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Application of intermodal in transporting container and containerized cargo for reducing carbon emission and excessive pressure on Dhaka-Chittagong highway of Bangladesh



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Introduction:

- ❑ Intermodal transport brought a significant change in the freight transportation system.
- ❑ Dhaka-Chittagong highway is the main freight corridor of Bangladesh for entering the principal seaport Chittagong Port.
- ❑ Chittagong Port is the 58th busiest container port of the world that ranked by Lloyd's List in 2019.

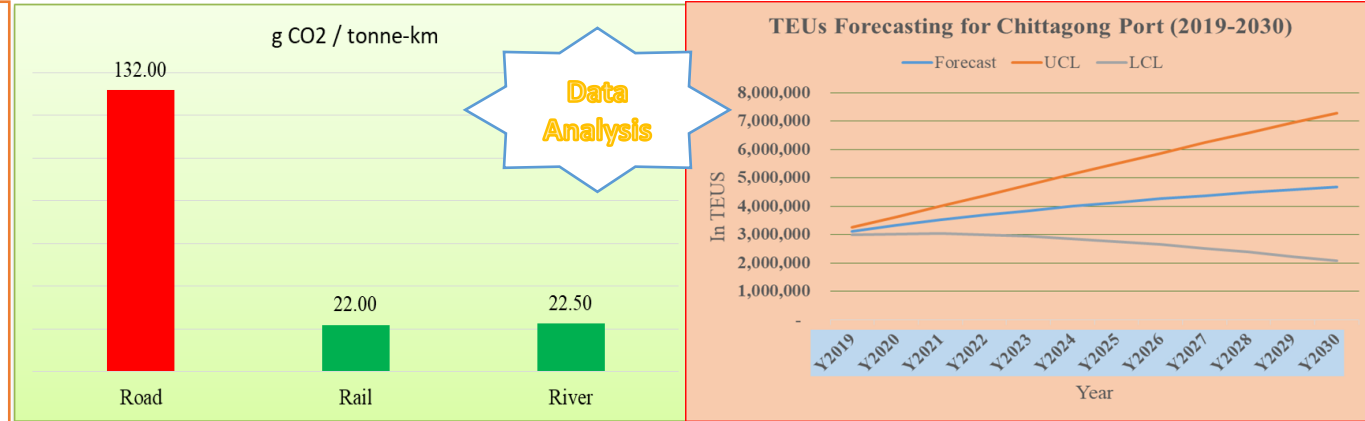
Problem Statement:

- Road intermodal is limited within the port city Chittagong and the drayage system is absent.
- Less than 5% of intermodal containers are moving by rail and river mode that also operate up to the capital city Dhaka.

Objectives: To explore how the intermodal freight transportation system will help Bangladesh to reduce carbon emission and excessive pressure on its principal highway Dhaka-Chittagong.



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Research Findings, impacts and results:

- ❖ Container trailers will reduce 25% CO₂ emissions and carry doubled cargo compared to traditional trucks and covered vans.
- ❖ The port throughput of Chittagong port is estimated 4.5mTEUs in 2030 that is an extra 50% and will create excessive pressure on the Dhaka-Chittagong highway.
- ❖ The practical impact of the research is to set intermodal nodes in the major cities of Bangladesh and divert road freight to the rail and river mode also automation of Chittagong port's container handling proximately.
- ❖ The research impact is to bring attention to the port authorities, policymakers and the government for making policy of CO₂ reduction, inland node's infrastructural development and easy intermodal connectivity to the seaports.