Development of port Infrastructure: Bangladesh Perspective

FAHMIDA AKHTAR
DEPUTY SECRETARY
MINISTRY OF SHIPPING
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- Existing situation of Chittagong port
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Geographical location of Ports in the region
Major Export & Import of Bangladesh

- Export
  Readymade garments, Jute and Jute Products, Leather Products, Tea, Frozen Foods, Urea etc

- Import
  Textiles, Raw Cotton, Food Stuffs, Chemicals, Machinery, Steel/Iron products, Electronic products etc
The Port of Chittagong is the largest seaport in Bangladesh, located by the estuary of the Karnaphuli River in Patenga, near the city of Chittagong.

- Handled over 92% of maritime trade of Bangladesh
- Basically a river situated 16 km upstream from the Bay of Bengal
- About 70% of freight movements at CPA originates and are destined for Dhaka region and rest 30% for Chittagong region
Present Facilities of Chittagong Port

- **General Cargo berths (GCB):** 13 consecutive berths (total length 2100 m) constructed during 1954-1979 and used for handling of general container cargo.

- **Chittagong container terminal (CCT):** Dedicated 450m quay wall with STS cranes. The facility is in good condition.

- **New Mooring Container Terminal (NCT):** Recently built 1000m long quay wall (5 berths each 200m) for container handling. The facility is in good condition.

- **Specialized Berths for Bulk handling:** Dolphin Oil Jetty, Grain silo Jetty, Cement clinker Jetty etc.
## Container Handled in Chittagong port

<table>
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<tr>
<th>FY</th>
<th>Import (TEUs)</th>
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## Cargo Handled

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Forecasting Container Traffic in Chittagong Port

- Chittagong Port has projected the container traffic to 2.7, 4.4, 5.1 and 5.4 million TEUs for the year 2020, 2025, 2030 and 2040 respectively.
- Dhaka’s expectation to and from container traffic may be 1.89, 3.08, 3.57 and 3.78 in million TEUs in the year 2020, 2025, 2030 and 2040.
Plan to cope with future demand

- Develop GCB (10-13 No berth) area into a full independent container terminal by 2020; in capacity to handle 770,000 TEU per annum and licensed to a private operator.

- Planning to build a new Bay Container Terminal (BCT) to meet the volumes with a capacity of 2.8 million TEUs. Bay Terminal located at the seaside approx. 8-10 miles north of the estuary. It could handle larger vessels of the panamax and post-panamax type i.e. up to 5000 TEUs.

- Procure necessary equipments to add to the capacity of the port
Development of Rail based ICD

- Established in 1987
- Distance from Chittagong port: 320 KM Railway path;
- Full pledged Customs house has been established in Kamalapur, Dhaka in 2011
- Two MG and One DG rail track
- Length of rail tracks : 1097m
- Yard area : 1,36,954 sq. meter
- Static capacity : 4067 TEU
- CFS : 8,182 sq. meter
- Yearly handling capacity: 90,000TEU
- Handled 66,847 TEUs in 2014-2015 FY
A feasibility study for construction of a new ICD near Dhirassram Railway Station (Dhaka) was conducted by CPA in 2007 financed by the World Bank.

Study suggested to implement first phase with a capacity of 354,000 TEUs with a gradual expansion up to 860,000 TEUs.

The study also suggested the necessity of converting existing Chittagong Port Railway Yard (CGPY) into an off-dock terminal.

According to BR the construction of Dhirassram ICD would be important because of the current physical limitation of Dhaka ICD would then be about 450,000 TEUs.
To reduce the container vehicles’ share on the Dhaka-Chittagong Highway,

- Chittagong Port Authority (CPA) and Bangladesh Inland Water Transport Authority (BIWTA) jointly constructed Pangaon Inland Container Terminal on the bank of Buriganga river near Dhaka.

- Honorable Prime Minister Sheikh Hasina Inaugurated on 07 November 2013.

- A full pledged Customs House and a branch of Sonali Bank Limited established in Terminal Building.

- The terminal’s yearly handling capacity is now 116,000 TEUs. The capacity could gradually be increased up to 160,000TEUs.

- Special traffic has been announced for Pangaon
Pangaon ICT at a glance

- Yard: 55000 sq. meter
- Length of Jetty: 180 meter (W26 M)
- Container Capacity: 3500 TEU
- CFS: 5815 sq. meter
- Reefer point: 48 (4X12) plug point
- Equipment: MHC: 1, SC: 2, FLT: 4, TM: 3, Cargo Cranes: 2
- Power supply: 1250 KVA/1MW (2) generator, another 2.5MW under construction.
- Vessel/barge: 3 (120 TEU Capacity)
Mongla port

- Mongla seaport is situated in the Bagerhat District of south-western Bangladesh.
- It was formerly located at Chalna, about 11 miles (18 km) upstream on the Pasur river, but it is now located 48 km south of Khulna city, as established on 11 December 1954.
- River and road transport facilities available comparatively at lower cost from Mongla port to all over the remote places of the country.
- Constraint free large channel available for anchorage and loading / unloading facilities on both sides for 33 ships at a time.
Existing Facilities

- Container Yard (3) : 35754 sq, meter
- Static Capacity : 2180 TEUs (single stack)
- Transit Shed (4): 19628 sq meter
  - Storage Capacity 7500 MT
- Warehouse (2): 19630 MT
  - Storage Capacity 15000 MT
- Car Parking Yard (1) : Storage Capacity: 2000 unit car
- Open Dumps: 300,000 sq. meter
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<tr>
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Future Plan

- Enhance port capacity through procurement of equipments
- Capital dredging of Channel
- Removal of wrecks from the Pussur Channel
Payra Port

Payra port is situated in the Meghna Estuary at Rabnabad channel in the Patuakhali district. Port Limit is demarked which is about 504 square miles and outer anchorage will be 210 square miles for anchoring the vessel draught 10-20 m. Payra Sea Port will have following facilities:

- Jetty area has depth of water 12-25 m where deep draught and bigger size vessel can be accommodated
- 11 km long jetty/terminal facilities can be developed
- 4 km wide channel
- Plenty of hinterland to develop a seaport with modern infrastructure
- Planned Navy base and Coast Guard close to the proposed port area will provide necessary safety and security
- Protected from natural disaster
- Located in regional and international shipping friendly position
Techno-economic feasibility study & future prospect

Techno Economic feasibility study and the main components of the tasks are:

- Approach Channel Design
- River Bank Protection
- Capital and Maintenance Dredging
- Breakwater
- Environmental Impact Assessment
- Economic Viability
Implementation Plan

- Phase I. Commence limited scale port operation by Dec 2015 through lighter vessel bringing merchant ship at outer anchorage.

- Phase II. Complete major components of port infrastructure with 2.5 km terminal facilities including River Bank Protection, Capital Dredging and Breakwater by 2018.

- Phase III. Complete remaining Port facilities by 2023
Way Forward

- GoB is committed to improve port facilities of the country to facilitate international and national trade.
- To move forward in this regard generation of necessary resources is the prime concern.
THANK YOU
Questions