

Application of the intermodal freight transportation system for reducing carbon emissions at the road freight in Bangladesh

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Introduction

- Intermodal - a cost-effective and environmentally friendly transport system.
- Rapid containerization and globalization of trade-catalyst of Intermodal.
- Port throughput of Chittagong port overwhelmed.
- Hinterland intermodal transportation is poor and less than 5%.
- Open trucks and covered vans are dominating road mode and inland freight.
- Huge carbon emission at the road and polluting the air highly.

Objectives

- ❖ To find out the possible applications of the intermodal to reduce carbon emissions of road freight.
- ❖ Decarbonisation initiative in freight transport.

Data Analysis

Mixed Methodology

- Record handling above 3.0 mTEUs in 2019.
- Rail carried 80 TEUs and River only 120 TEUs at a time.
- Above 95% containers discharged in Chittagong and converted to open trucks and Covered van.



Findings

- River mode is not popular: mindset of the users.
- Poor infrastructure in the last- mile distribution.
- Rail mode has linking problems.
- No dry port or road ICD facilities.
- Less attention of the government for intermodal.
- Dependency on road freight via Dhaka-Chittagong highway.
- Uses of old trucks and covered van in the road freight system.
- The dearth of research on freight transportation system.

Discussions

- Set a low carbon freight transport system for Bangladesh (Meet SDGs).
- Reducing carbon emission is for all including port authorities, stakeholders and port users.
- Need to leverage proven technologies to reduce emissions.
- Avoid the uses of local open trucks and covered vans.
- Progressive leadership of port authorities for decarbonisation practice.
- Policy development in freight transportation.
- Reduce the uses of road freight and divert to rail and river mode as much as possible.

Conclusion: Port authorities need to involve in decarbonisation process. Share of rail and river intermodal to be increased.

