

＜ 附 録 ＞

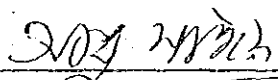
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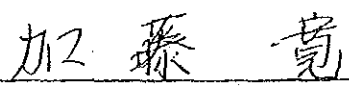
1. Scope of Work

SCOPE OF WORK
FOR
FEASIBILITY STUDY
ON
DEVELOPMENT PROJECT
OF
CONTAINER TERMINAL AT DHIKA-NARAYANGANJ PORT
IN
THE PEOPLE'S REPUBLIC OF BANGLADESH

AGREED UPON BETWEEN
BANGLADESH INLAND WATER TRANSPORT AUTHORITY
AND
JAPAN INTERNATIONAL COOPERATION AGENCY

DHAKA, BANGLADESH, JULY 3, 1989


Mr. ABU SAYEED
CHAIRMAN,
BANGLADESH INLAND WATER
TRANSPORT AUTHORITY


Mr. HIROSHI KATO
LEADER, JAPANESE
PRELIMINARY STUDY TEAM,
JAPAN INTERNATIONAL
COOPERATION AGENCY

I. INTRODUCTION

In response to the request of the Government of the People's Republic of Bangladesh (hereinafter referred to as "the Government of Bangladesh"), the Government of Japan decided to conduct the Feasibility Study on Development Project of Container Terminal at Dhaka-Narayanganj Port in the People's Republic of Bangladesh (hereinafter referred to as "the Study"), in accordance with the relevant laws and regulations in force in Japan.

Accordingly, Japan International Cooperation Agency (hereinafter referred to as "JICA"), the official agency responsible for the implementation of the technical cooperation programs of the Government of Japan, will undertake the Study in close cooperation with the Government of Bangladesh.

The present document sets forth the Scope of Work with regard to the Study.

II. OBJECTIVES OF THE STUDY

The objectives of the Study are as follows:

- (1) To prepare a master plan for development of a container terminal at Dhaka-Narayanganj port with the target year of 2005.
- (2) To formulate a short-term development plan of the container terminal with the target year of 1995, and estimate the feasibility of the project.

III. SCOPE OF THE STUDY

In order to achieve the objectives mentioned above, the Study shall cover the following items:

I. Review and Field Survey

- (1) Review of available data, information and projects relevant to the Study.
- (2) Review of current container handling systems at the sea ports in Bangladesh and in its inland transportation, including administrative procedures such as customs clearance and bonded transportation.
- (3) Review of present conditions of major river ports.
- (4) Review of present conditions and major development plans of inland waterways, roads and railways.
- (5) Review of transportation costs, time, and procedures for inland cargo movement by each mode.
- (6) Field surveys to the extent necessary for the Study, such as soil investigation and origin-destination surveys of container cargo.

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2. Master Plan

An appropriate Master Plan shall be prepared with the target year of 2005.

- (1) Forecast of port traffic of the container terminal at Dhaka-Narayanganj port for the period up to the year 2005, based on the estimation of roles of major river ports.
- (2) Determination of a suitable development scale of the container terminal.
- (3) Selection of a suitable site for the container terminal.
- (4) Lay-out plan of major facilities of the container terminal.
- (5) Recommendation on operation and management systems for the inland container transport as well as the container terminal.
- (6) Tentative cost estimation for the container terminal.

3. Short Term Development Plan

- (1) Detailed forecast of container traffic of the terminal.
- (2) Formulation of the short-term development plan of the container terminal, including a container handling equipment plan.
- (3) Preliminary design of the container terminal.
- (4) Cost estimation for the container terminal.
- (5) Preparation of an implementation programme.
- (6) Recommendation on management, operation and maintenance systems for the container terminal.
- (7) Economic analysis.
- (8) Financial analysis.

IV. STUDY SCHEDULE

The Study shall be carried out in accordance with the attached tentative schedule as shown in Appendix. This schedule, however, is subject to change according to circumstances.

28/3/2004

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V. REPORTS

JICA shall prepare the following reports in English and submit them to the Government of Bangladesh.

1. Inception Report (30 copies)
This report is to describe the overall approach and implementation programme of the Study and to be submitted at the beginning of the first field survey.
2. Progress Report (30 copies)
This report is to describe provisional outcomes of the first field survey and to be submitted at the end of the first field survey. The Government of Bangladesh shall provide the Study Team with its comments during their stay in Bangladesh.
3. Interim Report (30 copies)
This report is to describe Master Plan and to be submitted within three (3) months after the end of the first field survey. The Government of Bangladesh shall provide the Study Team with its comments during their stay in Bangladesh.
4. Draft Final Report (30 copies)
This report is to describe all the essential results of the Study and to be submitted within five (5) months after the submission of the Interim Report. The Government of Bangladesh shall provide JICA with its comments within one (1) month after the receipt of the Draft Final Report.
5. Final Report (60 copies)
This report is to be finalized taking into consideration of the Bangladesh Government's comments on the Draft Final Report and to be submitted to the Government of Bangladesh within two (2) months after receiving the above mentioned comments.

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VI. UNDERTAKINGS OF THE GOVERNMENT OF BANGLADESH

The Government of Bangladesh will accord privillages, exemptions and other benefits to the Japanese Study Team (hereinafter referred to as "the Team").

1. To facilitate smooth conduct of the Study, the Government of Bangladesh shall take the following necessary measures:
 - (1) To secure the safety of the Team for the Study.
 - (2) To permit the members of the Team to enter, leave and sojourn in Bangladesh for the duration of their assignment therein, and exempt them from alien registration requirements and consular fees.
 - (3) To exempt the members of the Team from taxes, duties and any other charges on equipment, machinery and other materials brought into and out of Bangladesh for the implementation of the Study.
 - (4) To exempt the members of the Team from income tax and other charges of any kind imposed on or in connection with any emoluments or allowances paid to the members of the Team for their services in connection with the implementation of the Study.
 - (5) To provide necessary facilities to the Team for the remittances as well as utilization of the fund introduced into Bangladesh from Japan in connection with the implementation of the Study.
 - (6) To secure permission for entry into private properties or restricted areas for the conduct of the Study.
 - (7) To provide the Team with all data and documents (including photographs, and customs data) related to the Study, and to secure permission for the Team to take all of them out of Bangladesh to Japan; and,
 - (8) To provide medical services as needed. Its expenses will be chargeable on the members of the Team.

2. The Government of Bangladesh shall bear claims, if any arises against the members of the Team resulting from, occurring in the course of, or otherwise connected with the discharge of their duties in the implementation of the Study, except when such claims arise from gross negligence or willful misconduct on the part of the member of the Team.

3. Bangladesh Inland Water Transport Authority (hereinafter referred to as "BIWTA") shall act as the counterpart agency to the Team and chair the steering committee comprising other organizations concerned for the smooth implementation of the Study.

4. BIWTA shall, at its own expense, provide the Team with the followings, in cooperation with other related organizations concerned;
 - (1) Available data and information related to the Study.
 - (2) Counterpart personnel.
 - (3) Suitable office space with necessary equipments in Dhaka, and
 - (4) Credentials or identification cards.

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VII. UNDERTAKINGS OF JICA

For the implementation of the Study, JICA shall take the following measures;

- (1) To dispatch, at its own expense, the Team to Bangladesh.
- (2) To pursue technology transfer to the Bangladesh counterpart personnel in the course of the Study.

VIII. OTHERS

JICA and BIWTA shall consult with each other in respect of any matter that may arise from or in connection with the Study.

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TENTATIVE SCHEDULE OF THE STUDY

Appendix

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
Work in Bangladesh	[]		[]		[]		[]		[]		[]		[]	
Work in Japan	[]				[]	[]	[]	[]	[]	[]	[]	[]	[]	[]
Reports	IC/R ▲			P/R ▲			IT/R ▲					DF/R ▲		F/R ▲

IC/R: Inception Report
P/R: Progress Report
IT/R: Interim Report
DF/R: Draft Final Report
F/R: Final Report

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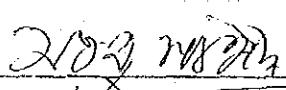
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2. Minutes of Meeting

MINUTES OF MEETING
ON
THE SCOPE OF WORK
FOR
FEASIBILITY STUDY
ON
DEVELOPMENT PROJECT
OF
CONTAINER TERMINAL AT DIIAKA-NARAYANGANJ PORT
IN
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DIIAKA, BANGLADESH, JULY 3, 1989


Mr. ABU SAYEED
CHAIRMAN,
BANGLADESH INLAND WATER
TRANSPORT AUTHORITY


Mr. HIROSHI KATO
LEADER, JAPANESE
PRELIMINARY STUDY TEAM,
JAPAN INTERNATIONAL
COOPERATION AGENCY

The Japanese Preliminary Study Team (hereinafter referred to as "the Team"), organized by Japan International Cooperation Agency (hereinafter referred to as "JICA") and headed by Mr. Hiroshi Kato (Chief, Port and Harbour Research Institute, Ministry of Transport) visited Bangladesh from May 23 to June 2, 1989, in connection with the Study on Development Project of Container Terminal at Dhaka-Narayanganj Port in the People's Republic of Bangladesh (hereinafter referred to as "the Study").

The Team had a series of discussions with authorities concerned of the Government of Bangladesh and made site visits to Dhaka-Narayanganj port and Chittagongport.

Main items which were agreed upon by both sides are as follows and attendants of the meetings are listed at Appendix.

1. Ministry of Shipping will be a coordinating agency, and Bangladesh Inland Water Transport Authority (hereinafter referred to as "BIWTA") will be an executing agency for the smooth implementation of the Study.
2. The objectives of the Study mentioned in the Scope of Work basically correspond with those of the official request of the Government of Bangladesh.
3. In the long term development plan, site selection of the container terminal should be examined from the view point of possible multi-modal Inland Clearance Depot.
4. With respect to III.3.(6) of the Scope of Work, the Full-Scale Study Team will conduct the evaluation of existing vessels and their possible modifications for container transportation.
5. With respect to VI.1.(3) of the Scope of Work, JICA will send in advance to BIWTA a list of equipment, machinery and other materials to be brought into Bangladesh for the conduct of the Study. BIWTA will then make necessary arrangements, before the arrival of the Full-Scale Study Team, for tax-free importation of the listed goods and advise to JICA accordingly.
6. Bangladesh side requested that qualified BIWTA officials be sent for the counterpart training in Japan in pursuit of further technology transfer.
7. Security of the members of the Full-Scale Study Team and entering into restricted areas and use of materials etc. will be governed by the existing rules of the Government of Bangladesh.

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APPENDIX

List of Attendants

Bangladesh Side

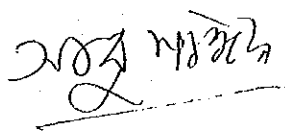
1. Mr. Nurul Monon Khan,
2. Mr. Nurul Hoque,
3. Mr. Abu Sayeed,
4. Mr. M.O. Hadi,
5. Mr. M. Nasim,
6. Mr. M. Sanaulah,
7. Mr. Chowdhury M.A.R. Azad,
8. Mr. M.H. Chowdhury,
9. Mr. P.A. Anwar Khan,
10. Mr. Shamsher Ali,
11. Mr. Mahbubur Rahman,
12. Mr. Sultan Uddin Ahmed,

Secretary, Ministry of Shipping.
Division Chief, Physical Infrastructure
Division, Planning Commission.
Chairman, Bangladesh Inland Water Transport
Authority. (BIWTA)
Chief of Planning, Ministry of Shipping.
Deputy Secretary, External Resources Division,
Director of Planning, BIWTA.
Director of Port and Traffic, BIWTA.
Director of Conservancy and Pilotage, BIWTA.
Dy. Chief Engineer, BIWTA.
Sr. Dy. Director of Planning, BIWTA.
Superintending Engineer, BIWTA.
Dy. Director of Planning, BIWTA.

Japanese Side

1. Mr. Hiroshi Kato
2. Mr. Hiroyuki Shingyochi
3. Mr. Masaru Suzuki
4. Miss. Rika Inada
5. Mr. Hitoshi Baba
6. Mr. Norio Matsuzawa
7. Mr. Hiroshi Umezaki

Team Leader
Specialist (Port and Harbour Planning)
Specialist (Transport Planning)
Coordinator
Embassy of Japan
Resident Representative of JICA Bangladesh Office
Deputy Resident Representative of JICA
Bangladesh Office



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3. 各機関からのヒヤリング概要

事前調査団が、ダッカ到着後、関係機関からの情報収集・意見交換を行った際の概要について、記述する。

① OECFダッカ事務所

日時：平成元年5月24日（水） A.M. 8:00～9:45

出席者：丹呉 敬一氏（OECF 所長）

森 直樹氏（OECF 所員）

事前調査団全員

概要：OECFよりのヒヤリング内容は、以下のとおり。

- 1) 現在、ダッカ、ナラヤンガンジ港整備計画調査について、バ側よりの円借款要請は出ていないが、無償での要請を89年4月の年次協議で落とした経緯があるので、要請があれば前向きに検討したい旨、確認した。

② ERD

日時：平成元年5月24日（水） A.M. 9:00～10:00

出席者：Mr. Md. Nasim (Dy. Secretary, ERD)

Mr. Rafiqul Islam (Assistant Chief, ERD)

Mr. Shamsheer Ali (Sr. Dy. Director, BIWTA)

事前調査団全員

JICA ローカルスタッフ

概要：事前調査団は、S/W(案)を提示し、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) 調査の内容、スケジュール及びアンダーテイキングについて説明し了解を得た。

③ MOS

日時：平成元年5月24日（水） A.M. 10:00～11:00

出席者：Mr. M. O. Hadi (Chief of Planning, MOS)

Mr. K. C. Das (Dy. Chief of Planning, MOS)

Mr. Md. Harun-ur-Rashid (Research Officer, MOS)

Mr. Shamsheer Ali (Sr. Dy. Director, BIWTA)

事前調査団全員

梅崎所員（JICA バングラデシュ事務所）

概要：事前調査団は、S/W（案）を提示し、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) WBの調査については、建設コストが高すぎたこと、また、WBとコンサルタントとの連携もうまくいかず、WB自体も調査内容に満足していなかった等の理由から、バ国に受け入れられなかったとの情報を得た。
- 2) 調査結果がフィージブルになれば、マルチモーダル・コンテナターミナルでも構わないが、鉄道でのコンテナ輸送は、容量の点から考えて無理であるとの意見を得た。また、建設コストは、過大とならないようにとの意見を得た。
- 3) S/Cは、BIWTAが主催するのが妥当と考えるとの意見を得た。

④ MOS

日時：平成元年5月24日（水） A.M. 11:00～12:30

出席者：Mr. N. Momen Khan (Secretary, MOS)

Mr. M. O. Hadi (Chief of Planning, MOS)

事前調査団全員

梅崎所員（JICA バングラデシュ事務所）

概要：事前調査団は、S/W（案）を提示し、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) 本調査は、前回の港湾整備計画調査を継承する意味で、大変重要である。
- 2) 内陸水運の発達しているバ国では、内陸水運によるコンテナ輸送が最適であり、一方、鉄道の容量は限られているし、道路は強度、幅の点から問題外である。

⑤ BIWTA

日時：平成元年5月24日（水） P.M. 12:30～13:30

出席者：Mr. M. Sanaulah (Director of Planning, BIWTA)

Mr. M. Shamsher Ali (Sr. Dy. Director of Planning, BIWTA)

Mr. S. Uddin Ahamed (Dy. Director of Planning, BIWTA)

Mr. M. Rahman (Superintending Engineer, BIWTA)

Mr. Hasan Mahmud (Executive Engineer, BIWTA)

Mr. Rahqul Alam (Assistant Director of Planning, BIWTA)

事前調査団全員

梅崎所員（JICA バングラデシュ事務所）

概要：事前調査団は、S/W（案）を提示し、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) バ国において鉄道及び道路によるコンテナ輸送は、コストが高すぎて難しいとの意見を得た。

2) バ国の外貿港（チッタゴン港、モングラ港）の役割及び現状についての情報を得た。

⑥ PC

日 時：平成元年5月25日（木） AM. 9:00～10:00

出席者：Mr. Nurul Hoq (Division Chief, PC)

事前調査団全員

概 要：事前調査団は、S/W（案）を提示し、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) WBの調査については、バ側が多くコメントを提出したのに対し、コンサルタント側からの回答がなかったため、バ側がF/Rを拒否したとの情報を得た。
- 2) コンテナ輸送については、道路の大幅な改良が必要であるし、鉄道も将来性がない。また、マルチモードのターミナルよりも、内陸水運専用のターミナルをつくるほうが現実的であるとの意見を得た。
- 3) S/CはADBの調査と同様、MOSが主催するほうがよいとの意見を得た。
- 4) フィンランドの融資で、モングラ港のコンテナ施設整備を行う予定があるが、それは、本調査とは直接関係がないとの意見を得た。

⑦ WB

日 時：平成元年5月25日（木） A.M. 10:30～11:10

出席者：Mr. B. Harvard (Sr. Project Officer, WB)

事前調査団全員

JICAローカルスタッフ

概 要：WBよりのヒヤリング内容は、以下のとおり。

- 1) WBは、ADBと並行してバ国内のコンテナ輸送に関する調査を行ったが、ADBと調査結果がかけ離れていて、バ側に受け入れられなかった。バ国では、鉄道関係のロビイストが非常に強力なため、鉄道部門が優先されたのではないかと考えるとの意見を得た。
- 2) WBの案は、ダッカ市内のパグラで通関をするというものであったが、これに対し、現在カマラプール駅にある鉄道コンテナターミナルを経営しているCPAがチッタゴン港での通関を強く望んだため、バ国の賛成を得られなかったと思われるとの意見を得た。
- 3) WB自身も、DF/R協議の際に内部の組織改革があり、関発調査の担当者数を減らした。その後、新しい担当者が、調査継続の必要性を認めなかったために調査が中断されたまま終了したとの情報を得た。
- 4) 調査を請け負っていたコンサルも、WBの承認を待たずに独断先行するきらいがあっ

たとの意見を得た。

- 5) 鉄道や道路より、内陸水運によるコンテナ輸送が最適だと考えるが、WBは、中断した調査を再開するつもりはない。また、これとは別に、内陸の港湾施設改善のためのアプレイザル・ミッションを、今年9月に出す予定があるとの情報を得た。

⑧ ADB

日 時：平成元年5月25日(木) A.M. 11:00 ~ 12:30

出席者：Mr. R. K. Banerjee (Sr. Implementation Officer, ADB)

Mr. M. Shamsheer Ali (Sr. Dy. Director of Planning, BIWTA)

事前調査団全員

概 要：ADBよりのヒヤリング内容は、以下のとおり。

- 1) 内陸水運によるコンテナ輸送は、通関・保険などの問題が大きいので、難しい。鉄道なら、そういう問題も解決できるし、鉄道施設のりハビリにもあまりコストがかからないので、チャッタゴン〜ダッカ間のコンテナ輸送に適しているとの意見を得た。
- 2) 現在、カマラプール駅に鉄道輸送用コンテナターミナルがあり、稼働しているが、ADBの融資で、90年に、このターミナルを拡張する予定である。そのために1987年に実施したレポートの経済分析部分を補強するためのミッションを、来週より来バさせるとの情報を得た。

⑨ MOC

日 時：平成元年5月25日(木) A.M. 12:30 ~ 13:30

出席者：Mr. Nazumul Haque (Additional Director General and Additional Secretary of Railway Div., MOC)

Mr. Ataur Rahman (Joint Director General and Joint Secretary of Railway Div., MOC)

事前調査団全員

概 要：事前調査団は、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) 現在、カマラプール駅のコンテナターミナルでは、1日に15から20個のコンテナを運んでいる。通関も行っており、鉄道によるコンテナ輸送をさらに伸ばしたいとの意見を得た。

⑩ CPA

日 時：平成元年5月27日(土) A.M. 10:30 ~ 11:00

出席者：Mr. A. K. Mannan (Secretary, CPA)

Mr. Faruque Ahmad (Sr. Dy. Director, BIWTA Chittagong Office)

Mr. M. Shamsheer Ali (Sr. Dy. Director of Planning, BIWTA)

事前調査団全員

概要：事前調査団は、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) カマラプールのコンテナターミナルは、通関も含めてうまく機能している。コンテナターミナルは、港の一部であるため、カマラプールにコンテナターミナルを建設するための予算を獲得したとの情報を得た。
- 2) 内陸水運でのコンテナ輸送は、鉄道より安いと考えるし、BIWTAが、カマラプールと別にコンテナターミナルをつくっても、CPAには何ら問題ない。なぜなら、現在のチッタゴン港におけるコンテナ貨物の混雑緩和を期待できるからであるとの意見を得た。
- 3) 本格調査時に、CPAにある各種資料を調査団に提供するには、MOSからのリファレンスレターが必要であるとの要請を受けた。

⑪ CPA

日時：平成元年5月27日(土) A.M. 13:00 ~ 13:30

出席者：Mr. Shahadat Hossain (Chairman, CPA)

Mr. A. K. Mannan (Secretary, CPA)

Mr. Faruque Ahmad (Sr. Dy. Director, BIWTA Chittagong Office)

Mr. M. Shamsheer Ali (Sr. Dy. Director of Planning, BIWTA)

Mr. A. B. M. Khaleduzzaman (Dy. Secretary, CPA)

Mr. Qazi Momen (Assistant Manager of Jetty Office, CPA)

Mr. Hohosin Sarkar (Director Traffic, CPA)

Mr. Arifur Rahman (Sr. Cameraman CPA)

事前調査団全員

概要：事前調査団は、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) 現在、チッタゴン港は、かなり貨物で混雑しているので、ADBとWBの融資でできた多目的バースを活用していきたいとの意見を得た。(ジェッティー部分の工事は完了しているが、ヤード部分は未着工である。)
- 2) 内陸水運では、コンテナ輸送の時間がかかりすぎる一方、鉄道でコンテナ輸送をすれば、保険・通関等の問題はないとの意見を得た。さらに、バングラデシュ鉄道公社がカマラプールのターミナルを拡張する予定があるとの情報を得た。

⑫ Chittagong Custom Office

日時：平成元年5月27日(土) P.M. 14:30 ~ 15:30

出席者：Mr. Shahabussin Nagain (Dy. Collector of Customs)
Mr. Soaib Ahmed (Assistant Collector of Customs)
Mr. M. Shamsheer Ali (Sr. Dy. Director of Planning, BIWTA)
Mr. Faruque Ahmad (Sr. Dy. Director, BIWTA Chittagong Office)
事前調査団全員

概要：事前調査団は、団の目的、行動予定等を説明した。

パ側の発言内容は、以下のとおり。

- 1) ダッカ行きのコンテナ貨物は、チッタゴン港でいったん降ろさずに、ダイレクトにダッカに送ったほうが良いと考える。また、内陸水運によって、チッタゴンからダッカまでコンテナ貨物を運んだとしても、ダッカで通関することには何ら問題はない。そのほうが、チッタゴンで通関する量が減って、現在の混雑を緩和できるとの意見を得た。しかし、河川の状態が改善されさえすれば、内陸水運によるコンテナ輸送は、コスト的にいて安いものの、民間の会社で、ダッカまで船で輸送するのは、問題があるのではないか。
- 2) 税関で保有する B/L (Bill of Landing), B/S (Bill of Shipping) の本格調査団への提供は何ら問題なく、MOS 等からの要請書も必要ないとの確認を得た。

⑬ Birds Bangladesh Agencies Ltd. (船会社代理店)

日時：平成元年5月28日(日) A.M. 10:00 ~ 11:00

出席者：Mr. M. S. Ali (Dy. General Manager)

Mr. M. Shamsheer Ali (Sr. Dy. Director of Planning, BIWTA)

Mr. Faruque Ahmad (Sr. Dy. Director, BIWTA Chittagong Office)

事前調査団全員

概要：事前調査団は、団の目的、行動予定等を説明した。

パ側の発言内容は、以下のとおり。

- 1) 現在のカムラプールのコンテナターミナルは、CPA が管理しているが、問題は 20 フィートのコンテナしか運べないことである。一方、内陸水運での輸送もコンテナ船がない現在、大変難しいと考えるとの意見を得た。
- 2) Importer と Exporter の アドレス・ソースを保有しており、本格調査団への提供は何ら問題なく、省庁からの要請書も必要ないとの確認を得た。

⑭ James Finlay P. L. C. (船会社代理店)

日時：平成元年5月28日(日) A.M. 11:00 ~ 12:00

出席者：Mr. Ansarul Huque (Director)

Mr. B. K. Chowdhury (Dy. Director)

Mr. Faruque Ahmad (Sr. Dy. Director, BIWTA Chittagong Office)

Mr. M. Shamsher Ali (Sr. Dy. Director of Planning, BIWTA)

事前調査団全員

概要：事前調査団は、団の目的、行動予定等を説明した。

バ側の発言内容は、以下のとおり。

- 1) 道路でのコンテナ輸送は、道路や橋の整備が必要なため、大変コストが高い。また、鉄道は、時間は正確だが、本数やコンテナ用の貨車が限られている。結局、内陸水運による輸送が一番コスト的にも安いし、適していると考ええる。また、チャッタゴン港で貨物を輸入する利益は大きいですが、空のコンテナが多すぎるので、その取扱いが問題であるとの意見を得た。
- 2) 船会社は、鉄道によるコンテナ輸送は、料金が高すぎるので、あまり支持していない。また、保税輸送について、鉄道公社もCPAも十分な手段を採っておらず、代理店である自分たちの意向を無視したコンテナ輸送を行っているとの意見を得た。

4. 面談者リスト

・ Bangladesh Inland Water Transport Authority (BIWTA)

1. Mr. Abu Sayeed,	Chairman
2. Mr. Mehdi Ali Imam,	Member of Finance
3. Mr. M. Sanaulah,	Director of Planning
4. Mr. Shamsheer Ali,	Sr. Dy. Director of Planning
5. Mr. Sultan Uddin Ahmed,	Dy. Director of Planning
6. Mr. Rahqul Alam,	Assistant Director of Planning
7. Mr. M. A. Hena,	Director of Hydrography
9. Mr. Chowdhury M. A. K. Azad,	Director of Port and Traffic
10. Mr. M. H. Chowdhury,	Director of Conservancy and Pilotage
11. Mr. Abdur Rabmon Khan,	Sr. Dy. Director of Conservancy and Pilotage
12. Mr. Saleh Uddin,	Chief Engineer
13. Mr. Mahbubar Rahman,	Superintending Engineer
14. Mr. Hasan Mahmud,	Executive Engineer
15. Mr. Md. Ramizuddin Mollah,	Executive Engineer
16. Mr. R. Ranjan Saha,	Assistant Engineer of Dhaka Port Div.
17. Mr. M. Mobarakali	Assistant Director of Dhaka Port Div.
18. Mr. M. Golam Kabir,	Assistant Director of Dhaka Port Div.
19. Mr. Md. Fasibur Rahman,	Sr. Dy. Director of Port and Traffic Dept.

・ Ministry of Shipping (MOS)

1. Mr. Nurul Momen Khan,	Secretary
2. Mr. M. O. Hadi,	Chief of Planning
3. Mr. K. C. Das,	Dy. Chief of Planning
4. Mr. Md. Harun-ur-Rashid,	Research Officer

・ Bangladesh Inland Water Transport Corporation (BIWTC)

1. Mr. Rafiqul Islam,	Chairman
2. Mr. A. Mannan Howtak,	Director of Finance
3. Mr. B. Majumder,	Director of Commerce
4. Mr. T. Ahmed Rahman,	Chief of Marine Construction

・ External Resource Division (ERD)

1. Mr. Md. Nasim,	Dy. Secretary
2. Mr. Rafiqul Islam,	Assistant Chief

• Planning Commission (PC)

1. Mr. Nurul Hoque, Chief of Physical Infrastructure Div.

• Ministry of Communications (MOC)

1. Mr. Nazmul Haque, Additional Director General and Additional Secretary
2. Mr. Ataur Rahman, Joint Director General and Joint Secretary

• Chittagong Port Authority (CPA)

1. Mr. Md. Shahadat Hossain, Chairman
2. Mr. A. K. Mannan, Secretary
3. Mr. A. B. M. Khaleduzzaman, Dy. Secretary
4. Mr. Qazi Momen, Assistant Manager of Jetty Office
5. Mr. Mohosin Sarkar, Director of Traffic
6. Mr. Arifur Rahman, Sr. Cameraman

• Custom House of Chittagong

1. Mr. Shahahussim Nagam, Dy. Collector of Customs
2. Mr. Sovil Ahamed, Assistant Collector of Customs

5. 収集資料リスト

区分	No	名 称	形 状	部 数
地 図 面	1	Bangladesh 国行政地図	地 図	1
	2	Bangladesh 国Draft Restricted Map	〃	1
	3	Dhaka City Guide Map	〃	1
	4	Narayanganj 港 Map	〃	5
	5	Dhaka-Narayanganj 地区の地図	〃	1
	6	Dhaka 港施設配置図	図 面	1
	7	Narayanganj 港施設配置図	〃	1
	8	Dhaka 港フェリーターミナル 平面図	〃	1
組 織 図	9	Ministry of Shipping	コピー	1
	10	Bangladesh Inland Water Transport Authority	〃	1
	11	Bangladesh Inland Water Transport Corporation	〃	1
係 経 資 料 関	12	Statistical Pocket Book of Bangladesh ('89)	本	1
	13	Statistical Yearbook of Bangladesh ('87)	本	1
	14	Mid Term Review of the Third Five Year Plan ('85~'90)	本	1
港 湾 関 連 資 料	15	Major River Portの諸元	コピー	1
	16	Dhaka 港の現況	〃	1
	17	BIWTA, Annual Ports and Traffic Report ('83~'84)	本	1
	18	BIWTA, Annual Ports and Traffic Report ('84~'85)	コピー	1
	19	BIWTC のVesselの諸元	〃	1
	20	第1次~第3次5ヶ年計画におけるIWT-Sectorの投資計画	〃	1
	21	Planning Commissionに申請中のNarayanganj 港改良計画	〃	1
	22	Buriganga River のDredging記録	〃	1
	23	Boring Data (ツッカ港フェリーターミナル)	〃	1
	24	Year Book of Chittagong Port ('88)	本	3
	25	Chittagong港ヤード別コンテナ取り扱い実績 ('89.5.)	コピー	1
	26	Chittagong港マニフェスト	〃	3
27	Chittagong港船会社代理店のICD に関するレポート	〃	1	
28	Year Book of Mongla Port ('85 '86)	本	1	
29	Mongla港コンテナ施設改良計画概要	コピー	1	

区分	No	名 称	形 状	部 数
関そ 連の 資他 料	30	The Country Boats of Bangladesh	本	1
	31	IWT に関するマスタープラン	〃	5
	32	最新のTAPP	コピー	1

6. BIWTAに提示したQuestionnaire

QUESTIONNAIRE

MAY, 1989

JAPANESE PRELIMINARY STUDY TEAM

THE FEASIBILITY STUDY

ON

DEVELOPMENT PROJECT

OF

CONTAINER TERMINAL AT DHAKA-NARAYANGANJ PORT

IN

THE PEOPLE'S REPUBLIC OF BANGLADESH

JAPAN INTERNATIONAL COOPERATION AGENCY

(JICA)

This questionnaire is prepared by the Japanese Preliminary Study Team for the Feasibility Study on Development Project of Container Terminal at Dhaka-Narayanganj Port in People's Republic of Bangladesh (hereinafter referred to as the Study) to obtain basic information and data necessary for the Study. Please answer all the questions in English and also attach materials requested in this questionnaire. Answers need not be too much in detail but should be brief and precise.

However, it should be recognized that because of the preliminary nature of this questionnaire, the Study Team would like to ask for additional data/information on the occasion of discussion with the Bangladesh side.

Your cooperation is highly appreciated.

I. GENERAL

1. The Preliminary Study Team would like to obtain general explanation and related information, if any, on the followings:

(1) Background and necessity of this Study.

1) Present situations and problems of ports in Bangladesh related to the Study.

-Chittagong port

-Chalna port

-Dhaka-Narayanganj port

-Other port

2) Present situations and problems of inland transportation of cargo stuffed and unstuffed at sea ports.

3) Relation between "the Rail Container Transport Study" by ADB and "Transportation of Container in Bangladesh" by World Bank and the result of this Study.

(2) Present nationwide and regional development plan and other plans which possibly influence on port development and

- inland cargo transportation.
- (3) Major projects and studys which have influence on the transportation development policy in Bangladesh, done by foreign assistance such as ADB, World Bank and so on.
 - (4) Role of MOS, BIWTA, Port Authorities and other organizations related to the Study, and thier mutual relations.
 - (5) Containerisation trend of imported and exported non-bulk cargo and its future prospect. (by commodity)
 - (6) Prospect of the realization of "Rail container Transport Study" by ADB and its financial commitment between UNDP and the Government of Bangladesh.
 - (7) Major problems of customs clearance at ICD and bonded inland transportation of container from seaports to ICD which will be anticipated after the opening of Dhaka ICD.
 - (8) Detail of customs clearance procedure at sea ports.
 - (9) Ministries and public corporations required to participate in the Steering Committee, to get necessary data, information and effective opinions for the smooth implementation of this Full-Scale Study.
 - (10) Ministries or public corporations charging soil data and topographic data of surrounding area of Dhaka-Narayanganj port and availabilities of the data.
 - (11) To estimate rough budget for Field Survey, please inform us of standard cost of following works.
 - Boring (per metre)
 - Soil Laboaratory Test
 - Soil Field test
 - Topographic Survey (per square metre)
 - Salary for interviewer to grasp the O/D of cargo (per one interviewer who has a bachelor's degree)

II. NECESSARY REPORTS AND DATA

1. The Preliminary Study Team considers that reports listed in the attached Table-1 must be important to this Study. So, please provide us with these reports during our stay in Bangladesh.

2. The Preliminary Study Team would like to collect documents or maps listed in the attached Table-2, during our stay in Bangladesh. Please provide us with the data and information to enable us to smoothly execute the Study. If there are any data or information unavailable at this time, please enter the applicable symbol letter a, b, or c in the space provided "Remarks" to indicate whether we can expect the answer:
 - a) by the time of commencing the detailed survey;
 - b) during the detailed survey after a certain progress has been made; or
 - c) the answer is not likely to become available.

Table-1 THE LIST OF NECESSARY REPORTS

No.	ITEM OF THE REPORTS
1	Impact of Containerization on the Transport Systems of Developing Countries in the ESCAP Region: A Bangladesh Case Study
2	Annual Development Programme (latest one): Planning Commission, Bangladesh
3	Annual Ports & Traffic Report (latest one): BIWTA
4	The Customs Act, 1969 (latest one, if any): The Bangladesh Gazette
5	Year Book (latest one): The Chittagong Port Authority
6	Annual Traffic Survey Report (latest one): Traffic Engineering Division-1, Road & Highways Department, Bangladesh
7	Bangladesh Export Statistics (latest one): Export Promotion Bureau, Bangladesh
8	Year Book (latest one): Port of Chalna Authority
9	Year Book (latest one): Port of Dhaka Authority
10	Year Book (latest one): Port of Narayanganj Authority
11	Chittagong Port Development Project: Feasibility Study Volume I Report, September 1980, Maunsell Consultants, Australia & ECA, Bangladesh, The Chittagong Port Authority
12	Statistical Year Book of Bangladesh (latest one): Bangladesh Bureau of Statistics
13	Bangladesh Transport Survey : EIU & SWKP, UK

No.	ITEM OF THE REPORTS
14	Foreign Trade Statistics of Bangladesh (latest one) :Bangladesh Bureau of Statistics
15	Bangladesh Energy Planning Projects:Bangladesh Planning Commission

Table-2 THE LIST OF NECESSARY DATA / INFORMATION

No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
1	1. Authorities and Government Agencies Concerned				
2	Administrative Organization Chart with jurisdictional responsibilities and brief explanation				
3	a) MOPSIWT				
4	b) BIWTA				
5	c) BIWTC				
6	d) PC				
7	e) DIT				
8	f) CPA				
9	2. Nationwide Socio Economic Data				
10	(1) Statistics of the last 5 years and forecast on national economy and economic indicators				
11	a) GNP (if unavailable, GDP)				
12	b) Population				
13	c) Industrial products (by main sort)				
14	d) Foreign trade (export and import) values.				
15	(2) Materials of latest national economic development				
16	a) Authorized development plans of economics, industry, and agriculture.				
17	b) Development programs of transportation facilities (road, rail ways, IWT etc.)				
18	c) Long term forecast of economic indicators (GDP; if revised, other indicator; if any)				
19	(3) Annual budget (national total and by sector)				
20	(4) Public investment by sector (results and plan)				

No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
	<p>3. Regional Socio Economic Data</p> <p>(1) Statistics of the last 5 years and forecast on regional economy and economic indicators</p> <p>a) Population (by region)</p> <p>b) Industrial products (by region).</p> <p>(2) Indicator/statistics and development plan</p> <p>a) Industries</p> <p>b) Transportation</p> <p>c) Dhaka city</p>				
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	<p>4. Inland Waterway Transport and Port Activities</p> <p>(1) Major agency related to inland waterway transport</p> <p>a) Name of each agency</p> <p>b) Role of each agency</p> <p>(2) Inland Waterway Network</p> <p>a) Map of inland waterway network, characteristics and future prospects of the network</p> <p>b) Future plan/policy for inland waterway network</p> <p>(3) Port in Bangladesh</p> <p>a) Geographical distribution of ports</p> <p>b) Function and capacities of each port</p> <p>d) Future development plan of each port</p>				
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No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
28	e) Design and planning criteria				
29	(4) Port-related budget				
30	a) Port construction budget (last 10 years) b) Port maintenance budget (last 10 years)				
31	(5) Statistics (at least last 10 years) (national total and by port) a) International and domestic cargo volume (including container cargo, and by commodity)				
32	b) Incoming and out-going ships (by type)				
33	c) Container cargo volume (by commodity)				
34	e) Annual Report of BIWTA (6) Existing Inland Waterway Transportation company and forwarding agency				
35	a) Name of each company and agency				
36	b) International and domestic route map				
37	(7) Demand Forecast of International and domestic cargo (total and by port)				
38	4. Dhaka-Narayanganj port (1) Facilities				
39	a) Facilities layout of the existing port (on scale of 1/5000)				
40	b) Inventory of facilities, especially, container cargo facilities c) Construction history of port				

No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
41	(2) Utilization a) The date opened for service, problems (degree of congestion, deterioration through aging, etc.), and requests made by users (forwarding companies, passengers, etc.) of each of the facilities. b) Agencies responsible for the operation of each of the facilities. c) Restriction of vessel navigation				
42	(3) Natural conditions				
43	-Tidal data				
44	-Water volume of Buriganga River				
45	-Sounding map of Buriganga River				
46	-Floods area				
47	5. Chittagong and Chalna ports				
48	(1) Facilities				
49	a) Facilities layout of the existing port (on scale of 1/5000)				
50	b) Inventory of facilities, especially, container cargo facilities c) Construction history of port				
51	(2) Utilization				
52	a) The date opened for service, problems (degree of congestion, deterioration through aging, etc.), and requests made by users (forwarding companies, passengers, etc.) of each of the facilities.				
53	b) Agencies responsible for the operation of each of the facilities.				
54	c) Restriction of vessel navigation d) Port tariff				

No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
55	6. Inland Transportation (1) Existing Transportation Conditions 1) Travel time and cost of cargo transportation between Dhaka and sea ports (by mode)				
56	2) Major transportation route between Dhaka and sea ports (by mode)				
57	3) Problems of container inland transportation (by mode)				
58	(2) Future Development Plan 1) Major railway and road development plan related to the cargo transportation between Dhaka and sea ports.				
59	2) Future fleet plan of IWT				
60	3) Future travel time and cost of cargo transportation between Dhaka and sea ports.				
61	7. Other matters relevant to the Study (Dhaka-Narayanganj port only)				
62	(1) Conditions in, and development plans for the area surrounding the port				
63	a) Present conditions and future plans of land use				
64	b) Present conditions and future plans of roads and railways				
65	c) Floods (year of occurrence, extent of damages, amount of rainfall at time of each flood)				
66	d) Topographical map (1/5000) of coastal area of Buriganga River				
67	e) Underground conditions				
68	f) Boring data of port area				
69	g) Soil data of port area				

No.	ITEM OF NECESSARY DATA	AVAILABILITY		THE NAME OF MATERIALS	REMARKS
		AVAILABLE OR NOT	PLACE OF AVAILABLE DATA		
68	(2) Maps a) Nationwide, each of its states and Dhaka city				
69	b) Aerial photograph of each facilities				
70	c) Geographic map				
71	5. Laws and Regulations (1) Laws and related regulations				
72	(2) Agreement on the use of port by the Navy				

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