



The **Port of Mongla** is the second busiest seaport of Bangladesh. It is located in Bagerhat District in the southwestern part of the country; and lies 62 kilometres (39 mi) north of the Bay of Bengal coastline. Mongla is one of the major ports of the Bengal delta. Mongla is located 48 kilometres (30 mi) from the city of Khulna, which is a regional industrial center. Due to increasing congestion in Bangladesh's largest port in Chittagong, many international shipping companies have turned to Mongla as an alternative.<sup>[3]</sup>

Mongla is a gateway for tourist ships traveling to two UNESCO World Heritage Sites in the region, including the Sundarbans and the Mosque City of Bagerhat. The port also hosts the Mongla Export Processing Zone (Mongla EPZ).

Geography:

It was formerly located at Chalna, about 18 kilometres (11 mi) upstream on the Pasur River but it is now located 48 km south of Khulna city, as established on 11 December 1954. The Port is

surrounded and protected by the Sundarban mangrove forest.<sup>[5]</sup> The port is situated at the confluence of the Pasur River and the Mongla River. It lies about 100 km (62 mi) north of the Bay of Bengal.



#### Area:

Mongla lies about 60 miles (100 km) north of the Bay of Bengal and is connected to the major inland river ports and to the rail terminal at Khulna. The port's chief exports include jute, leather, tobacco, frozen fish, and shrimp. Major imports include grain, cement, fertilizer, coal, and wood pulp. Pop. (2001) 56,746; (2011) 39,837.



An expansion project at Mongla will add 10 percent to Bangladesh's existing container handling capacity of approximately 3.1 million TEU. Photo credit: Shutterstock.com.

Bangladesh's second port, Mongla, will add 300,000 TEU to its container handling capacity in a \$710 million project meant to ease congestion at Chittagong, the country's main seaport.

The project, approved Tuesday by the Bangladeshi government, will consist of two container terminals, a container handling yard, a delivery yard, and a service jetty. It will add 10 percent to the country's existing container handling capacity of approximately 3.1 million TEU.

"Once the project is completed, the Mongla port will be able to cater a portion of the loads handled by Chittagong port," Abdus Samad, Bangladesh's shipping secretary, told JOC.com.

Inadequate capacity at Chittagong, which handles most of the country's \$100 billion in foreign trade annually, causes frequent congestion at the port and long queues of vessels at sea. As a result, shippers receive goods late and demurrage costs often come into play.

The project will boost Mongla's container handling capacity to 400,000 TEU from 100,000 TEU at present. Longer-term, officials expect capacity to rise to 800,000 TEU by 2025.

The increase in Mongla's container capacity comes amid two dredging projects at the port — one nearing completion and one newly approved — meant to accommodate larger vessels with up to a 10-meter draft.

A draft strategic plan for Mongla port, submitted recently to the port authority, forecast that port throughput will reach 33 million tonnes in 2030 and 72.4 million tonnes in 2040, up from 15.6 million tonnes at present.