



# CHITTAGONG PORT AUTHORITY



**MARINE DEPARTMENT**

**BERTHING AND OPERATIONAL INFORMATION**

## MARINE INFORMATION GUIDELINE

Position : Lat- 22 16.30 N, Long- 091 49.30E  
Charts : BA chart 84 (Approaches to Chittagong) and  
BA chart 102 (Bangladesh Chittagong Harbour)  
Local Time : UTC + 06:00

### ANCHORAGES

- 'A' : Anchorage for vessels of more than 10 meters draught.
- 'B' : Anchorage for vessels of less than 10 meters draught and scheduled to enter harbor within 24 hrs.
- 'C' : Anchorage for lightering vessels and other vessels

### MOVEMENT OF VESSELS IN PORT

All vessels operating within the port limit are under the surveillance of the Vessels Traffic Management System (VTMIS) and Ships requiring the services of any pilot shall comply with the ports Act, 1908 (Act No. XV of 1908)-31(1) "No vessel of the measurement of two hundred tons or upwards shall enter, leave or be moved in any port to which this section has been specially extended without having a pilot, harbour-master or assistant of the port –officer orharbour-master on board;"

## PILOTAGE :

Pilotage is compulsory within the limit of the Chittagong Port. Minimum 5 days notification of Ship's ETA shall be given to CPA by the local Agent in the prescribed Proforma. For the smooth functioning of ship movement and berthing all booking should be done in the Berth Allotment Committee Meeting as per laid down procedures of the Berth Allotment.

### PILOT BOARDING AREA:

Karnaphuly Channel: The pilot boarding area is located at

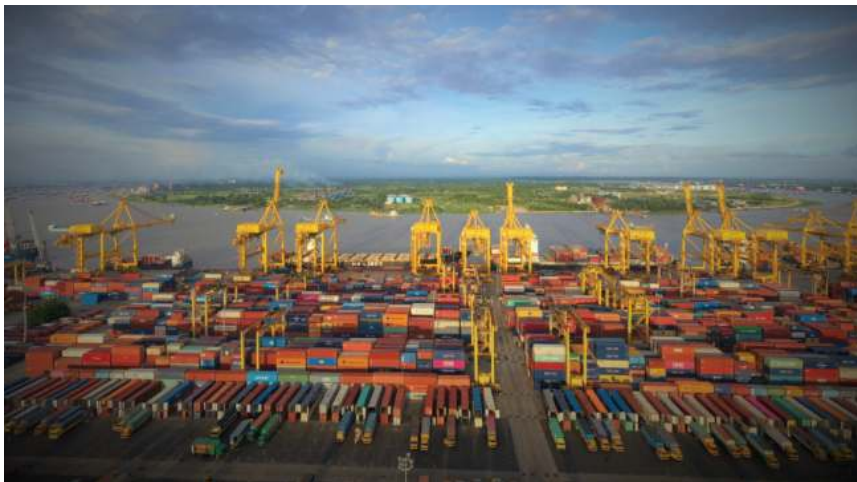
Pilot Boarding Position: Lat 22° 11.60' N Long 091° 46.44' E.

Prior entering Channel incoming vessels waiting for Pilot are advised to maintain Ship's heading 160° (T)-180° (T) and distance 1.5-3.0 miles southwest of No.1 Green buoy.

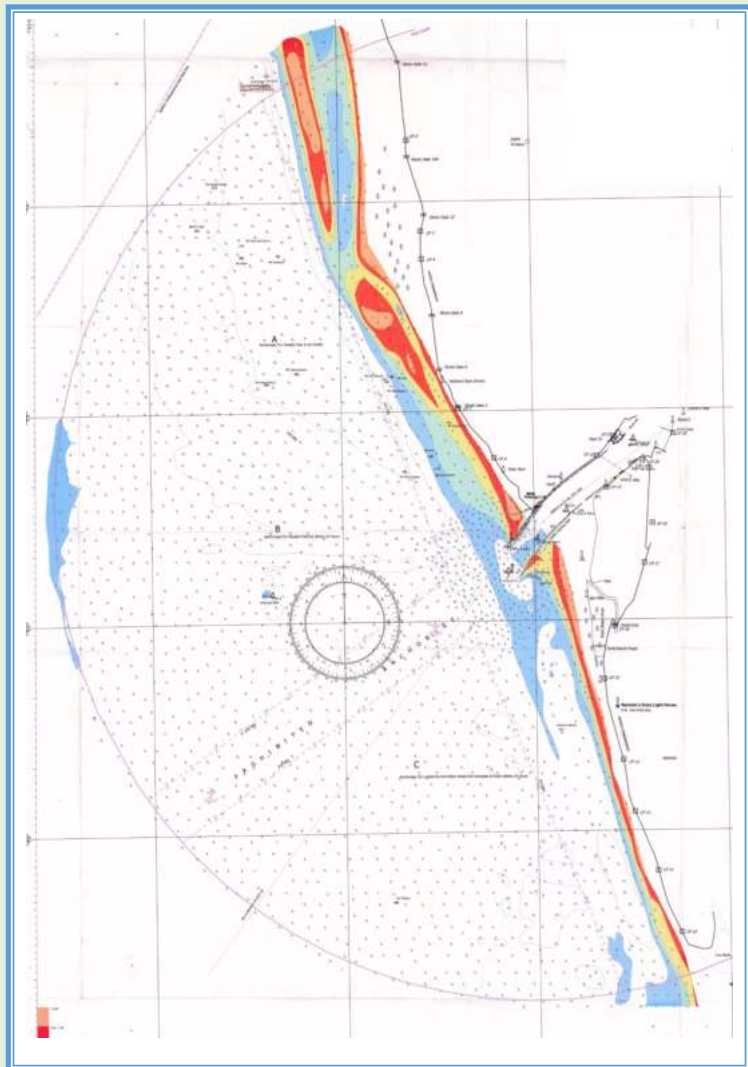
Matarbari Channel: The pilot boarding area is located at

Inner Pilot boarding Position: Lat 21° 38.00' N Long 091° 49.70' E.

Outer pilot boarding position: Lat 21° 35.00' N Long 091° 48.70' E.



## Chittagong Anchorage ('A', 'B' & 'C') and Karnaphuly Approach



## Matarbari Anchorage & Approaching





## FACILITIES :

### Jetty and Mooring for Ocean-going Vessels

Berths owned by CPA inside Karnaphuli Channel	
General Cargo Berths (GCB)	12
CCT	03
NCT	05
PCT	03

Repair Berths	
Dry Dock Jetties	02
Service Jetty	01

Mooring Berths	
Dolphin Oil Jetty	08

Sadar Ghat	
Jetty Berths (for Lighter)	04 + 01

Matarbari Channel	
Matarbari Oil Jetty	01
Matarbari Coal Jetty	01

FSRU	
Excelerate Energy	01
Summit LNG	01

Single Point Mooring (SPM) at Offshore	01
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Specialized Berths	
Grain Silo Jetty	01
Cement Clinker Jetty	01
TSP Jetty	01
CUFL Jetty	01
KAFCO Urea Jetty	01
KDDJ	02
Total	51

## LIST OF LOGISTICS UNDER MARINE DEPARTMENT

### TUG BOATS

Name	BHP	Bollard Pull	LOA (m)
Kandari-1	(1675X2) = 3350	35	34.50
Kandari-2	(1675X2) = 3350	35	38.00
Kandari-3	(3150X2) = 6300	60	32.00
Kandari-4	(3150X2) = 6300	60	32.00
Kandari-6	(1836x2) = 3672	40	30.00
Kandari-7	(1200x2) = 2400	30	27.50
Kandari-8	(1000x2) = 2000	25	27.50
Kandari-10	(1750x2) = 3500	35	31.50
Kandari-11	(2570x2) = 5140	60	33.50
Kandari-12	(1200x2) = 2400	30	25.20

### WATER SUPPLY VESSEL

Name	BHP	LOA (m)	Capacity
Jharna	(510x2) = 1020	42.08	500 MT
Foura	(510x2) = 1020	42.08	500 MT
Moshak	(510x2) = 1020	40.00	500 MT
Jalpori	(1122x2) = 2244	50.70	1000 MT

### PILOT VESSELS

Name	BHP	LOA (m)
Dishari-1	(640.75x2) = 1281	16.50
Dishari-2	(1040x2) = 2079	31.00
Dishari-6	(940x2) = 1880	30.75
Dishari-7	(940x2) = 1880	30.75
Rakkhi	(911x2) = 1822	30.00

### BUOY LIFTING VESSELS

Name	BHP	LOA (m)	Derrick SWL
B.L.V Ali	(788x2) = 1576	43.44	13.00
B.L.V Lushi	(850x2) = 1700	40.60	12

## **GUIDELINES TO MASTER WHILE ENTERING HARBOUR / AT BERTH:**

- INWARD ship must present themselves at Pilot boarding ground at least 3 hours before the day light high water at outer anchorage to enter on a particular day, the entry, however, will be subject to availability of berth, permissible draught, day light, rise of tide etc. However, priority vessels such as 24/48 hrs., RORO, CONTAINER, EXPORT LOADER etc. involving another vessels to be moved out from inside the Harbour for accommodating a Quota vessel should report to Pilotage ground at least 6(six) hours before the day's predicted high water time.
- OUTWARD ship of light draught will leave with first day light flood & ship with maximum draught for a particular day will leave about 2 hours before the high water.
- MOVEMENT OF VESSELS on the day's marked AM & PM depend upon draught, rise of tide, availability of berth & available day light. All concerned are to consult the Harbour Master 24hrs. before the movement. In such cases Ship's with day's maximum draught will be handled during AM or PM depending on the availability of day light hours.
- When a vessels is given standby from Radio Control/VTMIS control for entering Port & Pilot is on his way, it is advisable that ship master should heave up anchor and wait for the Pilot steaming the tide near about position, Patenga Lighthouse bearing 045° (T) distance 2-3 miles if deemed safe to do so.
- The port will not be responsible if the declared draught is reduced due to conditions arising out of freshet effect or other causes which cannot be forecast. Owners & their agent are advised to consult the undersigned regarding deep draught vessels in advance.
- Vessels entering or leaving port must have full power on main engine & deck machinery's, both anchors with full length of chain must be available for use at all time.
- Vessels having container on deck obstructing clear view of forward and or obstructing clear view of starboard side when viewed from port bridge wing and vice versa will not be allowed to navigate in the channel of Karnafulli River. When considering clear view, small craft crossing the vessels bow should be taken into account.
- Permissible Height of mast above water level is limited up to 61 Meter due to overhead cable at GCB.
- The permissible LOA to entry Harbor for vessels having Navigation Bridge at the bow is limited to 165.00 meters subject to fair weather.
- To reduce the lateral windage area of CAR CARRIERS, RORO and Passenger vessels, the height from the water line to the upper most cargo/passenger deck is limited to 15 meters for handling in the Karnafulli channel.



- CAR CARRIER, RORO and Passenger vessel and vessels having Bridge at the Bow exceeding above 165 to 170.00M may be handled conveniently subject to fair weather (Wind force below 10 knots) and with special arrangements (using extra tugs and extra pilot etc.).
- Vessel must have at least 16 ropes for safe berthing. Tanker vessel having wire rope must have at least 12 polypropylene ropes.
- Ship master on arrival and prior to departure, are required to ensure that the vessels draught marks are clearly visible for pilots to read the draught correctly.
- Ship master are required to ensure that no major chipping of ships side is carried out while their vessels are at Berth.
- Ship master shall ensure undue "SMOKING" from the vessels funnel, Discharging of water on the jetty and listing of vessels while alongside are strictly prohibited.
- All vessels entering/leaving port shall display their signal letters, requisite "RAT GUARDS" in the mooring ropes.
- IN AN EMERGENCY, signal for Tug in port consist of 4 prolonged blasts on the whistle.
- At berth Radio control may request Master of mother vessels to allow lighter tanker / fresh water barge at her alongside.

### STANDING INSTRUCTION FROM HARBOUR MASTER FOR VESSELS ENTERING WITHIN PORT LIMIT:

- Please be careful while approaching closer to other ship. Crossing of Bow is strictly prohibited because of strong current.
- Do not develop any close quarter situation & Ensure rate of drifting while passing to other ship.
- While anchoring, please pay minimum 9 shackles in the water to avoid dragging. Keep minimum 5(five) cables distance from nearest ship & make sure your vessel's fore and aft dragging line is clear from nearest ship.
- After dropping anchor, keep engine on short notice to take immediate action.
- Please report to port control while crossing 22°06'N line and also report to port control after dropping anchor.
- Any incident or accident immediately report to port control on VHF channel-12/16.

## NIGHT NAVIGATION :

- Vessels having LOA up to 175.00M with draught 9.00M will be allowed to take berth and sail out from GCB, CCT, NCT,PCT, TSP, GSJ, DDJ, KDJ, CUFLJ & KAFCO.
- Vessels with Bridge on the Bow, Tanker & vessels having containers on deck obstructing clear view forward will not be handled during night.

## COMMUNICATION:

- VHF (R/T) watch is maintained within port limit through Port Administrative building VTMISS control tower, CTMS control tower, Patenga VTMISS Control tower and Matarbari VTMISS control tower round the clock in VHF channel-12(156.6MHZ) and Channel-16(156.8 MHZ).
- Whole port limit area is covered by modern VTMISS to ensure maritime safety and safety of navigation by using 04 nos Control station. Each Control station connected through Microwave link and equipped with Hi - tech audio visual(AV),Computer based monitoring , AIS,VHF, RADAR and 10 fixed Camera & 22 PTZ Camera.

## WARNING:

- The master of all vessels should declare correct fresh water draught to the pilot before entering the Harbour. This must be done in writing if the vessel is drawing the day's maximum permissible draught or a draught within 0.15M of permissible draught. In such cases, on taking berth the draught may be checked by the Harbour Master and if the vessel's draught is found more than the permissible draught, the Master will be held responsible for mis-declaration. However vessels draft in excess up to 15cm should not be denied entry.
- Vessel should have at least 0.20M by stern trim for channel navigation to get good steering effect.
- Vessels under 7 knots (at any condition) will not be normally handled and all such vessels will be classed as GRADE-II for operational purposes and shall be handled conveniently. Agents of such vessels are required to consult the undersigned well in advance.
- Ship Masters must ensure that Pilot ladder is rigged as per SOLAS Chapter V, Regulation 23.
- Under all circumstances international regulation for preventing collision at sea, 1972 and as amended in 2002 to be followed as closely as possible while navigating within the Port limit of CPA.
- All vessels within port limit shall strictly comply with existing port rules.

## **BERTH WISE PERMISSIBLE LENGTH AND DRAFT :**

- (a) The maximum permissible draft for entering and leaving Chittagong Port Jetty berth is up to 10.0 Meters.
- (b) The maximum permissible length for entering and leaving Chittagong Port Jetty berth is up to 200.00\* Meters.
- (c) The maximum permissible length for entering and leaving during night navigation is 175.00 Meters.
- (d) The entry permissible draft would however depend on the day's maximum permissible draft and prevailing real time hydrological condition.

■ Vessels up to 170.00M LOA with minimum speed 10 knots, vessels LOA exceeding 170.00M and up to 190.00M with speed 12 knots may be berthed at GCB jetty- 2 to 8 draught not exceeding 8.55 Meter.

■ Container Vessel having maximum permissible LOA up to 200.00M with maximum draught 10.00M will be allowed to take berth PCT depending on prevailing real time hydrological condition.

■ Container Vessel having maximum permissible LOA up to 190.00M with draught 9.50M will be allowed to take berth at GCB jetty-9 to 13, LOA up to 186.00M with draught 10.0M and LOA 186.00 to 190.00 M with draught 9.50M will be allowed to take berth at CCT, NCT-2 to 4 depending on prevailing real time hydrological condition. LOA up to 177.00M and with draught 10.0M at NCT/5 and NCT-1 is reserved for Pangaon ship. Vessel having LOA up to 186.00M with draught 9.50M and LOA 186.00 to 190.00 M with draught 9.00M can berthed at GSJ, DOJ-5-7 & KAFCO(A & U), LOA up to 183.00M draught 9.50M at DOJ/3, LOA up to 160.00M draught 9.50M at DOJ/4. LOA up to 175.00M draught 10.00M (depending on prevailing real time hydrological condition) at DOJ-8. Vessels having LOA up to 143.40M draught 8.25M and vessels having LOA more than 143.40M and up to 175.25M draught 7.90M can be berthed at TSP. Vessels having LOA up to 190.00M draught 8.00M at KDDJ-1, LOA up to 186.00M with draught 9.50M and LOA 186.00 to 190.00 M with draught 9.00M will be allowed to take berth at KDDJ-2. Vessels having LOA up to 183.00M with draught 9.50M can be berthed at UTT Jetty. Vessel having LOA 186.00M to 190.00M with draught 8.50M allowed to take berth at DDJ & CUFLJ.

■ Vessels having LOA upto 161.00M with maximum draught 9.14M and LOA upto 170.00M with maximum draught 8.60M will be allowed to take berth at CCJ.

■ Vessels having LOA up to 230.00M with maximum draught 12.50M at Coal jetty, LOA up to 150.00M with maximum draught 10.0M at Oil jetty and LOA up to 150.00M with maximum draught 6.00M at temporary jetty will be allowed to take berth at Matarbari Terminal.

## APPROACHING AT OUTER ANCHORAGE:

- Pilotage /Navigational assistance services compulsory for incoming ships with draft more than 10 meters, highly recommended for a vessel of draft 9.50 to 10 meters and recommended for any other vessels bound for Chittagong outer anchorage "A", "B" & "C" from Kutubdia anchorage. However ship's masters having previous experience to call Chittagong Port as Master, may be allowed to obtain exemption.

Anchorage Position	LAT	LONG	Permissible Draft (Maximum)	Anchorage Position	LAT	LONG	Permissible Draft (Maximum)
A1	22°12.89'	091°46.25'	10.13	A14	22°16.0'	091°45.10'	12.56
A2	22°13.35'	091°45.7'	10.04	A15	22°16.0'	091°42.70'	10.67
A3	22°13.55'	091°46.2'	10.58	A16	22°16.40'	091°44.50'	13.10
A4	22°14.2'	091°44.7'	10.67	A17	22°16.47'	091°43.38'	10.67
A5	22°14.1'	091°45.76'	11.30	A18	22°16.79'	091°43.90'	11.12
A6	22°14.46'	091°45.12'	11.75	A19	22°17.10'	091°44.45'	11.03
A7	22°14.68'	091°44.2'	10.67	A20	22°16.68'	091°42.70'	10.22
A8	22°15.00'	091°44.50'	11.66	A22	22°18.30'	091°44.10'	12.29
A9	22°15.05'	091°45.46'	12.20	A24	22°17.42'	091°42.63'	10.22
A10	22°15.0'	091°43.60'	10.58	A25	22°16.90'	091°42.16'	9.32
A11	22°15.52'	091°44.75'	11.30	A26	22°18.50'	091°43.50'	11.12
A12	22°15.74'	091°43.45'	10.67	A30	22°18.79'	091°43.0'	10.04
A13	22°16.0'	091°44.0'	11.75	A31	22°19.30'	091°43.59'	11.03

- Line drawing 22°06.0' N from land towards sea, Vessel Crossing line will be treated arrived ship (North Bound) at Chittagong Port & allocation of berth will be on first come first serve basis.
- Vessels arriving for demolishing purpose are advised to drop anchor at Designated scrap anchorage (North of Alpha Anchor).
- CPA Circular no.46/2019, Dated: 01/10/2019 need to be complied regarding approaches to outer anchorage "A", "B" & "C".

## VESSELS WORKING AT OUTER ANCHORAGE:

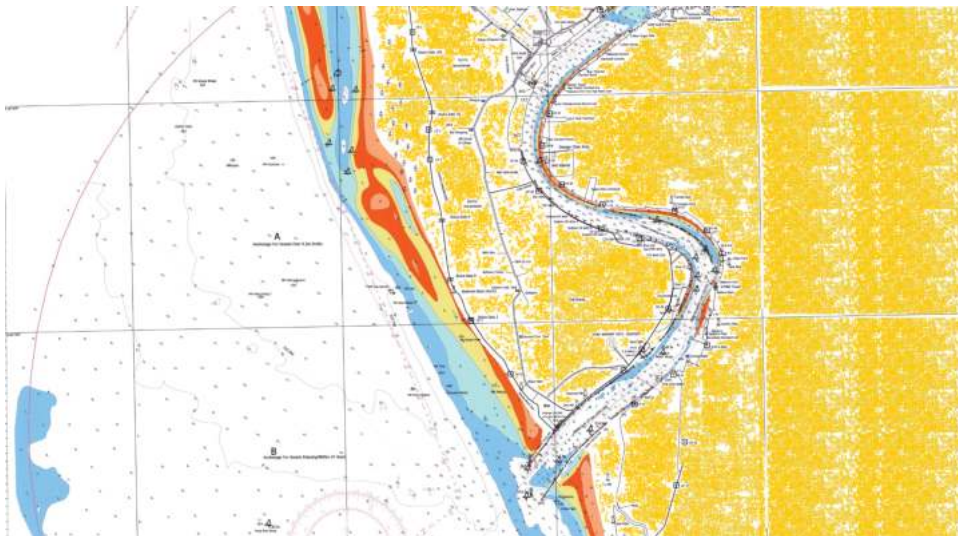
- Ship masters approaching Chittagong road are advised not to attempt to cross bow of other vessels at anchor/underway to avoid drifting on them resulting probable collision in view of the prevailing strong current at outer anchorage. However, if it is inevitable to cross, Master may do so with caution by giving wide berth to the vessels at anchor/underway considering the minimum velocity of the current being 6 knots and other marine factors. While anchoring ensure safe distance from other vessels (min 5 cables).
- Please keep vigilant watch for dragging anchor. In such situation please keep engine ready for immediate use to avoid contact with other vessel. Vessel engaged in lighterage operation with other vessel(s) alongside, the chances of dragging anchor is most likely. Please keep vigilant watch for dragging anchor. As a precaution use more chains, keep your engine standby all the times and keep the numbers of lighter vessel alongside to minimum.

- When maneuvering for anchoring or picking pilot never attempt to cross other vessel Bow at close range. Please remember the current here is very strong. You may ride on others cable.
- Deep draught vessels lightering at Alpha anchorage shall shift to Bravo or Charlie when they attain required draught usually 9.50 Meters to make room for safe anchoring of newly arrived relatively deeper draft vessels.
- While at anchor never keep any loose mooring Rope/gear on deck. Keep a good anti theft lookout and employ watchmen onboard, do not allow unauthorized craft alongside your ship. Barter trade is strictly prohibited in the port.
- Ship Masters are required to anchor clear of the “PROHIBITED ANCHORAGE”, must not anchor their vessels near the River entrance, maneuver with great care while embarking/disembarking pilots.
- Ship Masters must note that the strong tidal conditions prevail at outer anchorage and utmost care must be taken while manoeuvring anchoring or heaving up anchors.
- Crossing of bow at close range shall never be attempted.
- Vessels proceeding to anchor at Chittagong Roadsteads with more than 8.0m draft and specially vessels to be engaged in lightering operation must use at least 9 shackles of chain in water, Keep the second anchor and engines standby for immediate use. This is particularly important in monsoon season.
- While anchoring master must ensure minimum 5 cable distance from other vessel, avoid Fore and Aft line of another vessel and consult with Port Control prior to dropping anchor. If the under keel clearance is less than two meters there is a possibility of dragging anchor. This is more prominent during spring tides and during monsoons. The tide can be as strong as 6 to 7 knots.
- Sudden onset of windy weather is likely during Monsoon season. Please take immediate maneuvering action in such situation.

## MISCELLANEOUS:

- \* **ABBREVIATION:** M-Meter, LOA- Length over all, GCB- General Cargo Berth, CCT- Chittagong Container Terminal, NCT- Newmooring Container Terminal, PCT- Patenga Container Terminal, TSP- Triple Super Phosphate, GSJ- Grain Silo Jetty, DDJ- Dry Dock Jetty, KDDJ- Karnafuly Dry Dock Jetty, CUFLJ- Chittagong Urea Fertiliser Ltd Jetty, KAFCO(A&U)- Karnaphuli Fertiliser Company Ltd. (Ammonia & Urea).  
Ref: DC-VIII (24) PT.VIII / (File No. 18.13.0000.711.18.091.24) **\*Condition Apply**

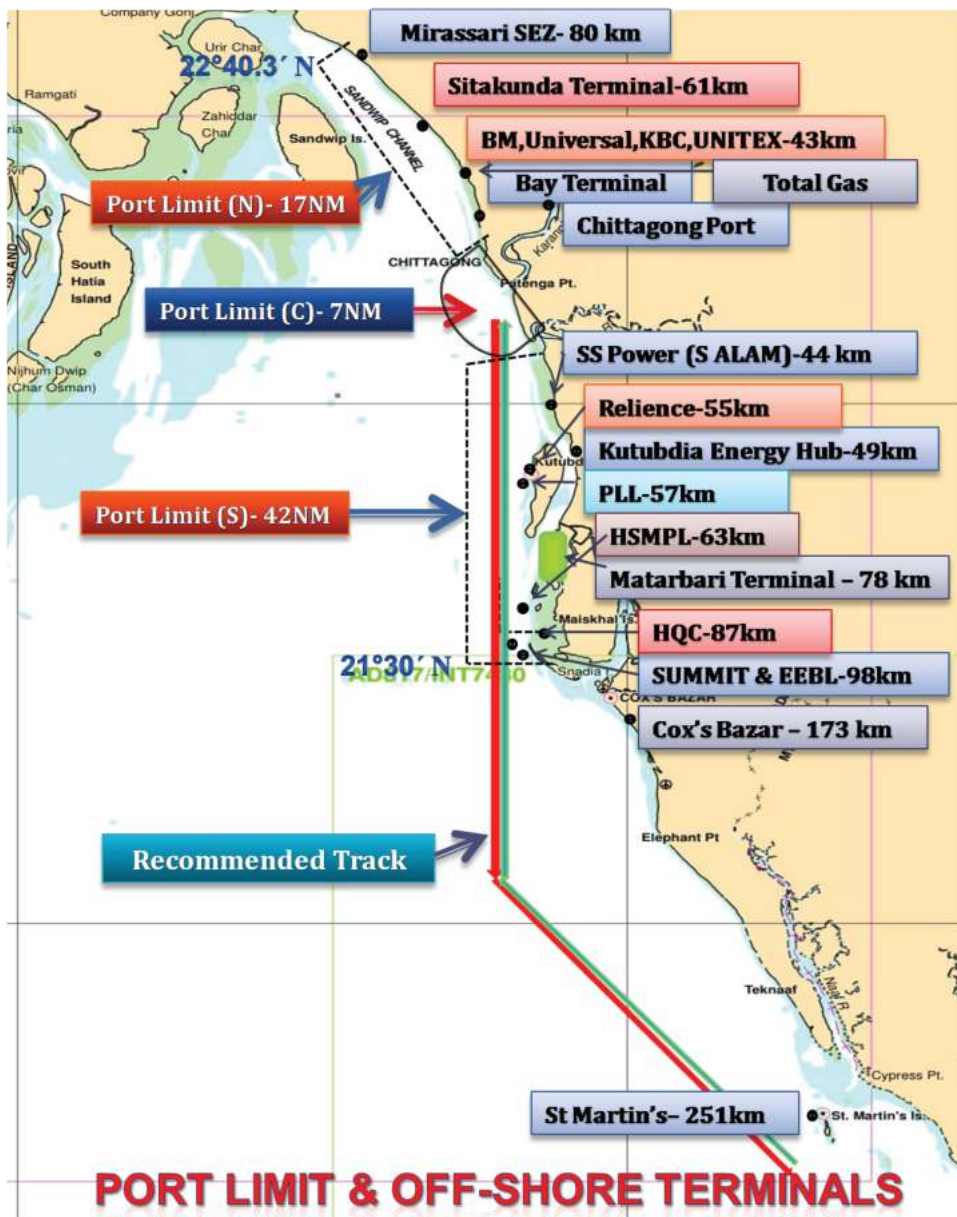
# KARNAFULY CHANNEL



# MATARBARI CHANNEL







# CHITTAGONG PORT AUTHORITY



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