

India-Bangladesh Coastal Shipping Agreement : New possibilities of Pangaon-Haldia Transshipment

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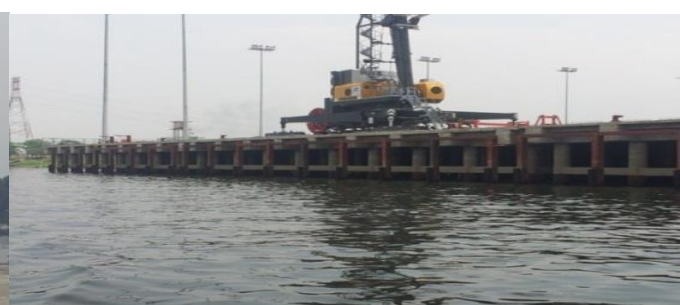
Objectives of Pangaon ICT

- **Reduce heavy vehicle pressure from Dhaka-Chittagong Highway;**
- **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;**
- **Promote environment friendly transport mode for environment and sustainability.**



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.**



Customs & Banking facilities at PICT

Customs

- PICT is fully customs bonded.
- A full fledged customs house has been established by the National Board of Revenue in PICT.
- Appraisalment, Assessment, duty payment and releasing of cargo everything is done through ASYCUDA World system.
- At least one Scanner is required to reduce 100% examine or reexamine.

Bank

- Sonali Bank limited established a branch office in PICT.
- Financial transaction has been started in full swing in that branch.
- Customs duty and port charges can be paid in that branch as well as normal banking for individuals and private sectors.
- One Bank will start their own booth in Pangaon ICT.

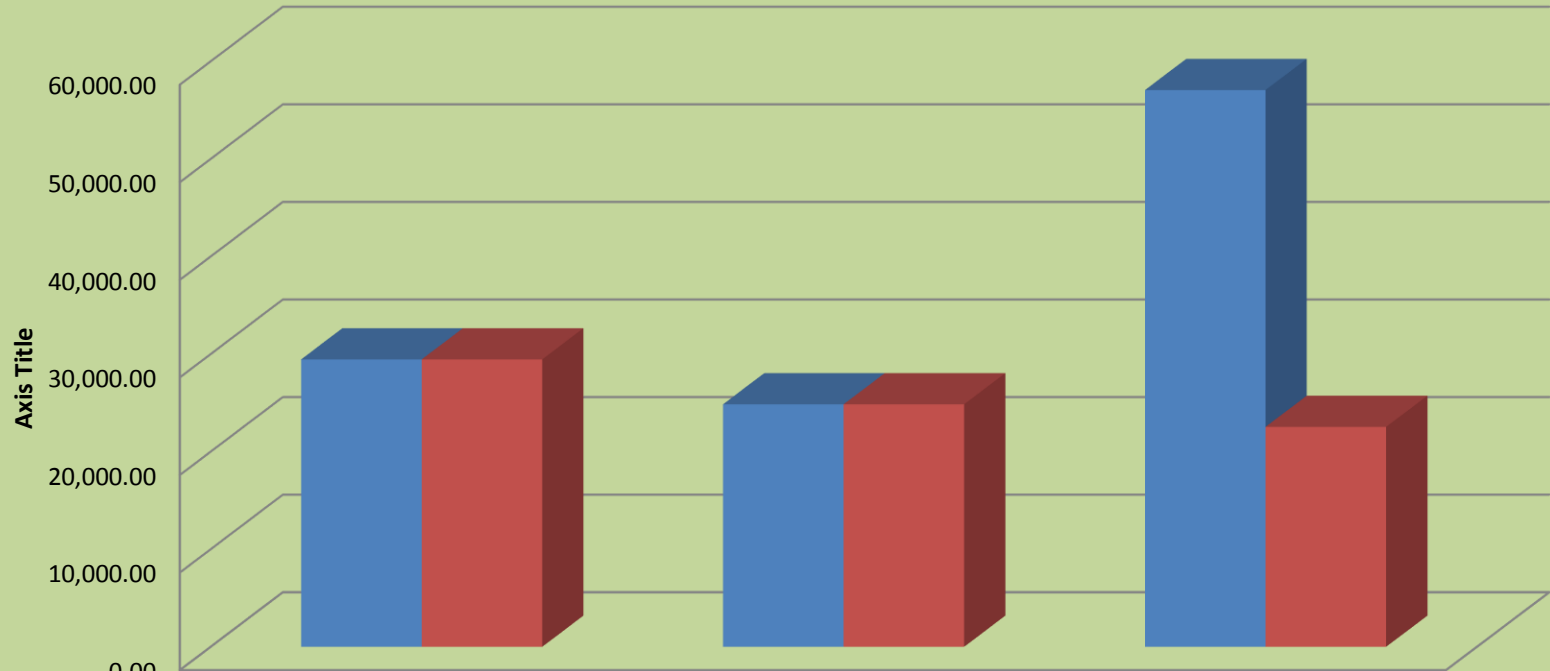


Container Transportation

- 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
- Four more RSV4 categories ships are plying between CGP-PICT
 - M.V. Harbour-1 (Neepa Paribahan Ltd)
 - M.V. KSL Pride (Karim Shipping Lines)
 - M.V. KSL Gladiator (Karim Shipping Lines)
 - M.V. Invicta (Invicta Ltd.)
- One more RSV4 categories ships are fully ready ;
 - 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.



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



■ Previous	29,452.00	24,851.00	57,054.00
■ Now	29,452.00	24,851.00	22,535.00



Ships freight rates for CGP-Pangaon-CGP up to 30, June 2018

CGP- Pangaon ICT

- USD 100/20' (up to 10 MT)
- USD 120/20' (up to 15 MT)
- USD 150/20' (up to 20 MT)
- USD 180/20' (up to 25 MT)
- USD 220/20' (up to 30 MT)
- USD 240/20' (Over 30 MT)
- USD 230/40' (up to 30 MT)
- USD 250/40' (Over 30 MT)
- USD 280/40H(up to 30 MT)
- USD 300/40H (Over 30 MT)
- USD 290/45'H (up to 30MT)
- USD 200/20'RF,USD 300/40'RF,USD 330/40'HRF
- USD 50/20'Empty, USD100/40', USD110/40'H Empty & USD120/45'H Empty

Pangaon ICT- CGP

- USD 100/20' (up to 10MT)
- USD 120/20' (up to 15 MT)
- USD 150/20' (up to 20 MT)
- USD 180/20' (up to 25 MT)
- USD 220/20' (up to 30 MT)
- USD 240/20' (Over 30 MT)
- USD 200/40' (up to 30 MT)
- USD220/40' (Over 30 MT)
- USD 200/ 40H(up to 30 MT)
- USD 220/40H (Over 30 MT)
- USD 280/45'H (up to 30 MT)
- USD 200/20'RF & USD 280/40'RF, USD310/40HRF
- USD 50/20'Empty, USD100/40', USD110/ 40'H Empty & USD120/45'H Empty



Inland haulage charge of MLOs to Pangaon ICT (for Import or inbound)

Chittagong - Pangaon ICT	
20' (up to 15 MT)	US\$165
20' (up to 20 MT)	US\$195
20' (up to 25 MT)	US\$225
20' (up to 30 MT)	US\$265
40'GP	US\$320
40'H	US\$340



Inland haulage charge of MLOs from Pangaon ICT (for export or outbound)

Pangaon ICT-Chittagong	
20' (up to 15 MT)	US\$99
20' (up to 20 MT)	US\$117
20' (up to 25 MT)	US\$135
20' (up to 30 MT)	US\$159
40'GP	US\$192
40'H	US\$204



India-Bangladesh Trade

Import from India

(USD 6.8 billion in 2016-17)

Major Import Items are;

- Cotton, Yarn & Fabrics (30%)
- Vehicle (11.5%)
- Nuclear reactors, Boilers, Machinery and mechanical appliances (7.8%)
- Iron and steel (4.9%)
- Animal Food (4.2%)
- Coffee, Tea, Sugar, spices (2.9%)
- Stone, Glass and Glassware
- Aluminum, plastic and copper articles
- Medical, surgical or veterinary furniture
- Utensils of base metal
- Organic Chemicals

Export to India

(USD 700 million in 2016-17)

Major Export Items are;

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



Competitive advantage of using PICT

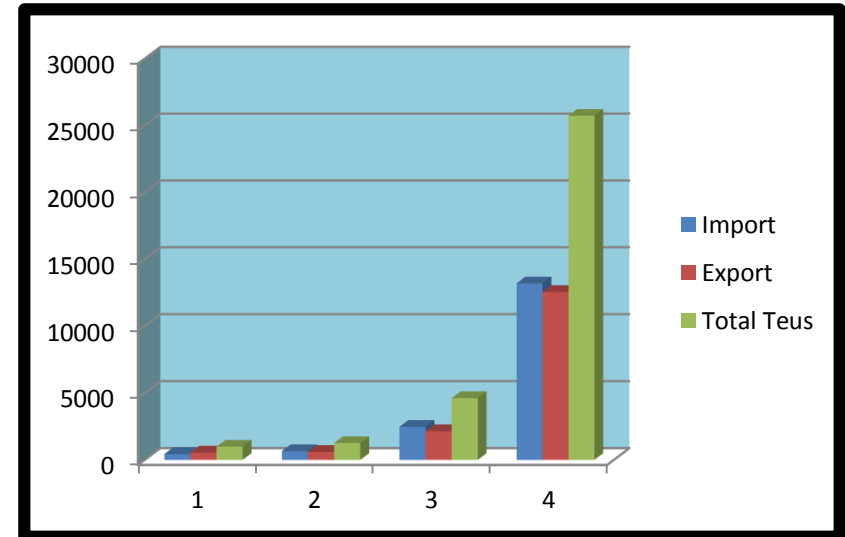
- **Proximity; Delivery as well as Shipment.**
- **Predictability:** Transit time can be more accurately predicted.
- **Safety and Security:** PICT is absolutely safer place for cargo and container.
- **Green Transport; Waterways environmentally friendly considering sustainability.**
- **Shorter Road Transit:** Safer from accidental risk, pilferage risk and unusual/unpredictable delay risk etc.
- **Cost effective:** Gradually it will be cost effective and more stable onward trucking cost.





Handling Statistics of PICT in last 4 years

Year	Import	Export	Total Teus
2014	433	551	984
2015	652	597	1,249
2016	2,466	2,142	4,608
2017	13,182	12,537	25,719



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)

Energy Efficient

Transporting freight by water is also the most energy-efficient choice.

Barges can move one ton of cargo 616 miles per gallon of fuel. A rail car would move the same ton of cargo 478 miles, and a truck only 150 miles.



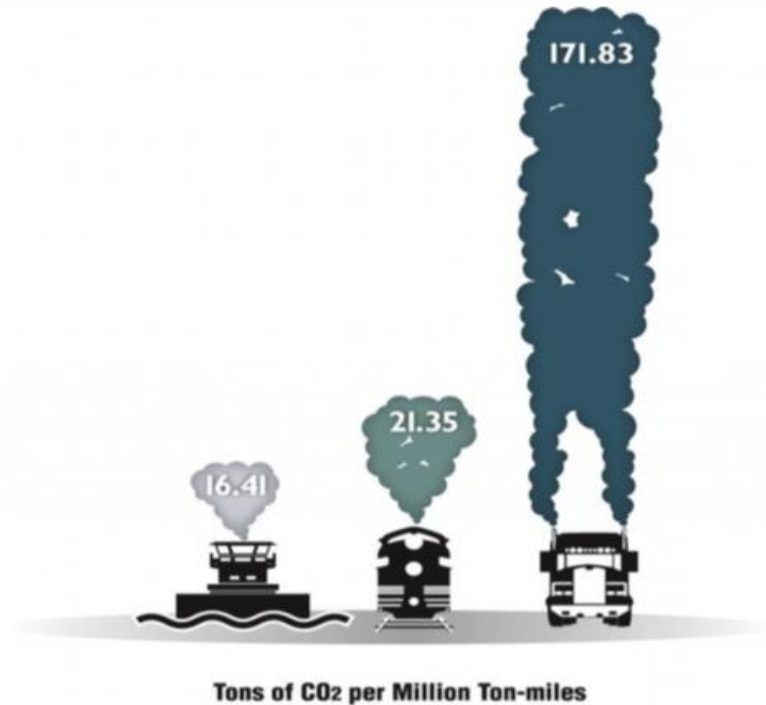
Ton-miles Traveled per Gallon of Fuel



Air Pollution

Barges have the smallest carbon footprint among other transportation modes.

To move an identical amount of cargo by rail generates 30% more carbon dioxide than by barge, and 1,000% more emissions by trucks than by barge.



Personal Injury

Inland waterways transport has a low injury record compared to rail or truck.

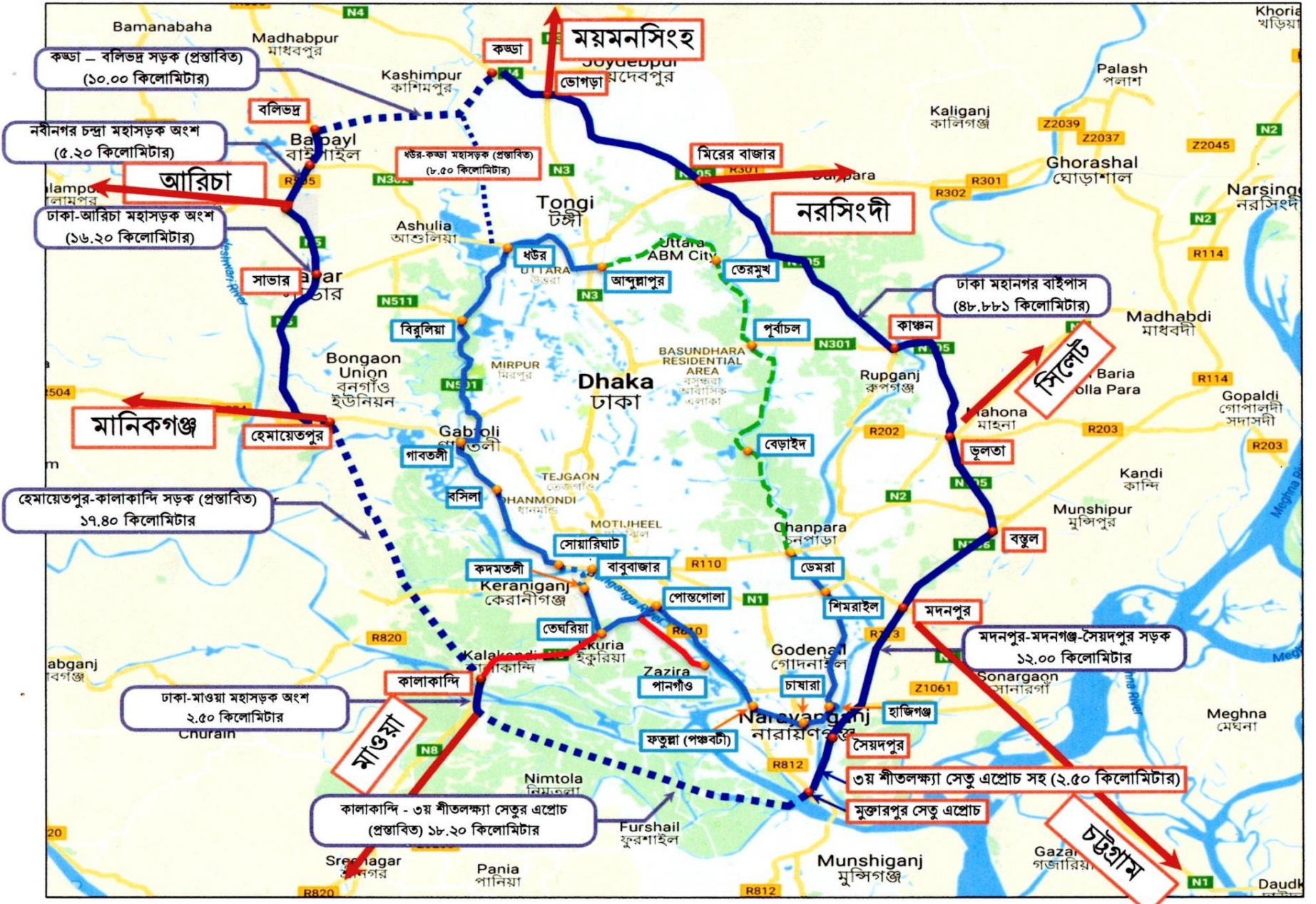
Ratio of *Injuries* in Freight Transportation



For each *injury* involving barge transportation, there are 95.3 injuries related to rail and 1,609.6 truck-related injuries.



ঢাকা ইনার (৮৮.৮০ কিলোমিটার) ও মিডল (১৩২.৮৮ কিলোমিটার) সার্কুলার রুট



Way ahead

- **At least 3 RTGs and 1 more SC should be procured as soon as possible;**
- **A new export CFS should be built in 5 acres land in the north side of the existing yard;**
- **Developing as 4 lane along with a service lane in both side of Pangaon-Hasnabad connecting road;**
- **In CCT & NCT both should have service jetty for Ctg-Pangaon-Ctg route vessels;**
- **Bangladesh-India direct service should be promoted by the Main Line Operators especially with Kolkata/Haldia to Pangaon and vice versa.**
- **A permanent quarantine center is required for food, fruits, cotton items import and export through Pangaon.**



Thank you

