



বাংলাদেশ শিপিং এজেন্টস্ এসোসিয়েশন BANGLADESH SHIPPING AGENTS' ASSOCIATION

BSAA/05/2023/19

Dated: 11-02-2023

The Chairman
Chittagong Port Authority
Chattogram

Sub: Request to stop force shipment of empty containers from inside Port Yard

Dear Sir,

With due respect we would like to reiterate worst situation of 2015 and 2016 when Chittagong Port was experiencing severe congestion in Port Yard, adopted the method of force shipment of empties for time being in order to decongest the Port Yard. Although, it is not an acceptable practice in shipping trade, but in that time BSAA rendered whole hearted co-operation to CPA initiative for evacuation of empty containers which definitely brought positive result in solving congestion within Port Yard.

Normally, MLOs have long time agreement with respective Feeder Operators where allocation of slot in the Vessel, discharge of Container at destined Port, rate of freight, etc. are clearly specified. But due to force shipment, MLOs face serious problems since Feeder Operators discharge Container at "No demand location" with which MLOs have no pre-arrangement and re-transportation to Port of Destination, invoice at higher rate of freight in absence of share of slot in the Vessel and pre-fixed rate, shipment of Empties already enlisted for stuffing export cargo, etc. As a result, MLOs have to incur huge financial loss which, in no way, is acceptable due to prevailing worldwide economic recession.

Member Agents have now been reporting about force shipment of empty containers from Port Yards when empty container stock is much below the yard capacity and thus causing dissatisfaction among Box/Main Line Operators. Although force shipment is not a proper terminal handling procedure in any other Ports, but CPA ignoring all interest of Shipping Lines is trying to establish it permanently which is completely unacceptable to the MLOs operating their boxes in Bangladesh and already questioning to their Agents whether forceful loading of empty boxes from inside Port Yard is legal and covered in the working regulations of Port. Thus, force shipment practice of CPA is creating negative impact about terminal operational procedure of CPA including negative impact in International Maritime Trade.

In this connection we would like to refer to the comment of the honourable Prime Minister of Bangladesh about advancement of the country from Digital to Smart. So, our activities should be smart in performance of our day-to-day functions. But, step of force shipment will seriously create negative impact in Ease of Doing Business – Trading Across the Border and will ultimately create obstacle in reaching to desired goal.

Shipping Agency Business has been passing crucial time due to prevailing worldwide economic recession resulting drastical reduction of worldwide Import/Export and thus minimization of cost of doing business has become imperative. But force shipment of Empty Containers will add to the sufferings in shipping business.



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We are all aware that due to efficiency in operational performance of CPA as well as negative impact in Import/Export of the country due to worldwide economic recession, there is no congestion in Chittagong Port.

In view of the above, we would earnestly request your intervention to stop force shipment immediately and instruct concerned Department of CPA and Berth/Terminal Operators to ensure shipment of Empty Containers based on requirement as per procedure in the greater interest of name and fame of Chittagong Port and Bangladesh in International Maritime Trade and also achievement of Smart Bangladesh as per comment of the honourable Prime Minister of Bangladesh.

In conclusion, we would like to ensure that this Association is always ready to render whole hearted co-operation to Chittagong Port Authority in development of operational activities of the Port in the greater interest of foreign trade as well as welfare of shipping community.

With regards,


(Syed Mohammad Arif)
Chairman

- Cc to: 1. The Member (H&M), Chittagong Port Authority.
2. The Deputy Conservator, Chittagong Port Authority.
3. The Director (Traffic), Chittagong Port Authority.
4. The Terminal Manager, Chittagong Port Authority.
5. Members of the Board of Directors, BSAA.
6. All MLO Agents, BSAA.

