



CPA News

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Enters into the 5th year of publication!

Bangabandhu Sheikh Mujibur Rahman Tunnel

Steering towards
the highway of development

Welcome new CPA Chairman
Rear Admiral S M Abul Kalam Azad

Patenga Container Terminal
Implementation and challenges

Chattogram port has taken preparation
to prevent COVID-19 outbreak

PM invites DP World to invest in Bangladesh

ECNEC approves Matarbari Port Development Project



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Editorial

Bangabandhu Sheikh Mujibur Rahman Tunnel will enhance domestic and regional connectivity

Dear Reader, we are happy to inform you that Rear Admiral S M Abul Kalam Azad, (G), NGP, ndc, psc, BN has taken charge as the Chairman of Chattogram Port Authority. He is the 40th Chairman of Chattogram port. On behalf of the CPA News family, we cordially welcome him with best wishes. We hope that the Chattogram port and Bangladesh maritime industry, which are going through significant changes, will find a far-sighted path under his leadership.

It is now a well-established fact that Bangladesh, a country of rivers, has made a remarkable socio-economic progress, supported by sustained economic growth. Therefore, the government has been building new infrastructures as well as developing the business climate to become a developed country by 2041 with the help of its development partners. In this regard, a Multi-Lane Road Tunnel is being constructed under the Karnaphuli river. Building the first ever Multi-Lane Road Tunnel in Bangladesh, which is named after Father of the Nation Bangabandhu Sheikh Mujibur Rahman, will not only provide communication support for the east and the west side of the Karnaphuli river but also facilitate to increase regional connectivity with the neighbouring countries thorough Chattogram city and Chattogram port. Our the lead story of this issue describes the project detailing its challenges and future contribution to sustainable economic development of the country.

Chattogram port is implementing new development projects to increase its capacity for the future demand of increasing import-export trades. Chattogram Port Authority (CPA) has been showing efficiency in implementing these projects despite facing the challenges. One of the major projects of CPA is the Patenga Container Terminal (PCT). It is being indigenously built by Bangladesh Army with BUET's design under the supervision of CPA. When the project will be fully completed, it will increase the container handling capacity of the port and as a result turnaround time of a vessel will be reduced. In order to inform our readers about the rationale of the PCT project, its challenges and status, we have included an article under 'Perspective' section in this issue.

Today, the whole world stands still due to the COVID-19 pandemic. People are anxious and worried. There is only one sentence around, 'Stay Home, Stay Safe'. In this regard, Chattogram port has taken necessary initiatives to prevent the outbreak in the port area. We have incorporated an article on how the port is handling the global crisis locally.

Furthermore, the 'Newsbytes' section will inform you of all the important maritime events and developments which took place during the first quarter of this year.

We would be truly obliged if you write for us or leave your invaluable feedback as well as suggest new ideas to further improve this maritime magazine. Thank you for being with us all the while, and keep staying with us.

Thanking you



Zafar Alam

Editor



Lead Story

Bangabandhu Sheikh Mujibur Rahman Tunnel Steering towards the highway of development

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The Bangabandhu Sheikh Mujibur Rahman Tunnel will help our country in reducing poverty and to increase employment followed by a good impact in the economic development in the context of globalisation and regional connectivity. Consequently, the vision of our Hon'ble Prime Minister Sheikh Hasina to make Bangladesh a developed and prosperous country will be realised. We have discussed the project in detail in our lead story.

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Port Community

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Besides doctors, nurses, armed forces and police, who are the front-runners in this war against COVID-19, there is another group of people who are maintaining normal supply of all kinds of daily necessities including equipment, raw materials, chemicals and medicines for the war against COVID-19 in the country. They are the officers/employees of all levels of Chattogram port. Our article in the Port community section describes the initiatives taken by the Chattogram Port Authority to ward off the Novel Coronavirus.

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Welcome new Chairman
Rear Admiral S M Abul Kalam Azad

Dominion



Rear Admiral S M Abul Kalam Azad (G), NGP, ndc, psc, BN has taken charge as the new Chairman of Chattogram Port Authority. He is serving as the 40th Chairman of Chattogram port. Earlier, he was the Chairman of Mongla Port Authority. It is anticipated that his special experience in managing Mongla port will play an important role in taking Chattogram port further.

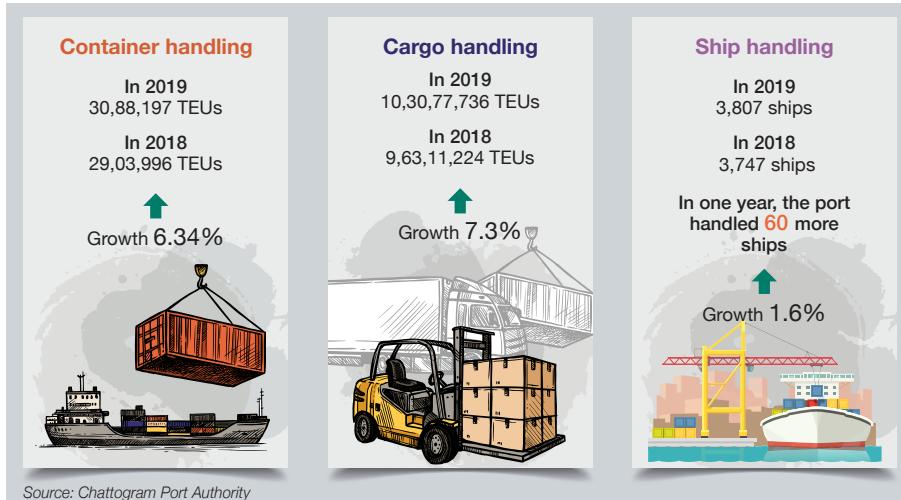
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Chattogram port shows growth in 3 indexes



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Perspective

Patenga Container Terminal: Implementation and challenges



When the Patenga Container Terminal project is fully implemented, the container handling capacity of the port will be increased and a vessel's loading and unloading time at the jetty will be reduced as well as the turnaround time of the vessel in the outer anchorage will also be curbed down. Therefore, we have a special article focuses on the implementing features of PCT and also challenges to materialise them.



Welcome new Chairman Rear Admiral S M Abul Kalam Azad





Rear Admiral S M Abul Kalam Azad (G), NGP, ndc, psc, BN has taken charge as the new chairman of Chattogram Port Authority. He officially assumed office on 12 April 2020 and became the chairman of the Port - the main gateway to the country's economy. Earlier, he was the Chairman of Mongla Port Authority. Rear Admiral S M Abul Kalam Azad has been serving as the 40th Chairman of Chattogram port since the dissolution of the post of Port Commissioner and introduction of the post of Chairman by forming the Port Trust in 1960. It is anticipated that his special experience in managing Mongla port will play an important role in taking Chattogram port further.

Rear Admiral S M Abul Kalam Azad was born on 30 April 1967 in an aristocratic Muslim family in Kumarkhali upazila of Kushtia district. His father's name is Sheikh Osman Gani and his mother is Mrs Khodeja Begum. He joined the Bangladesh Navy in January 1985 and was commissioned in the Executive Branch. Rear Admiral S M Abul Kalam Azad has successfully completed various professional courses at home and abroad. He completed International Sub-Lieutenant Course from Britannia Royal Naval College, UK and Primary Staff Course from Royal Naval College, London, Turkish Language Course and Gunnery Specialisation Course from Turkey, International Humanitarian Law Course from India and Executive Decision Making Course from USA. He also completed NDC Course from National Defence College.

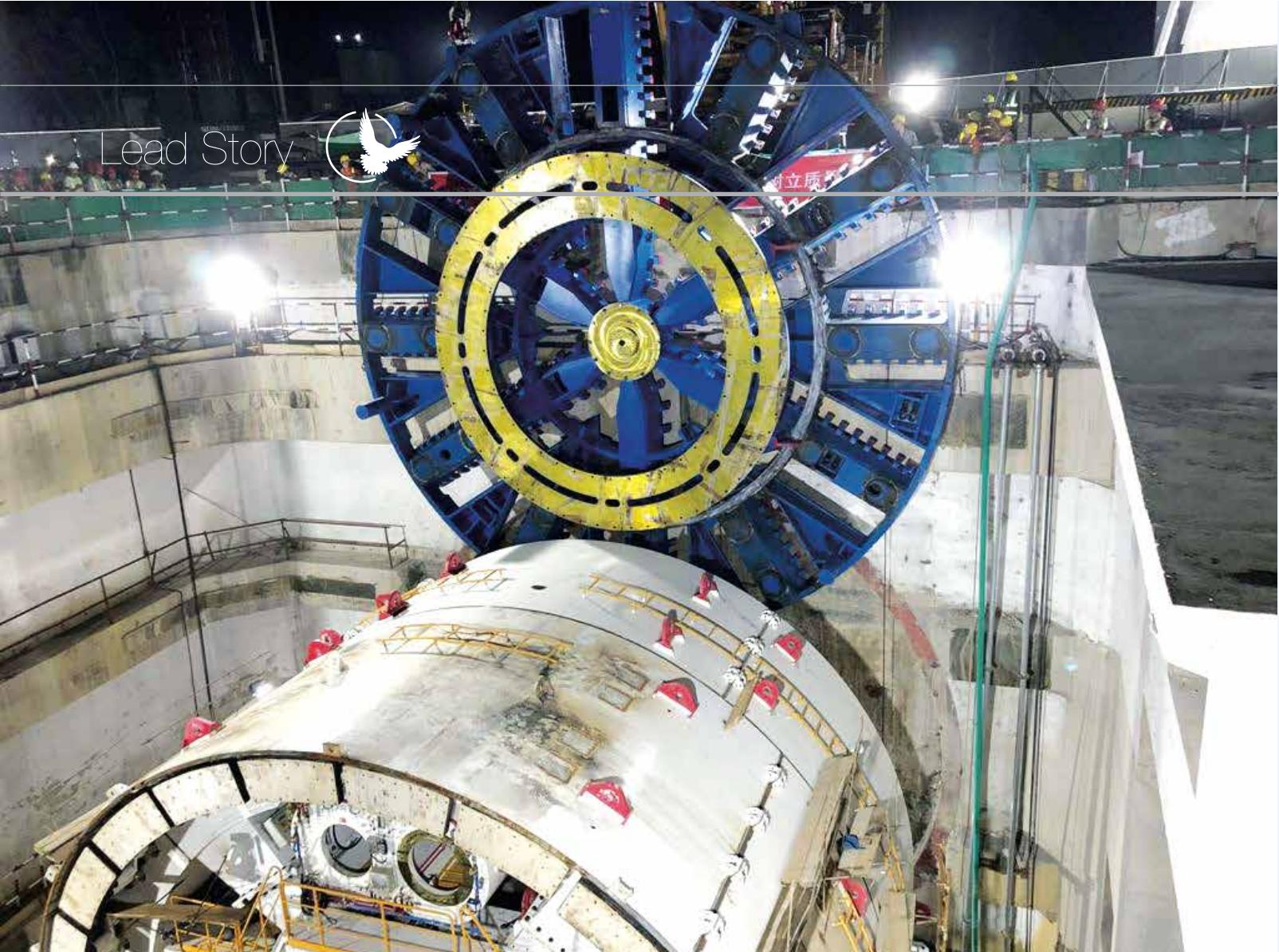
Before joining to the Chattogram Port Authority as the Chairman, Rear Admiral S M Abul Kalam Azad was in charge of various ships and bases. He served his duty as the Director in different directorates of Naval Headquarters as well as Naval Administrative Authority, Dhaka. He also served as the Commander of various ships including Frigates. He also has experience as a captain of BNS Titumir and BNS Issa Khan. Rear Admiral S M Abul Kalam Azad also served as the Director of the Legal and Media Wing of the RAB Headquarters, the Contingent Commander of the United Nations Interim Force in Lebanon (UNIFIL) BANCON-4 and the Director General of the Directorate of Civil Military Relations of the Armed Forces Division.

In recognition to his professionalism and service to the Bangladesh Navy, he was awarded the 'Nou Gurob' Medal.



Farewell Rear Admiral Zulfiqur Aziz

Rear Admiral Zulfiqur Aziz (E), psc, BN had been leading the Chattogram Port Authority for two long years. On 29 January 2018, he officially took over the charge as the 39th Chairman of Chattogram port. Earlier, he served as a Member (Engineering) of the port. During the tenure of Rear Admiral Zulfiqur Aziz as Chairman, Chattogram port was improved from 71st to 64th position in the prestigious Lloyd's List. Significant progress had been made in the construction of Patenga Container Terminal during this period and in addition to installing 10 quay gantry cranes for container handling at the port in a short span of time, various development activities had been undertaken at the port.



Bangabandhu Sheikh Mujibur Rahman Tunnel

Steering towards the highway of development

Rajeev Ahmed

" Bangabandhu Sheikh Mujibur Rahman tunnel is a dream project of our Prime Minister Sheikh Hasina. It will open the door of investment and trades in Chattogram. Once the tunnel is built, many industries will be set up on the other side of river Karnaphuli, which would speed up the economic activity. A new city will be developed in the southern part of Chattogram, Also, more industries will be set up in the Korean Export Processing Zone (KEPZ) and in the Exclusive Chinese Economic Zone (ECEZ) at Anwara Upazila in Chattogram, which would create big employment opportunities."

- Mahabubul Alam, President of Chattogram Chamber of Commerce and Industry (CCCI)

Background

Chattogram district is divided into two parts by the river Karnaphuli (North and South). Existing 2 bridges (Kalurghat Bridge and Shah Amanat Bridge) are not sufficient to cater the need of existing traffic. Besides, better hinterland connectivity is in dire need between the industrial zone located on the east side of the river and the existing seaport, airport and main city on the west side. Additionally, solutions were sought to reduce congestion in the main city and existing bridges to save time as well as better utilisation of land located on the east side of the river. Also, there is a need for improved emergency response in the eastern and the western sections of Patiya. On the other hand, China envisioned Belt and Road Initiative which needs regional connectivity infrastructure development under Asian Highway Network and Chattogram is a key location for BCIM (Bangladesh-China-India-Myanmar) corridor that starts at Kunming in China, pass through Myanmar and Bangladesh, and end up in Kolkata, India. Chattogram, as a transport hub connecting South Asia and South East Asia, will be built on "One City and Two Town" model as like as Shanghai city of China. Hence, more East-West direct crossing is essential. The distance between Kalurghat Bridge and Shah Amanat bridge is 11.2 km through the current major road. At present, there is no direct crossing at south end i.e. Patenga or near Chattogram Air Port. The Bangabandhu Tunnel, consisting of twin tubes of double-lane road will provide the most effective direct road crossing connection in future. The distance between Shah Amanat Bridge and Bangabandhu Tunnel is 17 km. More direct crossing connection will be needed in future to make appropriate integrated city for more inclusion of the east side of Karnaphuli river with existing west side Chattogram main city.

The suitable river crossing points were selected at the estuary of the river Karnaphuli, which is in the suburb of Chattogram. The selected area is in the alluvial delta area of the estuary and is basically the quaternary alluvial overburden. Bridge construction creates siltation problem under the riverbed and navigation clearance is also a prime issue as the Chattogram port is in the

upstream and nearest to the estuary, therefore, construction of Bangabandhu Sheikh Mujibur Rahman Tunnel or the Multi-Lane Road Tunnel under the Karnaphuli river came out as the alternative solution. Furthermore, considering the climate, topography, geology, hydrology and regional seismic effect, a location was selected for the tunnel at the mouth of Karnaphuli river. It is a huge engineering effort to make a tunnel under any mighty river. It needs modern method of construction. It is believed that the tunnel will be technological marvel since it is being constructed with high-end and latest technology like Tunnel Boring Machine.

In this regard, an MoU was signed between Bangladesh and China in June 2014. One year later, on 30 June 2015, witnessed by Bangladesh Road Transport and Bridges Minister Obaidul Quader and China's Minister of Transport Yang Chuantang, Bangladesh signed a business contract with China to build Multi-Lane Road Tunnel under the Karnaphuli river in Chattogram to promote the interconnection between Bangladesh and its neighbouring countries, and advancing the globalisation of Bangladesh. The loan agreement of the project signed with EXIM Bank of the Chinese government came into effect on 6 November 2017 and the work of the project started on 5 December 2017 with Mobilisation Payment as the First Disbursement. Hon'ble Prime Minister of the Government of the People's Republic of Bangladesh

Bridge construction creates siltation problem under the riverbed and navigation clearance is also a prime issue as the Chattogram port is in the upstream and nearest to the estuary, therefore, construction of Bangabandhu Sheikh Mujibur Rahman Tunnel or the Multi-Lane Road Tunnel under the Karnaphuli river came out as the alternative solution.

inaugurated the Tunnel Boring work on 24 February 2019. As the construction period of the project is 5 years, it has to be completed by December 2022.

Chattogram and Karnaphuli river: inseparable existence

Chattogram division, covering a total area of 168.07 sq km, is located at the south east of Bangladesh. It is known for its vast hilly terrain and a tropical monsoon climate with much rainfall each year. But Chattogram city only represents the urban area in the western area of the Karnaphuli river. It is the second largest city in Bangladesh which at the same time is the country's commercial capital, with a population estimated at 5.74 million. Chattogram division, having the largest port of the country, plays an important role in country's rapid growth. The surrounding mountains and rivers make the city attractive as an ideal vacation spot.

In Chattogram, Karnaphuli river is the largest and most important river. It is a 667-metre (2,188 ft) wide river in the south-eastern part of Bangladesh. Originating from the Saitah village (Lusai Hills) of Mamit district in Mizoram, India, it flows 270 kilometres (170 mi) southwest through Chattogram Hill Tracts and Chattogram into the Bay of Bengal. Principal tributaries of Karnaphuli river include the Kawrpui river or Thega river, Tuichawng river and Phairuang River. A large hydroelectric power plant using Karnaphuli river

Honourable Prime Minister Sheikh Hasina inaugurates the construction work of Bangabandhu Sheikh Mujibur Rahman tunnel





was built in the Kaptai region during the 1960s. The mouth of the river hosts Chattogram's sea port, the largest and busiest sea port of Bangladesh.

The tunnel is a blessing of BRI and Asian Highways Network

Bangladesh is a signatory country and a key strategic partner of China envisioned Belt and Road Initiative (BRI). One economic corridor will pass through Bangladesh of the six economic corridors upon which the concept of BRI is built. The old Bangladesh-China-India-Myanmar (BCIM) corridor is now to become the BRI corridor linking Kunming to Kolkata. The BCIM Corridor envisages greater market access for goods, services and energy, elimination of non-tariff barriers, better trade facilitation, investment in infrastructure development, and joint exploration and development of mineral, water, and other natural resources. There are only two corridors of the six corridors which are identified as maritime corridors and the old BCIM corridor is one of them. Recently, a bilateral contract has been signed between China and Myanmar known as China-Myanmar Economic Corridor (CMEC). During the visit of President Xi Jinping in Bangladesh in 2016, a USD 40 billion package was pledged and necessary MoUs signed, of which USD 26 billion is meant for infrastructural development under BRI. Therefore, to

One end of the tunnel close to Naval Academy in Patenga and the other end is close to KAFCO fertiliser factory. The starting point was selected on the end point of Costal Road (Patenga to Fouzderhat i.e. at Dhaka-Chattogram Highway). It serves transit traffic as well as city traffic towards Rongadia Industrial Area, Anwara Upazila and Cox's Bazar which is the city of tourism.

connect Chattogram with Asian Highway Network under the BRI, China was keen to build the Multi-Lane Road Tunnel under the river.

Traffic and connectivity scenario of port city Chattogram

As Chattogram is the second largest and the main port city of Bangladesh, it always transits heavy traffic. The Capital and most of the industries are situated north of Karnaphuli river and the port. The main transportation modes in Chattogram city are railway, waterways, road and air. The main railway station is in the city centre. The airport lies at south end (in Patenga) of the city. It is connected to the city by Double Mooring road and Patengaroad. Only two districts HQ (Bandarban and Cox's Bazar) lie on the south side of the Karnaphuli river. The transit traffics are mostly between these two areas and Chattogram city (or the Port). Daily passengers cross the Karnaphuli river by: (a) Country boats at different locations of the river; (b) Two bridges: Kalurghat Bridge and Shah Amanat Bridge. The central part of the city is located within the inner city ring by Sheikh Mujib, Tiger Pass Road, CDA Ave, Karnaphuli, Shah Amanat Road. Traffic can access the city centre by Polo Ground Roads, Railway Station Road, Sadarghat Court Road, Shahid Suhrawardi Road, Ander Killa Road and Nabab Sirajdoula Road and Kapasgola Road.

Most of the traffic come from and go to north (Dhaka side) by the following roads of the city:

- (a) To the centre of the city along the Dhaka Trunk Road;
- (b) To the port and south of the city along the Port Connecting Road;
- (c) To the north of the city along Zakir Hossain Road.

The traffic comes from and goes to the North (Hathazari side) along the Hathazari and BaizidBostami Road. From Kaptai (East), traffic has to cross the Karnaphuli river at Kalurghat Bridge (preferably) and Shah Amanat Bridge to reach Chattogram city through Kaptai Road. The traffic to Chattogram city from Cox's Bazar District, Bandarban District, and important economic growth centre and Upazila's of the two Districts (i.e. access from the south) has to cross the Karnaphuli river at Shah Amanat Bridge and to a lesser extent from Arakan Road via Kalurghat Bridge. The tunnel alignment was finally selected by the Government of Bangladesh. One end is close to Naval Academy in Patenga and the other end is close to KAFCO fertiliser factory. The starting point was selected on the end point of Costal Road (Patenga to Fouzderhat i.e. at Dhaka-Chattogram Highway). It serves transit traffic as well as city traffic towards Rongadia Industrial Area, Anwara Upazila and Cox's Bazar which is the city of tourism. It is expected that a considerable number of transit traffic will generate and use the Bangabandhu Sheikh Mujibur Rahman Tunnel after the completion of deep sea port in Matarbari and link road with Myanmar.

Primary objectives of Bangabandhu Sheikh Mujibur Rahman Tunnel

- To develop an uninterrupted and befitting road communication in Chattogram city as well as development of existing road networks
- To strengthen the role of Chattogram as transportation hub
- To improve communication between two sides of the Karnaphuli river
- To reduce traffic pressure on two existing road bridges
- To connect with Asian Highway Network (AHN)
- To connect the developing town

Construction of Bangabandhu Sheikh Mujibur Rahman tunnel is underway





Tunnel Boring Machine (TBM) acquired from China is deployed in the construction site

beside the east part of Karnaphuli River with the down town and expedite the development work

- To attract new settlement to the east side
- To increase the existing facilities of Chattogram port
- To develop a new road communication among Dhaka-Chattogram-Cox's Bazar
- To develop Chattogram city in 'One City and Two Town' model as like as Shanghai city of China
- To support the Blue Economy activities of Bangladesh centring the Bay of Bengal
- To support Korean Export Processing Zone (KPEZ) and Exclusive Chinese Economic Zone (ECEZ) in Anwara Upazila

Brief description of the tunnel project

4-lane road tunnel would be made under the Karnaphuli river. Main tunnel would be twin-tube type and 3.315 Km long and in the western and eastern part 5.35 Km approach road as well as 727 m over bridge (viaduct) will connect Anwara Upazila with the Chattogram city.

Entry of the tunnel: 2 Km downstream of the river Karnaphuli from the Airport and near Navy College.

Exit of the tunnel: At the Anwara end near fertiliser factory.

Tunnel type: Dual Two-Lane Tunnel.

Construction method: Shield Driven Method

Key information at a glance

Executing agency: Bangladesh Bridge Authority (BBA), Bridge Division, Ministry of Road Transport and Bridges.

Name of the contractor: China Communications Construction Company Ltd. (CCCC)

Financing by: Government of People's Republic of China through the Export Import Bank of China

Name of the construction supervision consultant: Joint venture of SMEC International Pty Ltd Australia and COWI A/S Denmark (SMEC-COWI JV) in association with Ove Arup and Partners Hong Kong Ltd., DevConsultants Ltd, ACE Consultants Ltd and Strategi Consulting Ltd.

Estimated cost: Total: 10374.42 Crore BDT

Govt. of Bangladesh: 4461.23 Crore BDT and Project Aid from Chinese Government: 5913.19 Crore BDT

Total length of the project: 9.392 km

BBA has signed a contract (the Construction Contract) with the China Communications Construction Company Limited (the Contractor) for the design, manufacture, construction and commissioning of the tunnel with the approach roads, viaduct, service facilities, toll plaza, building services

For the project, a latest and cutting-edge Tunnel Boring Machine (TBM) acquired from China has been deployed at the construction site. This machine is being used as it can dig through soil, sand and hard soil layers. TBMs are used as an alternative to drilling and blasting (D&B) methods in rock and conventional "hand mining" in soil.

and electronic control systems and the Government of Bangladesh (GOB) has negotiated the Loan Facility Agreement.

West side

- Length of open-cut: 200.0 meters
- Length of cut & cover: 195.0 m
- Length of Approach Road: 550.0 m
- Length of working shaft: 25.00 m

East side

- Length of Open-Cut: 190.0 m
- Length of Cut & Cover: 230.0 m
- Length of Viaduct: 727.0 m
- Length of Working Shaft: 25.0 m
- Length of Approach Road: 4.80 km (4798.095 m)

Main tunnel tube

- Length of Main Tunnel: 3.315 km (3315 m)
- Length of Tunnel Tube: 2.450 km (2450 m)
- Number of Tunnel Tubes: 2
- Maximum Depth of the Tunnel: 42.80 m
- Tunnel Diameter (outside): 11.80 m
- Tunnel Diameter (inside): 10.80 m
- Vertical Clearance inside the Tunnel: 4.90 m
- Road inside the Tunnel: 2 lane road and maximum speed limit of 80 km/h
- Maximum Slope of the Tunnel: 4%

To date, the actual physical progress of the project is 55.5% and the financial progress is 50.26%.

The tunnel is a technological marvel with modern features

For the project, a latest and cutting-edge Tunnel Boring Machine (TBM) acquired from China has been deployed at the construction site. This machine is being used as it can dig through soil, sand and hard soil layers. TBMs are used as an alternative to drilling and blasting (D&B) methods in rock and conventional "hand mining" in soil. They have the advantages of limiting the disturbance to the surrounding ground and producing a smooth tunnel wall. This significantly reduces the cost of lining the tunnel, and makes them suitable to use in heavily urbanised areas. Besides, the project is helping to train and develop Bangladesh's future tunnel supervision engineers. As this is the first tunnel in Bangladesh, there is a



TBMs are used as an alternative to drilling and blasting (D&B) methods in rock and conventional 'hand mining' in soil

national skills gap in this area and with more tunnelling projects coming in line, it is important to upskill the next generation of Bangladeshi tunnelling engineers.

Karnaphuli tunnel will have many modern features which include,

- Fully Variable Message Sign (FVMS): Fully Variable Message Signs will be provided along the approach roads to the tunnels which serve the purpose for conveying message and sign to the drivers approaching to the Karnaphuli river road tunnel area. The FVMS is to provide message to the drivers regarding the operation and conditions of the road tunnel before they entering into the road tunnel area.

- Over Height Vehicles detectors (OHVD): Over height vehicles detectors made of dual infra-red beam and ground loop are used to detect over-height vehicles approaching the tunnel portal.

- Variable Message Sign (VMS) : Variable Message Signs will be provided along the slip roads at two ends of the tunnel area which serve the purpose for conveying message and sign to the drivers. The VMS will be installed approximately 100m after the OHVD.

- Lane Control Signal (LCS): Lane control signals will be installed along the approach roads at two ends of

The engineering division will be responsible to maintain a safe environment for the tunnel. The engineering division is also responsible for the more labour intensive works of tunnel maintenance including cleaning and painting.

the tunnels and inside the tunnels for controlling lane usage of the tunnels. The LCS will be installed approximately 100m after VMS. The LCS will provide signal to the drivers to stop at the lay-by beside the control kiosk in case over-height is detected.

- Weighbridge: Weighbridge will be provided in the lay-by outside the control kiosks at both ends of the tunnel for weight measurement of the all freight vehicles.
- Lay-by: Prohibited vehicles are required to be stopped at the lay-by located before the tunnel portals. The lay-by should be provided on the left of the approach road near the control kiosk. The lay-by should be located downstream of the last slip road merging with the main road.

- Radio Rebroadcasting System: Radio rebroadcasting system will be provided to cover the whole tunnel area which will rebroadcast the public FM and AM radio channels in Chattogram throughout the tunnel. Radio break-in facility will also be incorporated to facilitate the broadcast of messages and instructions from the tunnel operators intended for motorists using the tunnel. 'Turn On Radio' signage should be erected at tunnel portal to alert the motorists to turn on the

radios inside their vehicles for possible emergency message broadcasting.

- Cross Passages: Passenger cross passages are provided inside the tunnels at approximately 700 m intervals with a clear dimension of approximately 5 m wide and 2.1 m high. The function of the cross passages is for evacuation during emergency situations which provide passage between two tunnel tubes. The cross passages are equipped with 2 hours fire-resistance self-closing door with fixed self-illuminated exit sign. Depending on the type of fire hazard, smoke detectors are to be provided within the cross passages and E and M plant rooms inside the tunnels. In addition to the fire detection system, open and close signals of isolation and sectional valves will be monitored by the tunnel fire control panel to prevent the smoke from entering the cross passage area.

- Niches: Emergency Niches will be installed at regular intervals of 100m throughout the tunnel section. A self-illuminated sign should be provided above each niche and each niche should be equipped with Emergency telephone, Fire extinguisher, Break glass, Power point and there should be hydrant niches providing hose reels and hydrants for fire fighting.

How the tunnel will be managed?

The tunnel operation needs a dedicated management structure and resources. It has four main fields of responsibility: routine operation; plant operation; maintenance; and rapid coordinated emergency response. The fields will be divided into two staff divisions, namely the operations division and engineering division. The operations division will be responsible for managing and controlling traffic safety within the tunnel area. The operations division will also be responsible for the immediate summoning of the necessary emergency services, for immediate control of traffic entering the tunnel and provide necessary control of the lighting and ventilation as required. The engineering division will be responsible to maintain a safe environment for the tunnel. The engineering division is also responsible for the more labour intensive works of tunnel

maintenance including cleaning and painting. Administrative and general support functions are the responsibilities of the administration sector under operations division.

The tunnel will bring economic benefits

According to the feasibility report, some 6.3 million vehicles will be travelling through the tunnel in 2022, rising to 13.9 million in 2030, 32.9 million in 2050 and 50.5 million in 2062. Of the total number of vehicles using the tunnel, trucks account for almost 50%. The traffic forecasts have assumed that the Deep Sea Port development in Matarbari will encourage trucks to use the Dhaka-Chattogram Highway to transport cargo to other parts of the country. In addition, the proposed tunnel will serve the proposed industrial zone located east of the Karnaphuli river and will divert truck traffic from the two existing two bridges.

During the operation phase, direct economic benefit arises from tunnel management and operational services provided by core staff. A total of 250 staff is expected to be required during the operational stage and all of them are anticipated to be locally hired Bangladeshis. The economic benefit can be estimated based on the projected number of employees and the value added per person engaged. The total direct value added contribution to the Bangladesh economy is estimated at Tk 36 million or US\$ 0.44 million per annum during the operation phase, according to feasibility report.

Besides, as per the latest development plan, the land in Parkir Char (east side along the river) and South Patenga (west side along the river) are proposed for recreational activities. Approximately 1,700 acres of land in the Parkir Char area are proposed to develop coastal tourism. The existing Patenga sea beach will be upgraded and new sites will be developed. An area west of the coast may be reserved for camping, picnic, and annual sporting and other community events and an area east of the Patenga road may be used for an amusement park. In addition, an area between the airport and industry is proposed to be turned into a water based tourist site, and a 1 km harbourfront public promenade will be developed from the airport to naval installation. The proposed

tunnel will provide the greatest connectivity between these two areas and will create synergies between existing and proposed tourism assets, the sea port and airport in Chattogram city.

Present status of the tunnel project

Total project area is 383.4921 acres. The entire land proposed at the west side (Patenga) of the project is 70.2255 acres. Out of which, 69.7205 acres (99.28%) of land has already been handed over to CCCC. Acquisition of the remaining 0.5050 acres of land is in progress. For the east side (Anwara), the total land proposed is 313.2666 acres and 291.25 acres (92.97%) of land has already been handed over to CCCC. Here, 22.01 acres of land acquisition is in progress. Besides, 2, 212 m out of 2,450 m of boring work has been completed in a tunnel tube till date.

2 MW temporary power supply has been provided to CCCC at the west and east ends of the Karnaphuli Tunnel. Construction work of 15 MW sub-station at the west end and east end of the tunnel has been completed.

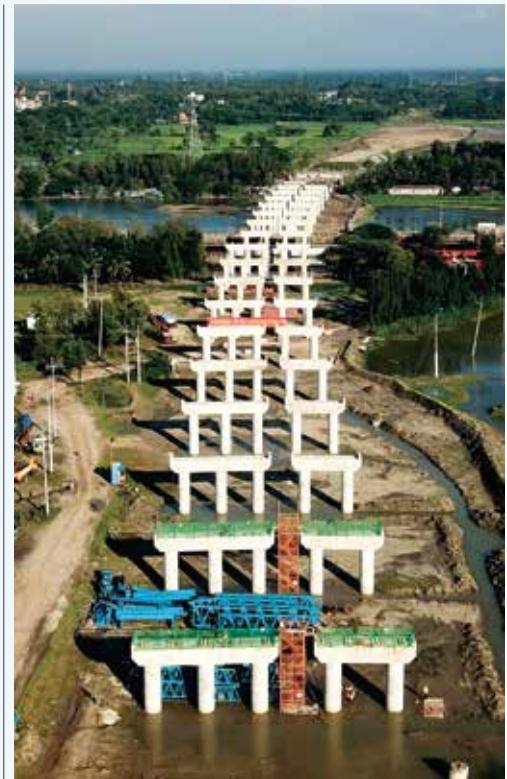
For water supply, 4 deep tube wells have been installed at each end of the tunnel construction area through the local Rural Development Academy (RDA), Bogra. Those tube wells have been handed over to the CCCC.

The abandoned inspection bungalow of the Water Development Board was repaired on the land acquired for use as BBA's site office (Service Area-2) at the west end. Office activities have started from February, 2018. Besides, the construction of temporary building for use as Consultant's Office at West end has been completed. As per the agreement, CCCC will start the construction work of the permanent office of BBA. CCCC has completed construction of their site offices on both ends.

CCCC has constructed and started operation of 2 jetties on both banks of the river for use in the tunnel's construction.

NGOs have been involved in implementing the rehabilitation plan of the project, and their activities are in full swing. BDT 630,930,866.40 has been distributed among 124 affected people.

A total of 250 staff is expected to be required during the operational stage and all of them are anticipated to be locally hired Bangladeshis. The economic benefit can be estimated based on the projected number of employees and the value added per person engaged.



Over-bridge will connect Anwara Upazilla with Chattogram city

Concluding thoughts

The world is facing an unpalatable global health emergency with an unrivaled impact on our societies and livelihoods due to COVID-19 outbreak. During this dire time, construction of the Tunnel has not stopped. Rather, the people working with the project have been fighting the invisible enemy with the Government-declared health guidelines. There is a strong hope that the Tunnel will be operational before the deadline of December 2022. Many agree that the Bangabandhu Sheikh Mujibur Rahman Tunnel will help our country in reducing poverty and to increase employment followed by a good impact in the economic development in the context of globalisation and regional connectivity. Consequently, the vision of our Hon'ble Prime Minister Sheikh Hasina to make Bangladesh a developed and prosperous country will be realised.

Rajeev Ahmed
Senior Editor, CPA News



Chattogram port has taken preparation to prevent COVID-19 outbreak

Afroza Bithi

In this time, human civilisation is going through a terrible phase. The post WW2 world has never seen such a situation before. Today, the whole world stands still with COVID-19 pandemic. People are anxious and worried. There is only one sentence around, 'Stay home, stay safe'. But there is a group of people who are not staying at home for the cause of humanity. When everyone falls asleep at night, many of them stay awake so that citizens can stay home with necessary supplies. When reading these lines, can you tell who are they? Surely, the first thing that comes to your mind is healthcare professionals and then the personnel of law enforcing agencies. Besides doctors, nurses, armed forces and police, who are the front-runners in this war against COVID-19, there is another group of people who are maintaining normal supply of all kinds of daily necessities including equipment, raw materials, chemicals and medicines for the war against COVID-19 in Bangladesh. They are the officers / employees of all levels of Chattogram port.

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On 25 March 2020, an office order signed by the Director (Administration) gave a detailed explanation of the coordination and activities between the various departments of the port during the public holidays. Those were,

- The Marine department of Chattogram port will continue the piloting service for the ships arriving at the port. Prior to that, the ship will be berthed by quarantining the sailors as per the procedure announced by IMO and WHO. In addition, VTMIS and VTSS will be active all the time.
- Transport department will carry out all the activities of loading and unloading at the port 24/7 as before. With minimum manpower, after the clearance given by the Customs department, the goods will be delivered quickly.
- Security department of Chattogram port will ensure 24/7 port security.
- Chattogram Port Hospital will be running round the clock. The chief medical officer will make roster of doctors and nurses as required. Besides, facilities including ambulance will be ready at all times.
- The Mechanical Engineering department will ensure that all the equipment of the port are kept in operation at all times and minimum manpower will be ready to perform the duties in various workshops. In addition, the required number of ECM drivers will be kept ready for duty. Vehicles rent will be restricted. Once the lockdown is declared or public transports are made unavailable, Mechanical Engineering department will schedule and arrange transports for officers and employees working in different shifts.
- Power department will ensure 24/7 uninterrupted power supply at all points including operational areas inside Chattogram Port.
- Chattogram port's fire service unit will be ready to perform its 24/7 duty as usual.
- Port system analyst will keep CTMS and ICT based facilities operational.
- The Civil Engineering department will have an Emergency Response Team ready to provide various services. The team's mobile number,

email address, etc. will be sent to the Director (Administration), Chattogram Port Authority (CPA).

- During the administrative lockdown, one of the members mentioned below will perform duty by turn every day.

1. Members - Administration and Planning

2. Members - Harbour and Marine

3. Members - Finance

4. Member - Engineering

- Transport department, shipping agents, C&F agents, berth operators, terminal operators, ship handling operators and other stakeholders will provide necessary assistance to the Customs department to expedite the delivery of goods and containers from Chattogram port.

- All department heads will take steps to carry out official work through e-filing on urgent matters and maintain communication through e-mail and telephone. The Director (Administration) and Secretary of CPA will coordinate the office activities of the port building and ensure the presence of minimum number of employees during the public holidays. All other employees will not be able to leave the town during the specified public holiday period i.e. they have to stay at home. Legal action will be taken if any unauthorised employee is seen roaming in the port building or any other office.

- Regarding any unwanted situation arises inside or outside the port, Director (Security) and the Director (Transport) of CPA will contact Port Health Officer Dr Md Motahar Hossain (Telephone No. +880654456788). Besides, the emergency department of Chattogram Port Hospital can be contacted on 2520224.

- The Finance department will take steps to pay the salaries, gratuities, etc of all the officers and employees regularly. A special team from the port medical department has been kept ready to identify the sailors infected with the coronavirus. At the initiative of Chattogram Port Hospital, various steps have been taken to prevent the transmission of the virus.

In order to prevent the spread of COVID-19 through ships, a decision was taken in an emergency meeting at the office of the port member (Harbour and Marine) Commodore M Shafiul Bari regarding mandatory declaration of a ship's infection status as soon as the ship reaches at the outer-anchorage.

Entering the port limit, the master of

the ship must declare if any sailor is infected with COVID-19, or not. In addition, 14-day quarantine for foreign ships was suggested and the day will be counted from the last port of call of the ship. In other words, if a ship arrives at the port within 12 days after leaving a Chinese port, it will have to wait for another 2 days to start handling operation. After reaching the Chattogram port's port limit, sailors will be allowed to enter the port if they are declared safe after the necessary medical screening by the Port Health Officer. Shore passes (city entry passes) will not be issued to foreign sailors. At the same time, the opportunity to transfer a sailor has also been stopped. If a sailor wants to go home for an emergency, he has to stay in isolation for another 14 days and after that, the clearance will be given.

Marine, Traffic and Security departments and concerned stakeholders have been instructed to wash hands with soap to prevent the infection of COVID-19. Health safety guidelines also instructed not to touch nose, ears and face with dirty hands and stay away from infected person etc. Effective measures have been taken to ensure that the infected person stays in his or her room, avoids close contact with others, uses infection prevention masks and keeps the workplace clean until he or she recovers. Arrangements are being made to provide hand-held thermometers, PPE (Personal Protection Equipment), bleaching powder, disinfectant liquid and soap for the safety of the officers/employees of all the departments of the port.

Saif Powertech Limited operates NCT and CCT, the two main terminals of Chattogram port for container handling. Captain Tanvir Hossain, Chief Operating Officer (COO) of the company, said that the highest precautionary measures have been taken at the port to prevent COVID-19 outbreak. Everyone is being taken inside the port after measuring the temperature and cleaning hands with soap. The company has also provided PPE, soap, water, hand sanitiser and disinfectant spray to its employees.

The port ambulance ship has been kept ready for quick transfer of patients from the ship to the hospital. A medical team, under the supervision of the Port Health Officer, will be on full-time duty at the Port Immigration Desk. If any sailor wants

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to go out, he or she has to through medical screening and the approval will be given if he or she is not infected.

As per the decision of the first coordination meeting of all government service organisations chaired by Chattogram City Corporation Mayor A J M Nasir Uddin, Chattogram Port Hospital is one of the four specially set up hospitals in Chattogram city to cope up with any unwanted situation. To this end, Sea Ambulance as well as Land Ambulance and ICU Ambulance are ready at all times. Under the supervision of the Health Department, a separate 50-bed unit with necessary doctors, nurses, health check-up facility, test kits, thermal scanners and other medical equipment has been opened at the port hospital. The port administration and health department are monitoring and coordinating these matters very carefully.

In addition, everyone has been advised to wear masks and other preventive measures as part of the precaution. The port fire service unit has been spraying disinfectants in and around port building, adjacent installations, various yards, jetties and residential areas every day to prevent the spread of the epidemic COVID-19.

Hand washing has been made mandatory at every entry gates of the port. Initiatives have been taken to make necessary hand sanitizers in the lab of Chattogram Port College since certain areas should be kept away from soap water.

To deal with the COVID-19 pandemic, the government has declared the general public holidays in the country and guided for limited official activities of the National Board of Revenue (NBR), Customs house and Customs stations. According to an office order issued by the NBR on 24 March 2020, limited scale activities of NBR will continue with a view to unloading essential daily necessities, emergency medical supplies and other export services during the general public holidays. As the main gateway of trade and commerce of Bangladesh, Chattogram Port Authority has taken necessary measures to ward off the Coronavirus in order to keep the wheel of development running.

Afroza Bithi
Contributor, Bandarbarta



Patenga Container Terminal

Implementation and challenges

Omar Faroque Emon

Bangladesh's economic development is related to the development of Chattogram port. Due to its geographical location, all the local and foreign stakeholders of the country's trade and business embrace the infrastructural development and upgraded communication system of Chattogram port. They are interested in investing in these sectors for their own benefits. Besides, Bangladesh, India, Bhutan and Nepal have taken initiatives to increase regional connectivity. As landlocked countries, Bhutan and Nepal don't have privilege to enter the sea. On the other hand, seven states of India known as the Seven Sisters are also

The implementation of the Patenga Container Terminal (PCT) is a great example of Chattogram port's dedication to overcome challenges.

landlocked. These countries want to use Chattogram port for their trade and maritime shipping. The importance of maritime trade and international involvement are being discussed vigorously nowadays. Giving priority to the availability of the port service, the industrialisation of Chattogram port and the both banks of the Karnaphuli river were done long time ago. Country's refined oil and edible oil refining industry are situated in Chattogram port's close proximity.

At the same time, to increase its capacity for the future demand of increasing import-export trade, Chattogram port has to take new development projects. There is a pressure of becoming the growing

economy. Besides, the port has to maintain the navigability of the Karnaphuli river, existing infrastructure and communication system. Therefore, the port authority is facing various challenges in implementing these projects in a timely manner. However, the port authority has shown efficiency in implementing these projects despite facing the challenges. The implementation of the Patenga Container Terminal (PCT) is a great example of Chattogram port's dedication to overcome challenges. When the project will be fully implemented, the container handling capacity of the port will be increased and a vessel's average turnaround

time at the jetty as well as at the outeranchorage will be reduced.

Rationale of the PCT project

With its current infrastructure, Chattogram port is operating at the highest level of capacity. There is a need to constantly improve the port's capacity through reformation and expansion of existing infrastructure. As the structural condition of the jetties in the General Cargo Berth (GCB) area is in critical condition, the experts from Bangladesh University of Engineering and Technology (BUET) inspected the ground and insisted on demolishing the old jetty and construct a new one. According to their recommendation, steps were taken to demolish the old jetty including the back yard of the GCB area to construct the Karnaphuli Container Terminal (KCT) with modern facilities.

If KCT construction was undertaken without the construction of a new container yard and a jetty, it is very likely that the EXIM mobility would be hampered. As a result, there was a need to construct the Patenga Container Terminal (PCT) before the construction of KCT to keep seamless EXIM mobility. Moreover, according to the current growth, Chattogram port will have to handle about 3.6 million TEUs containers by 2021.

According to the strategic master plan, around 4,300 m long jetty will be required for ship berthing at Chattogram port by 2021. But at present, there is a 3.630 m jetty in the port. Therefore, there was no option



Jetty construction work is going on apace

except finishing the construction of the PCT by 2019 on a priority basis by keeping the port operation and construction activities normal. So, on occasion of inauguration of the project on 8 September 2017, it was announced that the project will be implemented by December 2019. On the one hand, there is the pressure to implement the project in a very short time and on the other hand, the process for permanent rehabilitation of public-private establishments in the project area was hampered and the project work was delayed. Also, design changes, land exchanges and receiving no-objection letters from the concerned parties also delayed the implementation of the project. It is a fact that there was a shortage of

The terminal will have 89,000 sq m of inland container yard and roads, where 4,500 containers can be stored. There will be separate yards for loading and unloading containers. Trucks or Lorries which come to terminal to pick up the containers will go to the loading yard and those come with the containers will go to the unloading yard.

time to implement such a large project that has to overcome a lot of adversities. Although there are adversities, the construction of PCT has been going at a rapid pace with expert cooperations from Chattogram Port Authority.

Special features of PCT

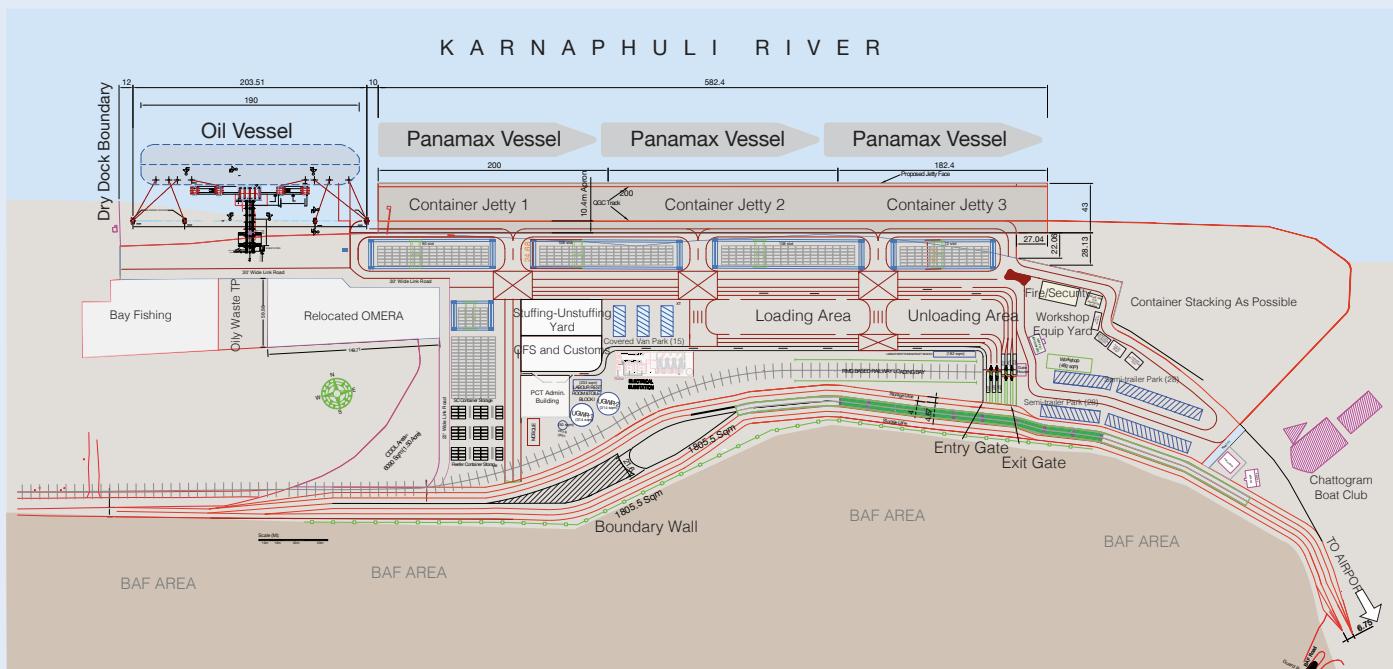
Three jetties of PCT will be able to provide berthing facility to three container ships. For this purpose, a 600 m long jetty with all facilities is being constructed on 27.5 acres of land. A 220 m long dolphin oil jetty is being built for oil tankers. The terminal will have 89,000 sq m of inland container yard and roads, where 4,500 containers can be stored. There will be separate yards for loading and unloading containers. Trucks or Lorries which come to terminal to pick up the containers will go to the loading yard and those come with the containers will go to the unloading yard. There will be separate parking space reserved for a certain number of covered vans. Apart from this, there will be CFS (Container Freight Station) sheds, 2150 m customs bonded walls of 6 m height around the terminal, port office building, mechanical and repairs facility, security post, gate house, fuel station, labour rest room and canteen.

The first terminal under domestic design

The terminals of Chattogram port, Mongla port and Payra port were

Breakwater is constructed to protect the access channel from wave and sedimentation





Proposed design of Patenga Container Terminal project

designed by foreign companies. The exception to this is the PTC. From the feasibility study to the detailed design of the terminal, everything has been done by Bangladesh University of Engineering and Technology (BUET). Although BUET has no prior experience in building such terminals, they have poured every possible effort from the beginning for the implementation of the project. In practice, the trail was not smooth for BUET. To facilitate practical implementation, changes have been brought to various stages of project design. As a result, the process consumed time and in parallel, it appeared equally tough for Bangladesh Army, which is in charge of constructing the project, to finish the work in a shceduled time.

Berthing facility for ships with 9.5 m draft

Like the existing jetty of the port, vessels with 9.5 m draft will be able to berth at PCT. According to the Hydrography Department, PCT will be able to anchor the ships of mentioned draft, as there is a good depth. Now the depth is 7 m but it will be increased by dredging. It will be comparatively easy for a ship's captain to anchor the ship at PCT, which is being built before the big bend of the Karnaphuli channel. As a result, a ship will be able to dock at the jetty and unloading the containers

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will be easier and faster. One hand, this will save time and on the other hand, the number of container handling will be increased.

The pressure on transportation will be reduced

About 98% of export goods and 37 types of import goods are handled in private Inland Container Depots or ICDs of Chattogram port. Among the 17 ICDs that focus on the port, 3 ICDs (East, West and North) of Summit Alliance Port Ltd, Vertex Off-Dock Logistics Services Limited, Incontro Limited and Eastern Logistics Ltd are located within few kilometres of the PCT. As a result, to carry imported goods from the PCT to the ICD and to load the export product from the PCT to container ships, prime movers will not have to go to the main jetty area of the port. Also, the pressure of transportation on the main jetty and yard of the port will decrease and the busiest areas of Chattogram Export Processing Zone (CEPZ) will enjoy less traffic.

There will be a separate railway

There will be a separate railway to connect the PCT to the South Container Yard of Chattogram port. The South Container Yard of the port, which is 2.5 km away from the PCT, will be connected by railway along the existing road link in the area adjacent to Ruby Cement factory. As

the container storing space is relatively small at the PCT, there is an opportunity to use the South Container Yard as a backup yard. For this, about 2.5 km of railway track is being constructed under the project. To transport containers, two railway locomotives, including eight rolling stock will be purchased. Already, there are rail lines which connect the South Container Yard with New-mooring Container Terminal (NTC) and Chattogram Container Terminal (CCT).

PCT will handle 4.5 million containers

GCB, CCT and NCT conduct all the container handling of Chattogram port. GCB's sole share in total container handling is 53.4%. With the implementation of the PCT, the container handling capacity of the port will increase by about 4.5 million TEUs annually.

Overcoming various adversities

Implementing the PCT project was not an easy matter for the Chattogram Port Authority. There were many adversities in stages, which needed to be solved to proceed further. The project area consisted of one-kilometer road, two sheds of Bangladesh Red Crescent Society, reservoir of Omera Oil Company, office of the Customs authority, office of marine fisheries,

mosque, police bits, water, electricity and gas supply lines. In order to implement PCT project, temporary rehabilitation and permanent relocation of these establishments were necessary. In this regard, 60% progress has been made beside the regular construction work of the project.

Relocation of 1 km road

The only airport in Chattogram is Shah Amanat International Airport. About 1 km of an important road from Chattogram city to the airport falls in the PCT project area. Project officials had to start work to ease the movement on the road at the beginning of the project. There was a need for cooperation from Bangladesh Air Force's Zahirul Haque Base in relocating and rerouting this road. In this regard, several meetings between the port authority and the Air Force were held to discuss about cooperation and it took about one and a half years to finish the entire process. Currently, 1 km long 4-lane road construction is underway in the project area. Apart from this, a 460 m long flyover is being constructed so that traffic congestion can be avoided between the airport and PCT. As a result, airport going vehicles can easily use the flyover. About 99% of the flyover construction work has already been completed.

Relocation of Customs and marine fisheries offices

About 2 acres of PCT project area was occupied by the offices of Chattogram Custom house's deputy commissioner of F-division and of marine fisheries. There was a need to move these two establishments to implement the project. This brought the issue of temporary rehabilitation and permanent relocation of these two offices to ensure their day-to-day operations. The port authority temporarily rehabilitated them in its newly constructed building to do so. On the other hand, to relocate their offices permanently, the port authority is constructing a multi-storeyed building with its own financing by leasing 2 acres of land adjacent to the Incontrade Container Depot in Patenga. The port authority expects that the building to be completed by the first quarter of 2020.

Police bit relocation

To provide security in the Patenga area, Chattogram Metropolitan Police

(CMP) has a police bit. This police bit was located in PCT project area. A police bit will be built as the permanent rehabilitation adjacent to the project area. The port authority has allocated three rooms for the police in oily waste water treatment plant of the port. Police bit will be relocated immediately after finishing the construction work of the permanent office.

Relocation of Omera oil reservoir

The Omera oil reservoir was one of the major installations in PCT project area. Relocating such risky installations was a big challenge in project implementation. The port authority has requested the aforesaid organisation to relocate the infrastructures. Omera then began to move the installation to port-allotted 2 acres of land located next to the Bay-Fishing and adjacent to the PCT project area. The whole process took several months to complete.

Relocation of River Mooring - 8

About 5% of the country's edible oil is unloaded from the RM-8 (River Mooring) jetty. The location of the jetty was in the PCT project area. According to the plan, construction of dolphin oil jetty was to be built in the place of RM-8 jetty, but in the beginning, the operation of RM-8 jetty could not be stopped due to the increasing demand for edible oils in the country. If RM-8 jetty operation was stopped, the country would suffer an edible oils crisis. Due to that

There was a need for cooperation from Bangladesh Air Force's Zahirul Haque Base in relocating and rerouting this road. In this regard, several meetings between the port authority and the Air Force were held to discuss about cooperation and it took about one and a half years to finish the entire process.

reason, an alternative unloading point for edible oils was built beside the Patenga Boat Club and then the operation of RM-8 jetty was stopped, which was happened in early February this year. The port authority expects that after finishing the construction work of Dolphin oil jetty within 6 months, the total operation to unload edible oils will be opened.

Relocation of water, electricity and gas lines

In Patenga, industrial factories have been established on the banks of the Karnaphuli river. And already there are many residential settlements. Electricity poles, gas and water supply pipelines for all these factories and residential areas had been set up along the airport road. One km road inside the PCT project area and corresponding electricity poles, gas and water supply pipelines were relocated and reconstructed. Priority was given to the continuous supply of gas, electricity and water to industrial factories and residential settlements.

Red Crescent depot will be relocated

The Red Crescent Society is providing regular relief assistance to the Rohingya people who were persecuted from Myanmar. A large portion of the Red Crescent relief supplies sent from different countries are kept in their two depots located in Patenga, adjacent to the PCT project area. On the one hand, it is a large establishment; on the other hand, it is

While inspecting the construction work of Patenga Container Terminal, State Minister for Shipping Khalid Mahmud Chowdhury and the Chairman of Chattogram Port Authority are being briefed about the plan and overall progress of the project by the Project Director, 34 Engineer Construction Brigade.





providing aid to the Rohingya population. Emphasis was given on relocating the establishment at the fastest time, but it was not possible for humanitarian reasons. However, there has been an initiative to relocate relief goods by constructing a permanent shed at three acres of land behind the Incontrade Depot in Patenga. Almost 100% construction of the shed is complete. The port authority hopes to start working on the project very soon by demolishing the old structure and shifting relief supplies to the newly built shed.

Objections to piling from Civil Aviation Authority

Piling is an important part of the jetty construction in a terminal. But it was hampered by the objection of Civil Aviation Authority since the Shah Amanat International Airport, which is the only airport in Chattogram, is close to the PCT project area. The Civil Aviation Authority considered the 72 m high pile driving machine, that was brought from China, is risky for take off and landing of aircraft. Upon its objection, the piling was stopped. To solve the problem, the Project Director and the 34 Engineer Construction Brigade held discussions with the Civil Aviation Authority. After several meetings, the port authority was able to convince the Civil Aviation Authority that the piling would not cause any harm to aircraft. Later, the Civil Aviation Authority withdrew the objection, though it issued a circular for aircraft to circumvent the PCT project area considering the risk factor. As there is no more objections from the Civil Aviation Authority, the port authority resume the piling task.

Coronavirus effect on the project

Chinese engineers have been working to build the jetty and backup yard of the PCT project. Since these engineers went on vacation

Later, the Civil Aviation Authority withdrew the objection, though it issued a circular for aircraft to circumvent the PCT project area considering the risk factor.

to China earlier this year, many failed to return due to the lockdown caused by virus containment policy. In addition, jetty construction materials (such as bollards, fenders, railways, etc.) could not be imported due to coronavirus outbreak. China had stopped taking orders and supplying these raw materials since the end of last year. As a result, the jetty construction has slowed down.

Current status of the project

Relocating existing infrastructures and the increasing growth in import are constantly placing new challenges to the project. Land development, container jetty, Dolphin oil jetty, construction of new road, flyover construction have been going in full swing since Bangladesh Army had taken responsibility to implement the project. In the meantime, 94% of the land development work, 40% construction of the jetty, 90% of the shore protection work, 99% of the flyover construction work and 25% of other work have been completed. At the end of February this year, the financial growth of the project was 797.87 crore, while 57.50% of the public work has been completed. Besides, construction of permanent barracks, sand filling and construction of the box culvert drain are about to finish.

Economic importance

The government is implementing a plan to establish 100 economic zones in order to make Bangladesh a prosperous country by 2041. Besides, the government is implementing mega projects like Padma Bridge, Metrorail, Karnaphuli Tunnel, Rooppur Nuclear Power Station etc. With the

continuous growth and development of country's EXIM trade, the container and cargo handling in Chattogram port is increasing. Considering the future demand, the construction of the PCT will add a big portion to the container handling capacity of the port as well as increase the number of ship arrival. Therefore, PCT will serve as a milestone in achieving the government's economic goals.

Omar Faroque Emon
Reporter, Bandarbarta

Gratitude:
Lt. Colonel Md. Ziaul Haque
Project Manager, PCT

Md. Mizanur Rahman Sarkar
Executive Engineer (Civil) and Project Director, PCT





► PM invites DP World to invest in Bangladesh



Prime Minister Sheikh Hasina, on 13 January 2020, invited Dubai-based company DP World to come up with investment

in port, shipbuilding and ICT sectors of Bangladesh alongside the energy one.

"You can come up with investment not only in the energy sector but also in ports (of Bangladesh)," she said when DP World Chairman Sultan Ahmed bin Sulayem met her at her place of residence in Abu Dhabi.

Besides, Chief Executive Officer of Emirates National Oil Company (ENOC) Saif Humaid AL Falasi and UAE prominent businessmen separately met the visiting Prime Minister here.

PM's Press Secretary Ihsanul Karim said, DP World has taken a venture to set up a 1300-MW power plant in Sonagazi of Feni as the land for the power plant is being allocated to the company.

The firm apprised the Prime Minister of the progress of work on the power plant. Mentioning that there is huge potential for DP World in the shipbuilding sector in Bangladesh, the Prime Minister invited the Dubai-based company to make investment in the sector.

The DP World Chairman said Bangladesh has progressed much in the ICT sector and it is now the second largest country in terms of outsourcing supply. Prime Minister Sheikh Hasina said the company can make investment in setting up hi-tech park in Bangladesh.

DP World is a world leader in global supply chain solutions, particularly specialised in cargo logistics, port terminal operations, maritime services, free zones and more. A Memorandum of Understanding was signed between the ENOC and the Energy and Mineral Division of Bangladesh during the meeting with the ENOC Chief Executive Officer.

► Chattogram port shows growth in 3 indexes

Chattogram port has shown growth in 3 indexes in ship handling, container handling and cargo handling. The addition of new gantry cranes and other container handling equipment makes it possible to load-unload containers faster than ever before.

Chattogram port has handled 3,807 ships in 2019 and in 2018, it handled 3,747 ships. At the same time, the port has achieved a handling record of 3 million containers in the last year. A total of 3,088,197 TEUs containers were handled in 2019. In the previous year, the number was 2,903,996 TEUs. Handling growth was 6.34%. On the other hand, the port handled a total of 103, 077,796 metric tons of cargos in 2019. The previous year, the figure was 96,311,224 metric tons. The sector saw a growth of 7.3%. Besides, Chattogram port made a record in loading and unloading containers from a ship in 47.8 hours (less than 2 days). Average turnaround time at the port was about 2.6 days in 2019.

► Gentium-Damen Consortium to build world-class shipyard close to Payra port

The Gentium-Damen Consortium Group, a joint venture of Dutch based Damen Group and Australia based Gentium Solutions, is set to construct a new world class shipyard at Char Nissanbaria and Madhyopara Mouza near the Payra port under Patuakhali district.

In this regard, a Memorandum of Understanding (MoU) was inked between Bangladesh Steel and Engineering Corporation (BSEC) and Gentium-Damen Consortium Group at the Industries Ministry.

According to the Industries Ministry, the key aim of this MoU is to bring together Global Tier 1 European Shipbuilding and Marine experience, global best practices into the business of Bangladesh, and bring a deep understanding of and a passion for Bangladesh with a desire to assist the country on its exciting development path.

Construction of the proposed facility will see the introduction and transfer of cutting-edge industry knowledge and expertise to Bangladesh and provide strong employment for the region.

It is envisioned that many ships and vessels produced at the proposed shipbuilding facility will be designed and built specifically for the export market, driving remittances into Bangladesh and building sustainable employment.

The shipbuilding facility will also assist the local Bangladesh market with the task of meeting the very high levels of demand for dredging equipment, (shallow draft) ships, and large-scale cargo ships. The proposed shipbuilding facility will also have the capacity to produce more sophisticated scientific, research, exploration, and defence equipment in the coming years.

► The PCT will go into operation by Mujib Year



Chattogram Port Authority expects that the operation of Patenga Container Terminal (PCT), capable of handling 400,000 containers, may begin within the Mujib Year (Birth centenary celebration of the Father of the Nation,

Bangabandhu Sheikh Mujibur Rahman). The port chairman Rear Admiral Zulfiqur Aziz said in a press conference on 7 January 2020 that 52% of the project had been done.

The port chairman said, "Three container ships of 190 m long and 9.5 m drafts as well as one 220 m long oil tankers will be able to berth at the same time on the 600 m jetty of the PCT. There will be a backup yard on 16 acres of land where 4,000 TEUs of containers can be stored."

Construction work for the yard, truck terminal and boundary wall have begun at the Bay Terminal. Allotment of remaining 803 acres of khas land has been approved for the project. The port authority is working to build a 1,500 m long multipurpose terminal and two container terminals of 1,225 m and 830 m by 2025.



► ECNEC approves Matarbari Port Development Project



The Executive Committee of the National Economic Council (ECNEC) approved Matarbari Port Development Project worth BDT 17,777.16 crore on 9 March 2020.

The approval came from the weekly ECNEC meeting held at the NEC conference room with ECNEC Chairperson and Prime Minister Sheikh Hasina in the chair.

The Chattogram Port Authority and the Roads and Highways Division under the Ministry of Shipping will implement the Matarbari Port Development Project by December 2026.

The main objective of the project is to enhance the cargo handling capacity of Bangladesh through constructing this Matarbari Port including link road fulfilling the demand of international trade as well as facilitating speedy port services with the neighbouring countries. The Matarbari deep sea port would be the country's 4th port after Chattogram, Mongla and Payra build to the growing pressure of economic activities. This is another 'dream' project for the country and it will further strengthen our journey towards the ocean as well as boost our trade and commerce.

The total project cost of BDT 17,777.16 crore for the Matarbari project, BDT 2,671.15 crore would be provided by the Government of Bangladesh, BDT 2,213.24 crore comes from the CPA while the rest of BDT 12,892.76 crore comes from Japan International Cooperation Agency (JICA). Matarbari Port would fulfill the government's aspirations for a deep sea port side by side creating opportunities for anchoring container-laden vessels, open goods-laden vessels and oil tankers at the port jetty.

Besides, this port would minimise the pressure on the Chattogram port alongside meeting the growing demand of the country's import and export activities. Goods transportation to and from the potential industrial estates at Matarbari and Moheshkhali will also be facilitated once this port is established.

The Matarbari port will have two separate terminals having 300 m and 460 m length where ships having 8,000 TEUs containers could anchor due to 16 m depth at the port channel.

The main project operations include construction of a multipurpose terminal and a container terminal, procurement of necessary cargo handling equipments and construction of 26.7 km link road.

► Port limit of Chattogram port is safe from piracy: ReCAAP report

The piracy on commercial ships within Chattogram port's port limit has dropped to zero. No piracy, robbery and theft were reported last year. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) published such information in its annual report. The report, published on 15 January 2020, praised Bangladesh for its success in reducing piracy and armed robbery in ships. It is to be noted that at the end of 2019, Chattogram port's port limit increased from Sitakundu to Matarbari of Maheshkhali and upto Sonadia via Kutubdia. Success in suppressing piracy and armed robbery within the vast sea has highlighted the image of Bangladesh.

According to the ReCAAP report, the incidents of piracy and armed robbery have dropped to zero in 2019 and it happened for the first time at Chattogram port in last 12 years. ReCAAP recorded 82 incidents in different countries across Asia in 2019 and no piracy or armed robbery incident was reported within the water boundary of Bangladesh and in the Bay of Bengal.

► Direct sea voyage from Cox's Bazar to St. Martin's begins



State minister for shipping Khalid Mahmud Chowdhury inaugurated the operation of 'MV Karnaphuli Express' on 30

January 2020 and the ship began its maiden voyage on 31 January 2020. As a result, any cruise to the St. Martin's is going to be easier and hassle-free from now on as a direct ship service from Cox's Bazar to the island has been initiated. Currently, tourists willing to visit the island have to go to Teknaf first and then start for the St. Martin's Island from there in a ship.

The new direct ship service from Cox's Bazar relieves extra hassle. Tourist are now able to go directly to the island from the beach town and enjoy a 195-km exciting cruise on their way to and from the island.

Two propulsion engines, having the capacity of 600BHP, are attached to the ship which is 55 metres in length and 11 metres in width. It can travel at a speed of upto 12 nautical miles per hour.

There are a total of 510 seats in different categories in addition to 17 VIP cabins in the ship. Apart from these, it has a spacious conference hall, dining space and sea-view balcony.

Advanced technologies, including GPS, Echo Sounder System, Radar and Compass, have been attached to the ship for smooth navigation. Besides, fire extinguishing equipment are also there in the ship.

There are also lifesaving instruments like life jackets, life-rafts, lifebuoys and lifesaving boats to face any emergency situation.

► Mohammad Mezbah Uddin Chowdhury new shipping secretary



Additional Secretary to APD (Appointment Promotion and Deputation) wing of Ministry of Public Administration Mohammad Mejbahuddin Chowdhury has been promoted to secretary of the Ministry of Shipping on 20 February 2020. He replaced Senior Secretary of the ministry Md. Abdus Samad. The ministry of public administration issued a gazette notification in this regard. Working as the Additional

Secretary of APD, he played an important role in government's 'human resource management'. Mohammad Mejbahuddin Chowdhury was born in Chattogram city on 31 December 1965. He received his HSC from Government Haji Mohsin College, graduation degree from Dhaka University and an MBA in Human Resource Management from Stamford University. As an officer of 9th batch of Bangladesh Civil Service (Administration) cadre in 1991 and gained experiences working at all levels of field administration. Mr Chowdhury received the Integrity Award as the best divisional commissioner while serving as the divisional commissioner of Sylhet.

► Government to buy 6 big ships for international routes

State minister for shipping Khalid Mahmud Chowdhury has said that there is a plan to purchase six big sea-going vessels for international routes. Of these six ships, there will be 2 crude oil mother tankers, 2 mother product oil tankers (diesel transportable) and 2 mother bulk carriers (coal transportable). In addition, there is also a plan to purchase four more cellular container ships. The minister said this in response to a question in the parliament session on 9 February 2020.

► Chattogram Port Chairman elected as the best innovator



The Chairman of Chattogram Port Authority Rear Admiral Zulfiqur Aziz won the award for the best innovator given by the Ministry of Shipping on 12 January 2020. He achieved this feat by inventing digital online berthing monitoring system.

Chattogram Marine Academy Deputy Commandant Captain Kazi ABM Shamim and Assistant Director of Shipping Department

Muhammad Shahadat Hossain Sarker also received the award.

It is reported that the digital online berthing monitoring system will inform the port authority through a mobile app when the ship arrives from overseas. The ship will then receive the required information in return SMS. As a result, berthing meetings will no longer be needed. He received the award for this system.

Earlier, this was informed in a letter from the Ministry. According to the letter, three persons have been selected as the best innovators in accordance with the programme number 9.1 of the Annual Innovation Work Plan 2019-20 by the Ministry of Shipping.

► Two new scanners installed at Chattogram port

Two new container scanners, opened at GCB-1 (Gate-1 of General Cargo Barth) and NCT-3 (Gate No.3 of the New-mooring Container Terminal), were inaugurated at Chattogram port on 4 February 2020. Those scanners were inaugurated by the Senior Secretary of the Department of Internal Resources and Chairman of the National Board of Revenue (NBR) Abu Hena Md Rahmatul Munim. Scanners can scan a total of 300 containers per hour. The latest 'FS-6000' series fixed container scanners, imported from China, aimed at accelerating the operation of Chattogram port.

► WMS built 2 more ships handed over to India



Western Marine Shipyard (WMS) has handed over two bulk carriers, each worth around BDT 50 crore, to Indian steel manufacturer and thermal power plant operator Jindal Steel and Power.

Each of their

deadweight tonnage or total carrying capacity, including cargo, fuel, fresh water, ballast water, provisions, passengers and crew is 8,000 tons while cargo hold capacity is 8,988 cubic metres.

The service speed or average speed under normal load and weather conditions is 10 knots or around 18.5 kilometres per hour. The cargo vessels also come with accommodations for 14 persons.

The vessels, named JSW Sinhgad and JSW Lohgad, are the last pair of four vessels the Indian company placed orders for in 2015. JSW Raigad and JSW Pratapgad were handed over in October 2017.

Commerce Minister Tipu Munshi was the chief guest at the handing over ceremony. He said the exports were a milestone in the country's product diversification. Indian High Commissioner Riva Ganguly Das, who attended the event as the special guest, hoped that bilateral trade relations would definitely be enhanced.

► Chattogram port handles increasing food grains import

Due to the impact of COVID-19 outbreak, import of raw materials and industrial products through Chattogram port is being hampered although the handling of food grains and general goods is running normal. In some cases, goods handling has increased more than before. After analysing the operational activities of the port, such a picture emerges.

According to updated data of Chattogram port, the bulk imports (food grains and general commodities) of 18,024,000 tons were handled through the port from January to 15 March this year. However, at the same time last year, the handling of bulk import at the port was 14,807,000 tons. That implies that the product handling has increased by about 20% compared to the same period last year.



► Shipping ministry asks SOEs to use BSC ships

The shipping ministry has asked the state-owned entities (SOEs) to carry cargos, purchased or transported with the government funds, by vessels of the Bangladesh Shipping Corporation. The BSC will charter oceangoing ships on behalf of the government agencies to carry the goods if its own vessels are not available as per requirement of the agencies. The decision was made in an interministerial meeting held on 6 January 2020 at the shipping ministry with state minister for shipping Khalid Mahmud Chowdhury in the chair.

The corporation will charge 2.5 % address commission for chartering vessels on behalf of the agencies, the meeting decided. Officials of the shipping ministry and BSC said that parliament on 12 November last year passed the Bangladesh Flag Vessels (Protection) Act-2019 that came into effect from 18 November to protect the interest of Bangladesh flag-carrying vessels. Now, the BSC has six mother vessels each with 39,000 deadweight tonnage capacity for cargo transport. Another six vessels, including mother tankers, will join its fleet soon.

► Bangladesh sees decline in import from China after coronavirus outbreak

Import of different products from China in terms of quantity and value declined by 21% and 8.30% respectively in the period between 1 January to 15 February of the current fiscal year 2019-2020 compared with that in the same period of last fiscal year (FY 2018-2019) due to impact of the coronavirus outbreak in the country.

Import of almost all of the 30 top products, including clothing accessories, machinery, parts, fabric, yarn and diammonium phosphate, from the country also saw a drastic fall by more than 50% in the first seven months of the current fiscal year compared with that in the same period of FY19, according to the National Board of Revenue data.

According to the customs data, import of products from China declined by 2,49,311 tons to 9,44,827 tons in 1 January- 15 February this year from that of 11,94,138 tons in the same period of the last year.

The value of imported goods also dropped by BDT 1,578 crore to BDT 17,441 crore in the period of this year from BDT 19,019 crore in the same period of last year.

According to the customs data, the value of top 30 imported goods stood at BDT 18,267 crore in July-January of FY20 while the figure was BDT 48,791 crore in the same period of FY19.

► Importers to face fine if documents are not submitted within three days

The importer will face a fine if the required documents, including the bill of entry, are not submitted to the customs authority within three days after goods arrived at the port. The National Board of Revenue (NBR) has taken initiatives to add a provision in the customs act about it.

This was stated by NBR member Khandaker Aminur Rahman at a workshop titled 'Ease of Doing Business: Trading Across Borders' at the ERF office in Paltan on 25 February 2020. The workshop was jointly organised by the Economic Reporters' Forum (ERF), NBR and the International Finance Corporation (IFC) - a concern of the World Bank Group.

► Japanese companies favour Bangladesh as their Asian first choice



Some 70.3% of the Japanese companies in Bangladesh are mulling to expand business in the next one to two years, 23.4% believe their operations would remain

the same and 1.6% is pondering over going for a reduction, according to the survey by the Japan External Trade Organisation (JETRO).

The survey took comments of 13,458 Japanese firms engaged in manufacturing and non-manufacturing sectors in 20 Asian and Oceanian countries between the months of August and September last year.

The Japanese firms in India are the next most optimistic ones, 65.5% are planning expansion. Vietnam comes in third, with 63.9% of the Japanese firms there are planning expansion. It is followed by Pakistan at 62.5%. Bangladesh came in 5th in terms of profitability for Japanese companies.

The survey also found some 68.3% of the Japanese companies are planning to increase the number of local employees they have in the next one year, 29.3% to keep it the same and 2.4% to go for a reduction.

According to the survey, local production cost is 30.4% cheaper in Bangladesh compared with that in Japan.

► Delivery from Chattogram port dropped by 72%

Laden cargo ships are berthing at Chattogram port. Although goods handling is being done at normal speed, the delivery is not being done as before. As a result, imported consumer goods, emergency goods and industrial materials are trapped in the port yard. Since the government-declared general holidays have been taking place from 26 March 2020 to contain COVID-19 outbreak, supply chain system has fallen apart at the port.

The importers took 4,000-4,500 TEUs of freight containers delivery from Chattogram port in regular time. On weekly holidays, delivery reduces to 3,000 TEUs. But since the start of the general holiday on 26 March 2020, the number of delivery has dropped to an average of 1200 TEUs containers. That means the delivery is reduced by 72%. Since importers are not taking container delivery, disruption in the supply chain and the management system has occurred.

On the day before the shutdown, importers took delivery of 4,911 TEU containers. The next day, on 27 March 2020, the delivery was 1,423 TEUs, on 28 March 906 TEUs, 29 March 1,286 TEUs, on 30 March 1,393 TEUs. Until 31 March 2020, 41,000 TEU containers were congested in the port. However, the total capacity to store container at the port is 49,000 TEUs.

► Imports from China resumes

Most of the seaports in China have been reopened after the terror of the Novel Coronavirus. Most of production factories have also been operational, though full-scale production has not yet started in all the factories. Meanwhile, ships with raw materials for the textile industry, capital machineries and various industrial and consumer goods from China have started coming to the country. After the port reopening in China, the first ship loaded with goods arrives at the jetty of Chattogram port on 3 March 2020.

The ship 'Cape Orient' started sailing with loaded containers from the Shanghai port on 17 February 2020, after the Chinese ports were reopened on 16 February 2020. The ship reached at the outer anchorage of Chattogram port on 29 February 2020. The ship berthed at the port jetty on 3 March 2020. The ship carried various types of fabrics, capital machinery and chemical products for the garments industry of Bangladesh.

► Shipping freight charge increases sharply

Shipping freight charges have jumped by 33% to USD 200 after the implementation of new international carbon rule.

The International Maritime Organisation, or IMO, introduced the global sulphur cap rule, which came into force from January 1, 2020.

The feeder vessels, which ply in short distance between Chattogram-Singapore and Colombo, have raised the freight fares by over 33% to USD 200 on the Chattogram-Singapore route and USD190 to Chattogram-Colombo on each 20-foot equivalent units, TEUs. This applies to both loaded and empty containers.

The rule envisages cutting the emissions of sulphur oxide in all sea-going vessels as part of the global effort to reduce air pollution.

The IMO has ruled that the marine sector emissions in international waters be slashed. The marine sector will have to reduce sulphur emissions by over 80% by switching to lower sulphur fuel, a type of diesel with low sulphur content.

Local importers have aired concern over such type of surcharge since low-sulphur fuel consumption will make goods expensive.

► Two multinational companies are interested building LNG terminal at Matarbari

Two multinational companies have submitted their Expression of Interest for conducting a feasibility study to install a land-based liquefied natural gas (LNG) terminal in Matarbari, Cox's Bazar.

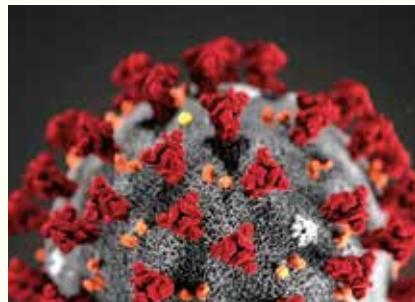
One of them is a joint venture of Japanese Nippon Koei and Tokyo Gas, and the second one is American energy advisory company Galway Group LLC.

The energy division is now evaluating the proposal to select one of the companies for conducting the feasibility study.

Petrobangla, in charge of LNG imports into the country, plans to build a land-based terminal that can handle 7.5 million tons of liquefied natural gas annually in Matarbari, Moheskhal.

The project is expected to start in 2021.

► COVID-19 warning at Chattogram port



Chattogram Port Authority has taken precautionary measures to prevent the spread of the COVID-19 outbreak by sea-going vessels. A special team at the port hospital has been prepared to treat the COVID-19 infected sailors.

In addition to this, various measures of basic wellness and hygiene practices have been taken to prevent the transmission of the virus. An emergency meeting was held on 31 January 2020 at the board member Commodore M Shaiful Bari's office. At the meeting, captains and agents of vessels were instructed to declare statuses as soon as their ships enter the outeranchorage area.

► Enhance energy cooperation in the BIMSTEC region: experts



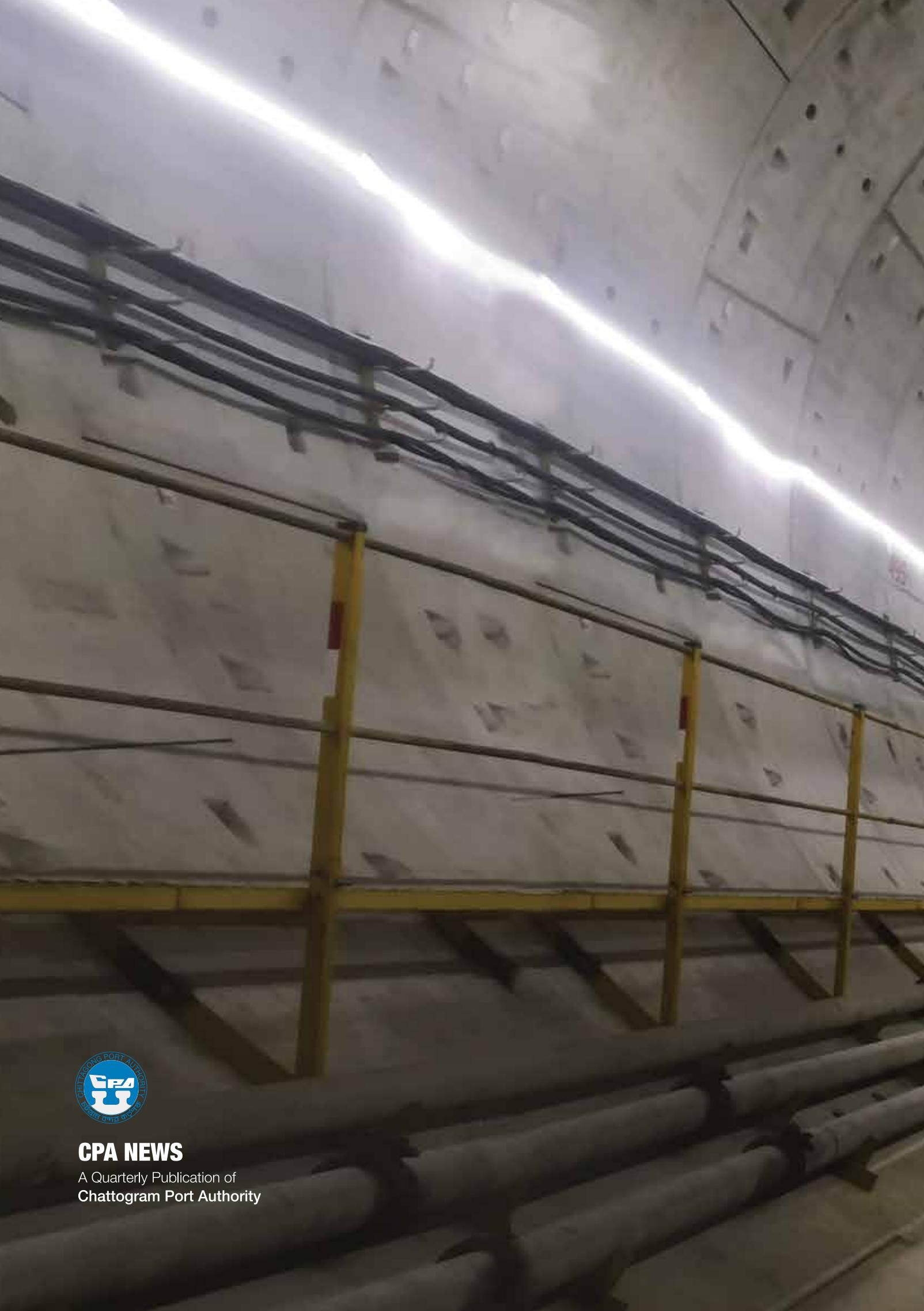
Coordinated regional grid connection would help attain the continued growth in power generation among the member countries of the Bay of Bengal Initiative for Multi-Sectoral Technical and Economic Cooperation (BIMSTEC), experts and policy-makers said during a conference held on 25-26 February 2020.

Governments of the member countries of the regional block must focus on renewable energy to ensure sustainable development in the BIMSTEC region, they suggested while addressing a conference on "Enhancing Energy Cooperation in the BIMSTEC Region".

BIMSTEC Secretariat in collaboration with the South Asia Regional Initiative for Energy Integration (SARI/EI) of USAID organised the two-day event at its office in the capital.

The BIMSTEC is a regional block, comprising Bangladesh, Bhutan, India, Myanmar, Nepal, Sri Lanka and Thailand.

On 31 August 2018, the member countries struck a Memorandum of Understanding (MoU) for installing the BIMSTEC Grid Interconnection to enhance energy cooperation among them.



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