

BANGABANDHU SHEIKH MUJIBUR RAHMAN TUNNEL

The Bangabandhu Sheikh Mujibur Rahman Tunnel represents a groundbreaking achievement for Bangladesh, marking the country's first-ever tunnel and South Asia's inaugural underwater

tunnel. With its role as an alternative transportation route, the tunnel will connect the riverbanks of Patenga and Anwara, promising to significantly ease traffic congestion within the

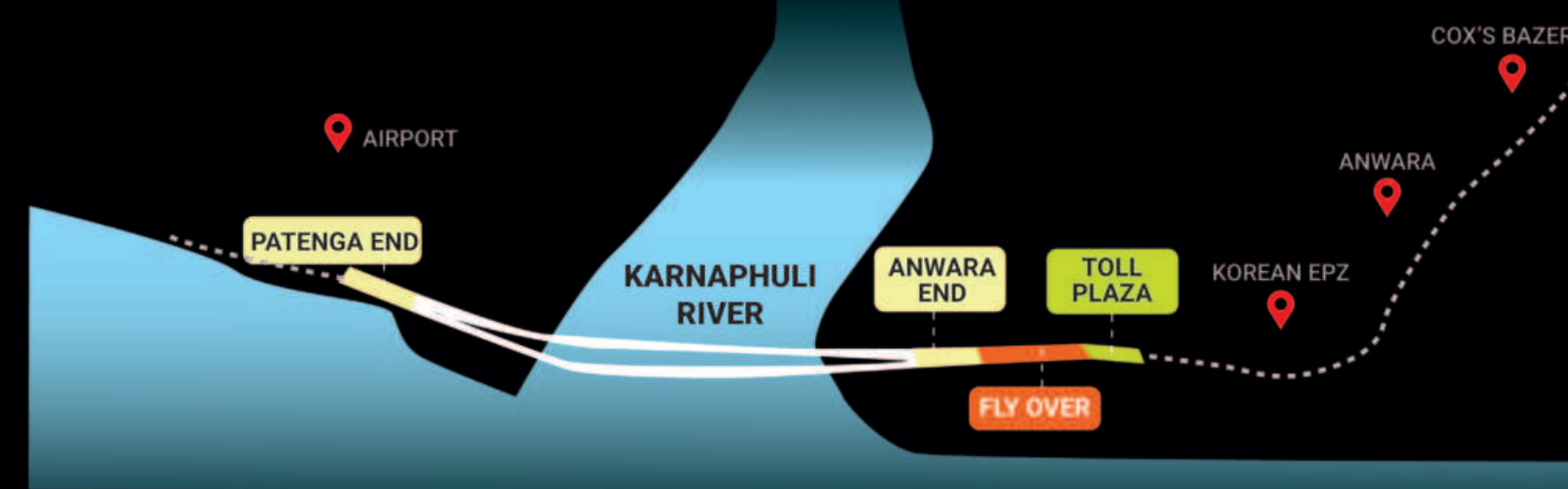
port city. It will also breathe new life into the tourism sector in the region. Moreover, the Karnaphuli tunnel is poised to unlock exciting opportunities for economic growth by attracting

industrial investments. Its integration with the Asian Highway will also facilitate seamless cross-border trade, connecting India, Bangladesh, and Myanmar.



Executing agency
**Bangladesh Bridge Authority (BBA),
Bridge Division, Ministry of Road
Transport and Bridges.**

Contractor
**China Communications Construction
Company Ltd. (CCCC)**



TOTAL COST

Estimated Total Cost
BDT 10689.71 CRORE

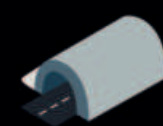
Govt. of Bangladesh
BDT 4619.70 CRORE

Project Aid (Loan)
BDT 6070.01 CRORE
The amount will be paid by China through the
Export Import Bank of China.

KEY FEATURES



Tunnel type
**DUAL TWO-LANE
TUNNEL**



WEST END
Located 2 km downstream from
Karnaphuli River, near the Airport
and Navy Academy.



EAST END
At the Anwara end near the
Kafco fertiliser factory



Length of Tunnel Tube
2.450 KM



Length of Main Tunnel
3.32 KM



Maximum Depth:
42.80 M



Tunnel Diameter (outside)
11.80 M



Tunnel Diameter (inside)
10.80 M



Vertical Clearance inside the
Tunnel **4.90 M**



Number of Tunnel Tubes
2



Maximum Slope:
4%



Road inside the Tunnel
2 LANE ROAD



Maximum speed limit of
80 KM/H

IMPACT

Uninterrupted and suitable road communication in Chattogram city, as well as the development of existing road networks.

Support for blue economy activities in Bangladesh, focusing on the Bay of Bengal.

Development of new road communication among Dhaka-Chattogram-Cox's Bazar.

Financial and Economic Internal Rates of Return (IRR) of 6.19% and 12.49%, respectively.

Strengthened role of Chattogram as a transportation hub.

Support for the Korean Export Processing Zone (KPEZ) and the Exclusive Chinese Economic Zone (ECEZ) in Anwara upazilla.

Improved communication between the two sides of the Karnaphuli River.

The Financial and Economic Benefit Cost Ratios (BCR) will be approximately 1.05 and 1.50.

Connection of the developing town beside the east part of the Karnaphuli River with the downtown area to expedite the development work.

The tunnel's operation will boost GDP growth by 0.166%.

Reduction of traffic pressure on the two existing road bridges.

Connection with the Asian Highway Network (AHN).

TIMELINE



2010
Prime Minister Sheikh Hasina pledged to build a tunnel under the Karnaphuli River during a public gathering in Chattogram.



2014
On June 9, an MoU was signed with the Chinese government to build the tunnel during PM Sheikh Hasina's visit to China.



2015
In November, ECNEC approved the tunnel project.



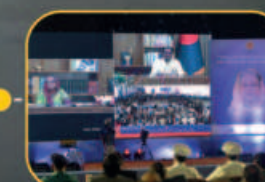
2016
On October 14, foundation stone of the tunnel project was laid by Bangladesh PM Sheikh Hasina and Chinese President Xi Jinping. The loan agreement related to the project was signed on the same day.



2017
Construction began on December 5.



2019
On February 24, PM Sheikh Hasina inaugurated the boring work of the first tunnel tube.



2020
On December 12, Road Transport and Bridges Minister Obaidul Quader inaugurated the boring work of the second tunnel tube.



2022
On November 26, PM Sheikh Hasina announced the completion of the civil works of the first tube of the tunnel.



2023
Inauguration of the Bangabandhu Tunnel on October 28.

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THE FASTEST WAY TO COX'S BAZAR SEA BEACH IS NOW UNDER THE RIVER KARNAPHULI!



PROPELLING
NATION'S
PROGRESS

BSRM SUPPLIED 72% OF THE STEEL
used in the Bangabandhu Road Tunnel

