

A Study on the Focus of Dhaka-Chittagong Transportation in Bangladesh

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Introduction:

In Bangladesh mainly transportation depends on the road. New physical links between town and villages created greatly enhance both the national and regional importance of Bangladesh. This paper analyzed the communication between Dhaka to Chittagong network. In developed countries route level plays an important role in sustaining and motivating economic growth. But in Bangladesh due to the ineffective logistics systems transportation are suffering from different form of problem. An efficient and effective logistics policy can permits the specialization of transportation.

Objectives:

- ✂ To review the current logistic policy.
- ✂ To identify the problem to introduce the logistics in Dhaka- Chittagong traffic of Bangladesh.

Geographies of the Dhaka- Chittagong traffic:

Bangladesh a relatively small country covering 148,393 square kilometers. It is situated in the northeastern

part of South Asia Sub-continent and bounded by India, Bay of Bengal and Myanmar, and it is called a land of rivers. From long time ago Chittagong is the important

area of Bangladesh. Currently Chittagong is the 2nd largest city of Bangladesh and the trade and commercial

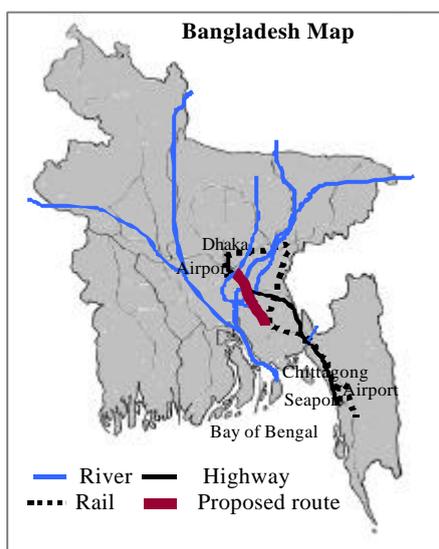


Figure 1. Bangladesh Map

area. So, it's a major demand to developing her transport network. The Population of Dhaka City is around 10 million and Chittagong City is 4 million respectively.

Data analysis of logistic systems in Bangladesh:

According to the table 1, availability of goods in 1986-87, crops for transportation was 15,818,000 metric ton, it was 31.8% of the total goods. In 1996-97 its rose to 20,178,000 metric ton and it were 25.5% of the total goods. For domestically products like in forestry, livestock, fishery, for the period 1986-87 the figure was 6.1%, 0.8% and 1.0% of the total goods. In 1996-97 it rose to 8.0%, 1.1% and 1.1% of the total goods. For other products like minerals, industrials and imported goods, in the period 1986-87 the figure was 22.7%, 22.7% and 14.9% of the total goods respectively. The grand total was 49,753,000 metric ton. For the same category of goods, in the period 1996-97, it was 28.0%, 22.1% and 14.2% of the total goods respectively with a grand total of 79,036,000 metric ton. Table1 shows that, goods in the period 1986-97 crops increased 1.28% and the increasing rate of the total goods is 1.5 percent.

Table 1. Availability of goods in Bangladesh (Metric ton)

Goods	1986-87 (%)	1996-97 (%)	Increasing rate
Crops	15,818,000 (31.8%)	20,178,000 (25.5%)	1.28
Forestry	3,018,000 (6.1%)	6,305,000 (8.0%)	2.09
live-stock	422,000 (0.8%)	871,000 (1.1%)	2.06
Fishery	517,000 (1.0%)	834,000 (1.1%)	1.61
Mineral Products	11,283,000 (22.7%)	22,135,000 (28.0%)	1.96
Industrial goods	11,302,000 (22.7%)	17,476,000 (22.1%)	1.55
Imported goods	7,393,000 (14.9%)	11,237,000 (14.2%)	1.52
Total	49,753,000 (100.0%)	79,036,000 (100.0%)	1.59

In table1 blazing up the goods like forestry, livestock and mineral products were increased speedily 2.09%, 2.06% and 1.96% respectively.

The movement of goods by means of air transportation in 1986-87 was 2,000 metric ton and it's a 0.01% of the total goods transportation, in 1996-97 it was 1,000metric ton and 0.002% of the total distribution amount.

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Transportation by other means like rail, water and road, for the period 1986-87 was 5.41%, 15.37% and 79.21% of the total goods respectively, with a grand total of 36,641,000 metric ton. Like wise in the year 1996-97, it

Table 2. Distribution of goods in Bangladesh (Metric ton)

Transport	1986-87 (%)	1996-97 (%)	Increasing rate
Air Transport	2,000 (0.01%)	1,000 (0.002%)	0.50
Bangladesh railway	1,984,000 (5.41%)	2,936,000 (4.953%)	1.48
Water Transport	5,633,000 (15.37%)	11,072,000 (18.678%)	1.97
Road Transport	29,022,000 (79.21%)	45,269,000 (76.367%)	1.56
Total	36,641,000 (100.0%)	59,278,000 (100.0%)	1.62

was the 4.953%, 18.678% and 76.367% of the total goods respectively, with a grand total of 59,278,000 metric ton. Table .2 shows that, the distribution of goods in between 1986-97 period, road transport was increased 1.56 percent and the total amount increasing was 1.62 percent. Its displayed goods mobility of Bangladesh mainly depends on road transports, which were 76.37% of total distribution.

The period of 1986-97 in 11 years' distribution of goods was moving to the front slowly. And also indicates that at least 25% of goods were out of distribution within that period, its totally depends on unorganized way of transportation. This unorganized mobility is the big barrier for the transportation development.

Presently the Dhaka- Chittagong transportation:

Communication of Dhaka-Chittagong is leading many types of traffic modes, non-stop Bus services, local Bus services, train, air and also the water services. And the distance between Dhaka-Chittagong is 278 km by road. In these region road transportation is little satisfactory to comparison with the other district. Around 350 non-stop buses and around 180 local buses are pulling between the Dhaka-Chittagong road network. Non-stop Bus passenger capacity is 40 and local bus passenger capacity is 56 persons per Bus. Non-stop bus time required is around 4 and half-hours and local buses

Table 3. Non-stop bus in Dhaka-Chittagong road

Dhaka- Chittagong bus transport:			
No	Transport company name	No. of Transport	Passenger Capacity
1	S.Alam	100	40
2	Saudia	50	40
3	Unique	35	40
4	Hani	30	40
5	Sohag	15	40
6	Challenger	14	40
7	Tokyo Line	12	40
8	Green Line	10	40
9	Dolpnn	10	40
10	Dhaka Express	10	40
11	Keya	10	40
12	Citycom	8	40
13	Neptune	8	40
14	Others	35	40

needs 6 hours and some times more than 6 hours.

Goods movement of these areas is mainly dependent on road by truck communication. The inland transportation of goods is almost road based; it's around 80%.

Rail is the second most important transport in surface

Table 4. Train in Dhaka-Chittagong communication

Dhaka- Chittagong rail transport:				
No	Transport	No. of Transport	Passenger Capacity	Coaches
1	Intercity trains	4	58	14-15
2	Express trains	2	60-70	16-17

freight movement. In railway there is two types of train line in Bangladesh, Meter gauge and Broad gauge. Distance between two rail lines Broad-gauge is 1.68 meters and meter gauge is 1.01 meters. The Dhaka-Chittagong train lines have the meter gauge systems and its Coaches is smaller then the Broad gauge region, so less convenient for transportation of goods and passengers. The distances between two cities are 346 km. There are many types of rail services in this traffic mode. Intercity and express trains are faster and local train is slow communication. In intercity trains, there are 10-12 Coaches for ordinary class and 2-3 Coaches for 1st class. Express train has 16-17 coaches. There are three local trains in this route and each train has 14-15 bogies and 4-5 train freight container coaches. Main problem of the rail communications is detour, 68 km long then the highway road network. This paper introduced a new route, if so then it's a grand development of Dhaka-Chittagong.

The air communications of Dhaka-Chittagong are plying on governmental and private company jointly. And water communications have few links with other district.

Main focus of the Dhaka-Chittagong Transportation:

1. Transportation demand is increasing.
(Chittagong is the main business and commercial area and there is the biggest seaport of Bangladesh)
2. To the transportation demand, facility and services is very poor.
3. Railway communication is detour.
4. Railway gauge is the problem for good development.

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- 1) 1998 Statistical Yearbook of Bangladesh, (1999), Statistics Division, Ministry of Planning, Govt. of the Peoples Republic of Bangladesh.

