

Padma Multipurpose Bridge

A stunning testament to the
nation's development and pride

**“Padma Bridge will create a
multimodal network with
all the ports of the country”**

- Rear Admiral M Shahjahan
Chairman, Chittagong Port Authority

An overview of the economic potential of
seaweeds in Bangladesh

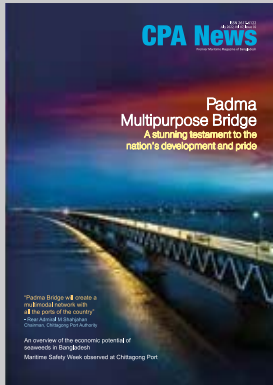
Maritime Safety Week observed at Chittagong Port

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Editorial

A dream comes true: the long-cherished Padma Bridge

Bangladesh is divided into its southern and western areas, as well as its capital Dhaka, by the powerful Padma River. However, Padma Bridge acts as a massive installation to connect those areas with Chattogram and Dhaka. On 25 June 2022, the Honourable Prime Minister opened the bridge as a stunning testament of nation's sustainable development and pride. According to several economists, this will help the country's GDP rise overall and will also enable the South and South-West regions' GDP to grow. This bridge has also become very important for the growth of regional communication. Rail connectivity will make it easier and less expensive to move commodities across the Padma River. This issue's lead story primarily focuses on the Padma Multipurpose Bridge so that readers may comprehend the magnitude of this national initiative.

The Blue Economy is an emerging concept that conceptualises the sustainable use of maritime resources for economic growth, improved livelihoods and employment, and the health of ocean ecosystems. National and international ports have a considerable impact on the worldwide maritime industry. For economic growth, the port has integrated management that supports the essence of sustainable development of maritime resources. A connection between the port and the Blue Economy as a means of achieving sustainable development is brought to light in the section titled 'Perspective.'

According to a study by Chattogram University and the FAO, Bangladesh consumes 47,775 kg of seaweed annually for foodstuff, 11,700 kg for feed and manure, 13,650 kg for cosmetics, and 24,375 kg for pharmaceuticals. They could soon contribute BDT 55.87 million to Bangladesh's blue economy, according to the report. Seaweed farming can be used as a secondary source of income in addition to saltwater fishing. It has the potential to be lucrative, especially for women. If industrial entrepreneurs from related fields take the initiative and work with the government, they might open a door to a new world for Bangladesh's Blue Economy. An article describing the promise of seaweed farming in Bangladeshi coastal regions is included in the 'Horizon' chapter of this issue.

There is not much longer for humanity to start managing the ocean responsibly. This gloomy truth raises the question of how our civilization can reverse the deterioration in ocean health while continuing reliant on the ocean for all of its needs in the face of a changing climate and a rapid loss of biodiversity. The United Nations General Assembly's declaration of the "Ocean Decade," also known as the UN Decade of Ocean Science for Sustainable Development, 2021–2030, is based on the informed conviction of UN Member States that, in fact, this opportunity still exists and that, furthermore, ocean science must play a crucial role in this process. This issue's 'Purview' chapter contains an article that discusses outcomes of the ocean decade.

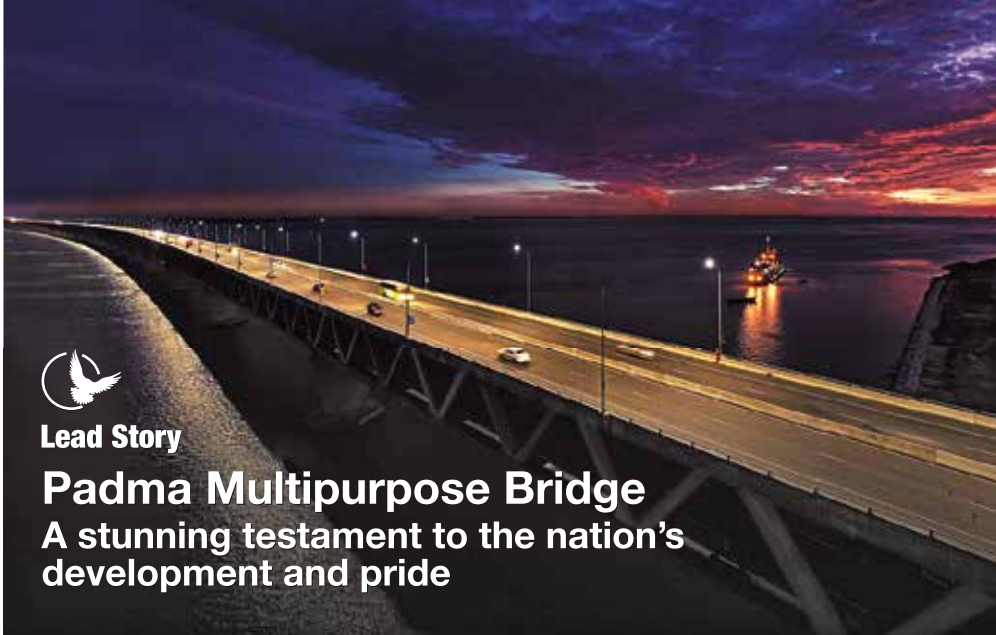
Furthermore, the 'News Bytes' section will keep you up to date on all key maritime events and developments from the first quarter of this current year.

We gratefully accept your useful reviews and suggestions for new ways to enhance this maritime publication. Thank you for being with us all along, and please continue to be with us.

Thank you so much.

Zafar Alam

Editor



Lead Story

Padma Multipurpose Bridge
A stunning testament to the nation's development and pride

04

Economists agree that the Padma Bridge will boost the national GDP and spur economic expansion in the South and West. Having a way to transport goods across the Padma River via train would reduce time and costs. To help readers grasp the scope of this national project, the Padma Multipurpose Bridge is the primary focus of the lead story.

02 **Editorial**

09 **Opinion**



“Padma Bridge will create a multimodal network with all the ports of the country”

- Rear Admiral M Shahjahan
Chairman, Chittagong Port Authority

13 **Seaports, Blue Economy and the progress of Bangladesh**
Perspective



The Blue Economy promotes the responsible exploitation of marine resources for the sake of national prosperity, individual well-being, and the well-being of marine ecosystems. On the other hand, a port has integrated management that helps to ensure the long-term viability of maritime resources. This article highlights the port's role in the Blue Economy to achieve sustainable development.

10 **Horizon**



An overview of the economic potential of seaweeds in Bangladesh

When combined with the income from saltwater fishing, seaweed cultivation in Bangladesh has the potential to bring in an additional BDT 55.87 million annually for the country's Blue Economy initiative. Seaweeds have the potential to significantly boost the economy of coastal communities if business owners in connected industries take the lead and collaborate with the government to do so. This article details the potential of seaweed farming in Bangladesh.

16 **The Ocean Decade envisions the ocean we want**
Purview



2021 United Nations Decade
of Ocean Science
2030 for Sustainable Development

The “Ocean Decade,” or the UN Decade of Ocean Science for Sustainable Development, 2021-2030, was declared by the United Nations General Assembly based on the informed conviction of UN Member States that, opportunities still exist for a clean, healthy, and productive ocean, and that ocean science must play a crucial role in this process. The topic, goals, frameworks, and results of the Ocean Decade are discussed in this article.

News Bytes

18 **Maritime business, logistics, connectivity and infrastructure**

- PM stresses connectivity with India
- Chittagong Port Authority celebrated its 135th ‘Port Day’
- Deals signed to increase the capacity of the Chattogram-Dhaka-Ashuganj Corridor
- Bay Terminal is no more a dream, it's now a reality: State Minister for Shipping
- Workshop on implementation of ‘Electronic Delivery Order’
- Shipping agents should provide information about ships arriving at port limits
- Maritime Safety Week observed at Chittagong Port
- Two more tugboats were added to Chittagong Port
- Direct container shipping to the United Kingdom
- Shipbuilding industry refinancing scheme
- India to import goods from Bangladesh by rail
- Firefighting exercise at Chittagong Port
- Chittagong Port procures five new cranes
- Goods worth BDT 8 billion were recovered from a sinking ship

Padma Multipurpose Bridge

A stunning testament to the nation's development and pride

CPA News Desk

“The Padma Bridge belongs to the people of Bangladesh. It involves our passion, our creativity, our courage, our endurance, and our perseverance.” – *On 25 June 2022, when she opened the country's longest bridge, the Honorable Prime Minister Sheikh Hasina made this remark*

Introduction

For decades, people of the south and south-western region of the country have yearned for a bridge over the Padma River. Those days are over now. The bridge, connecting Mawa-Jazira point, is not only an answer to the craving of the people of the south, but also a testament for the world that says, no matter what, Bangladesh's self-esteem should never be underestimated. Today, the Padma Bridge stands tall and bright atop the

dancing waves of the ever-flowing Padma, as the hallmark of our glory, the emblem of our capability.

Grave necessity, great invention

The Padma River greatly influences Bengal's topography. The economic growth of the Gangetic alluvium-formed delta depends heavily on this river as well. Its rich history in culture and trade is well known. The

sediments it carries have helped the development of our agricultural industry. However, there is the other side to the story as well. The mighty Padma divides the southern region of the country from its capital Dhaka. This has created a glaring gap in the economic prosperity between the two sides of the Padma.

To bridge the gap, the Padma Bridge will serve as a gargantuan installation linking those regions with Dhaka and Chattogram. Economists believe this will accelerate the overall GDP growth of the country. The South and South-West regions' gross domestic product will also increase. Moreover, this bridge will play a significant role in local communication development. Thanks to the rail connectivity, transporting goods across the Padma will be simpler and less expensive.

Hence, the inauguration of the Padma Bridge is being mentioned by many as the 'opening of the southern door'. Undeniably, this bridge



has opened new horizons of possibilities for the national economy of Bangladesh.

Biggest piece of the puzzle in road and rail connectivity

A total of 1.7 million square kilometres are covered by the Ganga, Jamuna, and Meghna river basins, which are located in Bangladesh, India, China, Nepal, and Bhutan. The Ganga or Padma basin, with an area of over 1.1 million square kilometres, is the largest of them. With 4% of it in Bangladesh, the most of it is in India and Nepal.

Padma River is the name of the Indian Ganga River that flows through Bangladesh before reaching the Bay of Bengal. It is the major Ganges stream that starts in the Himalayas from the Gangotri glacier. From its source, the river travels 2,520 kilometres before joining the Bay of Bengal. The Padma River takes its name from the Chapainawabganj district, where the Ganga River enters Bangladesh. It passes through Rajshahi, Pabna, Kushtia, and Rajbari in Bangladesh before joining the Jamuna at Daulatdia. This combined stream then conjoins the Meghna River near Chandpur, which flows into the Bay of Bengal.

The Padma River used to be powerful, majestic, and terrifying. It was once considered impossible to harness this river so that a bridge could be built. Even two or three decades ago, it was impossible for us to envisage a situation where we could avoid river's unpredictable behaviour for riverbank communication.

Due to its enormous size, Padma is referred to as "Mighty River." Standing on one side of the river in some locations makes it impossible to see the opposite side. And everyone is aware of how devastating the Padma River is during the monsoon. The Padma River is claimed to get the second-highest volume of water after the Amazon River. River current velocities can reach 4 to 4.5 metres per second during the height of the monsoon.

The Padma is still strong and deep downstream from Goalondo in Rajbari, despite some upstream weakening over time. As a result, getting across this river posed a significant barrier to uninterrupted connectivity between the southern and southwestern portions of the country and the centre, northeastern, and southeast regions. Ferries, launches, speedboats, and other river-based watercraft were frequently disrupted by severe rainstorms or thick fog.

The three rivers Padma, Jamuna, and Meghna split Bangladesh's area into three major regions. Eastern part includes Chittagong and Sylhet divisions, Central part with Dhaka and surrounding districts, and Western part with Rajshahi, Rangpur, Khulna, and Barishal. Following Bangladesh's independence, road connectivity has progressively improved. Direct road connectivity between various regions of the country has been established by Meghna Bridge, Meghna-Gomti Bridge, Bangabandhu Multipurpose Bridge over Jamuna, Lalon Shah Bridge over Padma

in Pakshi, Shah Amanat Bridge over Karnaphuli in Chattogram, Rupsha Bridge in Khulna, Payra Bridge in Patuakhali, and Bhairab Bridge. The opening of Padma Bridge furthered that initiative's success by completing the necessary developments.

The grandest opening ceremony since independence

The entire nation turned into a celebratory mode the day the Padma Bridge officially commenced its service. The Honourable Prime Minister Sheikh Hasina unveiled a plaque at the Mawa end of the Padma Bridge on that day at 11:58 AM. Prior to it, she spoke at a civil society audience. Cabinet Secretary Khandkar Anwarul Islam welcomed everyone to the congregation, that was presided over by Minister of Road Transport and Bridges Obaidul Quader.

The Prime Minister issued commemorative stamps, souvenir sheets, ceremonial envelopes and seals, as well as commemorative notes worth BDT 100, to mark the opening of the Padma Bridge. Major Bridge Engineering Company Limited (MBEC) of China, the construction company behind the bridge presented the Prime Minister with a miniature replica of the Padma Bridge.

Padma Bridge and China

The Padma bridge is so far the largest bridge Chinese companies had ever built outside China. The Chinese and local engineers of the project had to overcome the "unforeseeable physical conditions", figure



out the actual parameters in the river and then complete and modify the design, which took almost 2 years. The project involves 13 Chinese technologies which have never been used in the world, so the whole project was full of experiments that nobody had ever made before. Besides, the unique hydrographic features of the Padma River also posed the most daunting challenge for construction. The sand and soft clay at the

bottom of the river wasn't stable enough to provide the required support to the pillars, so the steel piles had to be driven 120 metres deep into the river bed. Five state-of-the-art hydraulic pile hammers from China, including the largest one in the world, were deployed. Moreover, the bridge has become an integral part of BCIM (Bangladesh, China, India, Myanmar) corridor.

Economic potential of Padma Bridge

The Padma Bridge would initially accommodate 8,000 vehicles daily on average. The number will progressively increase. According to the feasibility study, 41,000 vehicles will cross the bridge daily in 2025 as a result of the growth of industries over the next three to four years and the

PADMA BRIDGE FACT BOX

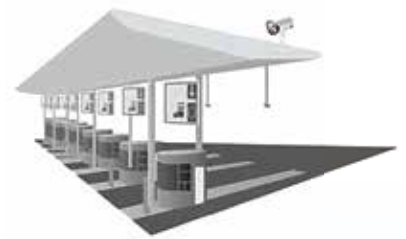
MAIN BRIDGE LENGTH 6.15 km
APPROACH ROAD 12.117 km
VIADUCT 3.148 km (ROAD),
532 m (RAIL)
Estimated Project Cost
BDT 30,193.39 crore
1,471 Hectare Land Acquisition

RIVER TRAINING WORKS 14 KM
 (1.6 Mawa +12.4 in Janjira)









ROAD AND BRIDGE END FACILITY

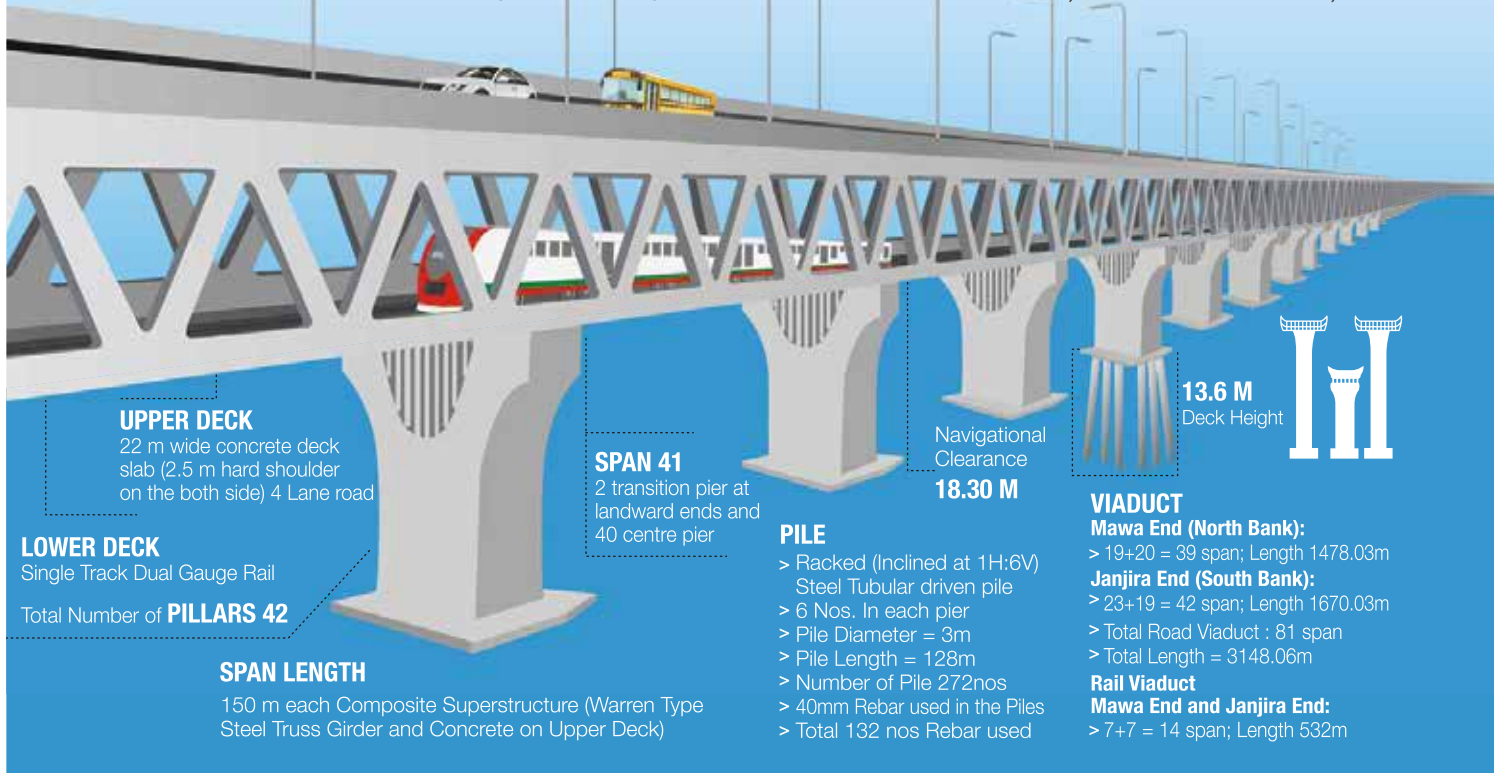
Mawa End (North Bank)
 > Length =1.617 km
 > 4-Lane Dual Carriageway
 > Total Road with 27.6m
 > 2.141 km Service Road &0.582 km local road
 > Toll Plaza, Police Station Service Area-01
 > Weigh Station, Emergency Response Area etc.

Janjies End (South Bank)
 > Length = 10.50 km
 > 4-Lane Dual Camageway
 > Total Road with=27.6m
 > 5 nos. Bodge, 20 no Box Culvert, 8 nos Underpasse
 > 12km Service Road & 3km local road
 > Tol Plaza, Poice Station, Service Area-03
 > Weigh Station, Emergency Response Area etc.



PADMA BRIDGE TOLL RATES (BDT):

 Motorcycle -100	 Medium Bus-2,000
 Car, Jeep - 750	 Big Bus 2,400
 Pickup van-1,200	 Small Truck 1.000
 Microbus-1,300	 Medium Truck 7,100



opening of additional mass transportation routes.

Mongla Port and Dhaka today are much closer by road, thanks to the opening of the Padma Bridge. As a result, more commodities are being imported and exported through the port in containers. Since the Padma Bridge was opened, the port is now be able to handle the increasing

pressure by utilising the major portion of its handling capacity that was previously left idle for container handling. But in the future, this pressure will undoubtedly rise. Therefore, efforts are being made to improve the Mongla Port's capacity.

According to the Mongla Port Authority, it plans to increase the handling capacity up to 800,000 containers annually by 2025. For this, building of a new terminal is currently underway on a public-private partnership (PPP). The quantity of port equipment has also increased. Dredging is also going on in full swing.

Currently, Mongla Port imports the majority of the vehicles. This has further increased since the bridge began operation. Thanks to the Padma Bridge, delivery of automobiles to the buyers now takes less time, encouraging vehicle importers to use the port to a greater extent.

The Payra Port's first container terminal will be finished by the end of the next year. Container vessels will be able to berth at the port jetty once the terminal begins functioning. The import and export of raw materials for various sectors would be made easier.

The container terminal currently under-construction would be able to handle three container vessels simultaneously. The terminal would also revitalise Payra Port's operational activities. In order to fully utilise the bridge, the Payra Port Authority is preparing itself, by conducting dredging works and others, to accommodate vehicle-importing vessels at the port's service jetty from September instant.

The consultancy firm for the Padma Bridge predicts that in the first year, the bridge will generate BDT 14.3 billion in income and after 35 years, the bridge will generate more than BDT 900 billion. The Bridge Authority has signed a financing agreement with the Ministry of Finance based on this prediction.

According to the feasibility study report, the expansion of trade in the south and southwest of the country will increase the GDP growth rate of the country by 1.23%. And the GDP growth in the south and southwest will rise to 2.3%. Increasing contribution to GDP will naturally help poverty alleviation. According to another report by Asian Development Bank (ADB), the poverty reduction rate will increase 0.84% with the blessings of the Padma Bridge.

Presently, there are eight export processing zones (EPZ) and an economic zone

operating in the country. Of these, only Mongla EPZ is located on the other side of Padma. Two more EPZs in Jashore and Patuakhali are being planned to utilise the connectivity support from the Padma Bridge. Once these are constructed, the export-oriented sector will also create huge opportunities of employment for the people.

There are also plans to build four economic zones in Mongla Port, Gopalganj, Madaripur, and Payra Port, according to sources in the Bangladesh Economic Zone Authority (BEZA). In Gopalganj and Faridpur, two industrial cities are being developed. A hand-loom village is also being built in Madaripur. By attracting tourists to visit the Sundarbans, Kuakata, and other popular tourist destinations in the south and southwest of Bangladesh, the Padma Bridge will also help boosting of the country's tourism industry.

Multimodal connectivity will increase

The rail network seems to be the major solution for communication that is secure, quick, and affordable. The railway communication system is crucial for the movement of commodities. On Padma Bridge, train service is anticipated to begin in the first half of 2023. Besides the Rupsha Rail Bridge, another enormous structure in country, being constructed, a new railway line between Khulna and Mongla is also being built. Direct rail connectivity will be established between Mongla Port and Dhaka and Chittagong Port once the construction is complete and the Padma Bridge's railway connection becomes operational. The pace of the nation's import-export trade will significantly increase by this multimodal connectivity of roads and railways.

The construction of the Padma Bridge Rail Link will also allow Payra Port to join the multimodal connection. Connecting the greater Barishal region to the rail network has also been made possible by this bridge.

Benapole in Jashore is the largest land port in country. Up to this point, getting from Benapole to Dhaka and the adjacent areas had been exhausting due to the lengthy wait for the ferry and a time-consuming rail trip. Both issues are being resolved with the establishment of the Padma Bridge. In addition, the rail network will open up additional options for the delivery of commodities from Benapole land port. In that instance, import-export will be less expensive and take less time.

IMPACT OF THE BRIDGE



- > Direct road link between the capital and the southwest region, Mongla port
- > Travel time between the capital and the southwest region to be reduced by one-fourth; tourism to get a boost
- > Being part of the proposed Asian Highway and Trans Asian Railway Network, the bridge will facilitate regional connectivity
- > 29% growth in construction sector 9.5% in agriculture, 8% in manufacturing and transport
- > Poverty to drop by 1% in the region, 0.8% nationally
- > GDP to grow by 1.7% in southwest region 0.56% countrywide
- > River governance to save 9,000 hectares of land worth \$156 million from erosion and flooding
- > \$400 million ferry service cost on Mawa-Janjira route to be saved

VEHICLES TO CROSS EVERY DAY

24,000 vehicles to cross every day (2022)

67,000 vehicles per day may pass by 2050



EXECUTING AGENCY

Bangladesh Bridge Authority (BBA)

MAIN BRIDGE WORKS

China Major Bridge Engineering Co. Ltd. China

A TIMELINE



1998

Awami League govt takes initiative to build the bridge



2001

PM Sheikh Hasina lays the foundation stone of the project

AUG 2007

ECNEC under the erstwhile caretaker government approves the project with a budget to Tk 10,161 crore



APR 2010

Prequalification tender after Awami League's return in 2009

JAN 2011

ECNEC okays revised plan with Tk 20,507 crore estimated cost



APR 2011

World Bank (WB) signs the deal with govt after approving \$1.2 billion financing

SEP 2011

WB alleges bribery conspiracy in the project

JUN 2012

WB Scraps Padma Bridge financing

JUL 2012

PM Hasina announces in parliament that the govt will build the Padma bridge with its own funds



JUN 2013

Govt floats international tender for construction

JUN 2014

China Major Bridge Engineering Company Ltd is selected for main bridge works



MAR 2015

Test piling work begins at the bridge site



DEC 2015

Construction work gets underway



SEP 2017

The first span of the bridge installed

JUN 2018

Revised budget of the project goes up to Tk 30,193 crore



OCT 2018

Work on Padma Bridge Rail Link Project begins



DEC 2020

Padma Bridge becomes visible as the last span is installed



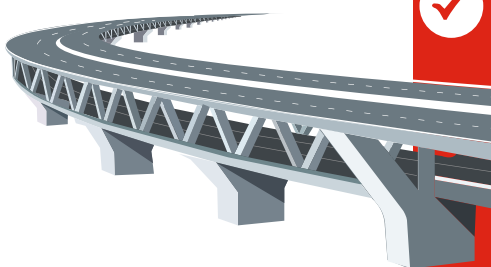
AUG 2021

Installation of all road slabs on the bridge finished



JUNE 2022

Construction for the main bridge ends



Padma Bridge will also play a special role in regional connectivity. It will be connected to Asian Highway AH-1. And the Trans-Asian Railway will be connected with the Padma Bridge Rail Link Project. As a result of this, direct communication will be established with various countries including India, Bhutan, Nepal. Besides, there are also plans to run direct trains from Singapore to Europe along the Trans-Asian network, Padma bridge will be an important part of it. This bridge will facilitate the transportation of goods through transit from Kolkata to Dhaka to the north-eastern states of India. As a result, the possibility of regional trade will increase.

Conclusion

The Padma Bridge is a brilliant illustration of Bangladesh's economic potential. Along with foreign expertise, a sizable number of local engineers, officials, and employees participated in this project.

The second seaport in Bangladesh, Mongla Port, has recently been revamped. The import-export trade of the country can be enhanced by this port and the Pyra Port. These two ports can be used to transport goods from West Bengal to eastern India using transit facilities. The deep sea port in Cox's Bazar, Matarbari, will serve as a sub-regional hub. At Chittagong Port, transit and transshipment have begun. Therefore, we can make use of our geographic location by connecting Mongla and Payra, where Padma Bridge can offer multimodal connectivity.

An indispensable factor in the advancement of the economy is improved connectivity. In order to see Bangladesh as a developed nation, according to the Prime Minister's Vision-2041, we must improve our connectivity. The Padma Bridge's opening marks a great leap towards realising that visionary goal.

Sources:
RHD, Bangladesh Bridge Authority,
Ministry of Road Transport and Bridges



“Padma Bridge will create a multimodal network with all the ports of the country”

- Rear Admiral M Shahjahan
Chairman, Chittagong Port Authority

On 25 June 2022, the long-awaited Padma Bridge officially began operations. This bridge will bring dramatic improvements in the nation's communication sector, fulfilling the aspiration of millions of people. Everyone is certain that the Padma Bridge will hasten import-export activity of the nation. The Honourable Chairman of the Chittagong Port Authority, Rear Admiral M Shahjahan, highlighted Padma Bridge's potential contribution to the nation's socioeconomic and maritime development in an interview with CPA News.

CPA News: *We have witnessed a historic occasion. Padma Bridge, a symbol of self-respect and national capability, is opened. Tell us what you think...*

Rear Admiral M Shahjahan: This is an enormous accomplishment. This is the result of our honourable Prime Minister Sheikh Hasina's bold and visionary stance. Infrastructure development, industrialisation, planned urbanisation and socioeconomic development are the primary drivers of a country's economic growth. All of this necessitates effective and sophisticated communication networks that are in sync. In this sense, the Padma Bridge, which has established self-reliance and self-esteem, would propel Bangladesh's communication system to new heights.

We had a lot of difficulties building the Padma Bridge. But we weren't disheartened or discouraged. Foreign investors turned us down, but we persisted. The honourable prime minister made a historic decision to use national resources to build the Padma Bridge. Here lies the question of ability and self-esteem. If someone falsely accuses us of not bowing down and obeying them, there is a matter of self-esteem.

CPA News: *How will this bridge contribute economically?*

Rear Admiral M Shahjahan: Bangladesh is no longer a supposedly “bottomless basket” in terms of its economy, that's why we have the audacity to build the Padma Bridge on our own dime. We are currently counted as a developing nation. Soon, the nation's name will appear on the list of developed countries. An important factor in this development is our export revenue.

As you are aware, Chittagong Port is an inalienable part to the nation's export industry since it handles more than 92% of all maritime trade for the nation. However, this port has a capacity limit similar to all other ports in the world. There is no other choice but to increase port services and facilities given how quickly the country's exports are growing. In this regard, there are numerous infrastructure improvement and expansion projects underway in Chittagong Port. In addition, we must concentrate on accelerating the import-export operations of other ports.

The second seaport of Bangladesh, Mongla Port, has made significant capacity improvements recently. We can take advantage of this port, and the relatively new Pyara Port also has a lot of promise to help the nation's import-export trade. Under transit facilities, the ports of Mongla and Payra can be extremely important in moving products from West Bengal to eastern states of India. That effort will be made simpler by the Padma Bridge.

The deep sea port that is now being built at Matarbari in Cox's Bazar is envisioned to serve as a sub-regional hub. At Chittagong Port, transit and transshipment have also begun. Therefore, we can take full advantage of our geography if we build a communication network that

connects Mongla and Payra. Padma Bridge rail link will give us that opportunity by creating multimodal connectivity.

CPA News: *I would like to request you to say something from the socio-economic perspective...*

Rear Admiral M Shahjahan: To understand the socioeconomic relevance of the Padma Bridge, we must assess the contribution of the Bangabandhu Bridge, which has changed the socioeconomic landscape of the nation's northern region. Agro processing factories are now more numerous than ever. The agricultural products produced by farmers in North Bengal are easily transported throughout the country, including to the capital. One can contend that farmers in North Bengal now have a direct path to the market thanks to the Bangabandhu Bridge.

After the opening of the Bangabandhu Bridge, the employment opportunities of the people of North Bengal have increased, which has helped in poverty alleviation. While the poverty rate in Rajshahi division was over 60% before the construction of the bridge, it has come down to below 30% in recent times.

The Padma Bridge will also have an equivalent impact on raising the standard of living for those who live in the South and Southwest of the country. New industries, the expansion of already existing industries, the tourism industry, the processing of agricultural products, and new markets for the products will all be developed.

Jute and jute products produced in south and south-western regions are exported abroad in containers through Chittagong Port. It used to take a long time to bring these products across the ferry to the Chittagong Port. In addition, shrimp and crab are exported as frozen products, which require fast shipping. Since Chittagong Port has regular maritime communication with almost all the ports of the world, the opportunity for fast transportation of frozen products has been created. Through the Padma Bridge, it is now possible to transport these export goods to Chittagong Port in the shortest amount of time and at the lowest possible cost, hastening the export process.

The Padma Bridge ensures 3-R (Road, Rail and River) connectivity with the South and Southwestern regions. Intermodal connectivity has paved the way for Chittagong Port to become a sub-regional hub connecting all regions of the country as well as Nepal, Bhutan and various states of India. As a result, the Padma Bridge will be a game changer for Bangladesh's economy, serving as a key building piece of an efficient communications networks.

CPA News: *Thank you for sharing your insights with us.*

Rear Admiral M Shahjahan: You're welcome. On the occasion of the opening of the Padma Bridge, I would like to extend my warm wishes to all the readers of CPA News, port employees, workers, and Chittagong Port stakeholders.



An overview of the economic potential of seaweeds in Bangladesh

CPA News desk

Bangladesh includes beaches that are both sandy and muddy, estuaries, and mangrove swamps that act as substrates and habitats for the growth of many kinds of seaweeds. Bangladesh's coastline is 710 kilometres long, and its coastal area is 47,201 kilometres square. Around 30 million people live in 19 coastal districts of Bangladesh, and the bulk of them depend on the sea for their daily livelihood. Educating coastal residents about seaweed-producing techniques can change their way of living.

Prologue

According to history, the first seaweed was cultivated in Tokyo, Japan, in 1670. Its commercial cultivation began in 1940. Along with Japan, many other Asian nations, including the Philippines, Vietnam, and Thailand, began cultivating it.

In Bangladesh, conventional seaweed usage is quite uncommon. Seaweed has only been consumed by members of the Mog or Rakhine tribes and those who live on St. Martin's Island. Seaweeds are a type of marine plants that Mogs have always held in high regard. Seaweed is referred to as "Hejla" there. They eat seaweeds in the same way that they eat other unconventional foods. Since this is the only location where seaweeds are collected and prepared for shipment to Myanmar, St. Martin's Island makes the most use of them. Beyond this kind of use, young girls and post-pregnant women there occasionally eat seaweed as

a healing meal. In the past, adult females occasionally consumed boiled seaweed for health reasons. There, the growing plants use rotten seaweed as a fertiliser.

Types of seaweeds found in Bangladesh

There are 200 different types of seaweed that may be found along Bangladesh's coastline, 14 of which are commercially viable. Various seaweeds that are significant commercially for Bangladesh include:

1. *Caulerpa racemosa*
2. *Enteromorpha sp.*
3. *Gelidiella tenuissima*
4. *Gelidium pusillum*
5. *Halymenia discoidea*
6. *Hypnea pannosa*
7. *Hydroclathrus clathratus*
8. *Sargassum sp.*

9. *Enteromorpha monilifera*
10. *Padina tetrastromatica*
11. *Catenella spp.*
12. *Porphyra spp.*
13. *Gelidium amansii*
14. *Codium fragile*

Culture period and methods of plantation

The cultural period lasts from September to March on coastal farms. However, very few farmers grow during the entire year. Cultures of *Gelidiella* and *Gelidium* are carried out from September to March. *Halymenia* can be cultivated from December to February, while *Enteromorpha* can be grown from January to March. November to February provides favourable environmental circumstances for *Padina* farming, while December to February provides ideal conditions for *Caulerpa* culture. *Sargassum* can be grown from November

to March, and Porphyra from December to March, however, hypnea is perennially grown.

Commercial initiatives collect wild seeds from depths of up to 15 metres to begin the seaweed plantation procedure. Farmers typically plant the seaweed 1 to 5 metres deep within three days after collecting it. The seeds are separated by 6 to 8 inches on a rope that is approximately 15 metres long. Farmers can also cultivate seaweed by employing nets with a mesh size of 4 by 4 or 8 by 8 metres. Plants should be located where there are few waves, no pollutants, and a plentiful supply of natural seaweed.

The economic prospect of seaweeds in Bangladesh

Seaweed farming, with an annual production of around 33 billion tons valued at USD 13.3 billion and predicted to become USD 85 billion by 2026, has one of the highest growth rates of any aquaculture industry globally. China, Indonesia, Korea, the Philippines, and Japan are the top five nations in the world for seaweed production, according to FAO.

300 households in Nuniarchara, Inani Beach, and Reju Khal of Cox's Bazar generated 390 tons of seaweed in 2020, with potential uses in the culinary, cosmetic, feed, and pharmaceutical industries. Men and women both work in the seaweed industry. However, 390 tons of wet seaweed may now be purchased for BDT 23.4 million at BDT 60 per kg. But the price of dried seaweed is higher depending on its use. For example, dried seaweed costs BDT 300 per kg when used in food and feed, but BDT 1,000 per kg when used in cosmetic and medicinal products. When drying seaweed, vacuum packaging and quality control are crucial to maintaining higher prices.

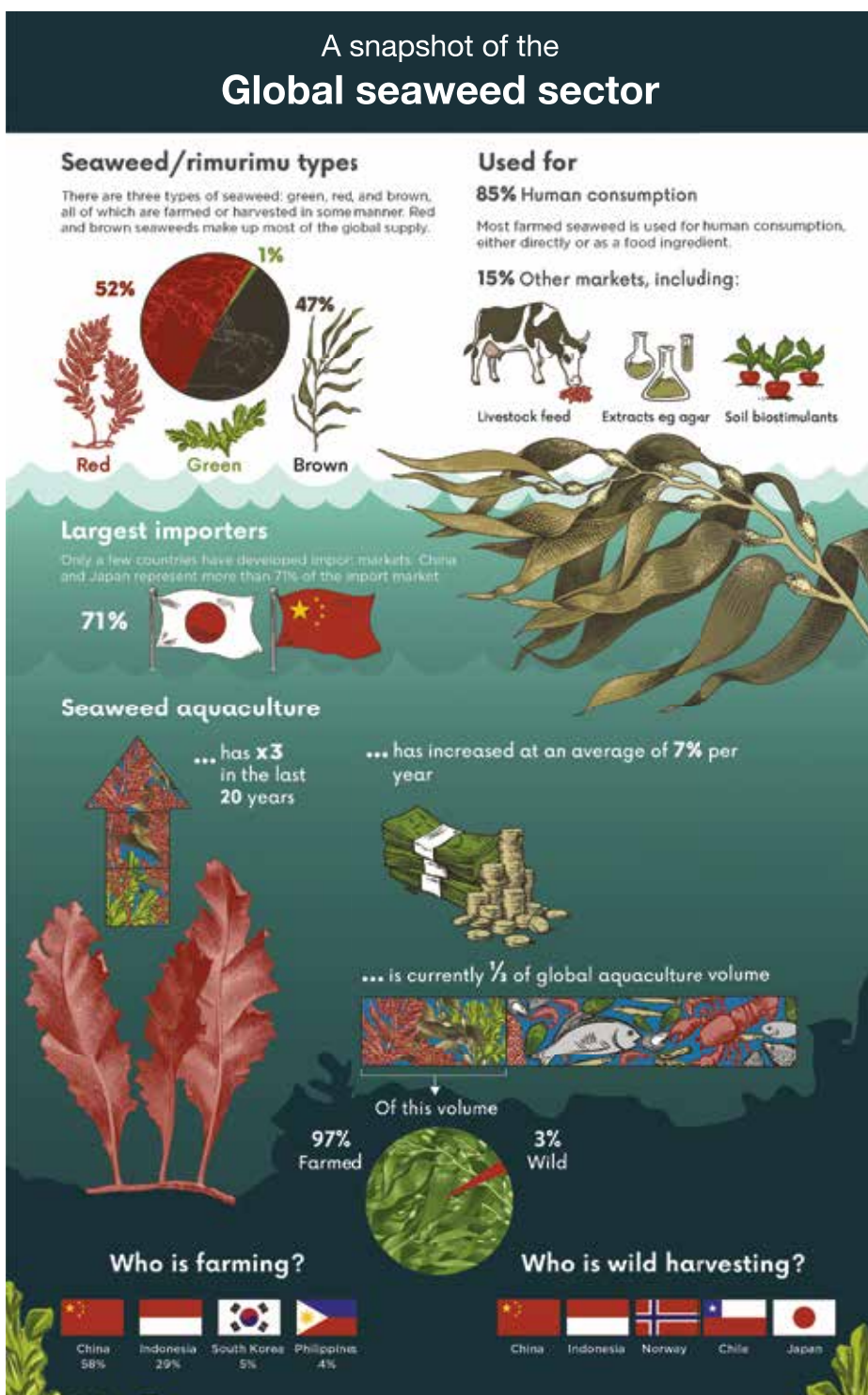
Bangladesh consumes 47,775kg of seaweed annually for food, 11,700kg for feed and manure, 13,650kg for cosmetics, and 24,375kg for pharmaceuticals, according to a study by Chattogram University and FAO. The study estimates that they could soon contribute BDT 55.87 million to Bangladesh's Blue Economy. Local seaweed exporters claim Bangladesh has a ready market for the product with a potential market value of close to USD 20 million. If the full potential of this crop is realised, millions of jobs might be produced for inhabitants of coastal communities like Cox's Bazar, Chattogram, Noakhali, Patuakhali, and Satkhira.

On the other hand, women perform the bulk of the tasks associated with sowing, seedling, seaweed harvest, and other seaweed-related activities. It is expected that women's involvement in the seaweed farming sector will lead to positive changes in women's empowerment in society.

Existing problems in seaweed farming

Producers of seaweed in Bangladesh deal with a number of difficulties. 7 significant challenges are listed below,

1. Climate Change impacts: Cyclones typically cause 50% of the farms' structures to be damaged.
2. Environmental Pollution: It hinders the growth of seaweeds
3. Turbid water: Coastal waters become turbid and dirty during rainy seasons which hampers the culture
4. Strong waves: They destroy the seaweed farms, causing the producers to lose money.
5. Security: Farm instrument is occasionally stolen.



6. Short production Cycle: A short production cycle hampered seaweed production.

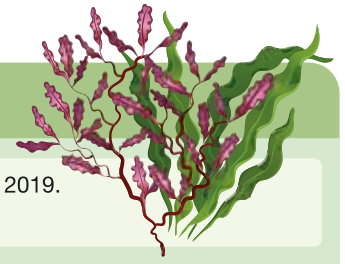
7. Lack of technical know-how: Due to lack of technical know-how, farmers often choose inappropriate locations for cultivation.

The lack of post-harvest technologies is the biggest technological obstacle in Bangladesh. For the cultivation of seaweeds, seed banks are essential because there aren't any quality seeds available throughout the culture stage. The low farm gate price of seaweeds, the absence of value-added items, a very shoddy supply chain, insufficient financial support, and inadequate research support are additional obstacles to the growth of a seaweed business in Bangladesh.

Recommendations for future

The government of Bangladesh is increasing the number of Marine Protected Areas (MPAs) in order to reach the Aichi Biodiversity Targets, which will restrict fishing in specific areas. Therefore, farming seaweed might be the best alternative profession available for fishermen to make a living. But in order to maintain this business, research is required, and as Bangladesh lacks a seaweed tissue culture facility, one must be

SEAWEED: AN UNTAPPED GEM



Global seaweed industry valued at USD 13.33bn in 2019.
Expected to become USD 85bn by 2026

- Seaweed is being cultivated in 10-hectare area in Bangladesh. Approximately 500-600 tons grown per year.
- Seaweeds are sold around BDT 50 raw and BDT 300 per kg dried.
- Seaweed has vast use in pharmaceuticals, cosmetics, chemical and anti bacterial products industries.

The annual seaweed utilisation in our food, feed and manure, cosmetics and pharmaceuticals industry are 47,775kg, 11,700kg, 13,650kg and kg respectively.



Seaweed cultivation needs no insecticides, fertiliser or irrigation



Continuous collection can damage the seaweed seed bed in the ocean.

built. The tax on seaweed production should be as low as possible because doing so will make it less likely for local fishermen to catch illegal fish. Besides, a strong value chain is needed in Bangladesh's seaweed industry to ensure the proper economic returns.

Conclusive thoughts

The development of seaweed production may fail even in the presence of suitable biological, technological, and environmental circumstances if social and economic conditions are unfavourable. These factors are equally crucial for Bangladesh's effective growth of seaweed cultivation. Seaweed may readily be added to the nation's modest export portfolio, which would significantly aid in alleviating poverty and the ongoing unemployment issue. Seaweed is imported by the United States, Japan, Singapore, and certain European nations; Bangladesh may look into these markets. The development of seaweed farming is also influenced by the market. Artificial cultivation is not required if demand is modest and there are sufficient natural resources. However, measures may be made to boost production utilising resource management strategies as demand rises. However, in addition to fishing in the sea, one additional source of employment can be the cultivation of seaweed. It can be a lucrative industry, particularly for women. If industrial entrepreneurs from related disciplines step forward in collaboration with the government, they may create a door to a new world in the Blue Economy sector of Bangladesh.





Seaports, Blue Economy and the progress of Bangladesh

Mohammad Shihab Uddin

Blue Economy refers to the economic activity based on maritime resources. The Bay of Bengal has become the lifeline of the National Economy of Bangladesh. Verdicts by ITLOS and PCA on maritime delimitation with the neighbouring countries resulted in 118,813 sq km, with an extended continental shelf of about 37,000 sq km for Bangladesh. Maritime experts claim that the seabed preserves the region's vital marine resources for future existence. As primarily anticipated by the seaports, particularly Chittagong Port, as an integrated enterprise to manage the oceans, the sustainability of those conventional and non-conventional resources necessitates epoch-making

institutionalised management. The creation of national megaplans like The Delta Plan of 2100, Agenda 2030, and Vision 2041 has made national ports like Chittagong, Mongla, and Payra Ports more advanced in their support of the Blue Economy.

Prologue

The Green Economy strategy obsessed the world to ensure sustainable development before the "Rio +20" United Nations Conference on Sustainable Development (UNCSD), held in Rio de Janeiro, 20–22 June 2012. The colour green represents nature, which keeps the Earth's ecosystems operating properly and passes on the mechanism to the biosphere. Many coastal nations questioned the Green Economy's emphasis and relevance. While preparing

for Rio+20, there were strong arguments for giving a "Blue Economy" strategy more attention. The Oceans, including the High Seas, a shared cultural legacy of humanity, serve as the final frontier in its pursuit of sustainable development; hence this strategy has broad applicability. Bangladesh's coastline is 710 km long, stretching from the pristine Sundarbans Mangrove Forest in the southwest to the live coral island of St. Martin's in the southeast. Three national seaports conduct their operations within this region. Compared to other ports, Chittagong Port is the biggest in operations. The Government of Bangladesh Gazette announcement of 24 January 2019, further increased the seaward limit of Chittagong Port from Sitakunda to Sonadia Island.



Chittagong Port handles 98% of imported containers

Prospects of the Blue Economy in Bangladesh

Ships produce pollutants and other dangerous emissions. However, they also move a lot of essential items across the oceans, and the seaborne trade is still growing. 92% of Bangladesh's annual trade is carried out through seaborne containers, and the Chittagong Port handles 98% of

them. Additionally, the Matarbari deep seaport terminal is being constructed by the Chittagong Port Authority.

Transit passage is being used for one's freedom of navigation and overflight only to move quickly and continuously from one area of the high seas to another while meeting the entry requirements of that state. Ports can count on currency, allowing

cargo containers to pass either innocently or in transit. Therefore, an international port might be developed to be a transit for other nations.

In many developing countries, a maritime activity already serves as a significant source of income and employment, contributing to the reduction of extreme poverty and hunger through activities like the employing seafaring personnel, ship recycling, ship ownership and operation, shipbuilding and repair, and port services. But human development has put a lot of stress on the ability of marine and coastal resources to bounce back. Increasing pollution and unsustainable development along the coast make the loss of biodiversity and the decline of environmental services worse.

Oceans are considered as hydro stations for mining and modern technologies. Important seaborne shipments are moving through the conduits. Notably, climate change threatens to destroy the foundations of large coastal areas where people live and work. As a result, it becomes vulnerable devoid of monitoring and global networking.

Seaports and Blue Economy

The Blue Economy is a developing idea that conceptualises the sustainable use of maritime resources for economic growth, improved livelihoods and jobs, and ocean ecosystem health. The National and





A clean and green port is valued for its contribution to the beauty of the Blue Economy

International Ports highly influence the global maritime economy. Port has integrated management that serves the essence of sustainable development in marine resources for economic growth. It extends from the hinterland, or inland region lying behind a port, to maritime delimitation. A harbour correlates the hinterland with the maritime economy, etching to the high seas open to all states, coastal or landlocked.

Freedom of the high seas comprises, among other things, both coastal and landlocked states subject to certain conditions:

1. Freedom of navigation
2. Freedom of overflight
3. Freedom to lay submarine cables and pipelines
4. Freedom to construct artificial islands and installations permitted under international law
5. Freedom of fishing
6. Freedom of scientific research

Therefore, ports are always considered the gateway to maritime resources and emerge as the Blue Economy's linchpin.

The Blue Port Economy

The International Maritime Organisation (IMO) is the group in charge of setting rules for the maritime industry at the United Nations (UN). "Safe, secure, and efficient shipping on clean oceans" is its stated global mission. To accomplish its task, the

IMO adopts international maritime laws and regulations, which are then implemented and enforced by governments acting under the jurisdiction of their respective flag, Port, and coastline states. The job of ports should be seen as more than only determining safety; to fully utilise the Blue Economy, ports should be seen as the core area of national interest.

Therefore, we can adopt the Blue Ports initiative to contribute to poverty alleviation and food security by promoting food quality, preserving natural resources, reinforcing value chains and encouraging compliance with good labour practices and gender equality within maritime sectors.

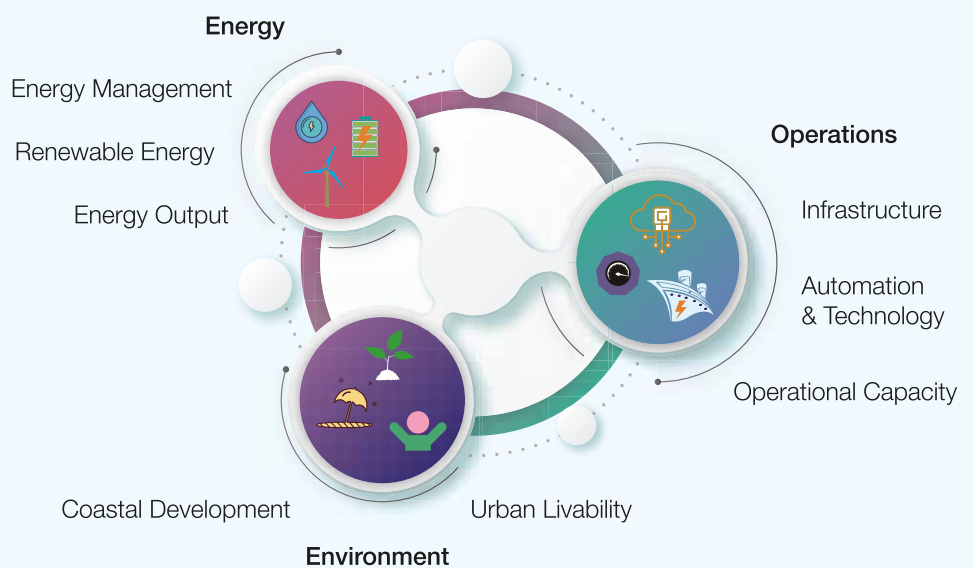
The Blue Port can utilise marine resources because the port is designed to utilise the seafloor and adjacent water. The relationship between ports and the Blue Economy is based on legal and sustainable access to maritime resources. The chances for Bangladesh's Blue Port Economy must be explored using the fruitful technique. The Blue Port Economy is the best way of managing and keeping track of maritime resources efficiently.

End words

All people have access to marine resources, but different people and organisations have different responsibilities regarding using them. However, Chittagong Port has a hinterland area with a harbour and a maritime boundary. A well-planned port approach to the Blue Economy will strengthen the country's growth.

Mohammad Shihab Uddin

Assistant Manager (Estate)
Chittagong Port Authority



Keeping these principles in mind is the key to developing a forward-thinking blue port

The Ocean Decade envisions the ocean we want

CPA News desk

The 27 June–1 July 2022 dates in Lisbon, Portugal, saw the holding of the UN Ocean Conference, which was jointly hosted by the governments of Kenya and Portugal. "Scaling up ocean action based on science and innovation for the implementation of Goal 14: stocktaking, partnerships, and solutions" served as the conference's overarching theme.

By holding significant events and offering chances to access the information required to realise the vision of the Ocean We Want, the Ocean Decade played a major part in the Conference.

More than ever before, society depends on the ocean. 71% of the surface of the world is covered by water. It provides us with food, shields us from harm, and absorbs more than 90% of the extra heat caused by global warming. There are 3 billion people that rely on the marine and coastal biodiversity for their lives, making it an incalculable source of economic, social, and cultural riches. Many industries with significant economic significance, including fisheries, transportation, biotechnologies, energy generation, the exploration of seabed resources, tourism, and many more, profit from the ocean economies, which are among the most quickly expanding and promising in the world.

According to the United Nations' inaugural World Ocean Assessment, humanity has run out of time to begin managing the ocean sustainably. With a changing climate and a rapid loss of biodiversity, this depressing conclusion begs the question of how our civilization can reverse the decline in ocean health while still relying on the ocean for all of its requirements. The declaration of the UN Decade of Ocean Science for

Sustainable Development, 2021–2030, or the "Ocean Decade," by the United Nations General Assembly in December 2017 is based on the informed conviction of UN Member States that, in fact, this opportunity still exists and that, furthermore, ocean science must play a crucial role in this process.

The Ocean Decade's approach to Ocean Science

Through interdisciplinary research, the Decade will fill in knowledge gaps. The Decade would develop missing or strengthen weak ties of science to marine applications of direct societal benefits, ensuring that the knowledge we need to guide the first measures to be done in terms of removing, adapting, and minimising recognised consequences (adaptation to climate change or marine spatial planning). These global priority research and development fields will be combined with the regional scientific priorities in the Science Plan of the Decade, creating research programmes with global objectives that can be duplicated when necessary. The

Decade will enhance worldwide cooperation to advancing scientific research and creative technologies, building on existing research and projects, integrating ocean science with societal needs.

As it will give the UN system a coordinating framework for identifying science-based answers to the 2030 Agenda priority concerns, it will enable action at all levels. By coordinating science priorities with national commitments to the sustainable development agenda, the Decade will both stimulate national research agendas and catalyse significant investments in ocean science (the Global Ocean Science Report found that ocean science accounts for less than 4% of the total research and development expenditures worldwide). The Decade will increase public awareness of the ocean's true global significance, its economic services, and how its health affects people both locally and worldwide.

The Decade will launch a coordinated framework in response to priorities set by the region to expand the body of scientific knowledge through building capacity among states and organisations that currently have few resources, especially SIDS and LDCs.

Research and development priority areas

- Comprehensive digital atlas of the ocean;
- Comprehensive ocean observing system for all major basins;
- Quantitative understanding of ocean ecosystems and their functioning as the basis for their management and adaptation;
- Data and information portal;
- Integrated multi-hazard warning system;
- Ocean in earth-system observation, research and prediction, supported by social and human sciences and economic valuation;



The Decade will encourage the science community, the policy-makers, the private sector and the civil society to think beyond business as usual and aspire for real change.



- Generate the scientific knowledge and underpinning infrastructures and partnerships needed for sustainable development of the ocean.
- Provide ocean science, data and information to inform policies for a well-functioning ocean in support of all sustainable development goals of 2030 Agenda.

- Capacity-building and accelerated technology transfer, training and education, Ocean literacy.
- Provide ocean science, data and information to inform policies for a well-functioning ocean in support of all sustainable development goals of 2030 Agenda

Ocean Decade outcomes

The Decade will translate scientific knowledge and understanding into effective actions to support improved ocean management, stewardship, and sustainable development. The Ocean Decade will therefore aim to achieve the following seven outcomes utilising ocean science.

1. A clean Ocean whereby sources of pollution are identified, quantified and reduced, and pollutants removed from the Ocean.
2. A healthy and resilient Ocean whereby marine ecosystems are mapped and protected, multiple impacts (including climate change) are measured and reduced, and provision of ocean ecosystem services is maintained.
3. A predicted Ocean whereby society has the capacity to understand current and future ocean conditions, forecast their change and impact on human wellbeing and livelihoods.
4. A safe Ocean whereby human communities are protected from ocean

hazards and where safety of operations at sea and on the coast is ensured.

5. A sustainably harvested and productive Ocean ensuring the provision of food supply and alternative livelihoods.
6. A transparent and accessible Ocean whereby all nations, stakeholders and citizens have access to Ocean data and information, technologies, and have the capacities to inform their decisions.
7. An Inspiring and Engaging Ocean

To enable the regional or even local defining of these results and objectives, a bottom-up method is being built (with the formulation of scientific products, activities and partnerships proposed in the context of the Decade).

Bangladesh, which borders the Bay of Bengal, needs to step up its Blue Economy activities to keep pace with the growing worldwide concern over the condition of the oceans. Currently, more than 30 government and non-government organisations are working separately to use ocean science for a sustainable ocean economy that strives to protect the biodiversity of the ocean and the coast. It is imperative that Bangladesh recognise the value of the Ocean Decade for the country's future safety and use global opportunities for knowledge exchange to reduce crises endangering the health of the ocean.

End thoughts

The initial round of Decade Actions is already starting to thrive and develop. These include ground-breaking programmes for cutting-edge ocean science research on a wide range of issues that will act as the Decade's first building blocks, inspiring action among ocean actors to produce more and better ocean science and translate that knowledge into game-changing solutions for sustainable development. Additional Decade Actions are in the works, and the Decade will be punctually filled with frequent Calls for Action.

Countries have started forming National Decade Committees and marking the beginning of national Decade Actions. For example, in Canada, Colombia, Japan, and the United States, national stakeholders - including UN entities, local governments, private sector leaders, and the NGO community - have been brought together to introduce the Decade vision and to identify and engage a diverse range of national key players interested in contributing to the achievement of one or more Decade Challenges.

Scientists, policy makers, managers, and service users can work together to ensure that ocean science delivers greater benefits for both the ocean ecosystem and for society.

This Decade will be designed to facilitate global communication and mutual learning across research and stakeholder communities. It will work to meet the needs of scientists, policy makers, industry, civil society and the wider public, but it will also support new, collaborative partnerships that can deliver more effective science-based management of our ocean space and resources.

Climate change, a rising global population, and more environmental stresses will all have a significant—yet extremely uncertain—impact on food security and human well-being during the ensuing decades. Therefore, from a Bangladesh perspective, there is an urgent need for adaptation plans and science-based policy responses to climate change.





▶ PM stresses connectivity with India



The Honourable Prime Minister Sheikh Hasina underscored the need for increased connectivity between Bangladesh and India for mutual benefits. She said India's North Eastern provinces - Assam and Tripura – could get access to Chittagong Port if connectivity between the countries was increased. The Prime Minister made the remarks when visiting Indian external affairs minister S Jaishankar paid a courtesy visit at her official residence Ganabhaban on 28 April 2022.

The Prime Minister said initiatives were taken to resume various cross-border routes between Bangladesh and India that remained unused since 1965 for enhancing connectivity between the two countries for mutual benefits.

'We have to increase connectivity. If the connectivity between the countries is increased, India's North Eastern provinces - Assam and Tripura - can have access to the Chittagong Port,' she said.

During the discussion, they talked about a variety of topics, including the effects of the Russia-Ukraine war on the world economy and the sharing of water of the common rivers Kushiara and Feni.

▶ Chittagong Port Authority celebrated its 135th 'Port Day'

Chittagong Port Authority celebrated 135th 'Port Day'. On the morning of 25 April 2022, the celebration of the day began with the hoisting of the national flag and the port flag at the premises of the port building. Port Chairman Rear Admiral M Shahjahan hoisted National Flag and Board Member (Finance) Md. Kamrul Amin upraised the flag of the port. Board Members, Directors, Department heads and CBA leaders were present at the time.

Although the history of Chittagong Port is thousands of years old, it officially started its journey on 25 April 1887 and 135 years have passed since then. Chittagong Port has been leading the foreign trade as the main port of the region since the beginning. The capacity of the port has increased with the growing import-export trade of the country. Chittagong Port Authority is implementing mega projects like Matarbari deep sea terminal to meet the future demand. Apart from this, there is another big project Bay Terminal.

The Chittagong Port Authority has published special circulars in local and national newspapers on the occasion of the day about the growth, significance, and contribution of Chittagong Port.



▶ Deals signed to increase the capacity of the Chattogram-Dhaka-Ashuganj Corridor



The Bangladesh Government's Ministry of Shipping has signed two deals for dredging of the river routes on the Chattogram-Dhaka-Ashuganj corridor.

The signing ceremony for the dredging program on the connected river routes and for establishing new terminals in the area took place on 14 May 2022 in Dhaka.

State Minister for Shipping, Khalid Mahmud Chowdhury, was present at the programme as the chief guest while Project Director and Additional Chief Engineer of Bangladesh Inland Water Transport Authority, Md

Ayub Ali, signed the deal with Gulf Cobla-Karnaphuli joint venture and Dharti-Banga joint venture's representatives.

According to the deal, the contractors will carry out excavation for development and protection of 13 river routes.

Under the project, 900 kilometres of waterways will be excavated, cyclone shelters will be constructed for vessels in six places, dredging work will be conducted in three ferry crossing zones, four passenger and cargo terminals, 15 landing stations will be established and two multipurpose vessels will be procured.

➤ Bay Terminal is no more a dream, it's now a reality: State Minister for Shipping



The Bay Terminal, a long-awaited project of the Chittagong Port Authority (CPA), has gained momentum with the appointment of two Korean consulting firms to prepare a detailed design and supervise construction.

According to the Shipping Ministry, the Korean firms Kunhwa Engineering and Consulting Company Limited and Dian Yang Construction and Engineering Company Limited are expected to submit the detailed design within three months. The government aims to start construction by January next year.

The CPA signed a deal with the Korean firms on the Bay Terminal project in Dhaka on 31 May 2022. State Minister for Shipping Khalid Mahmud Chowdhury and senior officials of the ministry were present at the signing ceremony.

Khalid Mahmud Chowdhury said: “We are optimistic about implementing the Chittagong Bay terminal project by December 2024, as the construction work will probably start at the beginning of next year, likely in January.” He added that the Bay Terminal would operate at all hours, widening the scope of business operations.

According to the Shipping Ministry, the government will spend BDT 1.265 billion on the preparation of the detailed design and for consultancy purposes. The cost of the entire Bay Terminal project is estimated to be around \$2.1 billion. According to officials, there are no bends in the Bay Terminal Channel and it will be possible to berth ships with a maximum carrying capacity of 6,000 TEUs in 10-12 m drafts. CPA Chairman Rear Admiral M Shahjahan said: “Initially, three terminals will be constructed under the Bay terminal project. The total length of the three terminals is 3.55 km.”

According to the Shipping Ministry, there will be a 1,225m container terminal, an 830m long container terminal, and a 1,500m multipurpose terminal.”

The CPA will be responsible for the construction and operation of the three terminals. The Bay Terminal will have a total of 13 jetties, including six at the multipurpose terminal alone. On 7 April 2022, the Cabinet Committee on Public Procurement appointed two South Korean companies as international consulting firms for operations of the Bay Terminal under the Public-Private Partnership (PPP) project in Chattogram. A virtual meeting of the Public Procurement that approved the consulting firms was chaired by Finance Minister AHM Mustafa Kamal.

Kunwa Engineering and Consulting Company of Korea and Korean Danyang Engineering Company Limited have jointly secured the job as international consulting firms for the ‘Bay Terminal Construction Project’ at Chittagong Port which is under the Ministry of Shipping.

➤ Workshop on implementation of ‘Electronic Delivery Order’



The Chittagong Port Authority organised a workshop to implement 100% Electronic Delivery Order (EDO) for clearing goods from the port. The workshop was held on 5 April 2022 at the Port Training Institute with the participation of Shipping Agents, C&F Agents and Freight

Forwarders involved in cargo clearance. The Chairman of the Chittagong Port Authority Rear Admiral M Shahjahan inaugurated the workshop.

It highlighted the role of relevant stakeholders in implementing 100% electronic delivery orders. It was said in the workshop that the implementation of electronic delivery orders will enable faster clearance of goods with greater transparency.

The related officers and employees of the Traffic Department, Security Department and IT Department also attended the workshop.

➤ Shipping agents should provide information about ships arriving at port limits

Chittagong Port Authority requested the shipping agents to provide the information of the ships arriving at the port limit in the port community system.

To conduct the online billing process smoothly, this request was made in a letter sent to the President of the Shipping Agents Association signed by the Deputy Conservator (DC) of the port on 14 June 2022.

According to the letter, agents of ships arriving at port limit should enter the ship’s name, type, GRT, NRT and Customs rotation number through the port community system. The letter also requested the president of the association to issue instructions to all members of the shipping association and other stakeholders in this regard.



▶▶ Maritime Safety Week observed at Chittagong Port

Maritime Safety Week was observed at Chittagong Port where Commodore Md. Mostafizur Rahman, Board Member (Harbour and Marine) inaugurated the week on 22 May 2022. Board Member (Engineering) Captain Mohammad Mahbubur Rahman, Deputy Conservator (DC) Captain Faridul Alam, Department heads, officers and employees of all levels of Marine Department were present.

After the inauguration, Commodore Md. Mostafizur Rahman gave a brief discussion about the importance and actions of Maritime Safety Week.

Besides, on that occasion, banners and festoons were hung highlighting the importance of maritime safety in port buildings and various installations of the port.



▶▶ Two more tugboats were added to Chittagong Port



Two more powerful tugboats have been added to Chittagong Port to facilitate the loading of larger ships and increase the overall capacity of the port.

On 16 June 2022, the operation of the two tugboats was officially inaugurated by Chairman of the Chittagong Port Authority, Rear Admiral M Shahjahan.

With modern technology, ASD tugboats are capable of turning 360 degrees in the same place. Due to this, these boats can more efficiently assist large commercial vessels in towing, pulling, pushing etc.

The two tugs named Kandari-3 and Kandari-4, bought from China for almost BDT 1.45 billion and they are already in service of Chittagong Port.

With the two new boats added, the number of tugboats now stands at 10, which is expected to speed up berthing and unberthing of large vessels and cargo handling capacity at the port jetty. The tugboats will also play a key role in increasing the safety of ships arriving at the port, conducting rescue operations in outer sea areas, and assisting in the maritime conservation of the Karnaphuli Channel.

Rear Admiral M Shahjahan, Chairman, Chittagong Port Authority, and Tarafdar Md Ruhul Amin, Chairman, e-Engineering Limited, local agent of Cheoy Lee Shipyards LTD Hong Kong, signed an agreement on 14 March 2022 in this regard.

▶▶ Direct container shipping to the United Kingdom

Direct container shipping service between Chittagong Port and the United Kingdom started on 20 May 2022, following the opening of a direct shipping route to Europe in February this year.

DKT Allseas Global Logistics, a UK-based company started the inaugural shipment with the ship MV AMO that left Chittagong Port for the Port of Liverpool with goods from Bangladeshi exporters.

Md Zafar Alam, member (administration and planning) of the Chittagong Port Authority (CPA) said that the DKT Allseas's Mongolian flagship MV AMO sailed directly to Northern Europe for the first time with 300 TEUs of garments products from Bangladeshi exporters. It takes a ship 22-23 days to reach the Port of Liverpool in the United Kingdom.

Captain Syed Sohel Hasnat, CEO of Phoenix Shipping Ltd, a local representative of Allseas Global Logistics, said, "Currently, the condition of the Colombo port in Sri Lanka is grave. It takes about 35-40 days for an export shipment from Bangladesh to reach the UK via Singapore port. In this situation, European buyers want to get products directly from Bangladesh. That is why we have undertaken this initiative."

Initially, the shipment of goods will start with three ships – MV AMO, MV BBC FINLAND, and MV San Alfonso.

Earlier, on 7 February, container shipping service started for the first time with Italy from Chattogram port. The service was launched by Italian company RIF Line and its subsidiary Calypso Companya de Navigation.

CPA Chairman Rear Admiral Mohammad Shahjahan said, "We welcome all initiatives to launch direct shipping services. We are giving immediate approval to any organisation applying for shipping on the new route. It will save time and money in imports and exports, as well as reduce dependence on the ports of Singapore and Colombo."

➤ Shipbuilding industry refinancing scheme



Bangladesh Bank has formed a BDT 20 billion refinancing scheme to ensure sustainable development of the shipping industry, increase export earnings and employment and gradually reduce import dependence.

The refinance scheme was formed under the Shipbuilding Industry Development Policy 2021, according to a circular of the banking regulator on 26 May 2022. Under the scheme, a customer can get loans at 4.5 per cent interest. A customer can get term-loans for a maximum of 12 years, where the grace period will be 3 years.

The loan application deadline is set for June 30, 2024, according to the circular. However, no loan will be given for the construction of dockyard, land purchase or lease and the loan taken from this scheme cannot be used to repay any other loan. Working capital loan is also eligible under the scheme for one year and loans can be renewed if the business is good.

However, the loan (working capital) cannot be renewed for more than 3 years, the circular reads. Bangladesh has more than 100 shipbuilding yards, most of which serve the local market worth more than BDT 30 billion.

➤ India to import goods from Bangladesh by rail

The Indian government has decided to allow imports of goods from Bangladesh by rail in sealed containers with a view to boosting bilateral trade. The Central Board of Indirect Taxes and Customs (CBIC) of India set out rules in this regard on 20 May 2022.

At present, India uses its rail only to export goods to Bangladesh. Containers coming to Bangladesh from India return empty after completing delivery. The Bangladesh High Commissioner in New Delhi earlier pointed out to the Indian authorities that containers travelling from India to Bangladesh by rail are returning empty after delivering goods. Companies in Bangladesh also expressed interest in using such empty containers to export their products to India.

The latest development will allow the current infrastructure – which is being used solely for imports from India – to be utilised for exports from Bangladesh. Bangladeshi exporters have hailed this decision by India, saying this would reduce their business cost, transport hassles, and also will save time.

Use of returning empty containers for import of goods into India will apply to units of the Container Corporation of India carried on trains operated by Indian Railways. The movement of the train will be monitored through the government's electronic tracking system.

According to Export Promotion Bureau data, Bangladesh's exports to India registered a 59% growth year-on-year in the July-April period of the current fiscal year to over USD 1.70 billion, with apparel sector accounting for USD 591.41 million – up from USD 368.16 million during the corresponding period a year ago.

➤ Firefighting exercise at Chittagong Port



A firefighting exercise was held to increase the fire fighting capacity of Chittagong Port and prevent fire accidents. The exercise was held in front of the port's P Chemical Shed on 18 June 2022. Commodore Md. Mostafizur Rahman, Board Member (Harbour and Marine) was present at this time.

20 officers and employees of Security Department's Fire Unit, Traffic Department, Mechanical Department and Marine Department and around 200 people including members of Bangladesh Army deployed at the port participated in the exercise.

2 fire tenders, 1 rescue tender, all types of small and large fire extinguishers were used in the exercise.

At the beginning of the exercise, it was explained how to use different types of extinguishers. Later, drills were conducted on moving containers, extinguishing fires from solid, liquid and electrical sources.

➤ Chittagong Port procures five new cranes



The Chittagong Port Authority has procured sophisticated equipment to enhance its capacity.

In the latest development, two key gantry cranes and three Rubber-Tyred Gantry (RTG) cranes have reached the port. The port will procure a total of 104 such equipments up to June, 2023.

Mr Aminul Islam, chief engineer of the port said, "After installation of the equipment, ship's stay time in the port will reduce by 24 hours to 48 hours."



➤ Goods worth BDT 8 billion were recovered from a sinking ship

The Chittagong Port Authority (CPA) rescued a severely damaged oceangoing ship, victim of an accident mid sea, which could have caused loss of export cargoes worth BDT 8 billion and could create an obstacle for navigation.

The timely and courageous steps taken by the CPA paid off here and saved the 172-metre container vessel when it collided sideways with another vessel. The CPA in cooperation with Bangladesh's Prantik Bengal Salvage and Diving completed a delicate task of bringing to shore the ship, which tilted 7 degrees after being hit.

The collision sliced huge holes on the ship's hull, which were repaired diving under water, another task which requires high skills. The CPA has termed the whole operation a big achievement for the port as well as for Bangladesh as the job has highlighted the port's capability to the global community and created a bright image worldwide.

➤ USCG team visited Chittagong Port to inspect ISPS code compliance



A two-member delegation of United States Coast Guard (USCG) has visited the Chittagong Port to scrutinise the compliance of the International Ship and Port Facility Security (ISPS) Code.

On 21 June 2022, the delegates inspected the overall activities of the port including yard, jetty, CFS (container freight station), port entrances, CCTV camera at the port.

Prior to that, the USCG team had meetings with the Port Facility Security Officers at the port building. Officials of Summit Alliance Port Ltd (SAPL), South Eastern Tank Terminal Limited, Premier LP Gas Ltd, Meghna Oil Company Ltd and Eastern Refinery Ltd joined the meeting.

After inspecting the security activities of the port, two members of the US Coast Guard expressed satisfaction over the overall security measures. In consultation with the United States, the International Maritime Organisation (IMO) is implementing the ISPS code to prevent any terrorist activity from taking place under the guise of transporting goods by sea.

Since 2004, the IMO has made it mandatory to implement the ISPS code for security in ports around the world. Chattogram Port is implementing compliance with this code.

Earlier, the ISPS team visited Chattogram port six times. The last visit was in August 2019.

During the inspection, the ISPS team gave various instructions including bringing the port area under CCTV cameras, removing the goods inside the port without unloading them, and establishing traffic control inside the port.

➤ Three more ships joined the Chittagong Port-Europe route



Chittagong Port Authority gave permission to three ships to export garments products directly from Chittagong Port to Spain. The route began on 20 May 2022 with ships arriving from the Spanish port of Barcelona.

The three ships permitted from Chittagong Port were, the German flagship container ship MV SPICA, which is 51 metres long and 6.7 metres draft and can accommodate 750 TEUs containers. The Andromeda J, which is 140 metres long and 6.8 metres deep and can transport 850 TEUs containers, is another ship flying the Cypriot flag. Another ship, the Portuguese flagship Music, is 140 metres long and 6 metres deep, with a capacity of 403 TEUs. Reliance Shipping and Logistics Limited was appointed as the local representative for the three ships in Bangladesh. Ships will first transport direct exports from Chittagong Port to Barcelona port in Spain, and Rotterdam port in the Netherlands.

With this initiative, commodities can be delivered to Spain quickly and efficiently. This saves both money and time.

➤ Chittagong Port announces measures to prevent the spread of Monkeypox

To prevent the spread of Monkeypox disease in Bangladesh through the sea route, all ships arriving at Chittagong Port shall exercise precautionary measures. These measures were issued in a circular signed by Captain Faridul Alam, Deputy Conservator of Chittagong Port Authority on May 29.

According to the circular, ships should follow the following measures:

- No officer/crew shall be granted shore pass unless emergency and with prior approval of the Port Health Officer (PHO).
- Signed-off crew shall remain under health check by PHO prior out pass from immigration gate (Gate No.1) of Chittagong Port.
- Any information regarding Monkeypox symptomatic patient on board the ship shall be informed to Port Control Room and to the Port Health Officer immediately. In such case ship's movement/cargo operation will be subjected to the report of PHO inspection.

➤ Bangladesh reaffirms commitment to achieve SDG-14: Foreign Minister



Foreign Minister Dr AK Abdul Momen has reaffirmed Bangladesh's commitment to achieve all targets of Sustainable Development Goal (SDG) 14 that aims

to 'conserve and sustainably use the oceans, seas and marine resources for sustainable development'.

"To eliminate Illegal, Unreported and Unregulated (IUU) fishing, the government of Bangladesh declared an area totaling about 8.8% of its Exclusive Economic Zone as the Marine Protected Areas and implemented in its National Plan of Action in 2019," he said.

The foreign minister made the remarks while representing Bangladesh at the plenary session of the 2nd UN Ocean Conference in Lisbon on 30 June 2022.

Rear Admiral Md. Khurshed Alam (ret), Secretary, Maritime Affairs Unit, Ministry of Foreign Affairs and Tarik Ahsan, ambassador of Bangladesh to Portugal, accompanied the foreign minister at the conference among other officials in the delegation.

Foreign Minister also said that Bangladesh is ready to cooperate in keeping with its capabilities to actively engage with the developed countries willing to transfer marine science and marine technology on fair and reasonable terms and conditions in accordance with the provisions of part XIV of the United Nations Convention on the Law of the Sea.

➤ FDI in Bangladesh jumped 13% after two years: UNCTAD

Foreign direct investment (FDI) in Bangladesh rose by 12.9% to USD 2.9 billion – around the pre-pandemic level – in the last calendar year (2021). In the same year, the number of international project finance deals in Bangladesh tripled to 14, reaching USD 4.7 billion.

The largest project was the construction of a container terminal in Ananda Bazar in Haliashahar, Chattogram for USD 2 billion, according to the World Investment Report 2022 prepared by the United Nations Conference on Trade and Development (UNCTAD) released on 9 June 2022.

Despite waves of COVID-19, FDI flows to the developing countries in Asia grew for the third consecutive year, with developing economies in Asia receiving 40% of global foreign investment inflows.

FDI flows to developing countries in Asia rose by 19% to an all-time high of USD 619 billion in 2021. This marked the third consecutive year that investment flows to developing Asia grew despite the Covid-19 pandemic, which led to a 35% plunge in global FDI in 2020.

➤ Tax exemptions for Bangladeshi flagged ocean-going vessels till 2030

In the proposed budget for FY2022-23, the government has decided to give tax exemption on foreign currency income by Bangladeshi flagged oceangoing ships from the upcoming fiscal year in a bid to earn USD 3 billion to USD 4 billion a year. Currently, these local ships have to pay 10% tax on their incomes.

"I propose to exempt the income earned in foreign exchange by ocean going vessels carrying Bangladeshi flag from paying tax until 2030 if the income is brought into Bangladesh through banking channel. By adopting these proposals, we will be able to establish the service export sector as a potential industry for earning foreign currency for the country," Finance Minister AHM Mustafa Kamal said while placing the budget.

The finance minister has placed the BDT 6780.64 billion national budget for FY23 at National Parliament according top priority to safeguarding marginal people from inflation fuelled by the Russia-Ukraine conflict.

➤ MSC launched container ships from Chittagong Port directly to China



The first direct container ship between Bangladesh and China, operated by the Switzerland-based Mediterranean Shipping Company (MSC), left the Chittagong Port on 24 May 2022.

As the bilateral trade between Bangladesh

and China continues to rise, MSC has launched a shipping service called "Bengal Express" on the China-Bangladesh route, to facilitate direct shipping between the two countries.

The container ship MSC KYMEA arrived at Chittagong Port jetty on 20 May with containers full of imported goods and the ship left for China carrying a total of 1,292 TEUs containers, of which 439 units were full of apparel goods.

According to MSC sources, the ships operating under this new service also load containerised goods from the Hong Kong port and the Chinese ports of Yantian and Shekou. On the return trip to Chittagong Port, these ships load up more containers from the ports of Singapore and Malaysia.

Currently, it takes about 25 days for regular ships to reach Chittagong Port by loading and unloading goods at transshipment ports. However, the new service is not allowing ships to unload goods at transshipment ports but they can pick up containers. So the imports from China will reach Chittagong Port in 13 days. This is allowing importers to transport goods in less time and at lower costs.



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