

CPA News

January 2018, Vol 02, Issue 04
Premier Maritime Magazine of Bangladesh



Chittagong Port Vows to go green

Traffic: setting the rhythm of the port

Powerboom in Maheshkhali
Sri Lanka-Bangladesh Feeder Service
Bangladeshi ship recycling yard granted SOC by RINA

Bangladesh Maritime Event Stream 2017

Western Marine Shipyard kicked off its construction work of a **40-ton sea bound tugboat for the Chittagong port** over a 'keel laying' ceremony on 27 September.

Only 3% of the container handling capacity in the inland water transport sector is being used currently while rest of the potential remaining idle. This came up at a workshop titled '**Unlocking the Transformative Power of Waterways**' held at the Pan Pacific Hotel in capital jointly organized by the World Bank and the Shipping Ministry of Bangladesh.

A Malaysian ship from Myanmar reached Chittagong Port 15 February carrying relief **goods for the Rohingya refugees**.

The Ministry of Livestock built up a Quarantine Station at the port adjacent to the Gate no 3 of Chittagong port.

Addressing the inauguration of the International Maritime Search and Rescue Exercise (IMMSSAREX) hosted by Bangladesh Navy (BN) at the Royal Tulip Hotel in Cox's Bazar, President Abdul Hamid emphasized that to safeguard the Indian ocean and to exploit the benefits of blue economy, all the navies should cultivate mutual trust and strengthen their cooperation to play an active role in upholding the security and stability of the Indian Ocean as well as regional progress and prosperity.

The Government has big investment plans at Maheshkhali Upazila of Cox's Bazar district to **establish a seaport, nine power plants with a capacity of 13,560 MW, 5 EPZs, one LNG Terminal**, and a pipeline for carrying fuel oil besides, a petroleum complex.

Prohibition tax is remitted by 15 percent off the ships imported to the country as scraps for at least the next two years that was declared to be in effect in the last budget.

As per rule, all container ships have to leave jetties within the given period of time. However, this rule has been applied until now with leniency for the apparent benefit of the exporters.

To speed up the container handling pace, **Chittagong port is adding modern equipment worth Tk. 250 crore in its logistics fleet** following a decision taken by the end of last year for the procurement of machinery at a cost of 1,120 crores.

Speakers, at a seminar titled '**Blue Economy of Bangladesh and Bay of Bengal Regional Cooperation**' held at SIRDAP auditorium on 4 June, have urged for the building of **a better regional communication among the BIMSTEC countries** in order to procure greater benefits from the blue economy.

Chittagong Port Training Center, built with a view to growing efficient human resource has been further empowered to enhance the current standard of the trainers besides the trainees by the implementation of the '**Netherland Initiative for Capacity Development in Higher Education (NICDHE) Project**' funded by the Dutch government.

A recent World Bank report titled 'Capacity of South Asian Ports' 'Competitiveness of South Asia's Container Ports' says, one of the main reasons Bangladeshi ports fall behind in the global race is its **low navigability of the channels**.

A Master Plan to resist the terrible pollution of the Karnaphuli by a committee headed by the CPA Chairman is all set to reach the Prime Minister's Office for its final approval.

More than 800 CCTV cameras are being installed at different points of the port e.g. port container yard, cargo yard, car shed, jetty, channel and other installations for around-the-clock monitoring over these areas to ensure a 100 percent security of the port covering an area of 10 square kilometers that can be controlled from a centrally stationed control room.

Commerce Minister Tofael Ahmed inaugurated the **India-Bangladesh cargo transport** commenced over a ship of Sonar Tari Service carrying 65 containers reaching Pangaon at Keraniganj 17 February.

The much-expected **approval for the acquiring of private lands has waived off the hindrance poised before the building of the much-awaited Bay Terminal**.

The World Customs Organization (WCO) rewarded Chittagong port with the Certificate of Merit as the port handled 2.3 million containers and 77 million metric tons of cargo last year.

Event

Parliamentary Standing Committee on the Ministry of Power, Energy and Mineral Resources recommended for the creation of '**Blue Economy Authority**' to exploit the potential of our territorial water for the economic progress of the country.

To secure maritime navigation, the **Department of Shipping has signed an agreement with LG Samhee Consortium for the building of 4 lighthouses** along the coastal area of the country. The project would be funded by EXIM Bank of Korea.

Chittagong port has set another record in the handling of containers in a single day. The record book of 22 July notes, **it has handled 9,695 containers** in the previous 24 hours which is a new record in its history.

India is giving high importance for enhancing connectivity with Chittagong port. On the 66 North Eastern Council held in New Delhi on 29 May, Chief Minister of Tripura, Manik Sarkar says, **construction of the 75-km gateway through the border town Sabrum**

Sabroom of Tripura to the Chittagong port has to be completed fast.

On behalf of the International Maritime Organization (IMO) as well as the International Port Security (IPS) representing inspection team, a **5-member group of the US Coast Guard visited the Chittagong port.**

Maritime trade between India and Bangladesh has ushered in new potential for Indo-Bangla trade growth. A significant step forward was the recent transportation of one thousand tons of steel from Kolkata for the **Indo-Bangla Friendship Super Thermal Power Plant** during the first week of last December.

World Bank (WB) has pledged an amount of 0.2 billion US dollars equivalent to **BDT 2,400 crore for one project aimed for developing management and infrastructure** in order to exploit the fisheries resource at sea.

Charge-the-Affairs of the US Embassy Joel Reifman said that to attract foreign investment in the country, **Bangladesh needs to put added emphasis on its gas, electric and infrastructure development.**

After a pause for long 12 years, the election of Chittagong Port Workers Association (CBA) was held. The voting took place at the Chittagong Port Authority Boys' High School on 24 August in a festive mode. Mr. Abul Mansur Ahmed was elected as the President of the new committee while Md. Rafiuddin emerged as its General Secretary.

Chittagong Port Authority handled **record volume of containers in August with the figure amounting to 2,30,725 TEUs.** The second-best figure in its history was recorded last March when it handled 2,18,878 TEUs of containers.

Industry leaders have called for a growth of cargo transportation on sea routes. The call was made at a seminar titled '**Bangladesh-India Bilateral Trade and Trade-relation'** jointly organized by the Chittagong Chamber of Commerce and Industries (CCCI) with the Indian High Commission.

To encourage drive and provide healthy food and ample opportunity of rest for the workers, **a canteen and a shade opened at NCT area of the Chittagong Port and 2 ambulances** handed over to CPA hospital.

Chittagong Port Authority (CPA) has signed an agreement with Shanghai Jinhua Heavy Industries (SJHI) of China for the **procurement of 6 rail mounted quay gantry cranes** for speeding up container handling operation at the New Mooring Container Terminal (NCT).

Gate-2 of New Mooring Container Terminal (NCT) has been launched with the provision of all the modern amenities to enhance outgoing facilities of the regular traffic and oversized cargo from the NCT and Chittagong Container Terminal (CCT).

At the finance ministry, Bangladesh signed a **4.5 billion dollars Line of Credit agreement with India** for the implementation of 17 different projects in the country.

Chittagong port has set yet another record in its history by handling the highest volume of containers in a single month. **The port handled 2,36,415 TEUs containers in October.** The previous record was made in August which was 2,30,725 TEUs.

The Chittagong Port Authority **has resolved to skip four steps in the unloading process** which took 17 steps for imported Loose Container Load (LCL).

South Container Yard, the newest yard at the Chittagong port has officially commenced its operation.

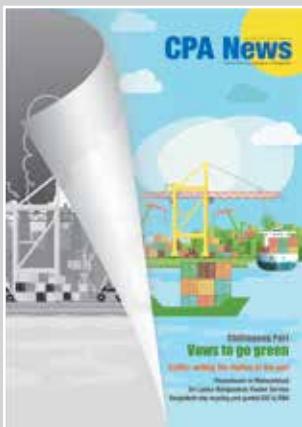
Shipping Minister Shajahan Khan MP inaugurated the 10-acre yard on 19 November over a ceremony held at its site located on the Airport Road beside the silo jetty in Patenga.

EXIM Bank of China will provide a loan of 467 million US dollar, equivalent to **BDT 3,742 crore, for the transportation of refined and crude oil procured from the deep sea** of Maheshkhali to the Port of Chittagong.

Stream 2017

CPA News

A Quarterly Publication of
Chittagong Port Authority



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Editorial

... to move in harmony with the environment.

Year 2018 brings new promises for the global maritime industry. According to Drewry's Global Container Terminal Operators Annual Review and Forecast 2017, last year's global loaded container traffic figures were on track to top 200 million TEU — the first time the milestone will have been achieved.

Estimating that the worldwide container transport in 2017 would see a yearly growth rate of about 5-6% following sluggish figures in 2015 and 2016, a famous shipping consultancy has forecast a moderate growth level of 2-3% for 2018. It might not be very encouraging for the global port industry, but we have to get used to this new normal.

The maritime world also finished an eventful year. There had been loss and gain. Some remarkable achievements had been made at the policy-making level regarding the climate change and the ever-growing concern of our maritime environment. And the best option is to address the crises would be to stop the growth of greenhouse gas emissions by 2020 and reduce them by 60% by 2050. In keeping with this aims, the International Maritime Organization (IMO) is discussing an initial strategy for the reduction of greenhouse gas from the ships.

These days, a greater number of ships are plying over the seas than ever before. To add to those, natural disasters and cyber threats also came up as crucial agenda in different global conferences held at different phases in the previous year.

Chittagong port stands strongly in line with the set of laws being put upon by the top global bodies for a safer maritime environment. A recent study conducted by a panel of specialists at the Chittagong port area and over its logistics has highlighted vital issues that we need to focus on right away. More on this topic has been detailed upon in our lead story.

The growth of the traffic and transport industry has been a key factor in transforming our world to a global perspective. Traffic operation is, in fact, round-the-clock circulatory system that keeps the port effectively functional. It has multifarious wings which must synchronize with the demand and the supply chain. You will have a good read on this ambient rhythm of the port in a special story.

We have also compiled all the important news of events that happened over the past quarter in the newsbyte section to keep you well informed. We hope you like our articles and enjoy the read and share your valuable feedback, thoughts, and ideas with us to make this effort even more worthy.

Thanking you,

Zafar Alam

Editor



 **Lead Story**

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Port Community

18 **Sports Complex for health and happiness**

The complex has an outdoor area of 24,000 square feet while the indoor stadium is 22,000 square feet. Primary learners practice football and cricket at the outdoor area while intermediate and higher level students practice in the stadium adjacent to the complex. The young family member and dependents of the port staff can attain the privileges available at the complex.

Horizon

17 **The legacy of our lighthouse**

Today, a ship from the outside world bound for Chittagong port first meets the lighthouse of Saint Martin which marks the entrance into the Bangladeshi territorial water. Following by the route, the ship eventually meets Kutubdia lighthouse and then the Norman's Point at the Parkir Char in Anwara. This lighthouse then leads the ship's way to the Port of Chittagong.

News Bytes

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- Korea to fund the building of lighthouse and coastal radio
- Sri Lanka-Bangladesh Feeder Service launched
- Port policy coming to reduce mishaps at the outer anchorage
- Blue Economy Authority for exploiting sea promises in Bay of Bengal
- Chittagong Port procures 6 rail mounted cranes
- South Container Yard's operation started
- First naval excercise by IONS in BoB
- Powerboom in Maheshkhali
- New record set in monthly container handling
- NCT Gate-2 launched
- Chinese loan for procuring oil from deep sea to port
- LOC of 4.5 billion dollars signed with India

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Traffic
setting the rhythm of the port

Future Roads



Modern concept of transport puts more emphasis on the port not just as the terminus of the movement, but as a point through which goods and passengers can pass easily. By acting as a vital link in the chain the port makes provision for the concept of a methodical transport operation. Evidently, a synchronization of the concerned wings is obligatory in setting the right rhythm of the port management leading it to its greater achievement.

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The happy containers
of Kamalapur ICD



Kamalapur ICD offers all the facilities available at Chittagong port including the customs inspection procedure, reducing 15% handling pressure off the load currently bestowed upon the Port of Chittagong. Analogous to the port, Kamalapur ICD remains open and functioning 24/7 since day one. The capacity of Kamalapur ICD has been enhanced to more than 120 thousand TEUs per annum. Logically, the EXIM traders have shown great interest in making the best use of Kamalapur ICD.

06

Air pollution is a major environmental problem of Bangladesh. Its land, water and sound pollutions are also severely hazardous and Chittagong port experiences the harshness of this precarious environment. For a sustainable and environment-friendly atmosphere at the Chittagong port area, all kind of pollution including air, water, sound, and land should be addressed and resolved with the utmost care.



Chittagong Port vows to go green

Dr. M. Al-Amin, Zafar Alam, Abir Dey and Aklima Akter

Chittagong port, by the gift of nature, has been an environment-friendly port throughout history. Even a hundred years back, rivers had fewer boats, the air was cleaner and the wide open lustrous green in the backdrop of the port was a blessing comfort to the eyes. But today, we are in a solemn war against the harmful impact on the marine environment all over the world. The port is experiencing a very high air pollution level: PM10, 85% air is polluted. And, we are in the mission just to keep us and our future safe from the ultimate doom that is inevitable if we care less. So, the questions are: what went wrong in the way causing things to take in such a horrific shape in so short a while? And what measures can we take to control and reverse this alarming situation?

The environment in the past and present

Back in the mid-1960s, maritime environment-related issues mainly focused on the impacts of wind, wave, tide and ocean current as they influenced the day-to-day port activities and shipping operations. Mostly, environmental considerations were restricted to selected areas of preservation of landscape and wildlife.

However, this was the time actually when the global consumers' became conscious about environmental and safety dangers, eventually driving the authorities everywhere to respond with necessary measures. Environmental events continued to alarm consumers including the Arab oil embargo and the U.S. government and some other nongovernmental organizations who

stepped in to introduce legal protection for the environment and consumers. The 1970s saw the passing of the National Environmental Policy Act, the Safe Drinking Water Act, and the Endangered Species Act in the USA. The Natural Resources Defense Council was also created and the first Earth Day was held.

The 1980s and 1990s were turbulent decades globally with sweeping changes in politics, society, and culture. During this period, the seeds of peoples' interest in sustainability were first sown. And that interest continued to grow over the following decades. In fact, many of the best-known green initiatives of today can trace their roots back to the 1990s.

In Europe, benchmark events and projects such as the Environmental Challenge for

Port Authorities (ECEPA, 1993), the European Sea Ports Organization's (ESPO) Environmental Code of Practice (1994), Eco-information (1997), EcoPorts (2002) and the ESPO Green Guide (2012) all are contributing to the development and implementation of the sector's environmental policy of compliance through voluntary, self-regulating and the ambition of a 'level playing field' in terms of enforcement. Similarly, the American Association of Port Authorities' Environmental Management Handbook (1998) provided guidance on the varying degrees of control that port authorities may have over operations at their facilities.



Nowadays, the definition and scope of environmental management itself have evolved from the act of pure conservation and protection of habitats, ecosystems and natural resources, towards the inclusion of the objective of sustainable development measured in terms of economic cost-benefit and overall efficiencies.

Impacts of environment, air-pollution and water pollution at ports

It is quite obvious, ports of the world play a key role in the global economy as 85% of goods traded globally have to travel via ship at least once in its lifecycle. However, these large trade, vessel movement, cargo handling and overall port activities have huge negative impacts on the environment, particularly on the marine ecosystem.

During cargo handling operations in ports and harbors discharges, emissions might occur, often accidentally. Several of these cargos include harmful substances like oil, liquefied gas, pesticide, industrial chemical and fertilizer, where a catastrophe can result in their accidental release to devastate the marine environment. Noise associated with cargo handling potentially causing disturbance to marine birds and animals inhabiting around the port.

Water pollution is another vital issue to tackle with. Ballast water, bilge



Vessel movement, cargo handling, black smoke from transport vehicles, and overall port activities are polluting the air with a huge negative impact on the environment, particularly on the marine ecosystem

water, bunker fuel, tank washing residues and oil spills can create a long list of the dumping materials into the sea water without any proper recycling measure and sadly, it is being practiced globally. And there are direct relationships between air and water pollution. Each time the air is polluted with sulfur dioxide and nitrogen oxide, they mix with water particles in the air and form toxic substance. This falls as acid rain to the ground and gets washed into water bodies.

EMS is the solution

Hence comes the concept of Environmental Management System (EMS). Traditionally, the main driver for the implementation and operation of an effective port EMS was compliance with legislation and regulation. Today, EMS requires a far more comprehensive and integrated approach since environmental issues must also be addressed in the context of safety, health, security and with active participation from different types of stakeholder.

Effective control of air quality, port garbage, energy consumption, noise, ship waste, local community, dredging operations, dust, water quality and port development is required for a credible EMS. However, the aspects and their associated challenges may change with time, so an EMS that is regularly reviewed will

assist a port authority in managing its own liabilities and responsibilities efficiently.

Several of these cargoes include harmful substances like oil, liquefied gas, pesticide, industrial chemical and fertilizer, where a catastrophe can result in their accidental release to devastate the marine environment.

In its efforts to make the marine trade more environment-friendly, global maritime bodies have taken up a number of approaches. Smart port, nature-green port, and similar concepts are being implemented in various parts of the world. These long-term projects have introduced interesting concepts including digitization of the cargo handling process, automation of the overall process of transmission, less emission of carbon, ecological-port, shore power and many more. These approaches are being researched every day to adapt in small scale and then reaching out to corners of the world for sustainable long-term environment-friendly plans.

Air emission scenario of the Chittagong port

The port is an important part of the growing economy of Bangladesh. Around 92% import and export cargoes are transferred through this port every year and 90% of total sea trades and 98% of container trades are being done through this port.

All the development work has a toll on the surrounding environment. With the expansion and improvement of Chittagong port, more area is under the effect of developing work.





Chittagong port is currently operating with 16 general cargo berths and 8 container berths for ocean-going vessels and 6 berths and 10 single point mooring for inland vessels. Many equipment and machinery are engaged in this operation in a continuous flow, alternately, continuously emitting various types of pollutants to the surrounding environment, namely, air, land, and water.

Recently, a study titled Air Emission Scenario of the Chittagong port was carried which covered the overall emissions from all port establishments particularly engaged in vessels related functions such as ocean-going vessels, cargo handling equipment, harbor crafts, rail, and trucks etc.

Emissions produced from various sources in the port area were measured in the study applying the USEPA (2009) methodology. These, of course, have a local effect and throw in global impact. Emissions which could have local impact include fine dust or particulate matter (PM up-to 10 micrometers in size or up to 2.5 micrometers in size), dust from diesel or diesel particulate matter (DPM), Nitrogen Oxide (NOx), Sulfur Oxide (SOx), Hydrocarbon (HC) and Carbon Monoxide (CO). Furthermore, exhaust emissions which could result in global impact or commonly called as Green House Gas (GHG) include Carbon Dioxide equivalent (CO2e), Carbon Dioxide (CO2), Methane (CH4), and Nitrous Oxide (N2O).

In accordance with the terms of reference of the study, the emission which were measured included Nitrogen Oxide (NOx), Carbon Monoxide (CO), Particulate Matter < 10 microns (PM10) and 2.5 microns (PM2.5), Black Carbon (CB), Sulfur Dioxide (SO2) and Carbon Dioxide (CO2).

These toxic chemicals can have harmful effects on the human body, as well as into the water, air, plants, and animals. Nitrogen Oxide has the potential to trigger respiratory and infectious diseases. Carbon Monoxide is highly toxic and could interrupt heart contractions. Particulate matters, on the other hand, are the deadliest form of air pollution due to their ability to penetrate deep into the lungs increasing the risk potential of human health. Sulfur Dioxide could affect human respiration and aggravate the

Emissions which could have local impact include fine dust or particulate matter (PM up-to 10 micrometers in size or up to 2.5 micrometers in size), dust from diesel or diesel particulate matter (DPM), Nitrogen Oxide (NOx), Sulfur Oxide (SOx), Hydrocarbon (HC) and Carbon Monoxide (CO).



Due to modern policies and implementations conducted by the port authority, air pollution level is decreasing dramatically in the port

condition of people with respiratory or cardiovascular disease, while black carbon can lead to premature death.

Along with many other factors and variables the study estimated emission of Chittagong port from July to December 2016 and estimated emission of Chittagong port for the year 2016 whose result is shown in the tables below.

The total emissions for six months have been calculated using day to day data of vessels (applying world vessel fleet 2010, and world vessel 1997), cargo handling equipment, harbor crafts, head trucks and

locomotives with a projection for a year.

Earlier, the port authority maintained the data using hard copies. In recent years, the authority has introduced a digital data recording system for a better analysis of the emissions and the port has also geared up its recording and processing of data in digital format.

Emission instigators

Based on the business process of port services and referring to the emission inventory methods developed by US-EPA, the following emission sources in the port had

Table 1: Estimated emission of Chittagong port from July to December 2016

Source	Emission (tonne)						
	NOx	CO	PM10	PM2.5	SO2	BC	CO2
Vessels (World Fleet 2010)	1366.64	108.64	166.77	141.50	2314.50	39.62	128571.55
Cargo handling equipment	105.04	23.95	4.70	4.63	6.19	1.30	20452.15
Harbor craft	578.17	153.67	16.36	15.87	70.91	4.44	37638.56
Head truck	894.38	329.15	5.12	4.71	0.99	1.32	1285472.09
Locomotive	7.45	0.73	0.18	0.18	0.00012	0.14	377.99
Total emission from Chittagong port for July December 2016	2951.67	616.14	193.13	166.90	2392.59	46.82	1472512.34

Table 2: Estimated emission of Chittagong port for the year 2016

Source	Emission (tonne)						
	NOx	CO	PM10	PM2.5	SO2	BC	CO2
Vessels (World Fleet 2010)	2733.28	217.27	333.54	283.00	4629.00	79.24	257143.10
Cargo handling equipment	210.08	47.91	9.39	9.26	12.37	2.59	40904.30
Harbor craft	1156.34	307.33	32.73	31.75	141.83	8.89	75277.12
Vehicles	1788.75	658.30	10.24	9.43	1.98	2.64	2570944.18
Locomotive	14.90	1.47	0.37	0.36	0.00024	0.27	755.99
Total emission from Chittagong port for the year 2016	5903.34	1232.28	386.27	333.80	4785.18	93.64	2945024.68

been identified.

1. Ocean-going vessels: Based on the transported cargos, vessels that entered Chittagong port which could be categorized into the container, general cargo, bulk carrier, oil tanker, chemical tanker, and tanker and vehicle carrier vessels.

2. Harbor crafts: Harbor craft in Chittagong port comprising of tugboats, pilot vessel, mooring launch, water supply vessel, dredger, buoy lifting vessel, waste reception vessel, service boat, patrol boat and ambulance.

3. Cargo handling equipment (CHE): This includes all types of loading-unloading equipment.

4. Transportation vehicles: Land transportation (truck and locomotive) that operates in the area of Chittagong port.

How the AEI helps

Air Emission Inventory (AEI) is a quantification of all air emission criteria and other pollutants (including toxic pollutants and greenhouse gases) which may be produced in one area in a certain period of time and based on its sources (US-EPA-ICF international. 2009).

Current Methodologies in Preparing Mobile Source Port-Related Emission Inventories and California Air Resources Board – 2010. 116pp). With the help of the study, the following aspects are to be facilitated.

1. AEI will facilitate to develop a well-informed mitigation strategy for emission from Chittagong port.

Those days are not far away when Chittagong port will emerge as an environment-friendly green port



2. AEI for Chittagong port will be a milestone as this will be for the first time a baseline survey to be conducted on emission. Currently, Chittagong Port Authority (CPA) took the environment-friendly port initiative to mitigate climate change from global to local scale.

3. This stated inventory will put this mission forward to assess the trend of emission in the future since emission inventory will be updated periodically and be able to evaluate the effectiveness of emission reduction efforts which will be implemented.

4. CPA is also able to invest in carbon sequestration projects and also put levies on vessels or road/rail transports if they are with more emissions than the standard set.

5. Above all, this inventory will provide the CPA to fulfill a global standard for a future environment-friendly green port.

This study is intended to help port authority and others doing business at the port (such as terminal operators, tenants, and shipping companies), state and local air quality agencies, and other interested parties.

Recommended strategies

To reduce emissions by the participants of the multi-stakeholder workshop, following major strategies were recommended. Chittagong port needs electrically driven equipment in place of diesel driven equipment for cargo and container handling, the

Air pollution is, of course, a major environmental problem of Bangladesh since the country is going through the rapid development of infrastructural projects without necessary ecological awareness. For a sustainable and environment-friendly atmosphere at the Chittagong port area, all kind of pollution including air, water, sound, and land should be addressed and resolved with the utmost care.

port needs to reduce the light container vehicles and increase the of long container vehicles, the emission standard of incoming vessels needs to be checked and ensure the emission air quality, to establishing Air Monitoring System in the port. The port also needs to monitor or test PM10/BC while a vessel entering the port, the digitization processes need to be applied to the gates and delivery system, to plant trees in and around the port area, introduction of power generation by the windmill and coordination between all stakeholders.

Vows to go green

Chittagong port is poised to cover a great distance taking in small leaps at a time. With 24/7 operations and prompting towards faster delivery, the port is undergoing multiple infrastructure projects to ease transportation along with the overall automation of the transportation process. With vows to go ecological, the port looks forward to a total digitization, a reliable automation running its machinery with electricity to ensure lesser emission of carbon from the diesel run powers.

We need to remember, environment is the powerhouse and the very source of our own living. We cannot afford to harm it at no stake. Chittagong port as the economic lifeline of Bangladesh is decided to abide by the basic rules and hence, vows to go green. With the continuing guidance and direction from the authority and a coordinated effort from all the stakeholders, it is certain, we can rebuild Chittagong port as an icon of green port before others in the maritime world, once again.

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Traffic

setting the rhythm of the port

Golam Sarwar

Successful management of a sea port depends primarily on the skillful harmonization of various mode of transport on supplies and demands. The port is the centre of transportation of cargos and containers equipped with multimodal facilities to provide easy navigation for ships to and from the sea, typically, having transport links to the hinterland through river, road, rail and air routes.

Ports grow on along with the growth of trade volume. As we can see, it is the magnificent growth of the transport industry on a global scale that has played the key role in transforming our known world from a national context to a global one. Seaborne trade, in a sense, is at the apex of this global bid. Faster and cheaper seaborne transportation is one of the main catalysts for our national growth. It looks like the world is getting smaller, since societies that for millenniums, had practically been in oblivion of one another, are suddenly finding them in contact or conflict of interest with each other.

Traffic operations at port

Traffic Department is a vital organ of the port that covers operational areas including berths, warehouses, gates, terminals, container freight stations, railways, weighbridges and alike. It allocates berthing for vessels in addition to planning, organizing and execution of loading-unloading operations. Its functions also include,

- Management and storage of cargo in yards, sheds and warehouses
- Documentation related to receipt and delivery of cargo
- Planning, organization and execution of cargo movement through railway
- Provide security arrangement at the cargo handling areas
- Interaction with port users and service providers
- Liaison with other departments to ensure smooth operations

Modern concept of transport puts more emphasis on the port not just as the terminus or end of the movement, but as a point through which goods and passengers can pass easily. In other words, by acting as a vital link in a transport chain the port makes provision for the concept of a methodical transport operation.

Bangladesh, on the move

Economy of Bangladesh stands at the 45th (2016) position on the global index in terms of GDP growth. Since 2004, country's annual GDP growth was about 6.5%. According to IMF report, Bangladesh is the 2nd fastest growing economy of 2016 with a growth of 7.1%. Hence, the Government of Bangladesh aspires to leave the LDC's group within next three to six years. Trade industry and service are now playing a major role in Bangladesh economy and they are heavily dependent on the port services.

Port is the pedestal for industrial development. The country has a huge workforce. It has a great opportunity to specialize in labor intensive industries and

already emerging as a market leader in the global market for readymade garments, knitwear, jute products, leather industries through sheer competency and cost effectiveness. The government has already taken steps to set up over 100 Special Economic Zone (SEZ) at various points across the country. To propagate this productivity, trade passing through the ports must be time saving and cost effective.

Basic industries, import substitute industries and project for future infrastructural development of the country also need agreeable port facilities apart from the export growth.

In the following sections, we have dealt with container handling volume of Chittagong port as an example to show the future needs in our port facilities.

Year	Throughput (Boxes Moves/ per year)	Straddle Carrier system (SC-3 H) (In Hector)	Yard Gantry System (In Hector)	RMG (In Hector)	FLT System (In Hector)	Formula
2016	1019072	1019072x10/365 /413	1019072x10/ 365/1000	1019072x10 /365/1000	1019072x10 /365/590	Container Throughput (Import) x Dwell Time No. of working DaysxSC
2017	1019072+ 1019072x15%	67.61	27.92	27.92	47.32	
	1171932.80	68	28	28	47	
	1171933					/Yard Gantry System/ RMG/ FLT System

Yard Space Requirements from 2016-2030

Yard Space Requirements from 2015-2030					
Year	Throughput Import (Boxes Moves/ per year)	Straddle Carrier System (SC-3 H) (In Hector)	Yard Gantry System (In Hector)	RMG (In Hector)	FLT System (In Hector)
2016	1019072	68	28	28	47
2017	1171933	78	32	32	54
2018	1347723	89	37	37	63
2019	1549881	103	42	42	72
2020	1782363	118	49	49	83
2021	2049718	136	56	56	95
2022	2357175	156	65	65	109
2023	2710752	180	74	74	126
2024	3117365	207	85	85	145
2025	3584969	238	98	98	166
2026	4122715	273	113	113	191
2027	4741122	315	130	130	220
2028	5452290	362	149	149	253
2029	6270134	416	172	172	291
2030	7210654	478	198	198	335



With discipline and safety, Department of Traffic of Chittagong port conducts 24/7 port and container handling

Need for yard space

Chittagong port runs both off-dock & on-dock (port area) handling system of containers. About 30% of the import containers and 100% of export containers are handled at different private ICDs, railway ICD at Kamalapur and Pangaon Container Terminal. Rest of the 70% import containers is stored and handled at different terminals of Chittagong port. Based on the above assumption and using available formula, the requirement of yard space in the different handling systems is shown in Table-1 (Page 11).

Table-1 shows requirement of the Yard Space for the next 15 years in different handling systems.

Under the CTMS system, export container should be stored at the terminals as per the Yard Plan (Export) to ship the containers as

Railway service is being used to transport goods to Kamalapur ICD



per the ship's storage plan. The export needs to stay at the port yards for a certain period. It is also assumed that capacity of off-dock will increase gradually in future and percentage of container handling will

also increase day by day. As a result, in practice, the figures may vary.

Berth requirement

Table-2 shows the need of berth in coming years.

This is calculated based on the future forecast of ship handling.

The size of container vessel berthing at the jetties has been increasing progressively and it is assumed that in future this port will accommodate, even vessels with 300 meters of length. In future, the berthing period of container vessel will improve and reach the mark of 2.5 days. The berth occupancy is assumed to be 60% and working days to be 360 days per year. Based on the forecast and the assumption, the requirement of berths has been assessed and the authority can make plan to construct terminal/berths and other facilities to meet up the future needs.

Equipment requirement

There are different handling systems (use of different equipment) in the world. It is calculated based on the throughput and

Table-2

No.of Berth	Formula		
	T/(AP X NWH X ANS X ANG X U X W)		
T=	Quayside Throughput p.a.=1599418 Box	Year	Throughput (Boxes Moves per year)
AP=	Average Productivity= 15 moves/per gang.	2016	1599418
NWH=	Net (effective) working hours per shift=6 hours.		1599418+1599418*15%
ANS=	Average No. of Shifts per day = 3	2017	1839330.7000000
ANG=	Average No. of Gangs per vessel = 2.5		1839331
U=	Berth Utilisation Factor = 0.60		
W=	Working Days p.a. = 360		

Year	Berth requirement from 2016-2030		Year-2016
	Throughput (Boxes moves per year)	Berth requirement	
2016	1599418	11 Bearth X 300metre	1599418/15/6/3/2.5/0.65/360
2017	1839331	13 Bearth X 300metre	1839330.7000000000
2018	2115230	15 Bearth X 300metre	1839330
2019	2432515	17 Bearth X 300metre	
2020	2797392	19 Bearth X 300metre	
2021	3217001	22 Bearth X 300metre	
2022	3699551	25 Bearth X 300metre	
2023	4254484	29 Bearth X 300metre	
2024	4892656	34 Bearth X 300metre	
2025	5626555	39 Bearth X 300metre	
2026	6470538	44 Bearth X 300metre	
2027	7441119	51 Bearth X 300metre	
2028	8557286	59 Bearth X 300metre	
2029	9840879	67 Bearth X 300metre	
2030	11317011	78 Bearth X 300metre	



To make the entrance and exit traffic jam free, every vehicle must maintain the serial and go through the comprehensive security system

number of berths. Based on the forecast the authority can procure the equipment either any of the type. As the Chittagong Port Authority using different equipment in different terminals, the number of equipment will be needed as per throughput and handling system of particular terminal.

Table-3 shows the requirement of equipment in future in Chittagong Port.

Table-3

Year	Equipment requirement
2016	Total No. of Berth = 11
	For 11 No. of Berth QGC required = $11 \times 2 = 22$
	For 11 No. of Berth SC required = $22 \times 4 = 88$
	For 11 No. of Berth RTG required = $22 \times 3 = 66$
	For 11 No. of Berth FLT required = $22 \times 2 = 44$

Equipment requirement from 2016-2030

Year	No. of Berth	QGC	SC	RTG	FLT
2016	11	22	88	66	44
2017	13	26	104	78	52
2018	15	30	120	90	60
2019	17	34	136	102	68
2020	19	38	152	114	76
2021	22	44	176	132	88
2022	25	50	200	150	100
2023	29	58	232	174	116
2024	34	68	272	204	136
2025	39	78	312	234	156
2026	44	88	352	264	176
2027	51	102	408	306	204
2028	59	118	472	354	236
2029	67	134	536	402	268
2030	78	156	624	468	312

Table - 4 Comparison of container handling systems

Area of Comparison	Straddle Carrier	Yard Gantry Crane	Front-End Top-Pick Loader
Land utilization	Good 168 TEUs per acre 413 per hectare	Very good 325 TEUs per acre 802 per hectare	Good 240 TEUs per acre 590 per hectare
Terminal development costs	Medium	High	Medium to High
Equipment costs (Approximate)	\$ 10,00,000	\$ 16,88,000	\$ 5,00,000
Equipment service factor per container crane	3 to 4	1 to 2 cranes, 5 tractor & Chassis	2
Operating labor	Low	Medium to High	Medium
Equipment maintenance	High	Low	Medium
Container damage	High	Low	Medium
Operations control	Good but frequent yard checks required	Very good	Good
Advantages	Versatility	Low upkeep Good control Expandable system	Versatility low maintenance
Disadvantages	High damage & maintenance costs	Initial equipment and land preparation costs	Poor selectivity

Port handling

In our study, we used available data from Chittagong Port. Based on the data and standard formula we have calculated the future requirement of berths, yards capacity, and equipment. Chittagong Port has been following Straddle Carrier system in general cargo berth and Rubber Tyred Gantry system in Chittagong Container Terminal and New Mooring

Container Terminal. Different system has different advantages and disadvantages.

For an idea, a comparative statement is given in Table-4.

New perspective of port traffic

Chittagong port is currently undergoing a thorough development phase entering a new era. Now, Chittagong Port Authority and the government of Bangladesh has taken a massive step to develop the port sector and some remarkable projects like Patenga Container Terminal, Laldia Bulk Terminal, Bay Terminal are going to be implemented. The government of Bangladesh has been taking steps to construct port at Patuakhali (Paira Port), Moheshkhali (Cox's Bazar) and in other area of the country which will help to meet the demand in the coming days. Additionally, completion of new jetties will open up a new dimension and will require multimodal efficacy in order to meet the future demand. Traffic system will be managed and monitored centrally from a control tower through sophisticated software and automation system.

The traffic and transportation will also require careful consideration from roads and motorways infrastructure of Chittagong and the ICDs. Evidently, a synchronization of the concerned wings is obligatory in setting the right rhythm of the port management leading the port to a greater success.

Golam Sarwar
Director (Traffic), Chittagong Port Authority



The Happy Containers of Kamalapur ICD

Omar Faroque Emon

For the EXIM traders in the country, when it comes to the question of cargo transport over a long distance, railway simply means more reliability in terms of time, cost and eco-friendliness. Hence the establishment of Kamalapur Inland Container Depot (ICD), aka, Dhaka ICD has been facilitating cargo transportation to the Chittagong port by railway.

It was built in 1987 with the view to sustain an ever-increasing foreign trade, to reduce pressure on the highways and to provide a cost-effective port service at the doorstep of the EXIM traders. It opened up new options for carrying more goods through the railway. Currently, Kamalapur ICD is playing an important role in cargo transportation between Dhaka and the Chittagong port.

Ready-made garments industry, as a labor-intensive enterprise, began to flourish in the country by the end of the seventies. At the very outset, only a small number of factories were established in Chittagong. However, the industrial hub quickly shifted over to Dhaka and other adjacent areas around it. Dhaka was considered a better choice for the other modes of industries as well since it provided essential infrastructures, cheap labor forces, and better communication facilities. This industrial expansion actually happened at the free will of the individual entrepreneurs. They did not have an all-inclusive planning behind it. As a result, forty percent of the national labor forces are engaged in the industrial sector in Dhaka. The World Bank report also mentions, 80 percent of the total employment force in the country is centered in Dhaka, Gazipur, Narayanganj, Sirajganj, and Chittagong.

According to the economic survey conducted by Bangladesh Bureau of Statistics (BBS), the country has 9,49,590 economic

units of which 27.56 percent or 2,61,705 units are in Dhaka. On the other hand, 70 percent of the import items from Chittagong are destined for Dhaka and its adjacent areas. Traders primarily depend on roadways for their cargo transport. Annually, more than 1.2 million vehicles ply on the Dhaka-Chittagong Highway. On one hand, it poses a huge risk for accidents, on the other, also throws a definitive challenge on the sustainability of the road. On that point, cargo transport through railway and utilization of Kamalapur ICD is certainly cost-effective, free from any similar risk and helpful in reducing pressure currently being put on the existing roadways.

In the developed countries, a significant amount of cargo is carried by railways. Many nations, after the WW2, have expanded their railway infrastructure as the safest mode of transportation. Sorrowfully, Bangladesh Railway had to remain sluggish for over two decades for want of a fitting planning for its standard growth and

development. The scenario, however, began to take a U-turn, thanks to the diverse initiatives taken up by the current government. The transportation is regaining its pace as the double line tracks and new rail lines are being built. This has resulted in a higher volume of cargo, besides passengers, being carried by railways. It is, undeniably, the best means of cargo transportation when we consider the existing traffic jam, road safety, and security, utilization of lands and the question of carrying a greater volume of goods in one go. Under this context, through the handling and transportation of containers, Kamalapur ICD is actually making a notable contribution in our national economy.

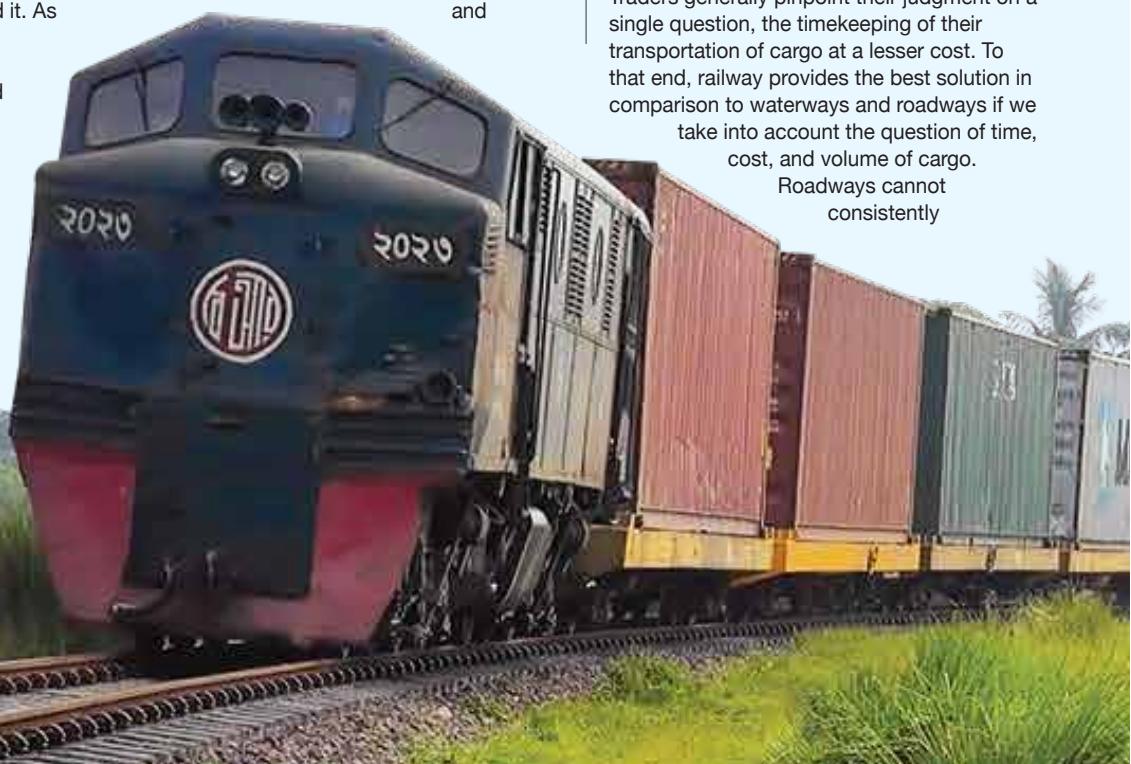
Easing off the pressure

Via Kamalapur ICD, cargoes are safely reaching Chittagong from Dhaka and vice versa within 10-12 hours of time. Logically, the EXIM traders have shown great interest in making the best use of Kamalapur ICD. It has all the facilities available at the port including the customs inspection procedure, reducing 15% handling pressure off the load currently bestowed upon the Port of Chittagong. Analogous to the port, Kamalapur ICD also remains open and functioning 24/7 since day one. The capacity of Kamalapur ICD has been enhanced to more than 120 thousand TEUs per annum. In 2007, the ICD single-handedly handled 80,714 TEUs, of which 39,136 were Dhaka-bound and 41,578 were Chittagong-bound. The handling volume increased to 82,458 TEUs and then suddenly began to fall due to a number of reasons. It reached its lowest at 56,447 in 2013 and then, began to take the reverse course, eventually reaching a figure of 70,363 in 2016.

More at less

Traders generally pinpoint their judgment on a single question, the timekeeping of their transportation of cargo at a lesser cost. To that end, railway provides the best solution in comparison to waterways and roadways if we take into account the question of time, cost, and volume of cargo.

Roadways cannot consistently





Kamalapur Inland Container Depot (ICD), aka, Dhaka ICD has been facilitating cargo transportation to the Chittagong port by railway

guarantee the schedule keeping and costing, due to a variable of reasons e.g. untoward political incidences and demand for higher volume of cargo transportation, leave alone the added pressure being put on Dhaka-Chittagong Highway by the huge number of trucks, covered vans, and lorries, in addition to the passenger buses and private vehicles. There prevails a constant risk for road accidents besides tedious traffic jams. River routes on the other hand, more often than not become unavailable due to navigability deterrence. Moreover, it is costlier than the rail routes. At present, transportation of a 20 feet container costs BDT 20,142 on river route and BDT 29,452 on the roadway while on railway it takes BDT 13,500 to carry it from Chittagong to Kamalapur ICD and BDT 7,300 to carry it from Kamalapur ICD to Chittagong, clearly offering a much better option for the traders.

Kamalapur ICD, the port at your doorstep

Everyday 2 container-trains leave Chittagong port for Kamalapur ICD and 2 container-trains leave Dhaka for Chittagong each carrying 60 TEU containers on average. On the other hand, 1 lorry is required to hold a fully loaded container and 1.5 trucks for open cargoes.

This figure clearly shows that 360 trucks would have to be on road on a daily basis to carry the load of the

240 containers regularly being carried by railway.

For transporting containers, Kamalapur ICD has 450 wagons of Bangladesh Railway, three rail tracks with two wagon placements and a locomotive shunting. The EXIM products need not stay at the yard for long as there are enough rail facilities available at the station. Paper works require very little time and loading-unloading of containers is notably fast.

Equipped with all the facilities that are needed for a growing EXIM trade, Kamalapur ICD is situated at a distance of 320 kilometers from Chittagong port expanding over an area of 1,85,670 square meters. It has a yard to stack 4,267 TEU containers and a 10,155 square meter Container Freight Station (CFS) shed in addition to the railway track, wagon, locomotive, handling equipment, one-stop service, banking facilities, fire station as well as a custom house within the ICD premises.

How it works

Certain procedures are followed at Kamalapur ICD for the transportation of containers. Bangladesh Railway (BR) and the Chittagong port jointly work on this. After the unloading at the port, the containers are kept at the Chittagong Goods Port Yard (CGPY) specially fixed for Kamalapur ICD and then

are serially loaded onto the wagons. The security department then prepares the Container Interchange Receipt (CIR) of the containers loaded on the wagons and hands over the same to the security department of BR. Once the train reaches Kamalapur ICD and the wagons get positioned, the containers are lock-freed first and then the relevant party has 4-hours of time for the loading or unloading of the containers. However, it has been found that container loading and unloading work is currently being completed within less than two hours of time, thanks to the intensive observation of the port authority.

At the outset of the procedure, the detail of the import cargo is uploaded on the Kamalapur ICD computer system from the ASYCD system of the customs authority. C&F agent of the importer then submits the documents at the ICD custom house for the inspection and tariff. After the inspection, the container is given a release order. A clearance certificate from security must be procured at the checkpoint for getting the container out of the premises.

In case of export, the procedure is followed a-z the same way with the C&F agent of the exporter bringing the container at the ICD yard after completing the official paper and payment procedures which are then loaded onto the wagon of the train. The security department of ICD hands over the CIR to the BR security before the train leaves. The port authority essentially prioritizes reaching of the export cargoes at the port within the shortest possible time.

Joint-partnership authority

Kamalapur ICD is a joint venture of BR and Chittagong Port Authority (CPA) being in operation for over three decades. The joint-partnership agreement has been extended for further 10 years in June of 2014. According to the agreement, BR is the owner of all the establishments and shall look after its maintenance while CPA will run and control the operation of ICD. It also has workshop facilities and skilled human resource for repair and maintenance of handling equipment. The container handling is the job of the CPA that has actually been assigned to Saif Powertech on its behalf since April 2015. It has four 45-ton

reach-stackers, two 16-ton reach-stackers, three 3-ton fork-lifts, one 5-ton fork-lift and 7 tractor trailers.





Win-win partnership

Kamalapur ICD is on profit margin since its inception in 1987. It has made a remarkable profit over the last decade. The income figure stood at BDT 16,02,13,295 in 2007 which reached BDT 22,09,23,184 in 2016. Earning of the railway stood at BDT 35,37,45,765 in 2007 which reached BDT 42,25,99,816 in 2016.

One-stop service

To inculcate speed in EXIM trade one-stop service was introduced at the ICD in 2017. This facilitates all the paper-works to be done under a single roof. A branch of Sonali Bank and another from One Bank has been opened at Kamalapur ICD. It also provides tariff facilities for the traders. A good amount of revenue comes from the import sector of the country. Dhaka ICD is a custom-bonded area. The revenue of the custom house in FY 2016-17 was BDT 1,943,52 lac which is BDT 360,27 lac, or 22.76% higher than the previous year.

Human resource and 24-hour security

A total of 63 officers and staff from the traffic department of CPA are working for the smooth running of the Kamalapur ICD. An experienced Deputy Traffic Manager supervises the overall functioning of the ICD. In addition, there are 249 registered workers from CPA for helping in the customs check, delivery, or stuffing and un-stuffing of the cargo. The security wing has 36 trained members who are on duty round the clock in three shifts. In addition, it has a force of 50 Ansar members as additional security, besides a firefighting squad comprised of 14 members and all necessary equipment.

Opportunities emerging at the ICDs

In a recent move, the communication ministry has decided to be strict on the axle-load policy considering the long-term sustainability and maintenance of the roads and highways in the country. Penalties are being imposed if someone is found overriding the rule which came into effect since December 1, 2017. This positive move will indirectly open up new possibilities for cargo transportation via railways. As a result of this, traders will be encouraged to rely more on railways in coming days for the carrying of their heavy machinery and cargoes, resulting in further growth and expansion of Kamalapur ICD.

Challenges to overcome

To meet up the growing demand of our EXIM trade, besides taking into account the untoward pressure being put on the roadways, the menace of the traffic jam and their combined impact on the environment, it is good time we begin to focus more on using the waterways and the railways. Presently, mere 5% of the Dhaka-bound containers are



Kamalapur ICD handles containers 24/7

being carried via railway. We can easily reach the break-even point if we enhance this to the mark of at least 10 percent.

Elsewhere in the world

Globally, traders are getting more and more inclined to using rail and waterways considering such issues as timekeeping, cost, impact on environment and road. India recently undertook 22 projects at a cost of 3 billion dollars in order to further enhance its hinterland communication. In 2008, Port of Hamburg in Germany developed a unique rail traffic management at a cost of 507 billion dollars that can transport 2.36 million TEUs of cargo by its 5,000 cargo wagons, since 2016. During the 2008-2009 'Total Plan Competitive Port' was formulated by the Port of Antwerp in Belgium that has fixed upon a target to increase the traffic volume on the railway by 12 percent by 2030. In a recent update, India, Iran, Azerbaijan, and Russia have halved their railway tariff.

Future roads

As new ports and terminals are being built to maintain the economic growth of the country, the question of hinterland communication must also be considered with added priority. The government is developing more than 100 economic zones (EZ) and special economic zone (SEZ) which demand good communication to and from the port. Geopolitical importance of the port is ever growing as landlocked countries like Bhutan and Nepal are eager to make use of Chittagong port for their own benefit. To that end, Nepal already has set up rail links near the border of Bangladesh. India too is quite keen on opening cost-effective transit routes for its seven sisters in the north-east region. It is imperative, within the shortest possible time we build at least three large-scale ICDs in the central, northern and southern region of the country.

Hopefully, BR has initiated the building of a new ICD at a cost of 30 crore dollar with a handling capacity of 3.5 lac ton at Dhirashrom of Gazipur under a public-private partnership. This will help in the transportation of the cargoes from the 2,500 factories located at the Dhaka North, Dhaka EPZs in Tongi and Gazipur and on both sides of Dhaka-Sylhet Highway. Implementation of two rail-link projects at the Padma Bridge and Dhaka-Payra route has also been decided at the policy level.

Recently, BR has formed a new body named 'Container Company of Bangladesh' for transportation of containers via railway. This company will work for the construction of a dedicated railway plus for procurement of new wagons. In addition, the government has initiated the building of another ICD at Ishwardi for enhancing bilateral trade with India. Both countries are set to launch the intra-border container service soon. Besides, Dhaka-Chittagong double track railway will also ease off the burden of transportation between the two cities.

Best use of Dhaka ICD

Kamalapur ICD is the best solution for industries that are located in and around Dhaka, way over up to Narayanganj. As a consequence, it is headed towards greater importance and bigger success in coming days. To multiply the extent of its current success, all it needs is little promotion of its capability among the business community with a few incentives in the tariff system. The trader needs to know that what he has been asking for is waiting for him right at his doorstep.

Omar Faroque Emon

Reporter, Bandarbarta & CPA News

Thanks to, Mashirul Rahman Beg, Deputy Traffic Manager, ICD, Kamalapur, Dhaka



The Legacy of Our Lighthouse

From Patenga to Norman's Point

Ancient mariners were guided by fires built on hilltops. The world's first recorded lighthouse was the Pharos Lighthouse in Alexandria, Egypt. Built in 280 BC, the Pharos Lighthouse was more than 450 feet tall and had a giant statue of Poseidon (the Greek god of the sea) at the top. A huge bonfire was lit every night at the top of the tower and was visible from more than thirty miles away! The Pharos Lighthouse was so huge that it was named one the Seven Wonders of the ancient world.

In the Asian seas, Chittagong has been a thriving seaport since ancient times. It had its glorious times during the 9th century under the Arabs and later, with the arrival of Europe in the subcontinent during the 15th century. However, the port had no lighthouse of its own in those days and sailors had to rely on other alternative methods like stars and raising fires on hilltops.

During the British era, the port became nicer than before but it still

For safe navigation of ships Kutubdia lighthouse (left), Saint Martin lighthouse (middle) and Cox's bazar lighthouse (right) are there too



Usually, a ship from the outside world bound for the Chittagong port today first meets the Lighthouse of Saint Martin which marks the entrance into the Bangladeshi territorial water. Following the route, the ship will eventually meet Kutubdia Lighthouse and then Norman's Point situated at the Parkir Char in Anwara. The lighthouse then leads the ship's way to the Chittagong port.

missed a reliable navigational system. A cyclone and tidal bore in 1822 caused huge destruction to the coastal part of the Bay of Bengal. As a result, many Chars or alluvial lands rose in the sea near the port which caused problems to the local and foreign vessels. So, the then British Government decided to establish a lighthouse and, in 1846 under the supervision of British captain Hare and at the instructions of Engineer JH Tugud, built a 40-meter tower at Kutubdia, 25 miles to the south from Chittagong, which is surrounded by water on three sides. The revolving lamp was installed later in 1892. In later years, other lighthouses were erected at Saint Martin, Cox's Bazar, Norman's Point and Patenga. The flickers of the lamps can be seen from about 25-35km distance in the deep sea.

Usually, a ship from the outside world bound for the Chittagong port today first meets the lighthouse of Saint Martin which marks the entrance into the Bangladeshi territorial water. Following the route, the ship will eventually meet Kutubdia lighthouse and then Norman's Point situated at the Parkir Char in Anwara. The lighthouse then leads the ship's way to the Chittagong port.

The port, particularly its marine department, maintains and runs the operations at Patenga and the Norman's Point lighthouse. The automated Kutubdia lighthouse needs no external operator, however, has few staff including the light

keeper. The lighthouses at Saint Martin, Kutubdia and Cox's Bazar are operated by the Mercantile Marine Department.

Both Patenga, at the estuary of the Karnaphuli and Norman's Point lighthouses were built during the British era. There were days when ships used to be guided by hazak lights fuelled by burnt oil. Today they have solar powered rotating LED lights that can be seen from a distance of over 20 nautical miles. Light at Norman's Point emits white beams every 10 seconds while light at Patenga emits red beams. The lights turn on as soon as the evening gets down and dim out with the spark of the first light in the morning irrespective of the foggy winter or the heavy monsoon periods. Radar beacon system with separate codes has been introduced to the facilities in 2008 which can notify the radar of the presence of any incoming ship. The ships enter the Karnaphuli channel following the two beams from the two lighthouses standing on the banks of the estuary.

These lighthouses have been serving the ships for hundreds of years by providing the essential guiding lights and helping ships enter the Chittagong port.

This article was published in Bandarbanta- a monthly premier Bengali magazine on maritime.

*Written by: Omar Faroque Emon
Reporter, Bandarbanta & CPA News*

Thanks to, Iftequr Uddin Khan, Superintendent, Lighting, and Mooring, Marine Department, CPA



Patenga lighthouse beaconing the route for incoming ships



Sports Complex

for Health and Happiness

Port city is like one more city within Chittagong city. Port staff have access to all kinds of basic facilities, namely, residence, school, and colleges for their kids and dependents, prayer facility for various religion, marketplace and hospital and healthcare facility for the entire family. Needless to say, such a commune cannot be complete without a quality facility for games and sports. As such, the authority has built up a state-of-the-art sports complex for all, especially the youth of the community. The complex provides ample practice facilities for games, like football, badminton, basketball, and chess with the view to produce national level stars from these fields in near future.

The port sports complex began its journey in 2015. The then Port Chairman Rear Admiral Nizamuddin Ahmed laid down the foundation stone of the complex. By the following year, Shipping Minister Shajahan Khan MP officially inaugurated the complex.

The young family members and dependents of the port staff can also attain the privileges available at the complex. Different sessions are conducted for learners of different age-groups like students from class

The port sports complex began its journey in 2015. The then Port Chairman Rear Admiral Nizamuddin Ahmed laid down the foundation stone of the complex. By the following year, Shipping Minister Shajahan Khan MP officially inaugurated the complex.

one to five in one group and from class six to twelve in the other. The complex has an outdoor area of 24,000 square feet while the indoor stadium is 22,000 square feet.

Primary learners practice football and cricket at the outdoor area while intermediate and higher level students practice in the stadium adjacent to the complex. Separate zones have also been marked for the practice of football and cricket in the stadium.

Indoor zone of the sports complex is a beautiful setup furnished with various types of sports facilities. It has one court for badminton, basketball, volleyball in addition to two tables for the table tennis zealots. It also has an international standard cricket turf where the players can perform the net practice. On the ground floor of the 3-storey building beside the main complex, there are separate dressing rooms for the males and females. There is a modern gymnasium equipped with modern gears besides an abundant supply of fresh drinking water. The first floor has a classroom for the learners, conference room and rooms for Chief Advisor, Director, Deputy-director and chess instructors. The 2nd floor is mainly used for holding seminars and

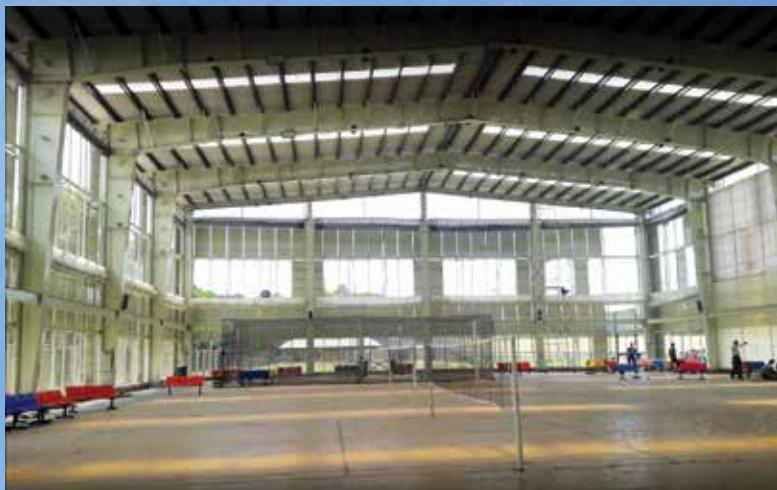
guardian meetings. A plan is already underway to introduce karate lessons in the curriculum in coming days.

The sports complex has provision for light snacks and soft drinks for the participants. In a separate room, there is a heat stroke and trauma center that provides first aid facility as well as all the essential medicines. Medicine specialist on sports can provide treatment in case of an accident during the games. The training sessions run by the complex are divided into two shifts (Saturday-Monday-Wednesday and Sunday-Tuesday-Thursday) in a week for the convenience of the learners. By rule, all practitioners are obliged to submit their academic results to the complex. Judging on their academic performances, one might be barred from attending the practice for a period of up to six months. The complex arranges parent's meeting on a regular interval to advise and counsel the young learners in order to develop physical and mental ability to excel in sports and academics.

Anyone willing to join will need to apply first over a prescribed form providing all necessary information about him/her. In addition, the applicant will submit 2 passport size photographs, birth certificate and photocopies of NIDs of the parents. With the given info, a profile will be prepared and stored in the master database. Once the procedure is over, each is given an identity card that serves as the entry-pass to the complex.

Over the last two years, noted veteran sports celebrities got





The indoor of the sports complex with modern facilities

involved in this complex. Ex-player of the national team Aftab Ahmed Chowdhury is the instructor for cricket coaching here, while ex-player of Dhaka Mohammedan Sporting Club Jamal Uddin Faruque is engaged as the football coach. There are trainers for basketball and badminton too. For his excellence, Shahriar Alam from this sports complex has already been invited to the under-14 national cricket camp. In the meantime, the sports complex has organized under-15 cricket tournament titled 'Chairman's Cup' at its own premises. The home team clinched the title competing against eight teams that participated in the tournament.

As part of the upgrading process, there is a plan to include one

basketball ground, one lawn tennis court and one swimming pool to the existing facilities. Moreover, the complex is procuring bowling machines from England.

With the right support and apt guidance, the complex aims to flourish as one of the finest sports centers in Chittagong city and will cater better to the sports lovers from all walks of life in the community.

This article was published in Bandarbarta- a monthly premier Bengali magazine on maritime.

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Thanks to, Md. Golam Mortoza, Director, Port Sports Complex

Newly elected committee of CBA of Chittagong port inaugurated

Election of Chittagong Port Employee Council CBA had been held in August last year after a long period of time. 25 employees had been elected in this grand election. The election had seen a great enthusiasm among the employees. Three panels contested for the election and total 118 candidates took part in it. Among the 3876 listed voters, 2991 cast their votes. The last CBA election was held in 2005 and several employee unions were active that time.

The employees have demands that need to be addressed effectively by the newly elected committee, therefore, the inauguration event of the new committee was cheerful and welcoming. The inauguration ceremony was held in Shaheed Mohd Fazlur Rahman Munshi auditorium on November 19th. The event was presided over by the newly elected president Mr. Abul Mansur Ahmed and the honorable Shipping Minister Mr. Shahjahan Khan MP was the Chief Guest. At that event, the Mayor of Chittagong city corporation Mr. A J M Nasiruddin, Mr. M A Latif- the Member of Parliament of the Chittagong-11 constituency and the Chittagong Port Authority Chairman Rear Admiral M Khaled Iqbal were present as special guests.

Shipping Minister Shahjahan Khan said, "Chittagong port is the economic heart of Bangladesh. This port is advancing parallelly with other international ports. The wheel of the economy will continue to roll if the port explores its full potential. We are working to buy new technologies and machinery, building jetties and yards to implement Prime Minister Sheikh Hasina's vision 2021. To continue the development of the port we must work collectively."

The Mayor of Chittagong City Corporation Mr. A J M Nasiruddin said, "Chittagong port is a blessing for the Chittagongians. To develop the port for country's national interest, the port administration will have to discuss and work unitedly with the newly elected committee."

Mr. M A Latif said, "If employees feel satisfied, the port will flourish more and increase efficiency." He hoped that the port authority would take necessary measures to improve the livelihood of the employees.

The Chittagong Port Authority Chairman Rear Admiral M Khaled Iqbal- said, "To increase the efficiency of the port we will work together. If we can work together the vision of our Prime Minister Sheikh Hasina will be implemented successfully."





► Chinese loan for procuring oil from deep sea to port

EXIM Bank of China will provide a loan of 467 million US dollar, equivalent to BDT 3,742 crore, for the transportation of refined and crude oil procured from the deep sea of Maheshkhali to Chittagong port. This comes from China under the 'Installation of Single Point Mooring (SPM) with Double Pipe Line' project. Accordingly, at an expense of BDT 60 crore, the two pipelines, each with a length of 110 kilometers will be constructed from Maheshkhali to Chittagong port which will transfer 9 million tons of refined and crude oil annually.

A framework agreement was signed between the two governments at NEC Conference Room at Sher-e-Bangla in Dhaka on 29 June. The construction work would begin by January next and be completed within a period of 36 months. As a result, carrying of oil from the deep sea by small vessels which take around 12 days will now drastically subside and take only 48 hours to reach Chittagong. This added capacity will save 100 million dollars every year which is now being spent for importing oil from abroad, as well as maintaining the balance between demand and supply chain boosting fuel security of the country. At a 2% interest rate, EXIM Bank of China will provide this fund which should be adjusted within 20 years, plus a grace period of five years.

► RINA grants SOC to a ship recycling yard of Bangladesh



When recycling and re-using goods and products has become an important requirement now, the shipbreaking method has also witnessed the recycling of the parts of the vessel.

Last year in November, PHP Family, a recycling yard in Chittagong, Bangladesh received a Statement of Compliance (SOC) with the Hong Kong Convention (HKC) for the safe and environmentally sound ship recycling.

Granted by international classification society RINA, the SOC is an important development towards a more sustainable ship recycling industry, further raising the bar in the standards for this sector in Bangladesh, according to GMS, a cash buyer of ships for recycling.

"PHP Family yard has worked hard to improve their safety and environmental standards by following successfully the HKC guidelines, which are enabling the whole ship recycling industry to achieve sustainable goals for ship recycling," Anil Sharma, President, and CEO of GMS said.

"We sincerely hope that this great achievement will attract more shipowners to yards that are endorsing Responsible Ship Recycling and lead as an example for the rest in Bangladesh," Sharma added.

Additionally, a decision is awaited for the yards that are outside the EU and have applied for inclusion in the EU approved list of recycling facilities.

► LOC of 4.5 billion dollars signed with India



Bangladesh signed a Line of Credit (LOC) agreement with India for 4.5 billion dollars at the Ministry of Finance on 4 October in presence of Finance Minister of Bangladesh Abul Maal Abdul Muhit and Finance Minister of India Arun Jaitley. The

amount is equivalent to BDT 36 thousand crores which would be spent for the implementation of 17 different projects in the country. The loan comes at an interest rate of 1.5 percent.

The 17 projects are, Power Distribution Infrastructure Development Project for the distribution of power from Rooppur Nuclear Power Plant, four-laning of Benapole-Jessore-Bhatiapara-Bhanga Roadway, four-laning of Barirhat to Ramgarh in Mirsharai, construction of dual-gauge rail line from Bogra to Sirajganj, rebuilding of Syedpur Airport, supplying of one hundred thousand LED bulb to Dhaka, Rajshahi and Chittagong, construction of Multi-purpose terminal at Payra Seaport, revival of Buriganga river and protection of its banks, building of 100 megawatt solar power plant in Mollarhat, construction of power distribution lines between two countries through Kathiara-Parbatipur-Barahmangarh and procurement of machineries for waste management project of Dhaka South City Corporation. They also include construction of Bay terminal at Chittagong, construction of Chittagong Dry Dock, construction of four-lane road from Comilla to Sarail via Brahmanbaria, construction of ICD at Ishwardi, development of Mongla port and developing Special Economic Zones at Mirsharai.

► Four lighter jetties to commence business

Four lighter jetties for berthing of small vessels on the Karnaphuli river are set to begin operation soon. The jetties, each with 400 meters in length were constructed in 2013. The authority is now calling for an open tender to commence operation at the jetties facilitating the berthing of ships having draft not higher than four meters.

The authority also notes that earth collected in and around the jetties will be removed to provide smooth access for ships.

► Chittagong Port procures 6 rail mounted cranes

Chittagong Port Authority (CPA) has signed an agreement with Shanghai Jinhua Heavy Industries (SJHI) of China for the procurement of 6 rail mounted quay gantry cranes at a cost of BDT 3.45 billion for speeding up container handling operation at the New Mooring Container Terminal (NCT). The signing ceremony was held at the conference room of the Ministry of Shipping (MoS) on 15 October in presence of Shipping Minister Shajahan Khan MP. Chairman of CPA Rear Admiral M Khaled Iqbal and Executive General Manager of SJHI Chan Kai signed the papers. MoS Secretary Abdus Samad, among others, was also present at the occasion.

The 6 cranes would reach port within 18 months from the signing date of the agreement. Each crane has a capacity of 40 tons and can handle 25-32 TEUs of containers per hour. This will also facilitate container handling from three ships simultaneously reducing dwell time of the ships at the port.

► NCT Gate-2 launched

Gate-2 of New Mooring Container Terminal (NCT) has been launched with the provision of all the modern amenities to enhance outgoing facilities of the regular traffic and oversized cargo from the NCT and

Chittagong Container Terminal (CCT). Chairman of Chittagong Port Authority (CPA) Rear Admiral M Khaled Iqbal formally inaugurated the gate.

Construction of the NCT Gate-2 commenced in November last year at a cost of about BDT 19 million. The two-storey gate features on the ground level three 4.5-m wide lanes for general traffic (truck, covered van and lorry), one 9-m wide specialized lane for oversized cargo, one booth for monitoring of traffic and an access control room for the pedestrians. The upper level consists of security section, traffic department and three furnished chambers for the customs inspectors.



► Rice import topping list in 3rd quarter

During the July-September quarter of last year, import at Chittagong port stood at 12 million tons comprising 5 thousand different types of cargo but the rice was not on the list. However, in the current FY, it is topping the list of the top five import items in the country with an import volume of more than 0.45 million tons of rice through the port.

Import at the port during the first quarter of FY 2017-18 was 14 million ton while clinker topped the list with an import volume of 3 million ton. This was followed by boulder/rock with one million ton, wheat with 0.75 million ton, high-speed diesel with 0.6 million ton and rice with 0.45 million ton. Most of the rice came from Thailand and Vietnam.

► Sri Lanka-Bangladesh Feeder Service launched

Milaha, a Qatar-based maritime transport, and logistics conglomerate launched a direct feeder service between Sri Lanka and Bangladesh in November last year.

With a transit time of five days, the new service, called BCX, is being operated via two vessels with a capacity of 1,200 TEUs, following a Colombo-Chittagong-Colombo rotation.

Abdulrahman Essa Al-Mannai, Milaha's President, and CEO said, "We have seen a great response to the direct and fast services that we launched between Qatar and some key South Asian markets earlier this year, and this has encouraged us to continue our strategic expansion into new markets. We believe the BCX service will strongly enhance connectivity to one of the fastest-growing markets in South Asia."

Construction of the NCT Gate-2 commenced in November last year at a cost of about BDT 19 million. The two-storey gate features on the ground level three 4.5-m wide lanes for general traffic (truck, covered van and lorry), one 9-m wide specialized lane for oversized cargo, one booth for monitoring of traffic and an access control room for the pedestrians. The upper level consists of security section, traffic department and three furnished chambers for the customs inspectors.

► Blue Economy Authority for exploiting sea promises in Bay of Bangal

Meeting of the Parliamentary Standing Committee on the Ministry of Power, Energy and Mineral Resources held on 8 October recommended for the creation of 'Blue Economy Authority' to exploit the potential of our territorial water for the economic progress of the country.

Bangladesh, now, has sovereign power over an area of 1,18,813 km in the Bay of Bengal (BoB) which is 82 percent of the land area of the country. The huge potential of earning foreign exchange lies in this water body that can be exploited through catching fishes, exploring petroleum, gas and other minerals besides expanding ocean tourism and creating employment opportunities, the meeting mentioned. To this end, a Blue Economy Cell was formed by the government in February last year. It might be noted; 17 different ministries and 12 organizations are already involved with the Blue Economy initiative of the government.

The Blue Economy cell is actually a temporary cell under the department of energy and mineral and does not have any legal authority which means, it exerts little power over others in the implementation of the decisions it makes. This primary cell can be empowered to develop as the Blue Economy Authority, the meeting opined.

► Powerboom in Maheshkhali

The Government has big investment plans at Maheshkhali upazila of Cox's Bazar district to establish a seaport, nine power plants with a capacity of 13,560 MW, 5 EPZs, one LNG Terminal, and a pipeline for carrying fuel oil besides, a petroleum complex. A top-tier committee with BEZA Chairman Paban Chowdhury as its head has been formed to implement this investment and development plan. The committee also includes reps from the Ministry of Forestry, Land, and Environment, Ministry of Housing, Ministry of Roads and Transport, and Ministry of Energy, Power and Minerals.

Currently, land acquisition program is underway with 19,505 acres of land already allocated to 6 government organizations.

The Executive Committee of the National Economy (ECNEC) has approved the land acquisition project for the building of the power hub at a cost of BDT 1,325 crore. The Power Development Board (PDB) will establish 8 coal-fired power plants with a capacity of 1,320 MW and one LNG-run 3,000 MW power plant. MoU has been signed with South Korea, Malaysia, and China for the construction of the three power plants.

The Ministry of Shipping is going to launch a deep-sea port at Matarbari. In addition, BEZA has selected 7 locations for economic zones, which means, Maheshkhali would very soon emerge as the spotlight of the future economic planning of Bangladesh. The Upazila with an area of 362 sq.km stands just 12 kilometers from Cox's Bazar and is separated from the mainland by Maheshkhali Channel featuring a draft higher than any other areas in the country. A feasibility study funded by JICA on Maheshkhali is currently underway.





► New record set in monthly container handling

Chittagong port has set yet another record in its history by handling the highest volume of containers in a single month. The port handled 2,36,415 TEUs containers in October. The previous record was made in August which was 2,30,725 TEUs. They made a similar record in ship handling as well which stood at 312 in October. The previous record of 294 ship handling was made in August in the same year.

► First naval exercise by IONS in BoB

"The geographical position of the Indian Ocean is exceptionally significant. To safeguard this ocean and to exploit the benefits of blue economy, all the navies should cultivate mutual trust and strengthen their cooperation to play an active role in upholding the security and stability of the Indian Ocean as well as regional progress and prosperity," President Md. Abdul Hamid said while addressing the inauguration of the International Multilateral Maritime Search and Rescue Exercise (IMMSSAREX) hosted by Bangladesh Navy (BN) at the Royal Tulip Hotel in Cox's Bazar on 28 November.

Emphasizing on the potential of blue economy Abdul Hamid also said that the Indian Ocean countries must work together for trade expansion. Bangladesh government has undertaken measures to develop the maritime sector assessing the huge possibilities of the ocean resource.

Admiral Nizamuddin Ahmed, Chief of Bangladesh Navy and Admiral Sunil Lamba, Chief of Indian Navy also spoke on the occasion that was attended by Political Advisor to the Prime Minister, the heads of the three services, high officials from the military and private sector besides political leaders and maritime experts.

The 2-day long exercise comprised fire drill, the salvation of ships, search and rescue mission for missing fishing trawlers and fishermen, critical rescue operation at sea, search and rescue of missing aircraft in the deep sea, towing of damaged ships to the harbor and fleet review. Twenty-three littoral nations of the Indian Ocean took part in the exercise supported by 41 battleships, 3 maritime patrol aircrafts, and 4 helicopters while 9 other countries including China, Germany, Italy, and Japan were present as observers.

Indian Ocean Naval Symposium (IONS) was established in 2008 with a view to boosting cooperation among littoral countries towards ensuring maritime security, developing friendship and dealing with smuggling and terrorist elements. The members include Australia, Bangladesh, France, India, Indonesia, Iran, Kenya, Maldives, Mauritius, Mozambique, Myanmar, Oman, Pakistan, Saudi Arabia, Seychelles, Singapore, South Africa, Sri Lanka, Tanzania, Thailand, Timor Leste, United Arab Emirates and the United Kingdom. Chief of Bangladesh Navy Admiral Nizamuddin is currently serving as the Chairman of the organization.



► Export upped by 7.23%



Export earning met a growth of 7.23% during the first quarter of the current FY 2017-18 which is 2.84% less than the fixed target, according to the latest monthly report of Export Promotion Bureau (EPB).

The report says the total amount of export during the same period stood at 866,27,30,000 dollars which was 807,88,20,000 dollars during the same quarter of the previous year, showing a growth of 7.23%. On the other hand, the export target was fixed at 891.6 crore USD, meaning our accomplishment fell 2.84% less than that.

EPB publishes a regular report on the total export earnings of the three service sectors of the country, primary, industrial product, and computer. As the report shows, the industrial product and the primary cargo export had a gain of 7.13% and 22.07% respectively. The primary sector includes frozen food, fish, and agriculture. Export earning of frozen food and fisheries grew by 23.8% during the same quarter making a revenue of 16,82,70,000 USD.

The industrial product sector includes plastic, leather and leather product, jute and jute products, readymade garments, furniture and engineering products. During the period, export earnings grew by 2.19% for plastic, 1.74% for leather and leather products, 15.46% for jute and jute products and 7.17% for readymade garments.

► CPA initiates a feasibility study of Sitakundu Terminal

Chittagong Port Authority is going to appoint a consultant to conduct the feasibility study of Sitakundu Terminal in order to affirm the draft limit, location of the terminal on the coast, cost for dredging, volume of containers to be handled as well as revenue generation. The selected firm would be issued with a work order after due approval from the ministry. The study will be completed within six months of the issuance of the work order.

The final report would be available after running the survey from January to June. Initially, ships with 8-9 meter draft would be able to berth here during the high tide and ships with 7-7.5 meter draft during low tide which can be maintained by maintenance dredging. Six jetties can be constructed over one and a half kilometer of area. This terminal would facilitate transportation of containers coming out from the Special Economic Zones at Mirsharai besides providing transit for the eastern states of our neighbor, India.

The process initiated last year over a letter sent from the Prime Minister's Office, asking for information about the building of a port around Mirsharai and Sitakundu area. Later, one special team headed by the Port Chairman Rear Admiral M Khaled Iqbal visited Amir Mohammad Ghat area in Muradpur union of Sitakundu. It was found, the water level of the wharf goes down by one and a half kilometer during the low tide exposing a vast char. On the other hand, the port is also working on building another terminal around the coastal areas between Guptakhali of Barabkundu towards Mirsharai.

► MCC Qingdao leaves port with highest containers



MCC Qingdao, a Turkish vessel left Chittagong port on 16 October loaded with 2,374 TEUs of containers which is the highest figure in the history of the port. The earlier record stood at 1,819 TEUs. The Turkish ship took a berth at the jetty no. 11 on 10 October, and stayed at the port for 60 hours handling 4,104 TEUs of

the container, which is actually another new record in terms of container handling with a single vessel. The previous record in this category was 3,636 TEUs.

► Monitoring of substandard foreign ships at port augmented

It looks like an alarming number of defective ships from different seaports of the world are reaching Chittagong port causing accidents with an impact on our international image. As a consequence, the port authority has undertaken to augment the monitoring of Port Estate Control (PSC) on faulty foreign vessels.

Following a number of accidents that happened between June and September, the authority dispatched two letters to the Director General of the Department of Shipping and the DG promulgated new orders to pick up the monitoring work. CPA says we are going to reinstate the mobile courts on a regular basis once again that had been suspended for a long time by now. According to the international convention, security can be ensured through PSC on at least 10 to 15 percent of the ships anchored at the port.

► South Container Yard's operation begins

South Container Yard, the newest yard at Chittagong port had officially commenced its operation. Shipping Minister Shahjahan Khan MP inaugurated the 10-acre yard on 19 November last year over a ceremony held at its site located on the Airport Road beside the silo jetty in Patenga. Port Chairman Rear Admiral M Khaled Iqbal presided over the ceremony while MP from the Port area MA Latif, MP from Naogaon Israfil Alam and Chittagong Custom House Commissioner Dr. AAKM Nuruzzaman were also present.

Built at a cost of BDT 43.4 crore the yard has a capacity to hold about 3.5 thousand containers.

Construction of the yard began on 6 January of 2016 and ended on 15 September last year. The yard has an 800-meter long custom bonded wall, a 4-storey administrative building, a power plant, a guest house complex including 8 security posts.

► Korea to fund the building of lighthouse and coastal radio

To secure maritime navigation, the Department of Shipping has signed an agreement with LG Samhee Consortium for the building of 4 lighthouses along the coastal area of the country. The project would be funded by EXIM Bank of Korea. Director General of the Shipping Department Commodore Syed Ariful Islam and Bailee Hensi of LG Samhee signed the agreement on 25 October at the Ministry of Shipping in presence of Shipping Minister Shahjahan Khan MP. The project costing BDT 3.7 billion would be complete by December of 2018. Of this, BDT 2.8 billion will come as grant while the government will spend BDT 880 million.

The task will include renovation of the three lighthouses now existing at Cox's bazar, Kutubdia and Saint Martin besides the building of four more lighthouses. In addition, coastal radios would be launched at Cox's bazar, Saint Martin, Kutubdia, Nijhumdip, Chaalchar, Dublarchar and Kuakata coastal areas. This will also enable ships to navigate with better flexibility in these areas.

► Port policy to reduce mishaps at the outer anchorage

Chittagong Port Authority undertook several measures to formulate a new policy with a view to regulate vessel movement and reduce risks at the outer anchorage. Normally, movement of vessels from the outer anchorage to the port is controlled by a guiding pilot assigned by the port. However, some of the ships have been found being operated by their own pilots when they are moving from Kutubdia to the outer anchorage, causing a number of mishaps over the last few months. The authority hopes, number of accidents will dramatically reduce as soon as the new policy comes into effect.

► Port Connecting and Agrabad Access Road renovation works begin

Renovation works for the Chittagong Port Connecting and Agrabad Access Road has begun at a cost of BDT 209 crore. The aim is to mitigate public suffering in the city prioritizing the export-import traffic. The project includes the building of three bridges over the Moheshkhali canal and construction of a 4-kilometer long protection wall. A J M Nasiruddin, Mayor of Chittagong, inaugurated the project which is a joint venture by JICA and the government.

The city-mayor noted, taking into consideration the high tide of the river, the vibrant port connecting road will be further elevated. Thousands of cargo-carrying vehicles regularly ply on this road imposing a risk for the pedestrians. For this, a 12-kilometer long and 3-meter wide pavement along the road will be constructed in addition to eye-catching floriculture on the splitter islands.



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A Quarterly Publication of
Chittagong Port Authority

