

India-Bangladesh Coastal Shipping Agreement : Success depends on coordinated effort with Main Line Operators (MLO)

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Objectives of Pangaon ICT

- **Extending Container Shipping and Logistics Services in Dhaka;**
- **Reduce Cost of doing Business for the trade and commerce;**
- **To facilitate door to door delivery of Container in Dhaka region;**
- **Reduce heavy vehicle pressure from Dhaka-Chittagong Highway;**
- **Promote environment friendly transport mode for sustainability.**
- **Promote Coastal Shipping to enhance regional connectivity.**
- **Promote direct container shipping services with Indian EC ports**



Background information

- ❑ 1991: Feasibility study done by JICA;
- ❑ 1992-93: Land acquisition completed;
- ❑ 2005: CPA & BIWTA signed 1st MOU;
- ❑ 2005: Construction Started;
- ❑ 2010: CPA & BIWTA signed 2nd MOU;
- ❑ 2013: CPA & BIWTA signed 3rd MOU;
- ❑ 2013: Construction completed;
- ❑ 2013: Formally inaugurated by the Honorable Prime Minister Sheikh Hasina in 07th November, 2013.



Short description of Infrastructural Facilities in PICT

- Length of Jetty : 180 meters (width 26 meters)
- Two River Sea Vessels can be accommodated at any given moment;
- Yard Area : 55,000 Sq. Meters
- Stuffing & Un-stuffing Area : 13,969 Sq. Meters;
- CFS : 5815 Sq. Meters;
- Connecting road with Dhaka-Mawa highway : 5 Kilometers
- Reefer plug in : 48 Nos.
- Yearly Handling Capacity 116,000 TEU
- Static Capacity :
 - 2400 TEU Laden
 - 1100 TEU Empty



Equipment capabilities; Strength & Limitations

- **Mobile Harbor Crane - 1**
- **Straddle Carrier - 2**
- **Tractor trailer – 2**
- **Forklift – 12 (4 FLT with clamp)**
- **Cargo Lifting Crane - 3 (50MT, 20MT & 10 MT capacity)**
- **24 hours uninterrupted electricity and water supplied for the container handling activities.**
- **Two generators capacity of each 1250 (KVA/1 MW) has been installed.**
- **Full yard and CFS covered with fire fighting arrangements; such as fire hydrant, pipelines and standby pumps.**
- **CCTV surveillance and Electronic Access Control systems are in process of implementation.**



Container Transportation

- CPA procured 3 (three) Ships, now chartered by Summit Alliance Port Limited as bareboat ;
 - M.V. Pangaon Vision
 - M.V. Pangaon Success
 - M.V. Pangaon Express
- Two more RSV4 categories ships are plying between CGP-PICT
 - M.V. Harbour-1 (Neepa Paribahan Ltd)
 - M.V. KSL Pride (Karim Shipping Lines)
- Two more RSV4 categories ships are fully ready ;
 - M.V. KSL Gladiator (Karim Shipping Lines)
 - M.V. Shamayel (Aryan Traders)
- M.V. Nou Kalyan-1 already started direct service from Kolkata to Pangaon ICT under Coastal Shipping Agreement.
- More than 35 ships are in pipeline for carrying ICT bound containers.



India-Bangladesh Trade

Import from India

(USD 6.1 billion in 2013-2014)

Major Import Items are;

- Cotton & Yarn
- Iron and steel
- Sugar and Cereals
- Glass and Glassware
- Vehicle, Equipment and Machineries
- Aluminum, plastic and copper articles
- Medical, surgical or veterinary furniture
- Utensils of base metal

Export to India

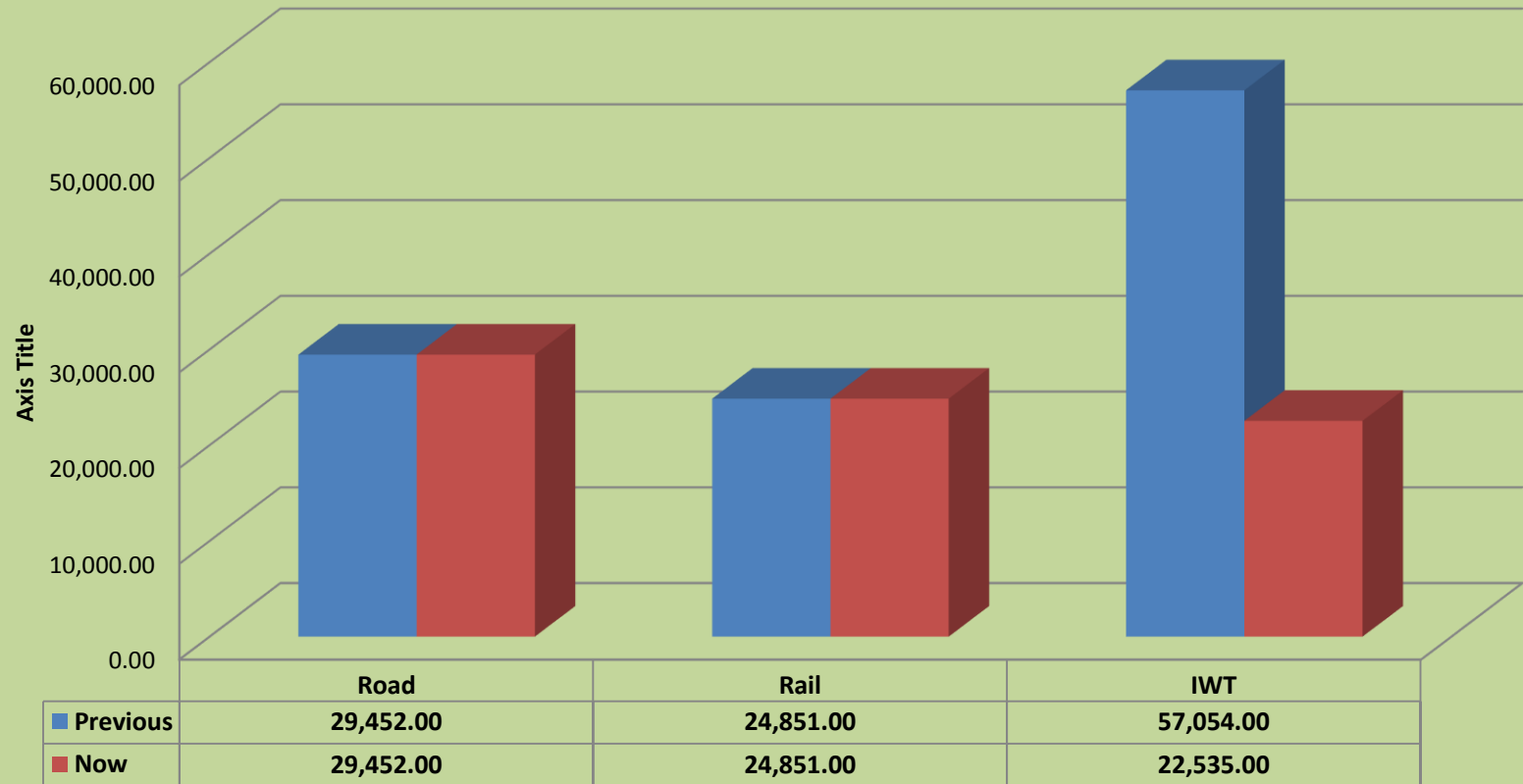
(USD462 million in 2013-2014)

Major Export Items are;

- Textile fiber
- Paper Yarn
- Fish
- Apparels
- Minerals fuels
- Salt
- Cement
- Bran or husk



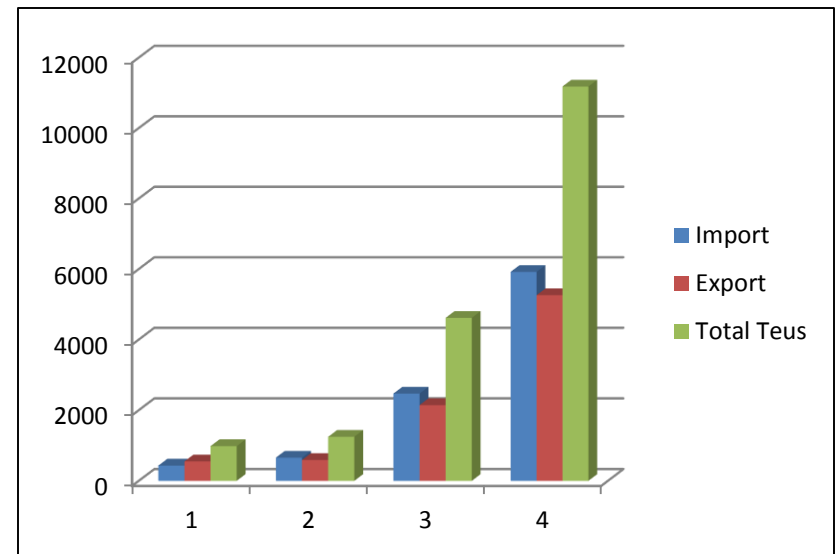
Comparative Cost Structure; Average cost per TEU from Chittagong-Dhaka





Handling Statistics of PICT in last 4 years

Year	Import	Export	Total Teus
2014	433	551	984
2015	656	591	1247
2016	2471	2145	4616
2017 *	5920	5259	11179



* Up to 31st July, 2017



Economies of scale



= 85 Trailer



= 2.5 Trains of BR
or 85 Wagon



= 200 Covered van



= 300 open trucks



CONTAINER CARRIERS



NAME : M.V. KSL GLADIATOR

OFFICIAL NO. : C1928
IMO NO. : 8677237
CALL SIGN : S2AA3
MMSI NO. : 405000186
FLAG : BANGLADESH
PORT OF REGISTRY : CHITTAGONG
P & I : The ship owners' mutual protection and indemnity association
(Luxembourg) Company No. 108FC7268A
LOA : 83.0 M
BEAM : 14.60 M
DEPTH : 4.80 M
SUMMER DRAFT : 3.40 M
GRT : 1562
NRT : 583
SPEED : 10 KTS
CAPACITY : 186 TEUs
REEFER POINT : 8
HOLD SIZE : 56.4m X 10.2m (Single hold)

Way ahead

- **Freight rates rationalization by the Main Line Operators;**
- **MLOs should welcome acceptance of cargo from Indian EC ports to Pangaon ICT;**
- **Export containers from Pangaon may also be transshipped through Haldia, Paradip & Krishnapatnam port to reduce congestion in Chittagong Port.**
- **SOP should be revised to accommodate transshipment cargo through Indian ports;**
- **More incentives for exporters may be considered in order to encourage export through Pangaon ICT.**



Thank you

