

CPA News

A photograph of a fisherman in a small boat at sunset. He is wearing a red shirt and a blue visor, and is holding a large fishing net. The net is filled with many small fish, which are silhouetted against the bright sky. The water is calm and reflects the warm colors of the sunset. In the distance, other small boats are visible on the horizon.

**Looking Beyond Horizon
Maritime Promises for
Future Bangladesh**

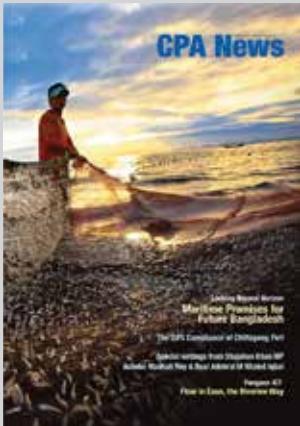
The ISPS Compliance of Chittagong Port

**Special writings from Shajahan Khan MP
Ashoke Madhab Roy & Rear Admiral M Khaled Iqbal**

**Pangaon ICT
Flow in Ease, the Riverine Way**

CPA News

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Editorial

130 Years of Pride - Paving Ways for Future

We are at a crossroad of history where every other endeavor is driven towards achieving better and better, and even more. It seems there is no calming down; you are always on the go. No matter what, you just keep on pursuing to achieve more. Unmistakably, it is no exception with the Port of Chittagong, the principal gateway of Bangladesh steadily moving forward liberally fired up with a growth spree of the 21st century.

This year is particularly remarkable as it is the 130th Anniversary of Chittagong Port. We have prepared a story to take you on a historical journey of the port. The port handled 2.3 millions TUES of containers during the year of 2016, while it toppled the historic milestone of 2 million just by the previous year. As we can see, the growth momentum is quite high.

Needless to say, in due course, Chittagong port has fairly secured its position and honor as the gateway to many other potential users e.g. Nepal, Bhutan, South China, Myanmar as well as the northeast states of India, collectively known as the Seven Sisters.

To steer in an effectual collaboration and partnership with the national and international maritime community, Chittagong Port is all set for its biggest exposition on the eve of its 130th Anniversary. Prime Minister Sheikh Hasina will inaugurate the 2-day long Port-Expo at the spacious car shed of the port premises, designed to showcase its faculty, product and service before visitors from an array of public and private sectors. We hope to maintain this Expo as a regular event of Chittagong in the coming years too.

Blue Economy in the new world order is gaining pace and in case of Bangladesh already it has secured a substantial room in the policy making level. The emphasis has been clearly manifested in the 7th Five Year Plan that you can have a read in our lead story here titled 'Looking Beyond Horizon.'

Updates on other port events and happenings, as usual, are in the newsbyte section designed to keep you abreast.

And here's the great news! CPA NEWS is completing its one year of journey in the meantime. We have published two issues during this period for our national and international readers. I would take this opportunity to say a big thanks to all our readers for being with us and sometimes sharing your valuable comments and opinions.

We hope you enjoy reading it. Should you want to share your thoughts, ideas or feedback, we're just happy to take your call.

Thanking you,

A handwritten signature in black ink, appearing to read 'Zafar Alam'.

Zafar Alam

Editor

04

Blue Economy is the magical key to a limitless potential for Bangladesh. Understandably, in context of the twenty first century visionary Prime Minister Sheikh Hasina, and her government is committed to make sure its full bloom in the hope of elevating the country too up to the level of the developed nations. For this, ample emphasis has been given on it in the Seventh Five Year Planning.



Lead Story

Looking Beyond Horizon

Maritime Promises for Future Bangladesh

In light of Seventh Five Year Planning

02 Editorial

Panorama

16

Port Security Locked

Many different aspects of globalization now combine to increase the dangers of a variety of transnational threats like weapons proliferation, cyber-attacks, ethnic violence, global crime, drug trafficking, environmental degradation, and the spread of infectious diseases. What kind of strategies and actions might they call for?

08

Port Support for Development of Bangladesh

This port plays the key role in expansion of export-import trade of country, says Shipping Minister.

Blue Economy: New Era of Economic Prosperity

We can extract fuel from the sea but we must make no harm to the maritime environment, notes Shipping Secretary.

Chittagong Port in Strategic Master Plan

Chittagong port is consistently proving her as more competent and more capable, writes CPA Chairman.

News Bytes

20

Port infrastructure and trade news

- A new Era in Indo-Bangla Riverine Trade
- Chittagong Port Enters 2.3 Million Club
- Kutubdia LNG Plant to Hail 160 Vessel Each Year
- Dutch Experts to Develop Efficient Workforce
- New Container Terminal at Patenga
- Port Attains Certificate of Merit from WCO

07

130 years of Glory and Pride

It literally took hundreds of years for the transformation of the early harbor into a modern port of today. During the mediaeval age, battles had been rife among the rulers of Arakan, Tripura and Bengal to gain an absolute control over the events of Chittagong Port.

12

Pangaon ICT Flow in Ease, the Riverine Way

Future Roads



Imagine 200 truckloads of container in a row cruising through the heavy traffic of Dhaka-Chittagong highway and then, think about the carbon emission and the noise pollution and the common risk of accident attached to it. While, it is comfortably possible carrying the same load of cargos onboard a single ship sailing through the rivers with greater ease, much less pollution and also within an agreeable amount of time!

11

The Portuguese Legacy at Chittagong Port

Horizon



Portuguese people, who dared their destiny, were a key factor to the Age of Exploration, discovering several lands in the Americas, Africa, Asia and Oceania, unknown to the Europeans till then, helping to pave the way for Globalization.



'Besides land-based developing works, maritime economy or Blue Economy too can open up newer horizons of opportunities for the coastal and the developing nations. Analysis also shows, countries with greater usage of sea-resource has achieved faster economic growth when compared to others.'

- Says Honorable Prime Minister Sheikh Hasina at International Workshop on Blue Economy



In light of Seventh Five Year Planning

Looking Beyond Horizon Maritime Promises for Future Bangladesh

Monish Das



Blue Economy unlocks limitless potential for the growth of Bangladesh opening almost every window for progress and development

Blue Economy is the magical key to a limitless potential for Bangladesh. Justifiably, in context of the twenty first century, visionary Prime Minister Sheikh Hasina and her government has sworn in to exploit its full potential with a view to elevate the country up to the mark of other developed nations. For this, generous emphasis is on it in the Seventh Five Year Planning.

Our lead story highlights on its manifold potential as well as the ins and outs of its implementation

Blue economy concept has ushered in a new horizon for economic development of the coastal countries through utilizing the sea and marine resources at national and international level. Blue Economy comprises of activities that directly or indirectly takes place in the seas, oceans and coastal areas using oceanic resources and eventually contributing to a sustainable, inclusive economic growth, and employment while firmly maintaining the health of the ocean.

Blue Economy, essentially deals with the following activities,

■ explore and develop marine

resources

- ensure proper use of ocean and coastal area
- exploit ocean products
- create provision for trade and services to support ocean activities
- protect ocean environment

What Is Blue Economy

Gunter Pauli, in 2010, first coined the term Blue Economy what we sometimes call today in Bangla, somudro orthoniti. It mainly focuses on the limitless possibilities lying beneath the vast blue waters of the sea. Blue Economy also stands for engagement of the bigger society

safeguarding the serenity of environment and introducing newer concepts for innovative and competitive business models.

Globally recognized, Blue Economy stands on three pillars:

1. Creating atmosphere for procuring of utility without harming the environment of relevant sectors (e.g. fisheries, biodiversity, exploration of energy and minerals)

2. Introducing balance of power among sects at the national level, like, addressing gender discrimination, attaining inclusive growth and creating merit-based employment opportunities for all

3. Each country should formulate policies for the provision of security of their national territorial water besides the international maritime region

The Blue Economy methodology puts emphasis on ideas, principles, norms that lend significant contribution towards eradication of poverty, contributing to food and nutrition security, mitigation and adaptation of climate change and generation of sustainable and inclusive livelihoods.

It is needless to say that for most developing states particularly for Bangladesh, making its transition to Blue Economy would entail fundamental and systemic changes in their policy-regulatory-management-governance framework and identification of various maritime economic functions.

Domain of Blue Economy

Maritime functions in the context of Blue economy are not just economy centric; they cover the relevant maritime value chains – including backward and forward linkages. This is important since large parts of the economic activities take place not in core sectors on themselves, but in adjacent functions.

Twenty seven blue economic functions can be identified from among the following six major broad areas, such as,

- Maritime trade and shipping;
- Food and Livelihood;
- Energy;
- Tourism;
- Coastal protection/Artificial islands/Greening coastal belts;
- Human resource, maritime surveillance and spatial planning.

7th Five Year Plan Outlines...

The recent verdict given by the International Tribunal for the Law of the Sea (ITLOS) and International Arbitration Tribunal over dispute of maritime boundary with Myanmar and India legitimately settles the Exclusive Economic Zone (EEZ) limit of Bangladesh up to 200 nautical miles from the baseline comprising 118,813 sq. km area of waters.

The newly unlocked window of Blue Economy can meaningfully contribute in the socio-economic development of Bangladesh as a growth driver during the 7th Five Year Plan implementation period. Research also indicates that economic development utilizing ocean resources is quite promising for Bangladesh. Nonetheless, this is depending on maintaining a good health of the ocean, its ecosystem and biodiversity. Available evidence also suggests that while there are plentiful prospects for oil and gas resources, the potential is mostly promising for marine fishing, transportation and tourism.

The following would be the appropriate actions/programs that Bangladesh can undertake to create and maintain prosperous and sustainable blue economy bases during the 7th FYP period.

- Protecting and managing the fisheries for the present and future generations
- Developing a strong renewable energy sector using ocean and wind forces
- Maintaining existing (e.g. ship building) and developing new maritime industries
- Extending fishing areas using new technologies and methods even beyond EEZ in the international waters
- Developing a strong human resource base for domestic utilization, and export to foreign job markets
- Substantially increasing fisheries production and export-earnings through improved aquaculture and introduction of mariculture
- Creating a competitive tourism by the introduction of ecotourism and marine cruises
- Further increasing revenue from shipping and commerce by the expansion of domestic fleet and destinations, transshipment and transit provisions, linking neighboring

states to the seaports, etc.

- Giving special priority to anticipated Climate Change impacts on all relevant matters, and adjust policies and plans
- Maintain the inland river systems and ecosystems for fishery, sediment transport, and inland shipping
- Building a solid base on science, research and education on the remaining coastal areas, establishment of a marine academy in Khulna.

Above all, for the maintenance of a seamless and coordinated planning and flow of actions, an integrated Coastal and Ocean Management Policy need to be in place.

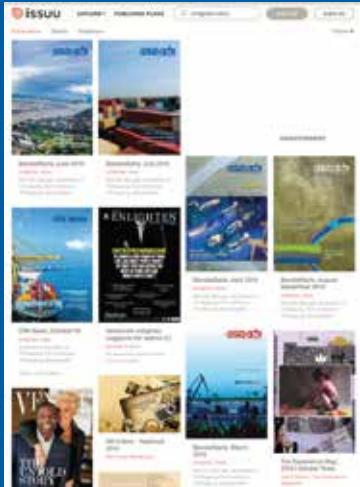
Future Challenge

The main challenges in the implementation of the above are as follows:

- Maintain sovereignty on territorial water and ensure secured coastal area
- Ensure security of resources in the Bay of Bengal Economic Zone
- Build marine friendly infrastructure for tourism
- Protect national resources from international racketeer and pirates
- Create investment friendly environment for private investors in maritime sector
- Sustainable use of marine biodiversity
- Preserve the sea and coastal habitat
- Take measures to manage climate change and prevent carbon emission
- Maintain the sea level and temperature control as well as preservation of corals
- Create pollution free ocean and acidity control
- Protect the sea from population growth and agro-aggression

Looking beneath and beyond the sea





Rejoice Readers! CPA News & Bandarbarta Now On ISSUU.COM

Great news, and no way to miss out a single copy anymore, as all old copies and future issues of CPA NEWS and Bandarbarta (CPA monthly Newsletter in Bangali), from now on, are also available on ISSUU, the largest digital publishing platform in today's world.

In this age of information technology, Enlighten Vibes, the content provider and publisher of Bandarbarta, initiated by Chittagong Port Authority, will publish the CPA journals on a regular basis on the globally acclaimed magazine portal issuu.com. Readers can directly enjoy them on their computer, tablet or mobile phone screen or they can download them for a later reading, just from anywhere in the world.

This added service will certainly attract more of the young readership and encourage them to be further at home with the Chittagong Port. Besides, Bandarbarta and CPA NEWS with regular updates will also be available on its dedicated portal.

Bangladesh Government is particularly thoughtful about making the most from Blue Economy. This has been manifested in its inclusion in the 7th Fifth Year Plan and ensuing programs. Government is quite set to grow into a developed nation and for that, has taken all the right initiatives for port development welcoming newer thoughts in it.

Blue Economy Promises

Ocean Sector	Definition
Marine Fishery	Includes mariculture, marine fishing, marine fishery service industry and marine aquatic processing, etc.
Offshore Oil and Gas Industry	Refers to production activities of exploring, exploiting, transporting and processing raw oil and natural gas in the ocean.
Ocean Mining Industry	Includes the activities of extracting and dressing beach placers, beach soil chloride and sand, submarine geothermal energy, and coal mining and deep-sea mining, etc.
Marine Salt Industry	Refers to the activity of producing salt products with the sodium chloride as the main component by utilizing seawater, including salt extracting and processing.
Shipbuilding Industry	Refers to the activity of building ocean vessels, offshore fixed and floating equipment with metals or non-metals as main materials as well as repairing and dismantling ocean vessels.
Marine Chemical Industry	Includes the production activities of chemical products of sea salt, seawater, sea algal and marine petroleum chemical industries.
Marine Biomedicine	Refers to the production, processing and manufacturing activities of marine based medicines and marine health care products by using organisms as raw materials (or by extracting these organism's useful components).
Marine Engineering and Building Industry	Refers to the architectural projects construction and its preparations in the sea, at the sea bottom and seacoast for such uses as marine production, transportation, recreation, protection, etc., including constructions of seaports, coastal power stations, coastal dykes, marine tunnels and bridges, land terminals of offshore oil and gas fields as well as building of processing facilities, and installation of submarine pipelines and equipment, but not the projects of house building and renovation.
Marine Electric Power	Refers to the activities of generating electric power in the coastal region by making use of ocean energies and ocean wind energy. It does not include the thermal and nuclear power generation in the coastal area.
Seawater Utilization	Refers to the activities of the direct use of sea water and the seawater desalination, including those of carrying out the production of desalination and applying the seawater as water for industrial cooling, urban domestic water, water for firefighting etc., but not the activity of the multipurpose use of seawater chemical resources.
Marine Communications and Transportation	Refers to the activities of carrying out and serving the sea transports with vessels as main vehicles, including ocean-going passenger transportation, auxiliary activities of water transportation, pipeline transportation, loading, unloading and transport as well as other transportation and service activities.
Coastal Tourism	Refers to the tourist related activities that take place in the coastal zone, on sea islands as well as recreational activities that use the ocean; including water based sports, marine mammal and bird watching, etc.

Vision 2041: Miles to Go

Blue Economy might yet sound trendy in Bangladesh; nonetheless, it already has a wide range of implementations in other countries, Indonesia, to name one. For Bangladesh too, it offers a treasure of limitless possibilities. Hence, Blue Economy is leading the way towards achieving Vision-2041 proclaimed by Prime Minister Sheikh Hasina through eradication of poverty and attaining sustainable development.

Bangladesh Government is particularly thoughtful about making the most from Blue Economy. This has been manifested in its inclusion in the 7th Fifth Year Plan and ensuing programs. Government is quite set to grow into a developed nation and for that, has taken all the right initiatives for port development welcoming

newer thoughts in it. These features combined, Bangladesh is now a key player in the regional geopolitics, thanks to its ever growing economy and sea-resource.

Last, but not least, Blue Economy is one big gateway to a thousand promises. It is an insurance against the imminent odds of country, paving the way for a sustainable and hassle free policy. At the same time, promises equal opportunities for all. However, what we need most at this very moment is the shining up of our own capacity and accelerating the pursuit of other possibilities, gently lying in the Pandora Box.

Monish Das

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130 years of Glory and Pride

Biplob Sarkar

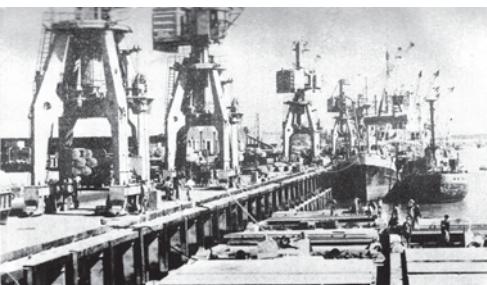
Chittagong Port, the throbbing economic heartbeat of Bangladesh takes pride in a rich heritage that spans for over two thousand years. Even in remote past, the blessed shelter for seafaring ships located by the Bay of Bengal had a tremendous fame spread out all over India, Persia and as far as the Mediterranean Sea region. Greek and Roman scholars like Pliny and Ptolemy also mentioned in their scriptures the way of life of this port with due esteem.

It literally took hundreds of years for the transformation of the early harbor into a modern port of today. During the mediaeval age, battles had been rife among the rulers of Arakan, Tripura and Bengal to gain an absolute control over the events of Chittagong Port. However, none of them succeeded in the end. In addition to the local stakeholders, the Portuguese, the Dutch and the British traders also fought tooth and nail against each other for few slices of limited power over the maritime region. This continued for a while and finally, in the early years of the 19th century the British controlled over most parts of India along with the Bengal and its only marine gateway, the Port of Chittagong.

With this takeover, began the most celebrated phase in the history of Chittagong Port. Port Commissioner's Act came into effect on 25 April, 1887. Hence, we are celebrating the 130th anniversary of Chittagong port this year.

Chittagong Port played vital role in the great Liberation War of Bangladesh. The naval commando

A view of the Chittagong Port in the 70's



Hailing traders from all nations, Chittagong port sets new record of handling 2.3 millions of containers in 2016

In 1977, Chittagong port entered the age of container. Six containers were unloaded from a ship named SS Tenacity. Berth Operating System was introduced in 2007. Container handling began to grow at a rapid speed day by day. It more than doubled in just the last ten years. The port kept on doing better and better and by 2015, it became the 76th port among 100 best ports on the prestigious Llyod's List. At present, it has 29 berths including six cargo and eleven container berths in addition to others, namely, cement clinker, oil and fertilizer. It also has 90 thousand square meters of shade, tugboat, dredger, fire extinguisher ship, bay cleaner ship and water ambulance. Its container capacity is 40,000. It is mostly during the tenure of this current government where it made most of these developments.

operation, Operation Jackpot, which completely collapsed the enemy-controlled port, actually changed the course of the war turning it in favor of the freedom fighters. During war, hundreds of officers, employees and workers of Chittagong Port killed by the brutal Pakistani army and their accomplices.

Immediately after the Independence, great visionary leader Sheikh Mujibur Rahman formulated new policies for the port. In 1977, Chittagong Port entered the age of container. Six containers were unloaded from a ship named SS Tenacity. Berth Operating System introduced in 2007. Container handling began to grow at a rapid speed day by day. It more than doubled in just the last ten years. This year the port achieved the milestone of handling 2.3 million containers. The growth rate is almost 16 percent. State-of-the-art gates introduced in 2010. To ensure round the clock monitoring and safe navigation in the Karnaphuli Channel, Vessel Traffic Management Information System (VTMIS) introduced in 2014.

The port kept on doing better and better and by 2015, it became the 76th port among 100 best ports on the prestigious Llyod's List. At present, it has 29 berths including six cargo and eleven container berths in addition to others, namely, cement clinker, oil and fertilizer. It also has 90 thousand square meters of shade, tugboat, dredger, fire extinguisher ship, bay cleaner ship and water ambulance. Its container capacity is 40,000. It is mostly during the tenure of this current government where it made most of these developments.

At present, colossal expansion work is underway surrounding Chittagong Port. According to the planning, new terminals and deep-sea ports are on the way. There will be three Special Economic Zones within 100 kilometers of Chittagong Port. Export and import of these zones will be transported through the port. Over the last few decades on a global scale, it has also grown up as the regional hub offering great benefits for neighboring countries e.g. North-East India, Nepal, Bhutan and southern China as well as other global powers.

The 30-year Strategic Master Plan includes thorough development and extension of the port besides purchase of necessary equipment and construction of jetties. Bay Terminal and Karnaphuli Container jetty (KCT) are two of the most promising projects under this plan. Construction work of Patenga Container Terminal (PTC) will start soon near the Chittagong dry dock. The construction of Laldia Multipurpose Terminal is already underway.

Bangladesh is working closely towards the realization of Vision-2021 and Vision-2041. It is true Chittagong Port has come a long way since its inception as a modern port in the region. While a certain goal has been set on the 130th anniversary, it only realizes that, there is yet miles to go in the coming days.

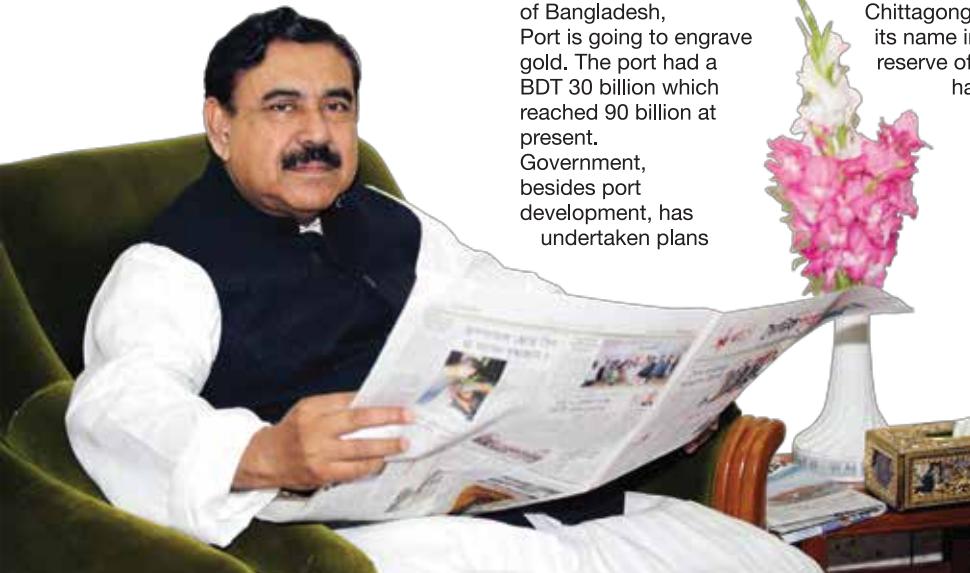
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Port Support in the Development of Bangladesh

Shajahan Khan, MP
Minister, Ministry of Shipping



Economic surge of Bangladesh is a warm topic in the global discussion these days. Chittagong port makes great contribution in our GDP growth. It plays the key role in expansion of the export-import trade of country. Currently, the government has undertaken various programs to continue this growth and one of them is the formulation of Thirty Year Strategic Master Plan for the development of Chittagong Port.

As the Prime Minister has directed, ICT at all levels of the port administration has been introduced, port laws renovated. This very government has introduced automation at the port. A few plans of the Government for a more dynamic port operation is under consideration at present. Among them are ensuring round the clock monitoring of vessel movement over Karnaphuli channel through VTMIS, bringing transparency in port activities and building of yards in order to meet the growing challenge. Because of these visionary measures undertaken by the government, the Chittagong Port has toppled 11 steps forward and is now at 76th position on the list of 100 Best Ports in the World. Chittagong Port recognized as one of the most profiteering ports globally where its container handling capacity has exceeded 2.3 million in 2016 with an astonishing growth of 16 percent.

This government is committed to work not only for the profit of the port, but also for the benefit of the people involved with it. 20 percent wage increase besides gratuity, provident fund, welfare fund and other related facilities for all workers at the port are being realized during the tenure of this government. This has affirmed a stable 17 percent growth at the port. It is projected that, growth at this pace will result in a capacity demand of handling 30 million TEUs container by 2021. Preparations to face this challenge are already underway and building of Patenga Container Terminal is just the apt answer to this question. This terminal will help in reducing the current turn-around time of the ship at Chittagong Port.

In the chronicle of the of Bangladesh, Port is going to engrave gold. The port had a BDT 30 billion which reached 90 billion at present. Government, besides port development, has undertaken plans

development Chittagong its name in reserve of has

and steps for development of its human resource as well. Marine Academy is being modernized and facilities growing. There is even a plan to establish four more marine academies in country.

In addition to Chittagong Port, development works are in progress at Mongla Port too under the able and visionary direction of this current government. A few years back Mongla fell almost at the brink of collapse, caused by a non-stop loss in business. A few optimistic steps by this government reversed the situation and invigorated new life into it once again through initiatives like administrative overhaul, modernization of working method and introduction of newer technology. Mongla port once again came out as a profit making concern. The port made a profit of BDT 600 million in 2014-15 and it earned BDT 960 million in just between July and December in 2016. The government has different plans to modernize this port further, which prompted the procurement of two dredgers, first of its kind in country, for the maintenance of navigability of various channels in Mongla. Work has also begun for the development of railway track up to Mongla port. Two steamers currently being built with the view to launch a direct communication between Mongla and Dhaka that will float on water by 2018. Development spree of the port includes renovation of the Khulna-Mongla rail line and connectivity with the Khan Jahan Ali airport as well as the Padma Bridge and the Rampal Thermo Power Plant. The port will turn into a new leaf once these projects are completed.

To cope up with the ever-growing expansion of the export-import trade of Bangladesh, the government decided to build a third sea port in country and on August 13, 2016 Prime Minister Sheikh Hasina inaugurated the Payra Sea Port at Kalapara in Patuakhali district. All measures have been taken by the government for a rapid growth of this seaport. Pontoons and cranes have been installed at the port in addition to gangway for the elevation of the pontoon. Process is underway for the procurement of modern equipment for navigation and container handling. The port will feature terminals for container, bulk container, and general cargo handling besides LNG and petroleum products. By 2023 Payra port will be operating in full swing as a deep sea port that will result in development of abundant mills and industries along the southern belt of the country.

For the economic development of the country, in addition to implementing the task of port development, the Government is giving equal importance on Blue Economy. According to the Seventh Fifth Year Plan (2016-20) economic activities will kick-off in deep sea and coastal areas and maritime resource would be procured over the exploitation of the Blue Economy concept.

Through them, economy of the country will gain more speed, and thus help Bangladesh move forward as an emerging tiger in Asia.



Blue Economy is here opening an endless possibility for countries around the globe particularly located by the coastal belts of the seas and the oceans. Reserve lying below the ocean could enrich the economy of the country manifold and create huge employment opportunities. The essence of this economy is to exploit the resources without hampering the maritime environment.

Core features of Blue Economy are about the procurement of fisheries, fuel and minerals from the sea. Our coastal areas abound with natural resources. Mineral resources in the

Bay of Bengal is like a blessing for us. Blue economy is not only about the exploitation of resources under the seabed rather any type of enterprises involved with the sea. So we may say, its perimeter is as vast as the border of the horizon.

In a developing country as Bangladesh, Blue Economy has become just the call of the time. It has opened up doors of opportunities before us all specifically in the sector of fisheries, aquaculture, production of renewable blue energy (wind, tide), exploration of oil and gas, drilling on the seabed and maritime trade. Evidently, it is possible we can realize these potentials through further development in the infrastructure of Chittagong Port. In addition, the port has sustained the growth in its becoming into a regional hub ready to confront the challenges of the future. The world is going through a phase of containerization leaving behind the break-bulk era in transportation of goods. Chittagong Port has crossed the extraordinary milestone in container handling recently and continuing with the pace. In a word, we are going through a process of preparing ourselves as an integral force for the best exploitation of Blue Economy.

We have reaffirmed our exclusive sovereign command over an area of 1,18,183 square kilometers in the Bay of Bengal after the International Court arbitration in 2012 against Myanmar and in 2014 against India. This has given us absolute authority over all fisheries and mineral resource up to 354 nautical miles in the continental shelf. Fishermen, generally, collect 800 million tons of fishes each year from the water of which only 70 million ton is shared with the Bangladeshi fishermen. Intruders from India and Myanmar used to grab the lion's share in the olden days. There are over four hundred species of valuable and nutritious fishes in the waters of the bay, which has great demand in the local and foreign market. Minerals procured from the sea are essential in research and chemical industry. Our sea is limitless in resource materials for life saving drugs. We have the longest sea beach in the world stretching over 125 kilometers along the coastline. Tourists will arrive in numbers if we can build Cox's Bazar and Saint Martin's Island as attractive tourist centers. Coastal countries in Europe earn around 500 billion euros from their blue economy each year thanks to its introducing of modern management and technology into it. We can do that too if only we could exploit them to the best of our possibilities.

Blue Economy: New Era of Economic Prosperity

Ashoke Madhab Roy
Secretary, Ministry of Shipping



It is our sole duty to safeguard this asset for the people of the present and the future. We can extract fuel from the sea but we must make no harm to the maritime environment. Our future goals include among others building up a full-fledged tourism industry in addition to an eco-park, providing transit facilities for ships, connecting the neighboring countries in our maritime trade chain and modernization of inland naval transport and river maintenance.

However, we have to overcome the challenges prior to draw maximum benefit from our blue economy. Likewise, maintenance of sovereignty in the coastal and maritime territory, maintain and secure the resources lying within our maritime territory, creating a tourist-friendly atmosphere, safeguarding our maritime resource from international rackets and pirates as well as making the best use of bio-diversity in the Bay of Bengal.

Bangladesh has its authority over an area equivalent to its 80 percent of land area in the territorial water after the mitigation of conflict with India and Myanmar. That is why the government is giving it a thoughtful eye and as a primary step has strengthened the coast guard further. It is true we are not yet capable enough to exploit the huge resource all on our own. European Union (EU) earns 95 million euro from their seas annually. Bangladesh government has made an agreement with the EU last year through which they will now invest in joint venture for the maritime research here.

Finally, Bangladesh government has decided to amend the existing maritime zones law. As it is impossible to control the huge territorial water with this outdated law promulgated in 1974, a new draft has already been prepared introducing the needed revisions in it that will come into effect soon.



Chittagong Port in Strategic Master Plan

Rear Admiral M Khaled Iqbal
 BSP, ndc, psc
 Chairman,
 Chittagong Port Authority



As the principal seaport of Bangladesh, prime job of Chittagong Port is to deliver infrastructural facility and required services for the handling of sea-borne export-import goods. Since liberalization of policies during the eighties of the last century, the world has seen enormous expansion in global trade and services. Developing countries rightly focused on the expansion of its own production infrastructure through an increase in the global linkage, thus instilling fresh oxygen into the economic growth. To cope with these changes, Chittagong Port, is all set to add her name to the front line of the leading global ports in the shortest possible time.

In this context the port authority is primarily working on 5 (five) fast-track projects over the next five years. These are:

- Increase number of jetties. Building of Newmooring Container Terminal (NCT), Patenga Container Terminal (PCT), Karnaphuli Container Terminal (KCT), Laldia Multi-purpose Terminal and Bay-Terminal Jetty in addition to renovation of existing jetties at port.
- Yard Area Expansion. Building an over-flow yard at PCT and another yard at Karnaphuli Export Processing Zone (EPZ). Besides, building of an off-dock yard is underway at Bay Terminal.
- Procurement of modern equipment for the port. These include Ship-to-Shore (STS) Gantry Crane, Rubber Tyre Gantry Crane (RTG), Straddle Carrier (SC), and Forklift. In addition, service vessels, such as, high power tugboat and pilot boat are joining the fleet in no time.
- Conduct study on climate risk at port and then undertake due measures.
- Take all measures needed to help grow Chittagong Port as a Green Port recognized globally.

Chittagong Port has promulgated its own Thirty Year Strategic Master Plan with a view to empower the port in coping up with the ever-growing national GDP. In this regard, immediate measures that need to be undertaken are as follows:

- Modernization of port according to the future planning while maintaining the 15 percent mean growth achieved during the last decade.
 - To build up an efficient, experienced and enthused workforce.
 - Expansion of jetty and berthing facilities besides reducing the turn-around time of ship.
 - Maintenance of channel for a safe navigation of vessels.
 - Improving of Karnaphuli Drainage System through effective dredging. Besides, taking measures needed to ensure easy entry and direct anchorage of the ships with draft above 9.5 meters to the jetty.
 - Enhance inland connectivity through

development of naval communications besides road and rail connectivity.

- Enhance efficiency of staff at all levels of administration over introduction of ICT
- Taking measures required to run the port with an environment friendly approach

If we look at the statistics, we can see that container handling demand has grown keeping consistency over the years. To contain this growth, a new terminal is needed which must come into operation within 2023. Deficit in the demand and supply chain will reach its peak at 2.8 million TEUs annually between 2033 and 2037. The new terminal is essential for mitigating this projected deficit.

The port is now implementing the ambitious project of Bay Terminal covering an area of 900 acres near Patenga sea beach. Ships which cannot reach the port at present due to length and draft limit of Karnaphuli channel could easily reach this terminal. Transport cost will dramatically reduce once this comes into operation. Bay Terminal offers additional support such as natural brakewater system, good channel, improved road and rail communication.

The purpose of building the Pangaon Terminal at Narayanganj is to take off the load from the rail and road reducing the cost of transportation by 40 percent from Mongla and Chittagong to Dhaka. This will provide a little relief for Chittagong Port, making way for it to handle some more containers. Besides, naval transportation will result in less carbon emission on road vehicles and thus saving nature.

Defying all barriers and keeping at par with the change in the wind, Chittagong port is consistently proving her as more competent and more capable. We are proud to remember the moment when we crossed our preset target of handling 2 million containers in 2015 much earlier than the time actually set for it. We have crossed the milestone of 2.3 million in 2016. The growth remained stable at 16 percent. Container handling has grown more than double between 2007 and 2015.

Hand in hand with time Chittagong Port is also growing and I am confident about its continuation in coming days. There is no alternative, in fact, of expansion and empowerment of the port in meeting the ever-growing demand keeping in parallel with the national growth.



Arrival of Vasco-da-Gama at Calicut 20 May 1498 marks the beginning of the Portuguese in India

The Portuguese Legacy at Chittagong Port Paving the early way of globalization

The settlement eventually grew into a prominent Eurasian seaport on the Bay of Bengal during the Age of Discovery. Their influence grew into such a height that at one time, all ships entering the area had to purchase trading licenses first from the Portuguese.

On 9 May 1512, a fleet of four ships commanded by Joao da Silveira arrived in Chittagong. They were followed by several embassies from the Kingdom of Portugal to the Sultanate of Bengal. Silveira set up the first Portuguese settlement in Bengal at Chittagong in 1517. Many Malaccan Portuguese had also come to the Bengal before Silveira in Moorish ships as traders. However, most of the Portuguese settled in Pipli (now Orissa) by 1514.

In 1528, the Sultan of Bengal permitted the Portuguese to establish factories and customs houses near the Port of Chittagong. The settlement eventually grew into a prominent Eurasian seaport on the Bay of Bengal during the Age of Discovery. Their influence grew into such a height that at one time, all ships entering the area had to purchase trading licenses first from the Portuguese.

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The Portuguese were keen on mounting their control elsewhere and in 1602, took away the Sandwip Island from Raja Kedar Rai. Portuguese pirates named Gonjalves and Carvalho ruled over the island for several years. Each year about 300 ships loaded with salt used to sail for Liverpool from Sandwip, which was also famous for its shipbuilding and salt industries. In 1616, the Mughals finally drove the Portuguese pirates away from Sandwip.

By the end of the sixteenth century, Chittagong Port had emerged as a thriving port, which attracted both Portuguese trade and settlement. According to a 1567 note of historian Caesar Federeci, every year thirty or thirty-five ships, great and small, anchored in Chittagong Port. In 1598 there lived about 2,500 Portuguese and Eurasians in Chittagong and Arakan. Major traded products in those days included fine silk, cotton

muslin textiles, bullion, spices, rice, timber, salt and gunpowder. The Portuguese also encouraged intermarriage with the local population.

In 1615, the Portuguese Navy defeated an Arakan-Dutch fleet near the port city. However, the Portuguese presence in Chittagong was ultimately ephemeral. The fall of the Bengal Sultanate and the rise of the Arakanese Kingdom of Mrauk U changed the geopolitical landscape. The Portuguese settlement became a major bone of contention between the Mughal Empire, the Kingdom of Mrauk U, a Burmese Empire and the Kingdom of Tripura.

In 1632 Mughal arms further expelled the Portuguese from the Hughli port owing to Portuguese association with the slave trade, abduction and refusal to support Shah Jahan. In 1666, the Mughal viceroy Shaista Khan retook control of Chittagong after defeating the Arakanese in a naval battle. The Mughal conquest of Chittagong thus brought an end to the Portuguese dominance of more than 130 years in the port city.

The descendants of the Portuguese traders in Chittagong were known as Firingis. They now live in the areas of Patharghatta and Firingi Bazaar in Old Chittagong. The Portuguese also made great contribution in the Bengali language, with common household terms, such as, chabi (Key), balti (tub), perek (nail), alpin (pin), toalia (towel) etc.

What more, the Portuguese brought exotic fruits, flowers and plants, which became part of Bengali civilization and culture. The potato, cashew nut, papaya, pineapple, kamranga, guava and the Alfonso mango, among others were brought by them showing their zeal for agro-horticulture and in due course all became part of Bengali life. Even the Krishnakali plant with its varied colors is a gift of the Portuguese.

- CPA News Desk





Pangaon ICT

Flow in Ease, the Riverine Way

Ahamedul Karim Chowdhury & Bijoy Majumdar



State-of-the-art features and facilities at the PICT simply offers the peace of mind for the traders

Almost all trade routes lead to, and from, Chittagong Port in Bangladesh. So, for a far-sighted trader, what better way of transport could be there but the riverine way in a country that abundances in so many mighty rivers and canals connecting any two points on its land surface? Just for an instance, imagine 200 truckloads of container in a row cruising through the heavy traffic of Dhaka-Chittagong highway and then, think about the carbon emission and the noise pollution and the common risk of accident attached to it. While, it is comfortably possible carrying the same load of cargos onboard a single ship sailing through the rivers with greater ease, much less pollution and also within an agreeable amount of time!

CPA NEWS desk prepared the following report on the existing facilities as well as impending features of Pangaon Inland Container Terminal, PICT, the shadow-port close to the capital where dwells the trader's peace of mind.

The beautiful country we call our home is the largest delta on the earth. Uncountable rivers and water bodies have embraced this land in many loops. These loops were the main connectors, which has brought people and businesses closer over the passage of time. In past, communication maintained mainly through the rivers and the mode was mostly sailboats. Merchants used to load their boats with goods and traded them off at different ports throughout the year. Commoners used boats to visit their kith and kin. Over the years, technology developed and transformed land transportation in manifolds. Water transportation, being a little archaic in its technology and time-consuming in its operation lost its leading role to its land and air counterparts. However, story does not stop there and time keeps changing. It brings in good omen for water transportation by the end of the day. Pangaon Inland Container Terminal heralds a new turn in that age old story.

Why Pangaon?

Globalization has made this country more connected with the outer world. Bangladeshi products are now exploring world market and goods from the outer world are finding their markets within the increased population here. Global goods mainly transported within containers, which require special arrangement and suitable place to be received and stored around a port facility. In Pangaon, these arrangements installed and prepared. The target of the terminal is to facilitate safe and easy transportation of containers carrying valuable goods to and from Chittagong and Mongla.

Chittagong port is the heart of Bangladeshi trade affairs, 92% of which are conducted through this. The country exports its products and imports its necessities via the terminals of this port. To expedite the transportation cost and find an alternative passage, Japanese donor agency JAICA piloted a survey on Dhaka-Chittagong waterway. The



Survey demonstrated the possibilities of inland water transportation supported by a widespread network of rivers and canals. Considering the feasibility of this study, the Government of Bangladesh decided to build an inland container terminal in Pangaon village near Keraniganj in Narayanganj.

The river Buriganga is 4 meter deep at Pangaon Terminal where small ships can easily anchor. Taking into account the navigability and communication ease found in the survey conducted by JICA in 1991, Pangaon Container terminal began to take shape in 1993. For this purpose, 88 acres of land was acquired at that time. But shortly after, the construction stopped because of financial constraint. The construction work was restored in 2005 only when the Government took initiative for lessening the excess pressure from Dhaka-Chittagong highway.

he Birth of a Terminal

The building work was financed by Chittagong Port Authority (CPA) and scheduled to culminate in 2007. But it

fell into systemic debacle again. In 2010 CPA invited Bangladesh Inland Water Transport Authority (BIWTA) to give them a hand in the construction of PICT. An agreement was signed accordingly between both parties and in June 2012 PICT finally came into being at a cost of BDT 158 crore. Eventually, a gross expenditure of BDT 300 crore plus 64-acres of land area helped shaping the Pangaon ICT. Of this, 35-acre covers the RCC yard, jetty and shade. The rest of the land was consumed for embankment and road construction. Prime Minister Sheikh Hasina officially inaugurated PICT on 7 November, 2013.

The Bright Sides

The 180-meter long and 26-meter wide Jetty at PICT can accommodate two ships at a time. The port and the terminal area totals 32 acres. The yard area is 55,000 square meter which can contain 2400 TEUs container. Container freight station area is 5815 square meter, where you can find 48 refer plugin points with stuffing and un-stuffing area of 13,969 square meter.

PICT is well equipped with all amenities of a modern container terminal. The modern machineries in PICT include one mobile harbor crane, 2 straddle carriers and 2 tractor trailers. To maintain 24 hours uninterrupted electricity supply at PICT, there are two generators each with a capacity of 1250 KVI/IMW. To prevent any sort of fire accidents two pumps along with fire hydrants remain at all times ready. PICT maintains an annual container handling capacity of 116,000 TEUs.

The waterway extends 157 nautical miles between Pangaon at Dhaka and Chittagong port. Except for Swandip, the average depth of this waterway is 4.5 meter. Though this depth is shallow near Swandip, container ships can pass this channel during tides ranging between 5 and 6 meters. This passage is currently being used to carry bulk cargos, petroleum and other goods. To facilitate the passage of container ships, the task of installing navigation helping machineries has been commissioned. Several Buoys and Mooring Buoys have also been purchased for this purpose.

PICT is being constructed with the aim to accelerate the container transport between Dhaka and Chittagong. 70% of the containers coming from abroad head for Dhaka and its surrounding areas. Pangaon terminal will make this process more

cost effective, secure and eco-friendly compared to the road and rail alternatives.

Comfort Comes at a Cost

The goods carried by a small ship in its round trip from Dhaka to Chittagong and to Dhaka is equivalent to the goods carried by 400 general trucks in the same route by road. The calculation is true for 3 cargo trains if we consider the rail alternative. If a ship goes at a speed of 10 nautical miles an hour, it would take 16 hours to reach Pangaon from Chittagong. On the other hand, a truck covers the same distance within 5 to 7 hours.

Having said about the time related drawback with river transportation, we must consider the bright sides of this issue. Roadways are infested with robbery, burglary and in extreme cases, hijacking of the containers. In times of political unrest, roads and railways become more perilous for transportation. River based transportation can be an excellent alternative during those hard times.

Fuel Efficient, Environment Friendly

On a different note, river transportation is more fuel efficient and therefore, environment friendly. Uncontrolled carbon emission being the foremost reason of pollution, is the culprit behind the deterioration of earth's precious ozone layer. Result, the intensification of UV rays on earth and global warming as its consequence. River transportation, carrying more cargos than its road colleague using lesser fuel, pollutes the environment at far minimal scale and can be called a greener alternative. Hence, Pangaon ICT opens the door to a more environmentally viable transportation solution in front of us.

Moreover, it will enhance the capacity of Chittagong port and cutback the average stay-period of containers in the port. As it is free from any sort of strike, blockade and unrest, Pangaon ICT will be able to deliver the cargos to the businessmen in due time.

Hassle free container handling at PICT





Trans-shipment agreements have added more accolades to the achievements of Pangaon ICT. Bangladesh now can earn through charges from India or other neighbor states by means of these agreements, which allow them to transport their cargos using our port facilities. Even a few days back, Indian business people used to send their products first to Chittagong to get them to Dhaka or other destinations in country. But now, ships are directly coming to Pangaon ICT rather than via Chittagong, saving them huge time and big cost.

And There Is More

A connecting road of 5km length has been constructed to accelerate the passage of containers from PICT to Dhaka and other parts of the country. It is linked to the Dhaka bound highway, therefore to all corners of the country.

A branch of Sonali Bank operates within the PICT premises and efficiently manages the import-export activities. The bank is well employed with enough manpower and very soon going to install an ATM booth to further simplify transaction.

To smoothen the functions of Customs, a special system namely ASYCUDA WORLD SYSTEM has been installed at PICT. To prevent any sort of inconvenience, PICT authority has taken a zero tolerance policy in this regard. Importers and C&F agents can visit their goods before fixing the duties. PICT authority maintains robust security of the imported goods so that no Business entity has to suffer any loss.

Charge declined, Facilities enriched

To make the best use of opportunities at PICT, Chittagong Port Authority reformed the terminal charge structure in 2006. The charges were reduced by 30%-70% which would come into effect within the next 3 years. Besides cutting off the charges, new provision allows the ships to stay at the terminal for longer periods. As per the new rule, a container, with or without goods, can stay at the terminal for a maximum of 10 days without additional charge.

As a consequence of deducting the charges, a gross reduction of BDT 14,580 per container has occurred including the duties and transportation cost. The cost of transporting a 20-foot-long container by river route has come down to BDT 29,142 from BDT 44,436 in the past. The cost of transporting the same

Augmented business endeavors and extended import-export activities would exert tremendous pressure on the spinal cord of Bangladeshi economy, the Dhaka-Chittagong highway. To keep the wheel of economy rotating, two missions must be accomplished: one, accomplishing; one, relieving the Chittagong port of its surfeit pressure; two, finding an alternative way to connect the port with the capital.



Moving forward with Vision 2021 and Vision 2041, Prime Minister Sheikh Hasina inaugurating PICT

container by road stands at BDT 29,452 and by rail at BDT 24,851. Though, the rail option seems to be more lucrative here, actually it is not so due to its longer travel time.

The benefits of reforming the tariff structure is obvious these days. 2013, the first year of its operation marked the entry of only 8 ships at PICT. In 2016, this number jumped up to 76. Before deducting the tariff in 2016, the amount of total container handling was 4212 TEUs. In January 2017 alone, this amount has reached up to 1310 TEUs. In earlier days, PICT had received one ship in every 15 days whereas, it receives one ship in every 3 days now.

Future plans are at hand to make the operation of PICT smoother and faster. One of them is building of the elevated expressway project from Savar EPZ to PICT, which will mobilize goods between the two places without any obstructions.

Trader's Peace of Mind

Considering the economic growth of Bangladesh, it is quite evident that, the country is stepping into the

Well equipped, PICT can handle 116,000 TEUs annually



prestigious group of middle income countries very soon. Augmented business endeavors and extended import-export activities would exert tremendous pressure on the spinal cord of Bangladeshi economy, the Dhaka-Chittagong highway. To keep the wheel of economy rotating, two missions must be accomplished: one, relieving the Chittagong port of its surfeit pressure; two, finding an alternative way to connect the port with the capital.

PICT is one such attempt, which has been revitalized recently through the reformation of its tariff structure. PICT authority is determined to take it to the pinnacle of success where it will represent the economic transformation of Bangladesh.

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Port Expo 2017

Justifying the Pace of Growth



With an unwavering seven percent GDP growth, Bangladesh in world economy today is admired as the next Asian Tiger. Inspired by the Vision-2041, a comprehensive development scheme of the Government, the country is striving to be in par with the developed nations in the world. Chittagong port plays the key role in here, since 95% of its export-import trade materializes through the sea routes and Chittagong Port shares 92% of this enormous operation. Keeping in line with the economic growth, dependence on this port will further intensify in the coming days.

Progress of Bangladesh begins at its ports. Prime Minister of the Government of Bangladesh Sheikh Hasina has called for the maximum utilization of our marine potential. The sea holds great hope for the nation as a source of living for thousands of people. Every passing day, different aspects of the industry are radically changing with the magic touch of technology. Besides, we need to work out a good rapport with the leading professionals and organizations in the marine world in order to channel the most recent technology in our country as soon as it emerges. A global get-together on a regular basis can be a means in our pursuit of overcoming the existing barriers in the marine industry. Chittagong Port Expo-2017 is expected to set the foundation of these stepping stones towards that end.

To celebrate the 130th Anniversary of Chittagong Port, the Authority is organizing a 2-day long Port Expo, first of its kind in Bangladesh. The program will showcase the strength and achievements while building a rewarding collaboration with the international partners and stakeholders.

Besides the handling of export-import business, ports these days play unprecedented roles that include, among others, developing sustainable marine fisheries ecosystem, exploring the offshore gas and oil fields, founding of an integrated ship building, ship breaking and dry docking industry, supporting the EZs and EPZs flourish more, creating a robust naval defense line and so on.

This colossal mission is associated with diverse businesses and support sectors and their contribution to the port marks the most integral portion of its splendid progress. Port Expo-2017 will provide a unique opportunity to demonstrate its contribution to the nation and beyond as well as to pay homage to its support systems as a symbol of the synergistic partnership with the community.

An integrated development program worth BDT 30 thousand crore has been undertaken to increase the capacity of Chittagong port which boasts an excellent growth rate of 16 to 20% a year. Two LNG terminals are scheduled to be commissioned at the Maheshkhali and Kutubdia islands. Development of new container terminals, construction of more jetties, automation of operation and security systems, expansion of rail and road transport facilities are underway in various ports of the country along with Chittagong Port in particular. The intention is to intensify the economic cohesion of the country by bringing in more business here. For investors, business bodies, technical entities in port or port related facilities; Chittagong Port Expo-2017 will be a wonderful platform to showcase their capacities, products and services. Port Authority is determined to continue with the Expo in coming days too and eventually fix it as one of its annual event. - CPA News Desk





Port Security Locked The ISPS Compliance of Chittagong Port

Lt. Col. Md. Abdul Gaffar



Port vigilance ensured over a 24 hour monitoring system watching over every inch of the premises through strategically placed close-circuit-cameras

If you happen to be in Bangladesh, it is obvious you also happen to linked with the Chittagong Port. It sounds a bit misty to you? If you are walking, look at your footwear, the rubber, the resin, the leather processing chemicals, someday, all of them stationed for a while in Chittagong port. Your trousers and your shirts may be of Bangladesh, but at least the sewing needles came through Chittagong Port. The iron of your window grill that protects your home, the glass of your window that allows sunshine are all the sponsorship of Chittagong Port. As a result, Chittagong Port has the fortitude and determination to set its maxim 'Country Moves With Us.'

Rank, Role, Responsibility

By sea-route, Chittagong Port is the principal Gateway to Bangladesh handling above 92 percent of the country's total export and import cargos. The economy of the country is growing fast. According to the World Bank (WB), Bangladesh has become a lower middle-income country with the Gross National Product (GNP) per capita, joining

Many different aspects of globalization do combine to increase the dangers of a variety of transnational threats.

those with annual income of USD 1,046 to USD 4,125. And it aims to emerge as Middle Income Country (USD 4,126 to USD 12,615) by 2021. Achieving its goals logically requires more than business as usual. Faster growth in turn determined by four main factors i.e. Increased Investment, Faster Human Capital Accumulation, Enhanced Productivity Growth and Increased Outward Orientation.

Chittagong Port is also important as the most lucrative gateway to landlocked Southern Asia: Northeast India, Southern China, Bhutan and Northern Myanmar. It is the bridge between Association of Southeast Asian Nations (ASEAN) and South Asian Association for Regional Cooperation (SAARC), a general boost to the maritime trade in the region, thanks to the lowering of cost and time.

Trade Security on a Global Scale

The globalization of world economy has brought about tremendous increase in exchange of goods across the world. This growth has brought forth the question of sectorial safety and security more than any time ever before.

Many different aspects of globalization do combine to increase the dangers of a variety of transnational threats, like, weapons proliferation, cyber-attacks, ethnic violence, global crime, drug

trafficking, environmental degradation, and the spread of infectious diseases. What kind of strategies and actions might they call for? The transnational threats arising out of different aspects of globalization though pose too many security risks. They also give away to a common podium and principles of understanding to mitigate those security threats. It is to remember that the compliance of security, these days, matters most than conforming to any other aspects in the context.

IMO Creation of ISPS Code

Maritime security has been a major concern at the IMO since 1980s. Over years, the safety compliance of ships and ports has been coupled, compounded and synergized with certain security standards set by the International Maritime Organization (IMO) that every ship, port or port facilities has to adhere to. Correspondingly, Chittagong Port, Mongla Port and other Port Facilities of the country also cannot remain beyond the rules of business determined by the IMO, universally known as ISPS Code (International Ship and Port Facility Security Code).

ISPS Compliance of Chittagong Port

The ISPS Code was promulgated in 2003, and came into force on 1st July 2004 in a speedy manner while there were concerns held in some quarters about the unrealistic timeframe and potential disruptions to international trade. However, nothing notwithstanding, on 16 June 2004, Bangladesh became the second country, after Sri Lanka, to announce its compliance with the ISPS code in the Indian sub-continent. Chittagong Port Authority (CPA) has adopted ISPS Code well ahead of the deadline, the 1st of July, 2004.

Security personnel in river patrol, round the clock security officer on ships berthing at jetty



As a Contracting Government (CG) the Ministry of Shipping (MoS), of the People's Republic of Bangladesh had a mammoth task to materialize the ISPS Code. MoS vested the responsibility to Directorate General (DG) of Shipping as the Head of Designated Authority (DA) to organize and outline the compliance of ISPS Code to all ports and port facilities of Bangladesh including Chittagong Port. Port Facility essentially must have interface with SOLAS Ships, whereas, Port Related Area (PRA) or in other term, Inland Container Depot (ICD) should not interface with SOLAS ships. It is worth mentioning that Chittagong Port Authority itself is a port facility under which 15 other Port Facilities and 20 PRAs functions together.

Security Code Setting the Tune

At this juncture, it is otherwise significant to mention the salient feature of the ISPS Code. The security regime of the IMO is encompassed in SOLAS Chapter XI-2, in which Regulations (1~13) are stipulated and there is a sub-regime, the ISPS Code, which consists of two main components. Part A provides the minimum mandatory requirements that ships and port facilities must abide by while Part B, not mandatory, provides more detailed guidelines and recommendations.

Part A of the ISPS Code, which is mandatory, generally stipulates the Responsibilities of Contracting Governments (Section 4), Ship Security (Section 6 to 12) and Port Facility Security (Section 14, 15 and 16). In particular, each CG has the authority to fix upon the Security Level keeping in accordance with the following criteria stipulated in Part A

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Training and motivation of human resource is crucial in security

of the Code as follows:

- Level 1: Normal, the level at which the ship or port facility normally operates; minimum appropriate protective security measures;
- Level 2: Heightened, the level applying for as long as there is a heightened risk of a security incident; additional protective security measures;
- Level 3: Exceptional, when there is the probable or imminent risk of a security incident; further specific protective security measures.

In order to achieve its objective the code embodies a number of functional requirements. These include but are not limited to:

- Gathering and assessing information with respect to security threats and exchanging such information with appropriate CG;
- Requiring the maintenance of communication protocols for ship and port facilities;
- Preventing unauthorized access to ships, port facilities and restricted areas;
- Preventing entry of unauthorized weapons, incendiary devices or explosives to ships or port facilities;
- Providing the means of raising alarm in response to security threats or security incidents;
- Requiring the port facility security plan be based upon security assessment; and
- Requiring training, drills and exercises to ensure familiarity with security plan and procedures.

There are however, key measures to be taken on board ships and at ports in order to achieve maximum maritime and port security. These are;

- Preventing unauthorized persons from entering a port facility or boarding a ship, this includes from the seaside of the ship or when it is at sea.
- Preventing unauthorized weapons and goods from entering a port



facility or being taken on board a ship, either hidden in cargo, in stores or in baggage.

■ Alert the appropriate authorities if a security incident arises, for instance, when being illegally boarded or when suspect items are discovered.

US Coast Guard Comes In

On behalf of the IMO, the US Coast Guard (USCG) has been playing a vital role in enhancing the standards of port facilities around the world by means of its International Port Security (IPS) Program. It was found in their report that Chittagong Port along with the associated Port Facilities and PRAs had been carrying out the implementation of the IMO Mandatory Instruments quite successfully.

CPA Unlocked Security Measures

Huge infrastructural changes occurred during the course of the implementation of the ISPS code at the Chittagong port. Legal aspects been brought under automation, security walls erected, gates modernized. Every inch of the premises is now being monitored 24/7 through precisely positioned CCTV camera. Access control maintained too. No one can just move around anywhere within the premises without proper justification. Entry has been restricted. Automated ID card issued for all CPA personnel. Restricted area within the protected area has been marked with the borderline. Port users, vehicle drivers and port staff all do have their individual dress code now for a better cognizance. The port user within the protected area has to go through a police verification process before he gets his permanent ID card.

Regular river patrol maintained with supports from Bangladesh Navy and the Coast-Guard members. Fire-fighting system has been modernized besides awareness building initiatives undertaken for maintenance and monitoring of hydrant and the fire-warning system.

Watchman system has been introduced. As a result, every ship entering the port limit of the Chittagong port is bound to appoint its watchman on a round-the-clock basis. These measures have dramatically reduced the risk factors and the piracy-rates have come down to nearly zero. Six watchmen in a cyclic order keep observance of the ship concerned.

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Entry or exit of every container is maintained through the scan system introduced at gates

The Chronicle of 1968, Port Rules, KPI and ISPS Code

It would be quite relevant to mention here that, prior to the promulgation of ISPS code, safety and security rules of business and procedures were laid down by the Government for the port of Chittagong, port facilities and other ports of Bangladesh. The Chittagong Port (Entry into Protected Area) Rules 1968 duly existed. The compliance of ISPS code actually complemented the previous security system in a more comprehensive manner and helped to raise them to an international standard. The process includes an assessment of security and measures to be in place in the Port Facility Security Plan. The legal requirements include the adaptation of ISPS Code and other relevant IMO instruments. The legal requirements

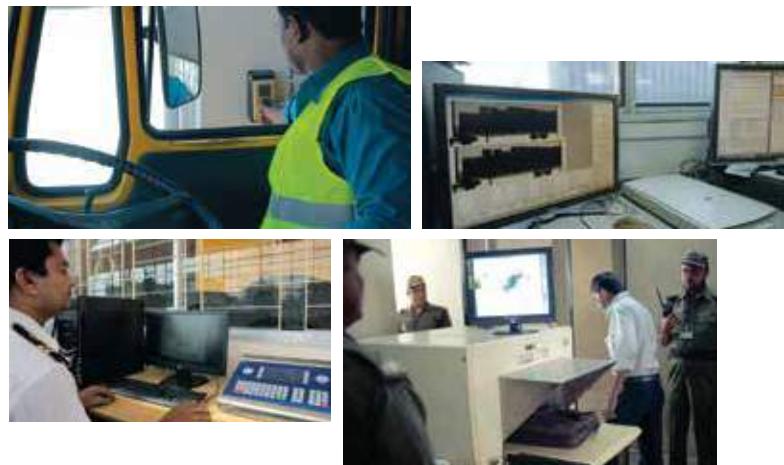
also involve the review and harmonization of existing Maritime laws of Bangladesh.

The Stepping Stones

The administrative requirement involved the creation of a central designated authority and national focal point of contact as well as the assignment of general and specific tasks. Under the Administrative obligation, headed by the DG Shipping, a DA committee formed for the ISPS Code. According to the guidance of DG Shipping, a committee formed to carry out the regular inspection, take accountability of the aspects necessary for the improvement keeping in line with the ISPS Code.

These plans audited and reviewed regularly and these are update as the

ICT based modern communication mode is in work at all levels of port activities





The vision is to provide safe and efficient service for all stakeholders and port users

security scenario demands.

To materialize the ISPS Code, there had to be up gradation of vulnerable or sub-optimal physical structures, port approaches, quay/land side access and restricted areas. An important element in the technical necessities, was training. As dictated by the ISPS Code, training for maritime security been carried out at all levels in the maritime industry.

Day-to-Day Toning

Upgrading security measures is a never-ending task, rather, a continuous process depending upon the particular threat assessments. Terrorism threat from the maritime domain may come in various forms. For example, weapons or explosives may be concealed in containers, ships may be used as weapons to destroy critical infrastructure, or terrorists may illegally cross borders and enter the land to launch attacks.

In a word, it is only the will to adhere to security measures imbibed with a deep sense of patriotism to protect national assets like Chittagong Port.

Fire-fighting drill, a regular feature these days



A Road Never Ends

Nevertheless, Chittagong Port has been hugely benefitted through the compliance of the ISPS Code in the field of maritime security in its countless aspects; building capacity and infrastructure, raising awareness, successful hosting of internationally significant events and drop of security incidents. Chittagong Port Authority emphasizes on its security aspects with the highest level of priority, and therefore, CPA aptly affirms before all 'to provide safe port facilities, efficient port services and thus emerge as a leading regional port keeping in harmony with the environment.'

With this gracious gesture at heart, the port these days is quite eventful writing on the next chapters of its illustrious history within and beyond the dancing waterline of the Port of Chittagong.

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Chittagong Port has been hugely benefitted through the compliance of the ISPS Code in the field of maritime security in its countless aspects; building capacity and infrastructure, raising awareness, successful hosting of internationally significant events and drop of security incidents.

Pirate less Shoreline, says ReCAAP

Ship-piracy at Chittagong port has dramatically declined. Number of incidents came down to single digit last year, which used to number in double digit in 2015. The Regional Cooperation Agreement on Combating Piracy and Armed Robbery (ReCAAP) an international watchdog for organized ship-piracy and theft, in one of their recent reports says, Port of Chittagong premises and the outer anchorage area are now much safer than any time in the past. Not a single robbery occurred at the port last year, delivering a very positive image of hers internationally.

According to the report, Sea-Star, a cargo ship anchored at 'B' block on the outer anchorage was attacked by some miscreants on 14th of September last year. It was a category-4 type occurrence. However, a similar attempt a few days later was thwarted upon the prompt presence of the security force personnel.

Security measures like domain expansion of Vessel Traffic Information Management System (VTMIS), installation of response-berth with the navy and the coast-guard to swiftly attend the affected ship in the sea, has extensively improved situation.

ReCAAP also mentions, in the year 2012, 2013, 2014 and 2015 a number of only 11, 6, 16 and 10 cases of piracy recorded respectively. In remote past, piracy at port grew to such an alarming height that it had to remain on the 'blacklist' for some time at one point. However, those days are long gone now and it will not be an exaggeration to say, the shoreline at the Chittagong Port is pretty safe these days.



Kutubdia LNG Plant to Hail 160 Vessel Each Year

Following Maheshkhali, building of another Liquid Natural Gas (LNG) Terminal is underway in Kutubdia with Petro net LNG Limited from India as the builder. Unlike the floating plant in Maheshkhali, this plant, capable of turning out 1,000 million CFT of gas per day, will expand over an area of 130 acres of land. Chittagong Port Authority, Petro Bangla and Petro net have already met together discussing the development of the work.

Blessed with approval from the Ministry of Power, Energy and Mineral Resources the project is being implemented under the supervision of the Petro Bangla. One concern official says, gas in liquid form will be shipped down to Kutubdia first and then, after converting those into gaseous form, will be supplied to the national grid. The Build-and-Operate system also implies that after running the plant for a specific period of time, Petro Bangla will become its proprietor. The plant is expected to come into production by sometime between 2021 and 2022.

Officials also note that 160 ships will arrive at the terminal in a year. These ships with 12 meters of draft will berth at the jetties while each ship will carry at least 22 thousand tons of gas in it.



Contract signing ceremony between HPC and CPA

Bay Terminal Gains Speed

Construction work of Bay Terminal is at length gaining some speed as an agreement has been signed with Hamburg Port Consulting of Germany on 17 August to run a feasibility study on the building of the terminal.

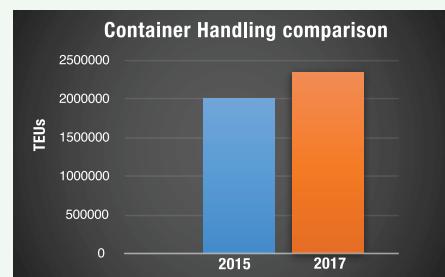
Shellhorn-HPC-KSC JV submitted their inception report on 20 October. Later, high officials of the Port held a meeting with Shellhorn delegates at the Bandar Bhaban on 9 October where they primarily discussed on the follow-up programs.

According to the inception report, the draft would be ready by 17 March while the final report by 17 May. Two workshops and training sessions will be held in Chittagong and Germany during this period.

In the meantime, Port Authority has issued a No-Objection Certificate for the building of Bay Terminal. Chittagong Development Authority issued their discharge letter on 6 December last year. Approval of the Environment Department will hopefully reach CPA by the end of this month. No-Objection Certificates from the Police and the Forest department have also been procured. The process of acquiring 907 acres of land is currently underway.

Post-clearance Audit Begins

Chittagong Customs officials from now on will directly visit the corresponding business house for a post clearance audit of the imported goods. It begins by the last week of this month. According to customs officials, this measure will initially solve the congestion crisis of goods at port premises as well as cut off the tax-evasion trend at a dramatic rate. Names of 20 companies are on the list for the primary phase. Customs sources say, selected number of officials attended the PCA Training Program that began from 13 and ended on 20, and from that day on, system based audit commenced as a first time of its kind in Bangladesh.



Chittagong Port Enters 2.3 Million Club

Chittagong port handled 23 lac 46 thousand containers last year breaking its previous record and setting a new one in this respect. The figure was 20 lac 24 thousand 207 in 2015.

CPA Chairman Rear Admiral M Khaled Iqbal says, in 2016, we have achieved the highest mark since our inception. It was the same with the cargo handling record as well. If we want to sustain this growth, we have to build up a new terminal at the earliest. We must enrich our equipment simultaneously.

Growth of container handling at Chittagong port in 2014 stood at 9.6 percent while it dramatically rose to 17 percent the next year. This is the highest point achieved during the last decade. This year it has even surpassed that figure of 2015. Growth is 6 percent higher than it was last year.

Port officials state, container handling decreased mainly due to prime movers owners strike and lighterage ship labor strike during the mid-five (May-September) months of the yester year. Notwithstanding, demand rose during the other months and resulted in a figure crossing 23 lac. This could have reached 26 lac had there been no untoward disruption.

USA Investment in Maheshkhali Terminal

With seven years passing since the first step had been taken, the government has finally signed an agreement with a USA company for the building of the first LNG Terminal in country. The main purpose of this agreement is meeting, within next 12 months, the ever growing national demand for gas through the import of LNG. Ministry of Energy and Petro Bangla signed the two agreements with Excelerate at Petro Bangla on 18 July. The agreements are, Implementation of Floating LNG Terminal at Maheshkhali of Cox's Bazar Agreement and Terminal Use Agreement. The Terminal with a capacity of nearly 1 lac 38 thousand cubic meters of LNG will produce 500 million cubic feet of gas in a day. According to Petro Bangla, at present we are producing 2700 million cubic feet of gas on a daily basis, however, the demand is much higher than this.

State Minister for Power Energy and Mineral Resource Nasrul Hamid says, Excelerate investment will reach half a billion dollar for the purpose of building the terminal which till now is the second largest USA investment in Bangladesh second to only Chevron. The company will run it for the next fifteen years. Our Government will spend 1.5 billion dollar for the import of LNG and pay 90 million dollar as terminal rent, while tax and vat will sum up at 2,254 crore taka.

Investment Wanted for Laldia Bulk Terminal

Laldia Bulk Terminal Project is now looking for a right investment. The agreement would be on a Public Private Partnership (PPP) basis. The consultancy firm has also submitted their draft report after doing a feasibility study of the project.

Implementation of the project designed to boost up the capability of Chittagong port will cost 28 crore taka. The terminal located at Laldia Char of Patenga will cut the unloading time of the ship besides reducing the turn-around time saving cost. Triple M Group from Canada has been appointed as the consultancy firm for the venture. Institute of Water Modeling and MAX Incorporation will join them. The feasibility study report recommends this project as a profitable one. Zafar Alam, Member of CPA, says, they would put in their comments on the draft report in a short while.

It has been learnt that the search for investors began as soon as the report was prepared. The 75 acres of project area on the Laldia Char is quite densely inhabited and the government is planning on measures to rehabilitate these people.

Container unloading will meet new horizon once Laldia Bulk Terminal comes into operation in its full practice.



High profile meeting among stakeholders at PICT

country was held at Pangaon for further enhancement of activities at the terminal. The vessel from Kolkata is carrying textile products, sandal, bicycle parts and aluminum. Commerce Minister says, the door to immense possibilities for export-import trade opened up through this event at Pangaon. Direct shipping from Kolkata to Pangaon will result in saving time and money for the businessmen.

Commerce Advisor to Prime Minister Salman F Rahman, state-minister for Power, Energy and Mineral Resource Nasrul Hamid Bipu, Indian High-commissioner to Bangladesh Harshabardhan Shringla, FBCCI president Abdul Matlub Ahmed, BKMEA president Nasim Osman were also present on the occasion.

It might be mentioned that the Coastal Shipping Agreement was signed during the Dhaka visit of Indian Prime Minister Narendra Modi while the Pangaon Container Terminal began operation on 7 November 2013 through its inauguration by Prime Minister Sheikh Hasina.

New Port Potential on Mirsharai-Sitakundu Shoreline

Possibilities are ripe for the establishment of a new sea port along the coastal area between Mirsharai and Sitakundu. Experts have settled on this. Besides, as part of the planning of building 100 economic zones within the country, government has launched initial works for building of the largest economic zone in country along the shoreline of the Bay of Bengal covering an area of Feni district and Mirsharai of Chittagong. With the target of covering an area of 30 thousand acres of land, development works on 7 thousand acres have already begun. Earlier, BEZA from the PMO asked in a letter to prepare a primary report on, if it was possible to build a sea port over that area. In response to this, an expert committee of five members with Member of Chittagong Port Authority Commodore Shaheen Rahman (Harbor and Marine) as its Head was formed. The committee made several visits and collected data of water-depth in that area over the last few years. They also conducted feasibility study and infrastructural and hydrographic feasibility and then besides pointing out the profit and loss recommended that a sea port may be established at the shoreline of Mirsharai-Sitakundu, in their report.

ADB Ready to Turn Chittagong a Green Port

Asian Development Bank (ADB) has expressed keen interest in conducting the feasibility study of transforming Chittagong into a Green Port. This was voiced at a meeting between a team of four ADB delegates and CPA top officials at Bandar Bhaban on 5 September.

ADB members present at the meeting expressed their keen interest in running the feasibility study. Board Member of CPA Zafar Alam tells the media that, rail connectivity between the port and container yard is being established at present in addition to the existing road connectivity. Grant from ADB may be satisfactory for this project.



Training session on e-filing

Paperless Port, the Age of E-filing

To encourage less use of papers and instill impetus in official works, Chittagong port is introducing a new system of e-filing in all types of its port correspondence. CPA will implement this motion as part of the Access to Information (a2i) program under the Prime Minister's Office.

In our moving toward an environment friendly and digital Bangladesh, Chittagong Port is heading for an office with 'less paper.' CPA Member Zafar Alam says, 50 senior officials from the Port have already been trained on this and now they are disseminating the know-how to their departmental subordinates.

He further says, we have already initiated e-tendering and the e-filing will activate from this year. Ministries will be able to send over their docs and mail over the internet and replies will also be made in the same mode of communication. For doing this, all staff will have their own computer.

When it comes in operation, port staff will be able to do their official correspondence through a dedicated server. This change in turn will result in saving time of the port making it more dynamic.



Quarantine Station in Port Saving Time and Cost

Quarantine Station at Chittagong Port is going to commence its operation soon.

The Ministry of Livestock built up the station on the port land adjacent to the Gate no 3 of Chittagong port. This station will ensure that infected fowls imported from foreign lands are strictly barred from entering the country. The station will facilitate the traders to inspect their stock at the port premises saving them the hassle of visiting Dhaka. Laboratory test and discharge letter issuance for most of the goods will be done at this station.

A seminar in this context was held at Chittagong Customs House Auditorium with CPA Chairman M Khaled Iqbal as the Chief Guest. Spoke among others on the seminar were AHM Monowar Hossain and Dr. Md Shafiqul Islam.

Ease of LCL Container Unloading

For an ease, the Port Authority has resolved to skip four steps in the unloading process of imported Loose Container Load (LCL).

At present one has to stop at 17 steps in the unloading process of goods imported in a collective manner through LCL containers. However, traders can now release their goods completing only 13 steps in the process. The newly introduced process will save time and money of the traders.

Chittagong Port Authority says, various initiatives are underway for an even easier service of the port. It has decided to skip four steps at the primary level. This decision will be implemented once it has been presented before the Prime Minister's Office.

Dutch Experts to Develop Efficient Workforce

Chittagong Port Training Center, built with a view to grow efficient human resource has been further empowered to enhance the existing standard of the trainers besides the trainees. This will be achieved through the implementation of the 'Netherlands Initiative for Capacity Development in Higher Education (NICDHE) Project' funded by the Dutch government. The Dutch are giving CPA one million Euro for the execution of the 3-year long project.

Member (Planning and Administration) of CPA Zafar Alam says, realization of the project will not only empower the port but also create skilled manpower for it. Training modules and fresh curriculum will be formulated under the project. Experts from Netherlands and Bangladesh will jointly work on this.

Pneumatic Conveyer Belt and Automatic Bagging Plant for Unloading of Loose Goods

For the unloading of loose goods in the shortest possible time, Chittagong Port is going to introduce Pneumatic Conveyer Belt and Automatic Bagging Plant. Shipping Minister Shajahan Khan inaugurated the plant 14 March.

With the help of Pneumatic Conveyer Belt, loose goods will be collected straight from the hatch to the Bagging Plant and then reach the truck once it has been automatically bagged. This will take much less time than before. In an hour, pneumatic conveyer belt can unload 170 tons of goods.

Earlier, workers had to get down to the hatch of the ship for the unloading of wheat, rice, fertilizer, and grams imported from different countries. This used to take 12-15 days and was time-consuming while with the new system, it will take only 3 days to unload 40 thousand tons of goods.

The Vegan type-11 Conveyer Belt has been procured from Belgium. The plant is placed at Berth no. 5 of NCT.



Inauguration of Pneumatic Conveyer Belt

'Kandary 12' joins Tugboat Fleet



Inception of tugboat 'Kandary 12'

Western Marine Shipyard handed over the newest tugboat 'Kandary 12' to Chittagong Port on 23 February over a ceremony raising the number of tugboats in the Port fleet to seven.

Tugboats are indispensable in time of anchoring of ships with import goods at jetties as well as while ships leaving jetties with export goods. It either pushes or pulls on a ship for an accurate positioning of it with the jetty. Managing Director of Western Marine Shipyard Md. Shakhawat Hossain formally handed over the 'Kandary 12' to the Port Chairman Rear Admiral Khaled Iqbal at the Marine Workshop Ghat of the port.

It took the builders 18 months for the making of the 25.20 meter long tugboat which is supported by an engine of 2,366 horsepower. The tugboat costing above BDT 16.5 crore was built under the supervision of international standard testing body NK.

Mayor of Chittagong City Corporation A Z M Nasir Uddin attended the ceremony as the Chief Guest while Chittagong Chamber President Mahbubul Alam and Member (Engineering) Commodore Zulfiqar Aziz spoke on the occasion.



Malaysian ship with relief items reaches port

Malaysian Ship Brings Aid for Rohingya Refugees

A Malaysian ship from Myanmar reached Chittagong Port 15 February carrying relief goods for the Rohingya refugees. After the unloading, a team of Malaysian volunteers carried away those materials to Cox's Bazar on the same day.

Secretary to the Ministry of Foreign Affairs (maritime) Md Khurshed Alam received the relief items in presence of Malaysian High-commissioner in Bangladesh Nur Ashiquin Binte Mohammad Tayeeib. With support from Turkey-based Turkey Diyanet Vakfi (TDV) Foundation, Putera One Malaysian Club and Malaysian Consultative Council of Islamic Organization (MPIM) are running the relief operation. The ship brought about 1 thousand 472 tons of relief goods which was distributed among 15 thousand families.

Dutch Delegate Proposal for Building Pair of Floating Terminal in Bay of Bengal

On June 3, a team of delegates from Netherland presented before the Chairman of the port a primary proposal for the building of two floating terminals in the Bay of Bengal. One of them would be container terminal while the other cargo terminal. Over a prognosis of the Netherland-based company, technical issues and other viability were also discussed. The Dutch delegates handed over the project profile to the Chairman of the port Rear Admiral M Khaled Iqbal.

Port Conducts Feasibility Study for Passenger Ship Terminal

Chittagong Port Authority recently launched a feasibility study for the building of a passenger ship terminal by the estuary of Reju Canal in Cox's Bazar. Two teams from Hydrography and Land department are conducting a survey on it.

Port Authority says, tourism industry is expanding between Teknaf and Cox's Bazar area. Bangladesh Economic Zone Authority is building a number of economic zones at Sabrang of Teknaf and other places. This will usher new horizons in the sector of inland and international communication.

As soon as it begins operation, Bangladesh will enjoy easier communication with Yangon of Myanmar, Phuket of Thailand as well as Malaysia and Chennai. This terminal will enable communique to planned tourism spot, Naaf Tourism Park up the Naaf River within the country and Saint Martin's Island and Sonadia.

Canteen and Labor Shade Opens for Workers

2 Ambulances Handed Over to CPA Hospital

To encourage motivation, provide healthy food and ample opportunity of rest for the workers, a canteen and a shade opened at the NCT area of the Chittagong Port. At the same time, an ambulance for the workers' emergency health center and another ICU ambulance for the port hospital for emergency health care of the workers were handed over at a ceremony with CPA Chairman M Khaled Iqbal as the Chief Guest. Other high officials were also present on the occasion.

This opening of the canteen and the time-out shade has been a long demand of the workers of the port. From now on, this will save time and food cost of the workers and in turn increase productivity of the port. By adding two ambulances to the health service, transfer and emergency treatment of seriously ill port staff and workers will be possible. Chief Medical Officer of the Port Hospital Dr. Mosharraf Hossain received the ICU ambulance while Dr. Ferdous Ara received the ambulance on behalf of Workers' Health Service Center.

ICU ambulance for better service at CPA Hospital



Port Attains Certificate of Merit from WCO

CPA has been awarded with the Certificate of Merit by the World Customs Organization (WCO). Finance Minister Abul Maal Abdul Muhit handed over the certificate to Port Chairman Rear Admiral M Khaled Iqbal at a ceremony held at the NBR Building 26 January.

Chittagong port handled 2.3 million containers and 77 million metric tons of cargo last year. As a result it has toppled 13 steps ahead of the previous stand and is now at 76th position on the Lloyd's list.

New Container Terminal at Patenga

Chittagong Port Authority is building a new container terminal over an area of 22 acres of land located between the dry dock area in Patenga and Boat Club to meet up the ever growing challenge of handling more and more containers. This will actually provide support during the crisis hour in container handling that would arise during the construction period of Karnaphuli Container Terminal in place of the existing GCB terminal. This was decided at a meeting with senior officials of the port 14 November.

The construction will begin this year. The terminal will feature a jetty with a length of 900 meters equipped with backward linkage facility. Berthing of three mother vessels will be possible at the terminal.

At its own cost of the port, the existing Airport Road will be transformed into a six-lane highway keeping with the borderline of Zahurul Haque Base, of which 2 lanes will support the commute to and from the airport. The rest will carry only port-dedicated transports. An overpass can be constructed if needed.

CPA already has held meetings with other concern bodies e.g. Chittagong Dry Dock, the Air Force, Chittagong City Corporation, Bangladesh Railway as well as Roads and Highways Department in this regard.



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