

17.2 Recommendations

The following recommendations aim to facilitate the improvement of transportation network in the study area after the implementation of project and to contribute to enhancement of socio-economic activities as an infrastructure.

☆ It is recommendable that Phase II study should be conducted without delay according to the following scope of works;

- 1) Data Collection and Analyses;
- 2) Site Survey
- 3) Traffic Demand Forecast
- 4) Comparative Study of Alternatives
- 5) Evaluation of Alternatives
- 6) Preliminary Design
- 7) Planning and Scheduling of Construction Works
- 8) Formulation of Management and Operation Scheme of the Bridge
- 9) Cost Estimates
- 10) Environmental Impact Assessment (EIA)
- 11) Economic and Financial Analyses and Project Evaluation
- 12) Implementation Program
- 13) Conclusions and Recommendations

☆ Inland water transport plays significant roles in the transport system of Khulna and its surroundings because Khulna Port currently handles approximately a third to a quarter of cargo volume to/from Mongla Port by inland water. Inland water transport is also the most suitable transportation system for Mongla Port and is also environmentally friendly means of transportation with the best energy efficiency. Although it is presumed that most of these container cargo would be transported by land transport means through the improved future land transportation networks in the hinterland of Mongla Port, the major portion of the inland transport of the port cargo would be still performed by inland water vessels. According to the possible increase of port cargo movement to/from Mongla Port by inland water, the necessary considerations should be given to the development of Multi Modal Terminal at Khulna Port area, taking opportunity of strengthening road network of Khulna by implementation of Khulna Bypass project. The scheme of Multi Modal Terminal at Khulna Port area is to be planned from institutional and managerial viewpoints, taking into consideration containerization of general cargo.

In order to realize a new multi-modal terminal at Khulna Port, first of all a study on a new multi-modal terminal is needed to be carried out. The content of the study is as follows;

- 1) Demand forecast for Khulna Port
- 2) Demand forecast for land traffic (road and railway)
- 3) Functional allotment the other ports such as Nawapara
- 4) Layout plan of a new terminal
- 5) Handling system of a new terminal
- 6) Required handling equipment
- 7) Cost estimate
- 8) Examination of project feasibility

☆ Rupsa Ferry, which exists on National Highway No. 7, is so important that it accommodates daily not only motorized vehicular traffic on regional and arterial road, but also pedestrian and non-motorized vehicles in local movement. Although on-going Paksey Bridge as well as Rupsa Bridge will be completed and future land transportation network will be improved toward the north as the hinterland of Mongla Port, the Rupsa Bridge are also expected roles and functions of alleviating traffic congestion on Rupsa Ferry where considerable ferry users of not only motorized vehicular traffic but also pedestrian and non-motorized vehicles suffer economical loss from long journey in terms of not distance but time. It is optional up to the result of Phase II study but it may be advisable that existing Rupsa Ferry should be kept in operation for pedestrian and non-motorized vehicles even though the Rupsa Bridge is constructed and motorized vehicular traffic is diverted to the bridge.

☆ Long and narrow suitable land for urban development is spread along Bhairab/Atai/Rupsa river in the study area. The eastern side of the river has high potential for urbanization in near future. Both bridges of Bhairab and Atherobaki except Atai bridge will bring significant development impact to the eastern side as shown in Fig. 17.3 because these two bridges will enable the eastern side to get connected to recommended Khulna Bypass. Atherobaki Bridge will be able to form preferable road network in the eastern side in connection with Rupsa Bridge, and it will enable to exploit development potential based on human resources such as the scheme of Research Institute and University town..

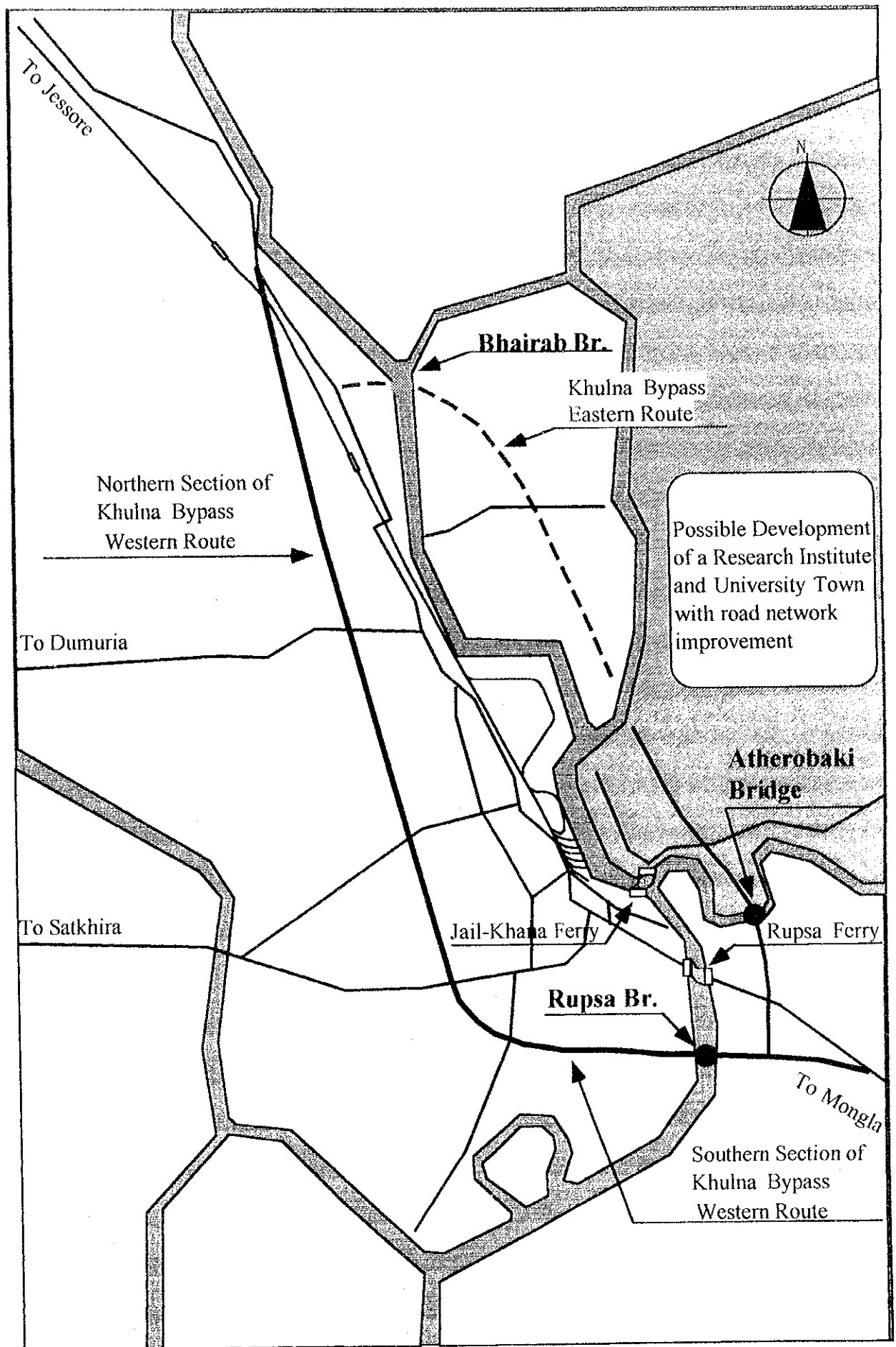


Fig. 17.3 Preferable Road Network in connection with Rupsa Bridge

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