WELCOME

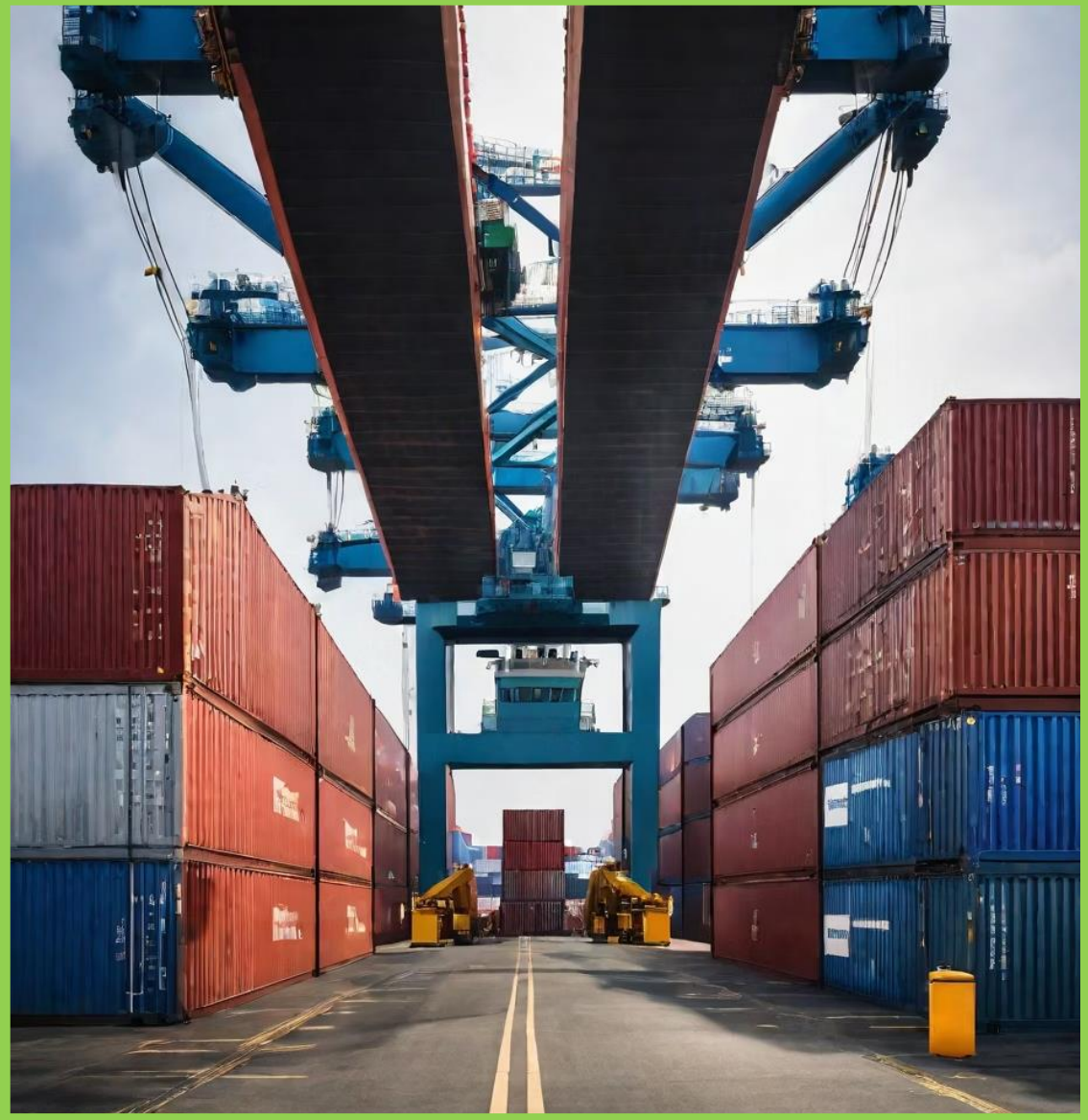
Country Presentation : Bangladesh on Multimodal Connectivity in BBIN Subregion (Railway, Inland waterways and Dry ports)

Multimodal Transportation

- Multimodal Transportation(MT) is the combination of at least two or more different modes to move goods from a **single point** to another.
- The transportation of containerized product creates an opportunity to implement multimodal transportation system via rail, waterways, air and road.
- MT thus implies the organization of intermodal door-to-door transport by transferring the goods from one mode of transport to another efficiently.
- MT system demands synchronizations, infrastructure, advance and efficient services.

Transportation Infrastructure in Bangladesh

- Bangladesh has a transportation infrastructure that is still developing.
- Vast network of waterways, which are used for transportation of goods and passengers.
- Rail network is still in need of significant improvement.



Major Fields of Multi Modal Transport

- Roads Transport
- Railway
- Waterways
- Air
- Pipelines

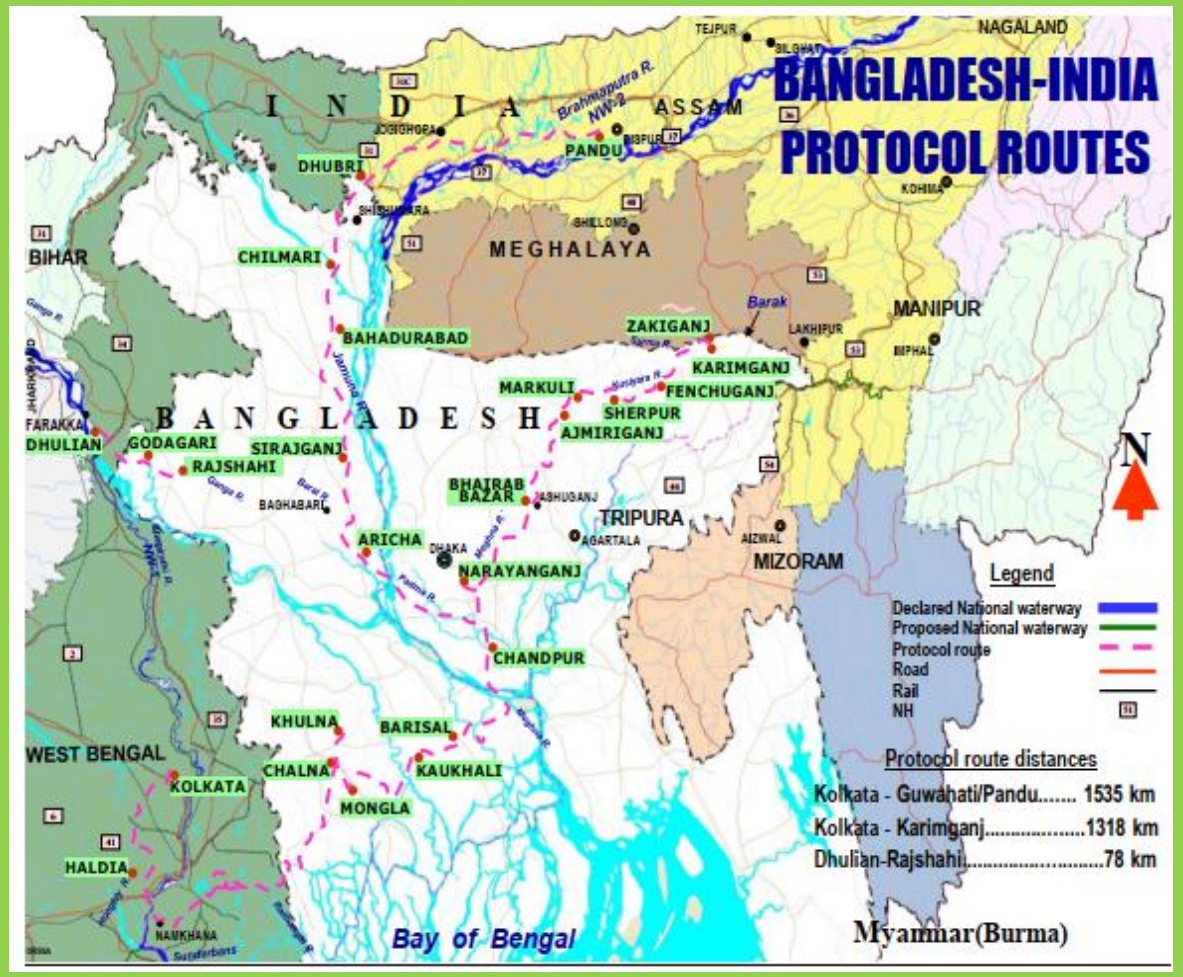
Multimodal connectivity in Bangladesh

- Major Modes: Roads, Railways, Waterways
- In a position that can connect South and South-East Asia easily.
- Connected with India through waterways, road, railway and pipeline.
- Connected to Bhutan and Nepal by road and waterways through India.
- Objective: Enhance the capability of multimodal transport system across South-Asia and beyond.

Bangladesh-India trade relations

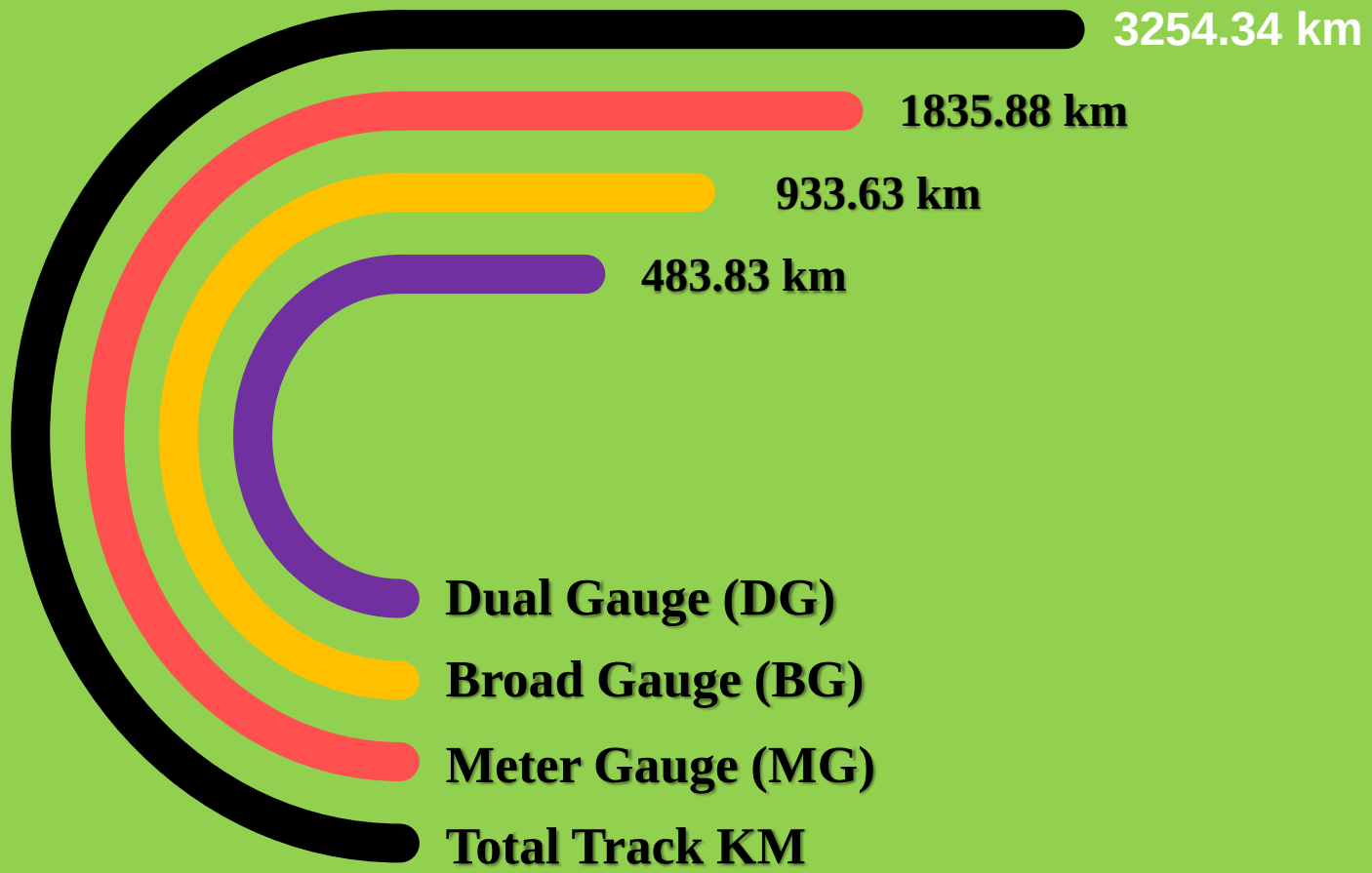
- Bangladesh is now 1st as trading partner of India in South-Asia and India is the 2nd trading partner of Bangladesh in the world in terms of volume.
- Estimated that the trading volumes would be triple by 2050.
- BIWTA plays vital role in the bilateral trade relation by facilitating transit & transport of cargo & passengers under Protocol on Inland Water Transit & Trade (PIWT&T).
- Bangladesh shares 54 international rivers with India.

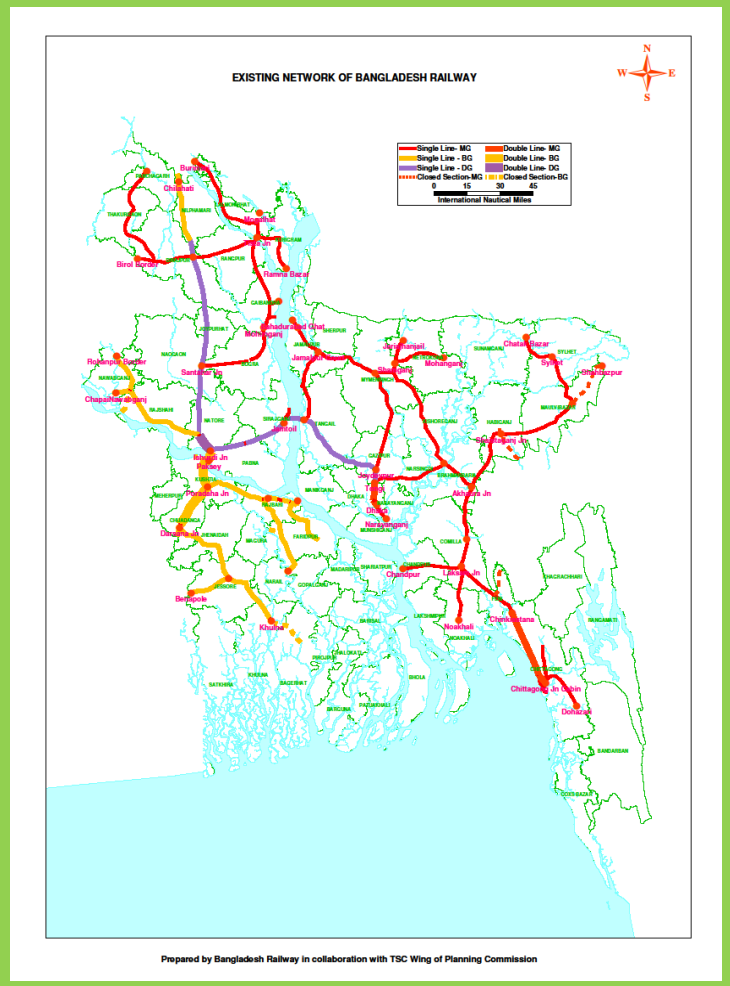
Indo-Bangla river trade and transit protocol routes



- Bangladesh has a better connectivity through IWT to the main sea ports at Chittagong and Mongla.
- Several ICT project has been taken under public-private partnership apart from Pangaon ICT. Among these Summit Alliance Port limited (SAPL) has already on operation. The other private port operation of Rupayan Group and AK khan Group are still on the way.
- To ease the import-export with India, Bangladesh signed Indo-Bangla protocol on Inland Water Trade and Transit.
- 285-km-long Ashuganj-Zakiganj and 185-km-long Sirajganj-Daikhawa protocol routes will be dredged
- The protocol route and the port of call under this protocol is given in the figure:

Railway: Route Kilometres





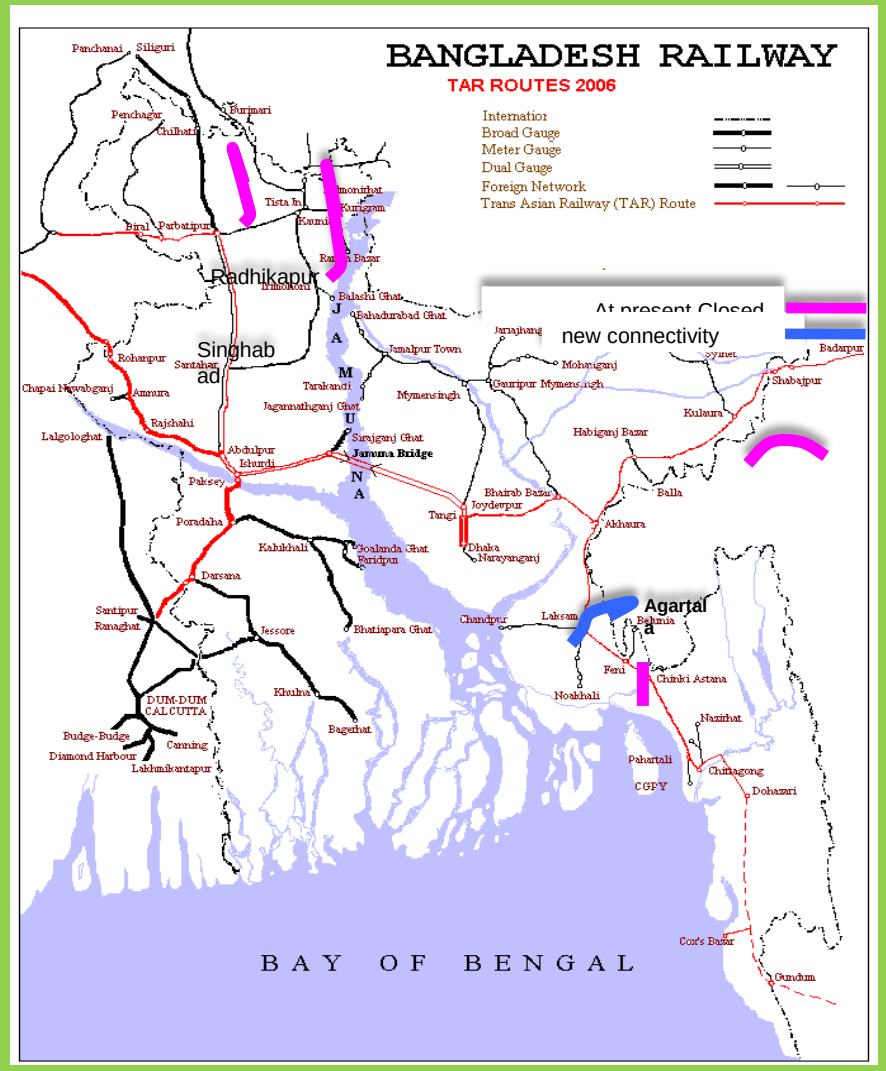
Total Route Kilometer : 4846.68 km

Regional Railway Connectivity: Bangladesh

Connectivity with India (In operation):

- Benapole – Petrapole
- Darsana – Gede
- Rohanpur – Singhabad
- Birol – Radhikapur
- Chilahati – Holdibari

Regional Railway Connectivity: Bangladesh



New Connectivity with India:

- Akhaura – Agartala

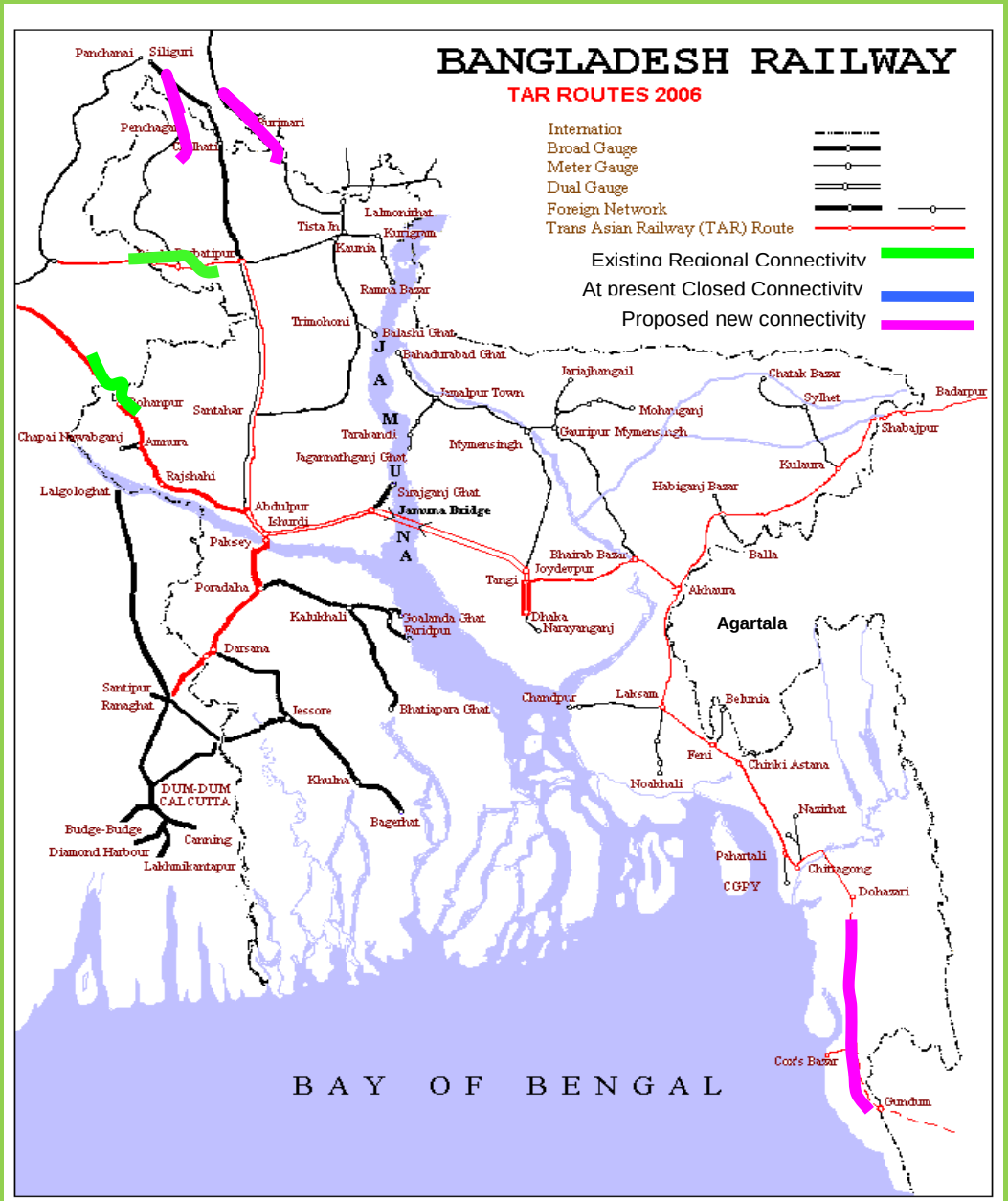
Closed Connectivity with India:

- Shahbazpur – Mohishasan
- Burimari – Chengrabandha
- Mogalhat- Gitoldah

Proposed New Connectivity with India:

- Feni-Belunia

Regional Railway Connectivity: Bangladesh



Connectivity with Nepal through India:

- Rohanpur – Singhabad
- Birol – Radhikapur

Possible Connectivity with Bhutan through India:

- Chilahati – Holdibari
- Burimari – Chengrabandha
- Mughalhat - Gitaldaha

Possible Connectivity with Myanmar:

- Dohazari – Cox's Bazar – Gundum

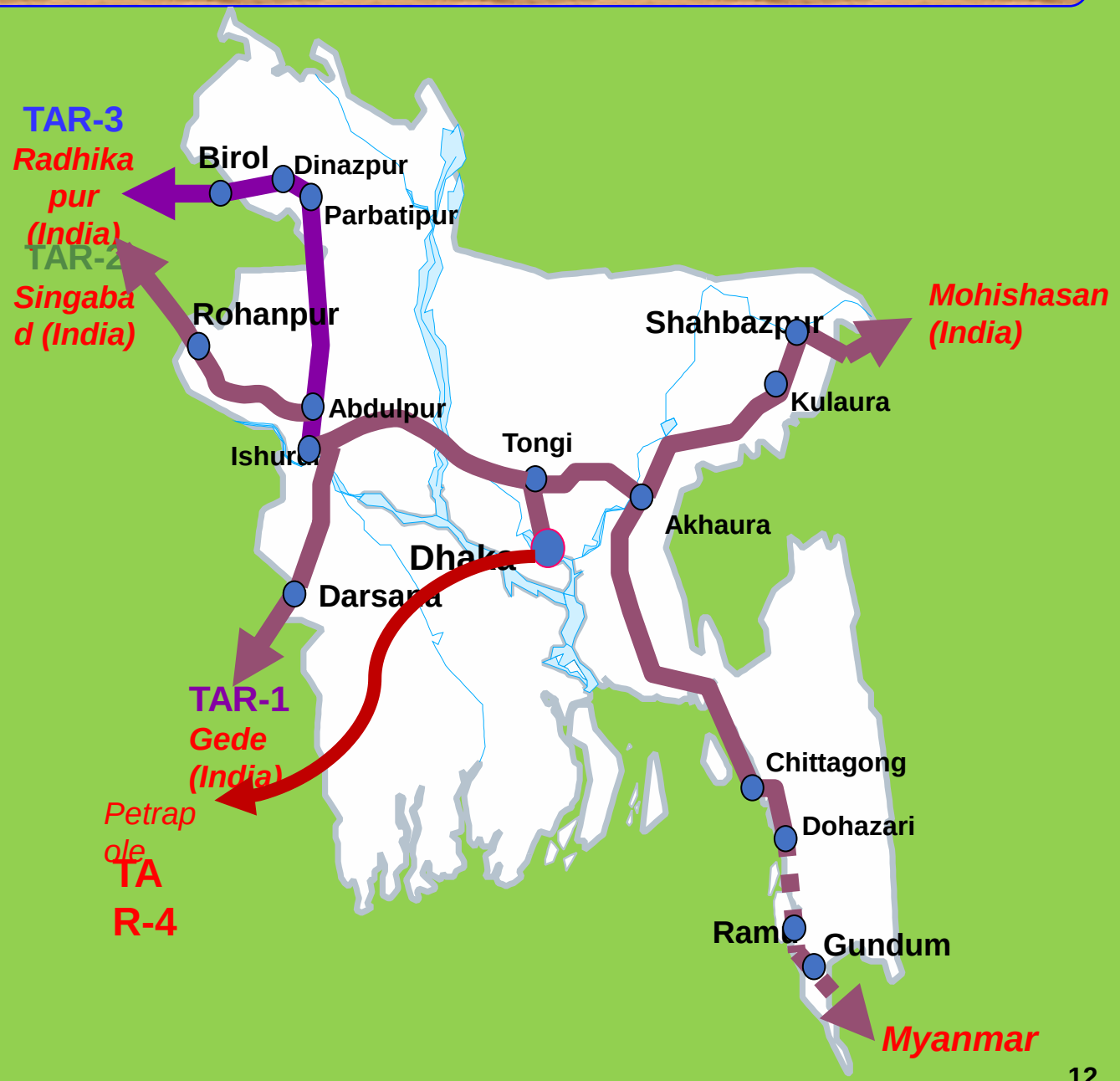
Trans-Asian Railway network in Bangladesh

TAR ROUTE – 1 :
Gede (West Bengal, India) – Darsana – Ishurdi – Jamtoil – Joydebpur – Tongi – Akhaura – Chittagong – Dohazari – Gundum – (Mynmar border station).
Sub-route – I : Tongi – Dhaka.
Sub-route – II : Akhaura – Kulaura – Shahbazpur – Mahisasan (India)

TAR ROUTE – 2 :
Singabad (West Bengal, India) – Rohanpur – Rajshahi – Abdulpur – Ishurdi and thereafter following the rest of the route/sub-routes of Route – I.

TAR ROUTE – 3 :
Radhikapur (West Bengal, India) – Birol – Dinajpur – Parbatipur – Abdulpur – Ishurdi and thereafter following the rest of the route/sub-routes of Route – I.

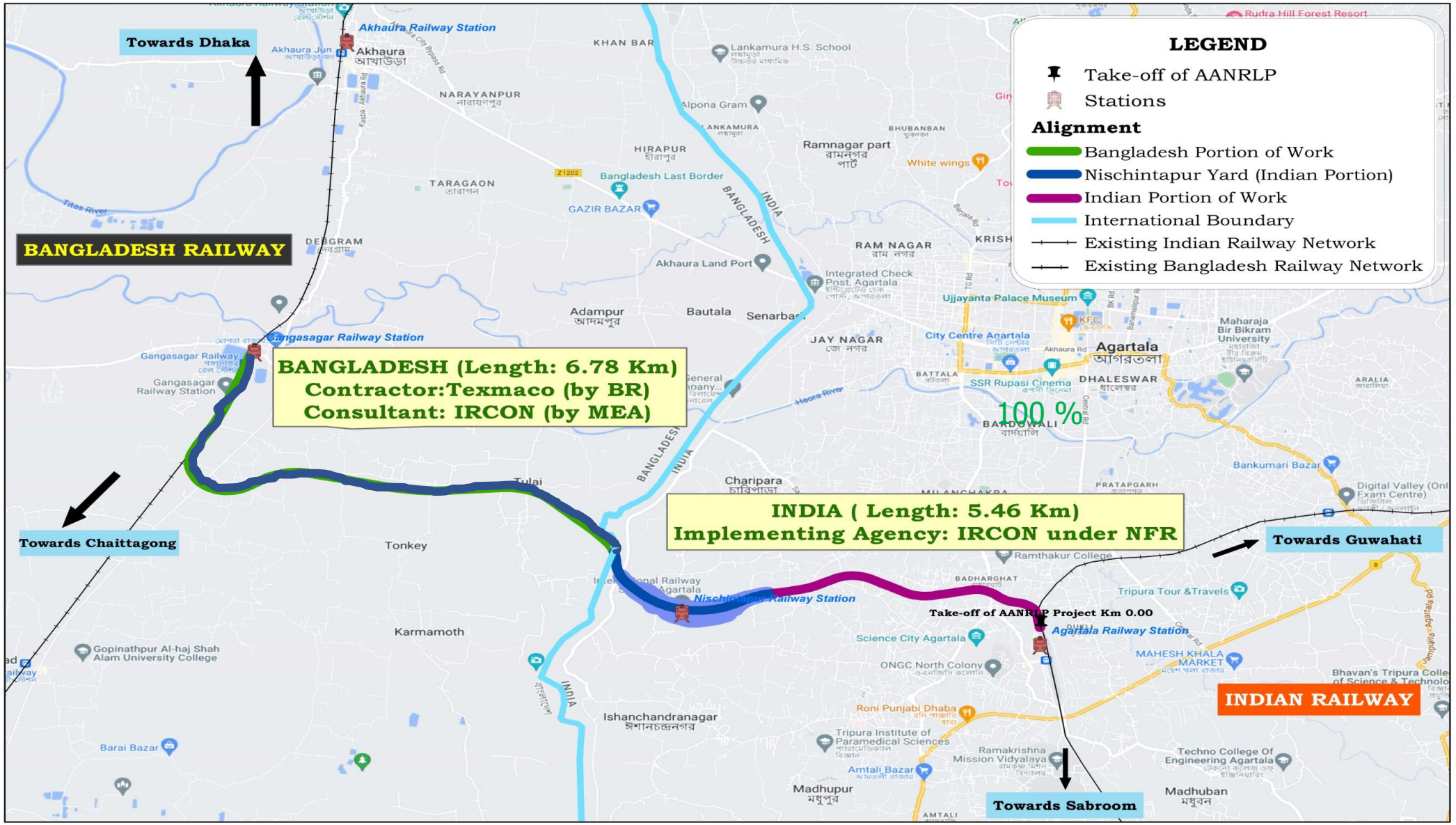
TAR ROUTE – 4:
Petrapole-Benapole-Jessore-narail-Bhanga-Mawya-Narayangong-Tongi



AKHAURA-AGARTALA PROJECT

- The section was inaugurated by Honorable Prime minister of Bangladesh and Honorable Prime minister of India on 01st November 2023.
- The new Railway line originates from Gangasagar Station of Bangladesh Railway and joins with Indian Railway network at Nischintpur (Agartala).
- The Bangladesh Side of the project consists of Construction of Dual Gauge Track and Three Lines (1 main + 2 Loops) and Customs and Immigration Building at Gangasagar.

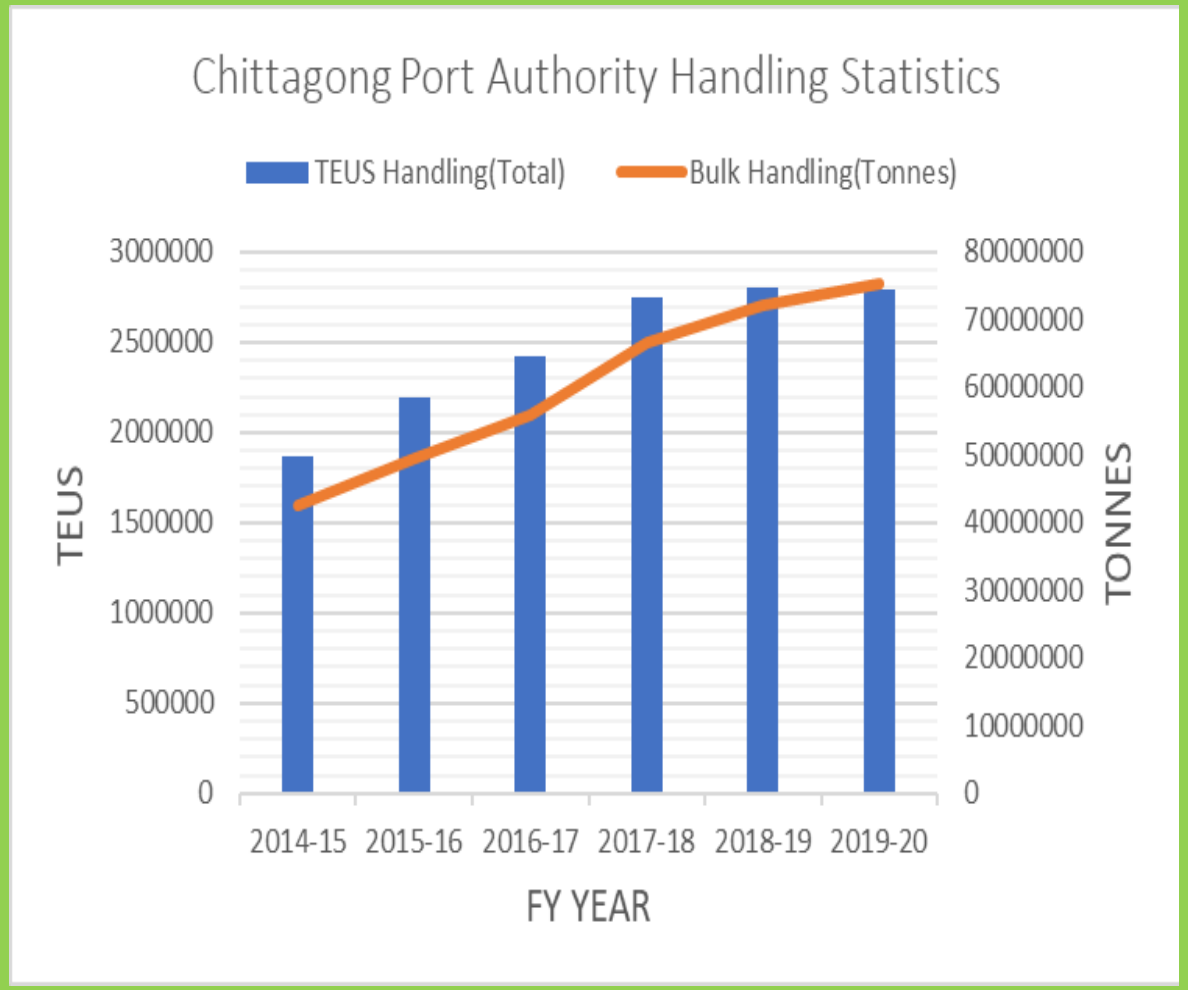
AGARTALA - AKHAURA NEW RAIL LINK PROJECT



SCOPE and OBJECTIVES OF THE PROJECT

- Connectivity with Chattogram and Mongla port.
- Cost of goods transportation will be reduced.
- Facilitate cross Border trade & commerce between North- Eastern region of India and Bangladesh.
- It will Promote local entrepreneurs to develop small scale and need based export- import oriented industries.
- It will boost tourism between Bangladesh and North- eastern region of India.

- There is a rise in economic activities in Bangladesh.
- The port city Chittagong is well connected by air, road, rail, inland waterways to the capital city Dhaka which is called the center of all economic activities.
- Cargo handling amount of Mongla port is relatively lower than Chittagong port.
- 2018-2019, the number of container handled by Mongla port was 57732 TEUS.



Cargo handling data by Chittagong Port Authority

16

DA ICD Container Transportation

CONTAINER LOADING (CTG-DA-CTG)		
F. Year	Container (TEUs)	Tonnes
2009-10	66308	508972
2010-11	65295	499775
2011-12	66629	514663
2012-13	62628	498612
2013-14	60823	520516
2014-15	66917	551939
2015-16	69267	742463
2016-17	72089	570711
2017-18	74767	581794
2018-19	88296	706693
2019-20	87355	699715
2020-21	90713	704027
2021-22	102080	831424
2022-23	92127	822524

India-Bangladesh container movement

Year	Rake	TUEs	Remarks
2020	9	330	From July/2020
2021	82	3846	
2022	59	2850	
2023	4	192	Up to October/2023

Export from Bangladesh to Nepal and India by Train

Year	Bangladesh to Nepal	Bangladesh to India
2021-22	4525 M. ton Fertilizer	Nil
2020-21	54510 M. ton Fertilizer	Nil
2019-20	Nil	Nil
2018-19	25376 M. ton Fertilizer	Nil
2017-18	Nil	Nil
2016-17	Nil	Nil
2015-16	14415 M. ton Fertilizer	Nil
2014-15	Nil	Nil
2013-14	Nil	Nil
2012-13	5000 M. ton Fertilizer	5500 M. ton molasses
2011-12	18874 M. ton Fertilizer	Nil
2010-11	Nil	Nil
2009-10	Nil	Nil
2008-09	Nil	Nil
2007-08	35000	10000 M. ton molasses
2006-07	Nil	Nil
2005-06	Nil	Nil
2004-05	25345 M. ton SSP & Tobacco	8000 M. ton molasses
2003-04	14617 M. ton SSP & Tobacco	Nil
2002-03	600 M. ton Tobacco	7500 M. ton molasses
2001-02	500 M. ton Tobacco	Nil
2000-01	Nil	Nil
1999-00	Nil	10000 M. ton molasses
1998-99	400 M. ton SSP	Nil
1997-98	1000 M. ton SSP	Nil
1996-97	1400 M. ton SSP	8000 M. ton molasses

Areas that Need Emphasis in Order to Facilitate the Multimodal System

- waterways need to develop and to be connected to roads and terminals effectively.
- Infrastructure development to successful Deep seaport initiative and hinterland connectivity seamlessly.
- To provide user friendly transport environment and generate professionalism.
- To provide door to door transport facilities, information technology is pre-required.
- It is appropriate to introduce multimodal transport system to reduce cost of manufacturing goods.
- Bangladesh has vast probability to be advanced in implementing multimodal transport system to compete on the international market.
- Bangladesh has huge chance of transport goods to India, Vietnam, Taiwan, Thailand and some extent with China and other parts of the world through multi modal transport.

Some Important Ongoing Investment Projects of BR

Name	Length (Km)	Cost (Million USD)
Padma Bridge Rail Link (Chinese G2G)	172	4606.43
Dohazari-Cox's Bazar via Ramu to Ghundum (ADB)	100	2116.72
Double Tracking of the Akhaura-Laksam Lines (ADB & EIB)	72	763.44
Khulna-Mongla Rail Link (Indian LOC)	84	446.20
3rd & 4th Line between Dhaka-Tongi and 2nd Line between Tongi-Joydebpur (Indian LOC)	65	129.91
Darshana-Khulna Broad Gauge Double Line (Indian LOC)	126	411.59
Bogra-Shahid M. Monsur Ali Dual Gauge Single Line (Indian LOC)	84	654.89
Procurement of Meter Gauge and Broad Gauge Passenger Carriages (ADB)		161.33
Procurement of 20 Nos. Meter Gauge Diesel Electric Locomotives and 150 Nos. Meter Gauge Passenger Carriages (EDCF)		211.16
Procurement of Locomotives, Relief Cranes and Locomotive Simulator (ADB)		86.10
Rehabilitation of 100 nos. Meter Gauge Passenger Carriages (GoB)		8.70

Challenges of Bangladesh (Cont…)

- Quarantine, Testing facility and clearance, cold storage , shed is required at Agartala ICP
- Bangladeshi Loaded trucks not permitted up to Kakrvita.
- Construction within 150 yards of zero line
- Time schedule and date adjustment
- Narrow road , Mahadipur LCSs required to be widened

Challenges of Bangladesh

- No port infrastructures at Ghojadanga LCS
- Establish an Effluent Treatment Plant (ETP) at Agartala.
- Easing visa issuance, shore-leave facility, repatriation etc.
- Recognition of Certificate of Competency (COC) by India
- Integrate Cross Border Infrastructure Connectivity for Railway and Waterways.

THANK YOU