

Annual Report 2015-2016



CHITTAGONG PORT AUTHORITY

ANNUAL REPORT

2015 - 2016



PORT ADMINISTRATIVE BUILDING
CHITTAGONG PORT AUTHORITY
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ANNUAL REPORT 2015 - 2016

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FROM CHAIRMAN'S DESK

I am delighted to present the 'Annual Report 2015-16' of Chittagong Port Authority and believe that the information contained in this report will be useful to our valued users, development partners and readers in particular.

As the gateway to prosperity of the Nation, Chittagong Port handles about 92% of International Trade. Nation's economic picture reflects through the rising trend of international trade and handling activities of this port. During 2015-2016 Chittagong Port handled 642.96 million tons of cargoes and 21.89 million TEUs container by providing services to 2875 vessels. By the end of 2016 Chittagong Port has handled more than 2.42 million TEUs of container in one single year. As per Lloyd's ranking in respect of container handling present rank of Chittagong Port is 71st, earlier which was 76th.

The modernization of Chittagong port to provide necessary facilities & services is always a mandatory priority for the authority and thus we managed to encounter the challenges over the years. In the global perspective we are always aware of contemporary needs and we are continuously updating ourselves to meet the changing needs.

To handle more ships and cargoes present democratic Government has already taken various dynamic steps and is very keen in taking sustainable reform initiatives and appropriate developments. Among future plans Construction of Karnafuli Container Terminal, Laldia Bulk Terminal, Construction of Bay Terminal, Service Jetties, Power Plant, Construction of CPA Tower etc. are the top priorities.

I am confident that, with dedicated work force and tremendous co-operation of stakeholders we will make our journey smooth towards the next step which will be even more glorious.

I wholeheartedly express my gratitude to all employees of CPA for their sincere effort and hard work to improve the performance, efficiency and productivity of this port.

Commodore Zulfikur Aziz (E) Psc. BN
Chairman
Chittagong Port Authority



HISTORICAL BACKGROUND OF CHITTAGONG PORT

HISTORY

The history of Chittagong Port dates back to the 4th century B.C. Chittagong was known in the 9th Century onwards to 15th century as SHETGANG, an Arabic word meaning 'Delta of the Ganges'. According to history, this old port had sufficient trade and was important enough to attract fleet from the Middle East Port, China and other South Eastern Countries. The Omani and Yemeni traders landed on the port of Chittagong in the 9th century A.D. During the 16th century the Portuguese took great interest in the locality around Chittagong which was then popularly known as 'PORTE GRANDE'. The present location of the Port was however, established in the year 1887 and by 1910 four jetties were constructed to handle 0.5 million tons of cargo annually. At that time, the Port was administered jointly by Port Commissioners and Port Railway. To do away with the dual administration of Port Railway and Port Commissioners, the Port Trust was formed in July, 1960. The Liberation of Bangladesh in 1971 set a new trend in the external trade of Bangladesh and to cope with the rapid development and expansion of the Port, the government promulgated the Chittagong Port Authority Ordinance in 1976 and dissolved the Port Trust thus Chittagong Port Authority came in existence.

VISION

To achieve international standard of efficiency and productivity against pre-set indicators for sea port by providing necessary level of service and facilities to the port users / stakeholders at competitive prices and shortest possible time.

MISSION

- ▶ To manage, maintain, improve and develop the port.
- ▶ To maintain adequate and efficient world-class services and facilities in the port or the approaches to the Port.
- ▶ To regulate and control of vessels berthing, safe movement and navigation within the port and Karnaphuli Channel.
- ▶ To do such acts and things as may be necessary or convenient to be done in connection with, or incidental or conducive to the performance of its functions under Port Ordinance 1976 (Amended 1995).
- ▶ To develop a highly trained and motivated work force to meet the growing demands of the port industry.
- ▶ To take all necessary measures to ensure international standard of environment and port security.

COMMITMENT

- ▶ To provide the highest international standard of service to ship and cargo/container.
- ▶ To provide the highest standard of safety and security according to ISPS code 2002.
- ▶ To provide services within minimum cost and least possible time.
- ▶ To ensure round-the-clock port operation.

RELATIONSHIP BETWEEN GOVERNMENT AND PORT AUTHORITY

With the promulgation of The Chittagong Port Authority Ordinance (Ordinance No. LII of 1976) in September, 1976 (Amended in 1995) to provide for establishment of an Authority for the management, maintenance and development of Chittagong Port and for matters connected therewith or incidental there to, the Chittagong Port Act stands repealed. According to the provisions of this Ordinance, the Chittagong Port Authority is a body corporate having perpetual succession and a common seal, with power, subject to the provisions of the Ordinance to acquire, hold and dispose of property, both movable and immovable. The general direction and management of the Authority and its affairs vest in a Board which may exercise all powers and do all acts, and things which may be exercised / done by the Authority. The fund of the Authority is to be utilized by the Authority to meet the charges in connection with its functions under the Ordinance.

Chittagong Port Authority is a service organization under the aegis of the Ministry of Shipping, Government of the People's Republic of Bangladesh. The Board in discharging its functions is guided on questions of policy by such directions as may be given to it, from time to time, by the Government.



The Board of the Authority consists of a Chairman and not more than four other members to be appointed by the Government. They are full-time officers of the Authority and hold office on such terms and conditions as are determined by the Government.

The Chairman is the Chief Executive of the Authority. The Chairman and other members perform such functions and discharge such duties as are assigned to them by or under the Ordinance.

The Government in consultation with the Authority, appoints an Advisory Committee consisting of such number of persons as it thinks fit for the purpose advising the Authority in respect of such matters as may be referred to it by the Authority or by the Government.



THE CHITTAGONG PORT AUTHORITY

With the promulgation of the Chittagong Port Authority Ordinance (Ordinance No. VII of 1976). In September, 1976 (Amended in 1995) to provide for establishment of an Authority for the management, maintenance and development of Chittagong Port and for matters connected there-with or incidental there to the Chittagong Port Act stood repealed. According to the provisions of this Ordinance, the Chittagong Port Authority is a body corporate having perpetual succession & a common Seal. The Fund of the Authority, is to be utilized to the charges in connection with the Authority's functions under the Ordinance including Payment of development expense, salaries & other remunerations to the Port Employees. The general direction & management of the Authority & its affairs rest in a Board which may exercise all powers & do all acts and things which may be done by the authority.

POWERS AND FUNCTIONS OF THE AUTHORITY

- ▶ The functions of the authority shall be
- ▶ to manage, maintain, improve and develop the port,
to provide and maintain adequate and efficient port services and facilities in the port or the approaches to the port.
- ▶ to regulate and control berthing and movement of vessels and navigation within the port;
- ▶ to do such acts and things as may be necessary or convenient to be done in connection with, or incidental of conducive to, the performance of its functions under this Ordinance.

● Powers of the Authority :

- (1) Subject the other provisions of the Ordinance, the Authority may take such measures and exercise such powers as may be necessary for carrying out the purposes of this Ordinance.
- (2) Without prejudice to the generality of the powers conferred by sub-section.

- (3) The Authority shall, in particular, have power.
- (a) to construct, maintain and operate docks, moorings, piers and bridges within the port, with all necessary and convenient drains, arches, culverts, roads, railways, fences and approaches.
 - (b) to undertake any work of or in connection with the loading, unloading and storing of goods in the Port.
 - (c) to construct, maintain and operate ferry vessels to carry passengers, vehicles and goods within the port.
 - (d) to construct, maintain and operate railways, warehouses, sheds, engines, crane, scales and other appliances for conveying, receiving, handling and storing goods to be landed or shipped or otherwise dealt with by the Authority.
 - (e) to reclaim, excavate, enclose or raise any part of the bank or bed of the river.
 - (f) to construct, maintain and operate dredgers and appliances for cleaning, deepening and improving the bed of the river.
 - (g) to construct, maintain and operate all means and appliances for berthing, loading and discharging vessels.

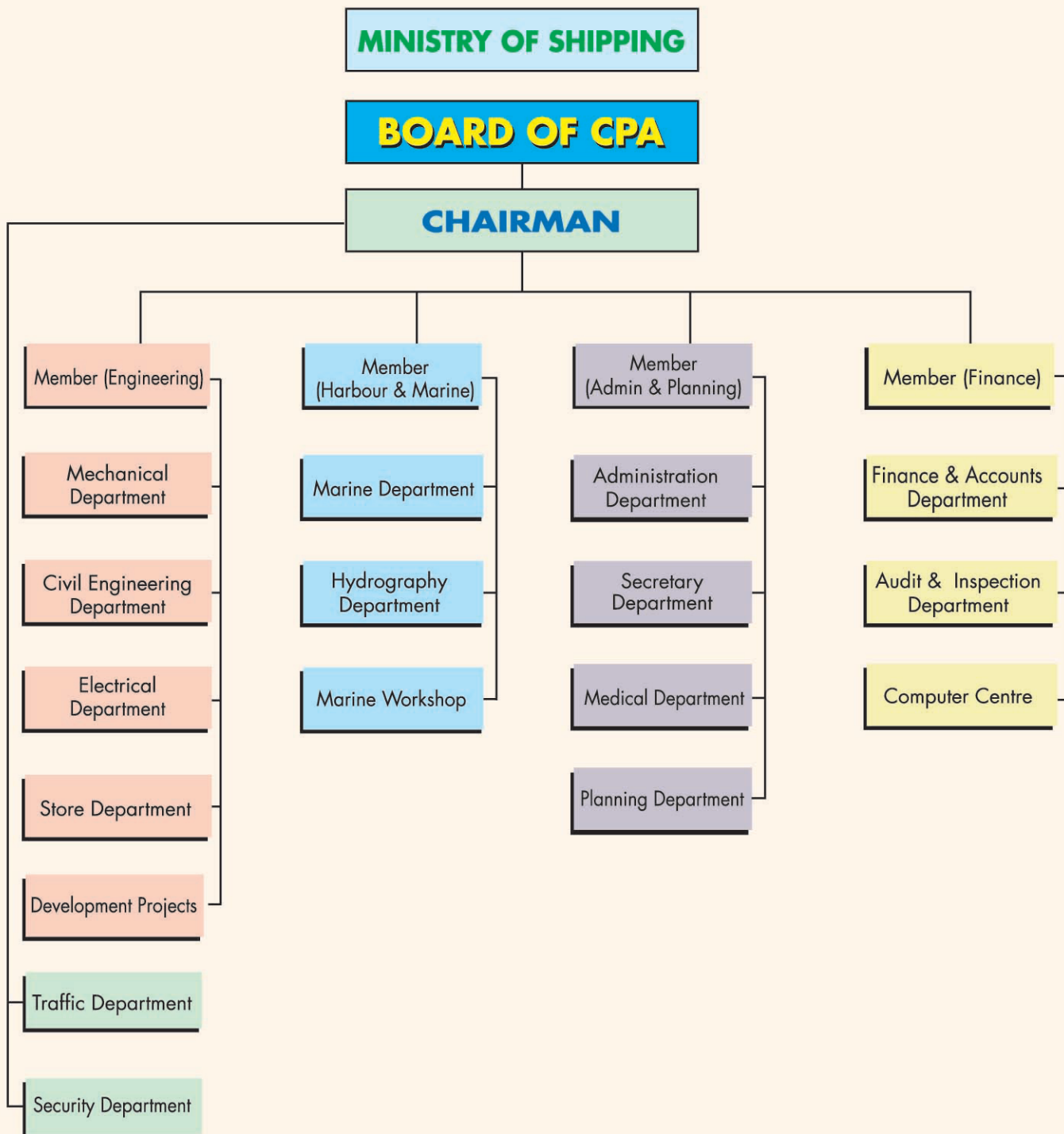


- (h) to construct, maintain and operate vessels for the wing or rendering assistance to vessels saving life and property or recovering any property lost, sunk or stranded.
- (i) to supply fuel or water to vessels.
- (j) to provide fire and security services within the Port.
- (k) to require, hire, procure, construct, erect, manufacture, provide, operate, maintain or repair anything whatsoever required by the Authority for the purposes of this Ordinance.
- (l) to control the erection and use of docks and any other works, whether above or below the high water-mark, within the port or the approaches to the port.
- (m) to acquire any undertaking affording or intending to afford facilities for the loading and discharging or warehousing of goods in the port or for the bunkering of vessels.
- (n) to enter into any contract, bond or agreement of any kind whatsoever for the purpose of this Ordinance.





EXISTING ORGANOGRAM





THE CHITTAGONG PORT AUTHORITY BOARD



Commodore Zulfiqur Aziz (E), Psc. BN
Chairman



Md. Zafar Alam
Joint Secretary, GOB
Member (Admin & Planning)



Commodore Shaheen Rahman, (G), NUP, ncc, psc, BN
Member (Harbour & Marine)



Md. Kamrul Amin
Joint Secretary, GOB
Member (Finance)



Capt. Khandakar Akhter Hossain (E), psc. BN
Member (Engineering)



THE CHITTAGONG PORT AUTHORITY MANAGEMENT

(As on publication Date)

CHAIRMAN	- COMMODORE ZULFIQUR AZIZ, (E), psc. BN
MEMBER (ADMINISTRATION & PLANNING)	- MD. ZAFAR ALAM , Joint Secretary, GOB
MEMBER (HARBOUR & MARINE)	- COMMODORE SHAHEEN RAHMAN (G) , NUP, ncc, psc, BN
MEMBER (FINANCE)	- MD. KAMRUL AMIN , Joint Secretary, GOB
MEMBER (ENGINEERING)	- CAPT. KHANDOKAR AKHTER HOSSAIN (E) , psc, BN

1. ADMINISTRATIVE DEPARTMENT :

Name : **SADEQUA BEGUM**

Designation : Director (Admin.)

► Responsible for enunciating policies on administrative and personnel matters etc.

2. TRAFFIC DEPARTMENT :

Name : **Golam Sarwar**

Designation : Director (Traffic)

► Responsible for over-all supervision of works pertaining to Traffic Department.

3. MECHANICAL DEPARTMENT :

Name : **Md. Nazmul Hoque**

Designation : Chief Engineer (Mechanical)

► Responsible for conduct of operation, maintenance and Procurement of cargo, container handling equipment different types of Machinery, Spare Parts for cargo, container handling equipment.

4. FINANCE & ACCOUNTS DEPARTMENT :

Name : **M. Habibur Rahman**

Designation : Chief Finance & Accounts Officer

► Responsible for formulating accounting & financial policies, procedure, methods, system, statements & reports including internal accounting, record keeping & final accounts, preparation of budget, budget guidelines & performing other financial activities.

5. SECURITY DEPARTMENT :**Name :** **Lt. Col. Md. Abdul Gaffar**

Designation : Director (Security)

► Responsible for taking precautions of the property to prevent any possible breach of the Security measures and to report such measures to the management.

6. MARINE DEPARTMENT :**Name :** **Capt. Faridul Alam**

Designation : Dy. Conservator (C.C)

► Responsible for Marine operation & maintenance thereto.

7. AUDIT & INSPECTION DEPARTMENT :**Name :** **Md. Rafiqul Alam, FCMA**

Designation : Chief Audit Officer

► Conduct audit and inspection to ensure the port authority's assets are adequately controlled and safeguarded and properly utilized.

8. SECRETARIAT DEPARTMENT :**Name :** **Mohd. Omar Faruk**

Designation : Secretary

► Responsible for focusing attention of the major policy decision/task of each/level in the decision making structure and ensuring constant applications of over-all policies of the board.

09. ELECTRICAL DEPARTMENT :**Name :** **Ashis Chowdhury**

Designation : Director (E & M) (C.C)

► Responsible for conduct of operation and maintenance of cargo and container handling equipment and different electrical facilities.

10. ENGINEERING DEPARTMENT :**Name :** **Mahmudul Hossain Khan**

Designation : Chief Engineer (Adl. Charge)

► Responsible for preparing design, specification & Contract documents of civil construction and manage execution of schemes including construction of Jetties, wharf, quay wall construction of transit sheds & warehouse, docks & slipway, roads & pavements etc.

11. STORE DEPARTMENT :

Name : **Bindu Smriti Chakma**

Designation : Controller of Stores

► to co-ordinate with all consuming departments and other agencies so as to identify the annual requirements on the basis of the forecast & thus ensure proper planning of procurement on least-cost-basis.

12. MARINE ENGINEERING DEPARTMENT :

Name : **Emdadul Hoque**

Designation : Dy. Chief Engineer (Marine)

► To ensure optimum use of equipment and vessels within the purview of marine workshop.

13. MEDICAL DEPARTMENT :

Name : **Dr. Mosharraf Hossain**

Designation : Chief Medical Officer

► Responsible for controlling & administering all medical establishment & personnel.

14. HYDROGRAPHY DEPARTMENT :

Name : **Com. M. Arifur Rahman**

Designation : Chief Hydrographer

► Responsible for detail Hydrographic survey investigations to measure the flow direction Velocity & cross section survey for River Training works and preparation of location plan for dredging.



15. PLANNING DEPARTMENT :

Name : **Mahbub Murshed Chowdhury**

Designation : Chief Planning (C.C)

► To assess developments requirements of the port of Chittagong, Prepare development schemes, determine technical & economic feasibility of development projects.

16. NEW MOORING CONTAINER TERMINAL BACK UP FACILITIES PROJECT:

Name : **Mahmudul Hossain Khan**

Designation : Project Director, (NCT-BUFAC)

► Responsible for project implementation of CPA component under New Mooring Container Terminal Back-Up Facilities

17. CAPITAL DREDGING & BANK PROTECTION PROJECT:

Name : **Com. M. Arifur Rahman**

Designation : Project Director, (CD)

► Responsible for project implementation of CPA component under Capital Dredging & Bank Protection Project



CPA TRAINING INSTITUTE

The Chittagong Port Training Institute (CPATI) is located in a serene natural environment and lies at a distance of 05 kilometers from the center of the city, near the Port Administrative Building (Bandar Bhaban), adjacent to Port Rest House and opposite to Port Hospital. It has an aesthetic beauty with verdant surrounding, creates the perfect ambience for study, discussion, reflection and introspection.

CPATI was established on 25th April 1980 as per CPA's Board resolution in order to impart on the job training to all categories of port officials and port users. Hence it has a tradition of more than thirty-five years in the field of training. It conducts foundation courses for the newly recruited officials for various departments and also offers a number of core courses, short courses and refreshers courses to improve cargo, container and vessel handling performance, working conditions and practices, safety and the port customers. Besides it conducts tailor made courses for various government and private organizations.

Every year participants of NDC, AFWC, PSC and BCS course visit Chittagong Port as a part of their Course Curriculum. CPATI arranges briefing session for them. CPATI also provides facilities to the students of different universities for internship program and industrial attachment to the Technical and vocational institutes.

The CPATI has installed a combined simulator of container handling equipment (STS, RTG and SC) to train operators like the developed ports of the world. Through this simulator Ship to shore Gantry Crane (STS), Rubber Tyred Gantry Crane (RTG) and Straddle Carrier (SC) operation courses are being conducted to improve efficiency of the operators. CPATI has taken a plan to provide this training facility to the young people to meet the job requirement of skilled equipment operator at home and abroad. 126 nos. equipment operators have already been trained till June, 2016. In five years about 360 operators / people will be trained in four-week duration courses.

In addition to the house training at CPATI, officials are sent to undergo management and trade training/ courses at various institutes at home and abroad.

During 2015-2016 CPATI conducted 26 nos. courses where 712 nos. officials of CPA and port related organizations were trained to improve vessel / cargo / container-handling performance, working conditions and practices, safety and the attitude and welfare of port employees.



PORT'S PERFORMANCE

LOCATION

Chittagong Port is situated in the estuary of the river Karnafully, its main berthes / terminal being around eight nautical miles in shore from the port's outer anchorage.

The ports of the world have undergone many changes since serventies with the introduction of containerization in the international trade. The port of Chittagong despite many constraints continues to cope with changing patterns of the trade and creates facilities to meet the market demands. The Chittagong Port is the principal Port of Bangladesh and therefore has very special role to play in the national development process. The responsibilities of the Chittagong Port are to render necessary facilities and services in proper and efficient handling of export-import cargo of sea-borne trade. Inefficient ports may hamper economic development through operating procedure, inadequate facilities and excessive charges. The process of trade liberalization and globalization in the eighties has resulted in greater mobility of goods and services across the international borders. The subsequent shift in manufacturing activities towards countries with comparative economic advantages has presented a challenge for many developing countries aspiring to expand their manufacturing bases and stimulate domestic economies through improved global linkages in trade and commerce. Bangladesh is seeking to explore opportunities to further expand international economic activities for sustainable development. To meet trade objectives, we have to improve efficiency of maritime gateways and make Chittagong Port more responsive to commercial needs of exporters, importers and carriers. In today's global environment, the seaports must be able to offer increased level of efficiency and costs, which are comparable to other ports. So, it is imperative to upgrade the efficiency of the Chittagong Port

Authority at par to regional standard. The present container traffic growth in Chittagong Port is almost double as compared to prevailing GDP of Bangladesh. Normally transport and GDP growth is considered to grow at par but in least developing countries like India, Pakistan, Sri-Lanka and Bangladesh, the containerization was late starter as such growth in nascent years has shown robust tendencies but once traffic has consolidated growth rate would taper off and would be more consistent with GDP rate.

The present high berth occupancy and the projected growth of traffic, particularly containerized cargo through the port of Chittagong has underscored the urgent need for improving the port's through out capacity to match the needs not only of the expected increase in the traffic but also of the growing trend of containerization.

More and more container liners are showing keen interest to use the port of Chittagong. However, the performance of Chittagong Port Authority relates to tonnage, vessels, import & export handling, container throughput and globally recognised efficiency indicators are given below :-

RECORD PERFORMANCE OF THE CHITTAGONG PORT DURING LAST 10 YEARS

1. Maximum cargo handled in a year	65964929	Tons in 2015 (Calendar Year)
2. Maximum import cargo handled in a year	53556525	Tons in 2015 (Calendar Year)
3. Maximum export cargo handled in a year	5736833	Tons in 2015 (Calendar Year)
4. Maximum cargo handled in a year	61725865	Tons in 2014-15 (Fiscal Year)
5. Maximum import cargo handled in a year	48941406	Tons in 2014-15 (Fiscal Year)
6. Maximum export cargo handled in a year	5839986	Tons in 2014-15 (Fiscal Year)
7. Maximum cargo handled in a month	3945773	Tons in June-2015
8. Maximum import cargo handled in a month	3996533	Tons in Jan-2015
9. Maximum export cargo handled in a month	516228	Tons in June-2015
10. Maximum food grain handled in a year	2955454	Tons in 2014-2015 (Fiscal Year)
11. Maximum food grain handled in a month	348319	Tons in April 2015
12. Maximum No. of Ship handled in month	244	Nos. Jan- 2015
13. Maximum No. of Ship handled in a year	2566	Nos. 2014-2015 (Fiscal Year)
14. Maximum container handled in a year	2024207	Teus in 2015 (Calendar Year)
15. Maximum container handled in a month	185684	Teus in May 2015
16. Maximum container handled in a year with average detention	1867062	Teus in 2014-15 (Fiscal year) with 4.26 days detention (Fiscal Year).

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RECORD PERFORMANCE OF THE CHITTAGONG PORT

(Calendar Year) 2016

Remarks

1	Maximum Cargo handled	76400692 Tons (APP)	70033969 (Actual Upto Nov.16)
2	Maximum import Cargo handled	63283134 Tons (APP)	58009540 (Actual Upto Nov.16)
3	Maximum export Cargo handled	6342754 Tons (APP)	5814192 (Actual Upto Nov. 16)
4	Maximum Container handled	2332892 Teus (APP)	2138485 (Actual Upto Nov. 16)

(FISCAL YEAR) 2015-2016

1	Maximum Cargo handled	71156387 Tons
2	Maximum import Cargo handled	58324786 Tons
3	Maximum export Cargo handled	5971634 Tons
4	Maximum food grain handled	3963718 Tons
5	Maximum No of Ship handled	2875 Nos.
6	Maximum Container handled	2189439 (Teus)
7	with average detention	2.79 days detention

MONTH

1	Maximum Cargo handled	6687167 Tons	in June- 2016
2	Maximum import Cargo handled	5603951 Tons	in March- 2016
3	Maximum export Cargo handled	561660 Tons	in June- 2016
4	Maximum food grain handled	549494 Tons	in June- 2016
5	Maximum No of Ship handled	268 Nos.	March- 2016
6	Maximum Container handled	198634 Teus 217526 Teus	in April 2016 (Fiscal year) in November 2016 (CalendarYear)

STATISTICS AT A GLANCE (CALENDAR YEAR)

ITEM	2016	2015	2014	2013	2012
IMPORT (MT)	63283134(APP)	53556525	44239643	39074247	37035217
EXPORT (MT)	6342754(APP)	5736833	5694622	5192031	4893379
TOTAL (MT)	69625888(APP)	59293358	49934265	44266278	41928596
CONTAINER (TUES)	2332892(APP)	2024207	1731219	1541517	1406456
VESSELS	3015(APP)	2709	2410	2156	2076

IMPORT AND EXPORT HANDLED (CALENDAR YEAR)

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2012	37035217	4893379	41928596
2013	39074247	5192031	44266278
2014	44239643	5694622	49934265
2015	53556525	5736833	59293358
2016	63283134(APP)	6342754(APP)	69625888 (APP)

STATISTICS OF CONTAINER HANDLED (CALENDAR YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2012	483005	708419	9496962	476969	698037	4551559	959974	1406456	14048521
2013	530625	772451	10488581	526164	769066	4831214	1056789	1541517	15319795
2014	592660	870960	11990494	586986	860259	5371546	1179646	1731219	17362040
2015	691408	1019072	14349359	682699	1005135	5459046	1374107	2024207	19808405
2016	804816 (APP)	1181148 (APP)	16531797 (APP)	784298 (APP)	1151744 (APP)	5935108 (APP)	1589114 (APP)	2332892 (APP)	22466905 (APP)

STATISTICS AT A GLANCE (FISCAL YEARS)

ITEM	2015-2016	2014-2015	2013-2014	2012-2013	2011-2012
IMPORT (MT)	58324786	48941406	41960170	38312028	36184936
EXPORT (MT)	5971634	5839986	5338377	5059640	4716374
TOTAL (MT)	64296420	54781392	47298547	43371668	40901309
CONTAINER (TUES)	2189439	1867062	1625509	1468713	1343408
VESSELS	2875	2566	2498	2318	2265

IMPORT AND EXPORT HANDLED (FISCAL YEARS)

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2011-2012	36184936	4716374	40901309
2012-2013	38312028	5059640	43371668
2013-2014	41960170	5338377	47298547
2014-2015	48941406	5839986	54781392
2015-2016	58324786	5971634	64296420

STATISTICS OF CONTAINER HANDLED (FISCAL YEARS)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2011-2012	463520	675796	9439987	457775	667612	4398815	921295	1343408	13838802
2012-2013	508545	743547	9922300	494222	725166	4627864	1002767	1468713	14556134
2013-2014	556125	812918	11085606	556775	812591	5021062	1112900	1625509	16106668
2014-2015	639206	940827	13132923	627966	926235	5535446	1267172	1867062	18668369
2015-2016	752152	1109355	15498565	732611	1080084	5642419	1484763	2189439	21140984

SERVICE AND FACILITIES

NIGHT NAVIGATION

Night navigation are permitted except for tankers and vessel with bridge on the bow.

A) ALONG SIDE BERTHS (For sea going vessel):

Including two designated container berths there are 19 jetty berths of which 2 dedicated container berth are provided with 4 rail mounted quay gantry crane 9, jetties are provided with shore cranes for handling general cargo and 5 jetties are provided with railway Tracks, 10 jetties are provided with transit sheds. Vessels up to 186 M (LOA) may be berthed at cement concrete main Jetties.

(B) SPECIALIZED BERTHS BUILT BY OTHER AGENCIES :

Berths are available for bulk cargo like wheat, cement clinker, rock phosphate, urea and liquid ammonia.

FOR OCEAN GOING VESSELS :

- i) Cement Clinker Jetty for vessels LOA up to 161 M with max draught 9.15 M and vessels LOA up to 170 M with max. draught 8.6 M.
- ii) Grain Silo Jetty for vessel up to 190.00 M.
- iii) TSP Jetty vessel up to 175.25 M.
- iv) Chittagong Urea Fertilizer Jetty for vessels upto 190.00M. and can be loaded up to maximum draft of 8.5 M.
- v) E.R.L. Dolphin jetty for handling crude and product oil vessel of 190.00M. be berthed at Dolphin jetty berth.
- vi) V/L having LOA of 190.00M will be allowed to take berth at KAFCO (UREA) and LOA up to 190.00M at KAFCO (AMMONIA) jetties and load up to 9.20M.
- vii) Dolphin 4 permissible LOA 160M and draft 9.5M

(C) MOORING BERTHS :

- i) River Mooring No. 3 Out of Commission (Dolphin under construction).
- ii) River Mooring No. 8: for vessels upto 190.00M. draft 8.0M for vegetable oil carrier.
- iii) River Mooring No. 9 : for vessels up to 190.00 M. draft 6.0 M. for repair of vessel / laying off.
- iv) River Mooring No. 10 : for vessels upto 145.00 M. LOA draft 7.5 M. for repair of vessel / laying off.



List of Cargo and Container Handling Equipment :

A. Existing Container Handling Equipment (As on November 2016) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	04	
02.	Rubber Tyred Gantry Crane	40	21	
03.	Mobile Harbour Crane	84	02	
04.	Straddle Carrier (04 High)	40	39	
05.	Straddle Carrier (02 High)	40	02	
06.	Reach Stacker	45	13	
07.	Forklift Truck	42	03	
08.	Forklift (Spreader)	16	13	
09.	Reach Stacker	07	05	
10.	Container Mover	50	04	
11.	Terminal Tractor	50	44	
12.	Terminal Trailer	50	53	

B. Existing Cargo Handling Equipment (As on November 2016):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Mobile Crane	10 - 50	41	
02.	Forklift Truck	10 - 20	09	
03.	Forklift Truck	03 - 05	106	
04.	Industrial Tractor	25	15	
05.	Heavy Trailer	25	05	
06.	Light Trailer	06	37	

C. Equipment Being Procured Under Revenue Budget (2015-2016):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Rubber Tyred Gantry Crane	40	18	
02.	Straddle Carrier (04 High)	40	06	
03.	Forklift Truck	16	07	
04.	Mobile Crane	10-100	33	
05.	Forklift Truck	10-20	10	
06.	Forklift Truck	03-05	79	
07.	Trailer	06	15	
08.	Tele Handler	10	04	
09.	Weighing and Bagging machine		04	
10.	Pneumatic Conveyor/ Vacubator		04	
11.	Car Carrier		05	
12.	Man Lifter		03	

D. Procurement of 51 Nos. Equipment for New Mooring Container Terminal (NCT) Project:

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	10	
02.	Rubber Tyred Gantry Crane	40	20	
03.	Rail Mounted Gantry Crane	40	01	
04.	Straddle Carrier (04 High)	40	10	
05.	Reach Stacker	07	04	
06.	Container Mover	40	05	
07.	Mobile Harbour Crane	84	01	

D. Procurement of 29 Nos. Container and Cargo Handling Equipment (Project):

The objective of the project is to enhance port operational capacity / efficiency and to meet the requirement of equipment keeping pace with the increasing growth in maritime trade. All equipment (29 nos.) have already been procured and put into CPA's container and cargo handling operation.

LIGHTER JETTIES :

- i) L. J. No. 1-permanent cement concrete Jetty with 122 M. Jetty face at Sadarghat for coasters and inland vessels upto 70 M Length vessels with dry cargo.
- ii) L.J. No. 2 with Pontoon and shore connection (CCGF) for coasters and inland vessels upto 76 M with dry Cargo.
- iii) L.J. No. 3 with Pontoon and shore connection (Jamuna) for inland tankers and vessels upto 75M with POL in bulk.
- iv) L.J. No. 4 with pontoon and shore connection (Meghna) for inland tankers and vessels up to 75M. with POL in bulk.
- v) L.J. No. 5 with Pontoon and shore connection (ITT) for Inland tankers and vessels upto 75m with edible oil in bulk.
- vi) L.J. No. 6 with cement concrete jetty (BE) for Inland tankers and vessels upto 70 M for Bulk POL.

SUPPLY OF WATER BUNKER & PROVISION :

Fresh water is available at all the Chittagong Port Authority jetties. Water is also supplied by propelled water barges to vessels inside Port and the outer anchorage. Water can also be supplied outside port limit under special arrangements. Due to rough sea and inclement weather water supply at the outer anchorage is affected often during mid April to mid October. Oil bunkers can be supplied to the vessels at Jetty, Moorings and outer anchorage by private company. Fresh meat, fish, vegetables, milk, egg, rice, wheat, bread and butter etc. are available.

UNDER WATER DIVING SERVICES :

Such services can be made available by the Port Authority on hire charge basis.

MARINE SALVAGE FACILITIES :

The Port Authority operates a small Marine Salvage Unit Service Personned and equipment are available on hire charge basis.

E) WARE HOUSES :

A. Shed	2436.80	1048.80
B. Shed	277.81	1196.00
D. Shed	1108.73	477.20
F. Shed	8696.63	3742.60
G. Shed	9409.85	4050.00
H. Shed (CFS)	1543.40	664.28
L. Shed	1911.33	822.64
M. Shed	8084.10	3479.40
N. Shed (CFS)	8084.10	3479.40
O. Shed (CFS)	8084.10	3479.40
P. Shed	2822.95	1215.00
R. Shed (CFS)	1881.97	810.22
Shadarghat Shed	3808.00	5428.00
Total	60,650.77 Sq.Metres	29,892.94 M.Tons

- #### E) ELECTRICAL POWER SUPPLY FACILITIES:

SL. NO.	TYPE OF EQUIPMENT	CAPACITY	TOTAL NOS	REMARKS
01.	Stand by Diesel Generator set.	2.0 MW, 11 KV out put	07	For continuous uninterrupted power supply throughout the Port area in case of power failure froms BPDB sources
02.	Stand by Diesel Generator set.	2.5 MW, 11 KV out put	01	For continuous uninterrupted power supply throughout the Port area in case of power failure from BPDB source.
03.	Solar Panel Power System	18 KW with 4hrs out put	1 Set	For lighting system of PAB Main Building.
04.	High mast for lighting arrangement inside Port protected area	30 M.	115	For providing sufficient light throughout the Port protected area for night time Port operation & security purposes.
05.	Reefer Point Facilities	440V	1673	For providing Power supply to Reefer Container in Port protect area

CLEARANCE OF CARGO FROM THE PORT

This port is connected with the hinterland by Bangladesh railway the inland water ways through the Bay of Bengal and the Road net work.

Clearance of dry cargo from the port by three modes of transport Viz, Rail, Road and River were 564159 Metric tons, 17730708 Metric tons and 361315 Metric tons respectively during the year 2014-2015 and 521862 Metric tons, 20720106 Metric tons and 405288 Metric tons respectively during the fiscal year 2015-2016.

Year	Rail	Road	River	Total
2014-2015	564159	17730708	361315	18656182
2015-2016	521862	20720106	405288	21647256

EFFICIENCY INDICATORS (FISCAL YEAR)

Sl. No.	INDICATORS	2014-2015	2015-2016
A.	Ship's turn-around time (days)	4.26	2.79
B.	Dwell time of container (days)	17.48	11.88
C.	Berth occupancy (in %)	65.04	73.95
D.	Equipment availability (in %)	60.63	54.06

COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in metric Tons

Sl. No.	COMMODITY	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016
1.	FOOD GRAIN	1957685	1428491	2072156	2955454	3963718
2.	CEMENT	--	--	--	--	--
3.	CEMENT CLINKER	11023432	12031461	13580424	14209572	16962003
4.	FERTILIZER	1541968	1467554	1256454	1605124	1740385
5.	COAL	--	40714	--	1375725	2226397
6.	SALT	--	488248	--	136700	324760
7.	SUGAR	1863563	1474516	2044215	1989353	2095344
8.	EDIBLE	1626718	1614218	1710798	1904320	2456364
9.	POL	5381533	5371990	5576296	6169314	5655407
10.	OTHERS	12790036	14394836	15719827	18595844	22900408
	TOTAL	36184935	38312028	41960170	48941406	58324786

COMMODITY WISE EXPORT HANDLED (FISCAL YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016
1.	JUTE	204117	165793	190071	165287	157635
2.	JUTE PRODUCT	769925	820702	808741	813599	706938
3.	LEATHER GOODS	20572	23777	31477	35787	30211
4.	TEA	694	49	495	490	48
5.	GARMENTS	2063511	2364576	2653198	2760449	2788000
6.	FROZEN GOODS	81134	86884	173429	123846	94299
7.	FERTILIZER/UREA	50259	12658	80	0	0
8.	NAPHTHA	79752	134920	79618	76952	68256
9.	AMMONIA	48100	27275	14000	40004	40800
10.	OTHERS	1398441	1423006	1387268	1823572	2085447
	TOTAL	4716374	5059640	5338377	5839986	5971634

COMMODITY WISE IMPORT HANDLED (CALENDAR YEAR)

Figures in metric Tons

Sl. No.	COMMODITY	2012	2013	2014	2015	2016
1.	FOOD GRAIN	1523062	1934810	2324287	3137483	5093555 (APP)
2.	CEMENT	--	--	---	---	--
3.	CEMENT CLINKER	11825950	12285945	13866821	14583377	18896249 (APP)
4.	FERTILIZER	1381412	1125403	1579979	1614147	1564329 (APP)
5.	COAL	16502	24212	28258	2765956	1353429 (APP)
6.	SALT	488248	---	---	341910	441743 (APP)
7.	SUGAR	1656256	1699362	1930428	2265743	1878535 (APP)
8.	EDIBLE	1846723	1641218	1768957	2305684	2030995 (APP)
9.	POL	4992620	5478838	5953105	5548103	6896850 (APP)
10.	OTHERS	13304444	14885224	16787808	20994122	25127449 (APP)
	TOTAL	37035217	39075012	44239643	53556525	63283134 (APP)

COMMODITY WISE EXPORT HANDLED (CALENDAR YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2012	2013	2014	2015	2016
1.	JUTE	200306	165250	183012	139023	189218 (APP)
2.	JUTE PRODUCT	809413	798526	853868	782624	722582 (APP)
3.	LEATHER GOODS	20623	25535	36399	32491	30889 (APP)
4.	TEA	126	194	400	449	0
5.	GARMENTS	2177723	2542359	2693653	2825442	2776137 (APP)
6.	FROZEN GOODS	73707	105268	166492	116476	97053 (APP)
7.	FERTILIZER/UREA	12658	0	0	0	0
8.	NAPTHA	94546	117618	97785	53170	114824 (APP)
9.	AMMONIA	39874	14401	24004	36000	32509 (APP)
10.	OTHERS	1464403	1422115	1461646	1751158	2379542 (APP)
	TOTAL	4893379	5191266	5517259	5736833	6342754 (APP)

The deep draft vessels can be lightered at the outer anchorage. This is to be resorted for vessels of deeper draft Kutubdia. Depending on the quantum involved in lighterage T-2 Type tankers and liberty vessels are arranged on charter by the concerned Agencies from abroad or from the Bangladesh Shipping Corporation. Except the ocean going Tankers and Vessels of Bangladesh Shipping Corporation engaged in Lighterage. Local Lighterage, fleet consists of tankers each of approximately 1,000 tons capacity and coaster each of the capacity 300 ton to 1000 tons owned by the public and private Sectors are deployed. Besides these country craft each of 20 to 0 tons capacity in private sector and steel barges each of 300 to 500 tons capacity in the public and private sector are available to carry out lighterage work. The cargo from such lighters intended to be discharged at the Chittagong port is handled at a vacant jetty or in between the two vessels alongside the jetties. Cargo discharged into lighters at outer anchorage may also be directly transported to inland river ports and Mongla Port the Second international port of the country, with prior permission of the port and customs authorities.

Due to rough sea during inclement weather, lighterage at outer-Anchorage and also kutubdia during Mid April to Mid October might become difficult and uncertain at times.

SUPPLY OF WATER BUNKER & PROVISION

Fresh water is available at all the Chittagong Port Authority jetties. "To supply drinking water, a surface water treatment plant has been installed". Water is also supplied by propelled water barges to vessels inside Port and at the outer anchorage. Due to rough sea and inclement weather water supply at the outer anchorage is affected often during mid April to mid October. Oil bunkers can be supplied to the vessels at jetty, Moorings and outer anchorage by private company. Fresh meat, fish, vegetables, milk, egg, rice, wheat, bread and butter etc. are available.

MEDICAL FACILITIES

Necessary medical facilities to officers and Crew of vessels may be made available at Chittagong Port Authority Hospital on request against payment of this may be privately arranged through the local Agents concerned.

REPAIRING FACILITIES

Quite good number of small marine Workshop are available and they can carry out the repair of the vessels. There is one ship Repairing Yard in Chittagong in which ships upto 560 ft. LOA 16,500 DWT can be dry docked. A few number of electric workshops are also available in Chittagong.

Repairing facilities at the Moorings used for Dry Cargo may be allowed only for reasonable period with the prior permission of the Deputy Conservator and the director Traffic.

UNDER WATER DIVING SERVICES

Such services can be made available by the Port Authority on hire charge basis.

MARINE SALVAGE FACILITIES

The Port Authority operates a small Marine Salvage Unit Service Personned and equipment are available on hire charge basis.

RAIL & AIR TERMINALS

Chittagong is a terminal of Bangladesh Railway. There is an Air port close to the Harbour and regular Air Services are available from Chittagong to the rest of the Country. There is regular communication by sea with ports of the World.



VESSELS AND CRAFTS

The Chittagong Port Authority owns for following Derdger, Tug Boats and other utility vessels and crafts.

Sl.No	NAME of	TYPE	GRT	CAPACITY
(A)	DREDGER: KHANAK TRAILING SUCTION HOPPER MOTOR DREDGER		3226	2500M (HOPPER)
(B)	TUG BOATS: M.T. KANDARI-1 M.T. KANDARI-2 M.T. KANDARI-7 M.T. KANDARI-8 M.T. KANDARI-9 M.T. KANDARI-10 M.T. KANDARI-11	MOTOR TUG " " " " " "	329 354 329 329 98 343 375	BHP - 1200X2 2400 BHP - 1125X2 2250 BHP - 850X2 1700 BHP - 850X2 1700 BHP - 550X1 550 BHP - 1600X2 3200 BHP - 2570X2 5140
(C)	SERVICE BOAT: P.B. SANGI	PATROL BOAT		BHP - 750X1 750
(D)	PILOT BOATS: P.B. DISHARI-2 P.B. DISHARI-5 P.B. DISHARI-6 P.B. DISHARI-7 P.B. DISHARI-8 P.B. RAKSHI	PILOT BOAT PATROL BOAT " " " "	137 140 137 137 144 146	BHP - 2X750 1500 BHP - 600X2 1200 BHP - 2X830 1660 BHP - 2X830 1660 BHP - 2X830 1660 BHP - 2X830 1660
(E)	BOUY LIFTING VESSEL: B.L.V ALI B.L.V LUSAI	B.L VESSEL B.L VESSEL		BHP - 660X2 1320 BHP - 850X2 1700
(F)	WATER BURGE: W.B MASAK W.B JARNA W.B FOURA W.B JALPARI	WATER BARGE WATER BARGE WATER BARGE WATER BARGE		BHP - 480X2 960 BHP - 470X2 940 BHP - 470X2 940 BHP - 1122X2 2244
(G)	FAST PATROL BOAT: P -1 P -2	PATROL BOAT PATROL BOAT	6700KG 6700KG	BHP - 355X2 710 BHP - 355X2 710
(H)	POLLUTION CONTROL VESSEL: BAY CLEANER- 1 BAY CLEANER- 2	CLEANING V/L CLEANING V/L	155 122.88	BHP - 450X2 900 BHP - 738X2 1476

DEVELOPMENT

1. The Chittagong Port Authority (CPA) is responsive to the development needs arising out of the increasing growth of traffic at the Port and technological changes in the techniques and methods of cargo/container handling. CPA identifies development needs & undertakes projects through reflection in the five year plan. Projects are implemented with the provision of allocation in the Annual Development Program on priority basis. Besides, CPA also implements part of its development works under capital heads of its revenue budget.

2. ANNUAL DEVELOPMENT PROGRAMME (ADP 2015-2016)

An amount of Tk. 2700.00 lakh was allocated in the original budget & Tk. 1500.00 lakh has been allocated in the revised budget of CPA for implementation of investment Project out of CPA's own resources during 2015-2016. RADP allocations vis-a-vis achievements of the projects are as follows:-

(Fig. in Lakh Taka)

Name of the Project	Allocation for the Year 2015-2016 (RADP)			Expenditure up to June / 2016 & % of allocation.		
	Total	Taka	Project Aid (RPA)	Total	Taka	Project Aid (RPA)
(1)	(2)	(3)	(4)	(5)	(6)	(7)
A. SELF FINANCED PROGRAMME: INVESTMENT PROJECT:						
1. Capital Dredging and Bank Protection with Jetty Facilities in the Karnaphuli River from Sadarghat Jetty to 3rd Karnaphuli Bridge.	1.00	1.00	--	0.9012 (90.12%)	0.9012 (90.12%)	--
2. Construction of CPA Hospital Complex.	12.00	12.00	--	12.50 (104.17)	12.50 (104.17)	
3. Procurement of Equipment for New Mooring Container Terminal (NCT)	1.00	1.00	--	0.8942 (89.42%)	0.8942 (89.42%)	
4. Shifting and Reconstruction of services Jetty located near Dock Office to the Upstream of Jetty No. 1.	1.00	1.00	--	--	--	--
Total:	15.00	15.00	--	14.2954 (95.30%)	14.2954 (95.30%)	--

3. RESUME OF ONGOING PROJECTS

SELF FINANCED PROJECT (CPA'S OWN RESOURCES):

3.1 CAPITAL DREDGING IN THE KARNAPHULI RIVER WITH BANK PROTECTION AND JETTY FACILITIES:

To restore desired navigability of Karnaphuli Channel and create berthing facilities for inland coasters and vessels, the project is under implementation. The estimated cost of the project is Tk. 376.3422 crore. The project was started on 01/07/2009

3.2 CONSTRUCTION OF HOSPITAL COMPLEX IN PLACE OF EXISTING CPA HOSPITAL :

To upgrade health care facilities for CPA employees and relevant patients the project is under implementation. The estimated cost of this project is Tk 4581.52 lakh and Contract value is Tk 4400.32 lakh. The implementation period of the project is December 2012 to December 2017. This project was commenced on 01/02/2014. Block- A, B & D of the project will be handed over to hospital very soon.

3.3 PROCUREMENT OF EQUIPMENT FOR NEW MOORING CONTAINER TERMINAL (NCT):

To commence immediate operation of the New Mooring Container Terminal (NCT) utilizing the created facilities in compliance with Bangladesh govt. directives a project namely "Procurement of equipment for new mooring container terminal (NCT) is under implementation. It will also meet the requirement of container handling equipment keeping pace with the increasing growth in maritime trade. The estimated cost of this project is Tk. 122921.93 lakh. The project implementation period is January 2014 to June 2019. DPP was approved on 18/11/2013. Under this project L/C for the procurement of 4 nos. Straddle Carrier (4H) opened on 26/10/2016. Contract for 5 Tons Container Mover was signed on 10/11/2016. Notification of Awards issued for 3 nos, 2 nos, 2 nos and 2 nos (total 09 nos) RTG on 31/11/2016 against CDDL, CDDL, Dockyard & Engineering Works Ltd. Narayanganj and Dockyard & Engineering Works Ltd. Narayanganj respectively. Also tenders for procurement of 1 no. RMG were opened on 20/11/2016, which is under technical evaluation.

3.4 SHIFTING AND RE-CONSTRUCTION OF THE SERVICE JETTY LOCATED NEAR DOCK OFFICE TO THE UP-STREAM OF JETTY NO. 1:

The objective of the project is to construct a dedicated berth/facilities to anchor and berthing CPA's own vessels fleet comprising of Tug boats, Water Barges, Waste Reception Vessels, Survey boats, Dredger, Pilot Vessels, Security speed boats etc. This project also envisages jetty facilities for the handling of CPA's own conservancy channel buays and mooring maintenance materials. The estimated cost of this project is Tk. 8834.20 lakh. The project implementation period is July 2015 to June 2018. DPP was approved on 18/08/2015. The pre-qualification of the contractors has been completed. IFT has been called from the short listed contractor on 06/12/16.

3.5 Procurement of one high power tug boat (3200 BHP):

The objective of the project is to meet the ever increasing demand for assisting larger ship with more carrying capacity as a statutory responsibility and to assisting berthing and un-berthing of vessels calling at Chittagong port. The estimated cost of this project is TK. 3913.00 lakh the project implementation period is July 2016 to June 2018.

4. FUTURE PROJECTS :

- ☐ Construction of Bay Terminal.
- ☐ Construction of Terminal at Laldia.
- ☐ Construction of Pantenga Container Terminal (PCT).
- ☐ Construction of Karnafully Container Terminal (KCT)
- ☐ Acquisition of a Trailing Suction Hopper Dredger.
- ☐ Construction of overflow yard at new-mooring colony.
- ☐ Acquisition of two cutter section Hopper Dredger.
- ☐ Construction of 40 Storied CPA Tower Building.
- ☐ Procurement of tow tug Boat (7000 BHP).
- ☐ Procurement of heavy duty pilot vessel.
- ☐ Installation of 30 MW power plant with provision to upgrade upto 50 MW in future.
- ☐ Replacement of Jarip-15 with modern hydrographic survey equipment.
- ☐ Procurement of Fire Tender.
- ☐ Procurement of Water Tender.



THE CHITTAGONG PORT AUTHORITY
BUDGET AT A GLANCE

(Fig Taka. in Lakh)

SL. NO.	PARTICULARS	BUDGET EST. FOR 2017-2018	REVISED EST. FOR 2016-2017	REVISED EST. FOR 2015-2016	ACTUAL FOR 2015-2016
A)	TOTAL REVENUE INCOME	273003.00	252650.00	235153.38	203084.88
B)	TOTAL REVENUE EXPENDITURE	219284.46	211066.45	179956.26	152354.47
C)	REVENUE SURPLUS (A - B)	53718.54	41583.56	55197.12	50730.41
D)	CAPITAL EXPENDITURE:				
	1) For New Capital Works & Renewals & Replacement related Works	259486.50	186926.45	183837.00	64805.55
	2) Others (including Loan repayment, House building & other Advance)	1200.00	1200.00	1250.00	613.40
	3) Self financed Development projects	273263.75	44800.00	59530.00	102.54
	TOTAL CAP. EXPENDITURE (D)	533950.25	232926.45	244617.00	65521.49
E)	Financed by:				
	1) Depreciation Reserve Fund (For Renewals & Replacement Works)	28157.50	14554.70	29095.50	11790.00
	2) From Revenue Surplus, Revenue Reserve & Other Pool of Funds	505092.75	217671.75	214771.50	53118.09
	3) From Sinking Fund (Loan Principal)	700.00	700.00	750.00	613.40
	TOTAL (E)	533950.25	232926.45	244617.00	65521.49
F)	Net Surplus/Deficit (D - E)	0.00	0.00	0.00	0.00

YEAR WISE ANALYSIS OF FINANCIAL DATA (Comparative Statement)

(Taka in Crore)

REVENUE :

	ACTUAL FOR 2015-2016	ACTUAL FOR 2014-2015	ACTUAL FOR 2013-2014	ACTUAL FOR 2012-2013	ACTUAL FOR 2011-2012
OPERATING REVENUE	1977.88	1806.81	1558.61	1502.15	1461.17
OTHER REVENUE	51.37	70.02	75.71	68.22	68.75
TOTAL INCOME	2029.25	1876.83	1634.32	1570.37	1529.92

EXPENDITURES :

OPERATING EXPENSE	831.72	679.77	586.23	520.41	469.04
ADMINISTRATIVE & GENERAL EXPENSES	234.11	181.18	229.42	282.59	183.58
TOTAL EXPENSES	1065.83	860.95	815.65	803.00	652.62

PROVISION FOR CORPORATE TAX	445.00	425.00	395.00	400.00	380.00
NET SURPLUS AFTER TAX	518.42	590.88	423.67	367.37	497.30

BALANCE SHEET :

FIXED ASSETS	5711.55	5106.85	4722.54	4293.46	3438.94
DEFERRED EXPENDITURE	17.04	11.99	10.76	10.62	9.16
FIXED DEPOSIT	9239.62	8144.11	6971.15	6183.59	5610.45
SHARE OF ICB ISLAMI BANK	3.00	5.25	5.25	5.25	5.25
LOAN TO PAYRA PORT	49.62	49.62	49.62	0.00	0.00
CURRENT ASSETS	1356.34	1271.39	1368.04	1218.58	1127.65
CURRENT LIABILITIES	1954.62	1705.77	1671.40	1689.79	1309.45
NET CURRENT ASSETS	-598.27	-434.38	-303.36	-471.21	-181.80
CAPITAL EMPLOYED	14422.54	12883.45	11455.95	10021.71	8881.99

FIVE YEARS FINANCIAL RATIOS ANALYSIS :

A. DEBT EQUITY RATIO	0.20:1	0.20:1	0.00	0.00	0.00
B. CURRENT RATIO	0.69:1	0.75:1	0.82:1	0.72:1	0.86:1
C. QUICK RATIO	0.69:1	0.75:1	0.81:1	0.72:1	0.86:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.12	0.12	0.12	0.13	0.14

THE CHITTAGONG PORT AUTHORITY

BUDGET AT A GLANCE

DETAILS OF COMMODITIES (FISCAL YEAR)

(Fig in Lakh M. Tons)

SL. NO.	PARTICULARS	BUDGET EST. FOR 2017-2018	REVISED EST. FOR 2016-2017	BUDGET EST. FOR 2016-2017	ACTUAL FOR 2015-2016
	A. IMPORT.				
1.	FOOD GRAINS	57.50	52.28	33.72	39.63
2.	CEMENT CLINKER	170.16	154.70	137.88	169.62
3.	COAL	8.11	7.37	31.30	22.26
4.	FERTILIZER	19.21	17.46	22.26	17.40
5.	P O L	81.37	73.98	51.92	56.55
6.	EDIBLE OIL	17.56	15.96	31.00	24.56
7.	OTHERS	316.78	287.98	266.00	253.21
	(A) TOTAL	670.69	609.73	574.08	583.24
	B. EXPORT				
1.	JUTE	2.09	1.90	1.11	1.58
2.	JUTE PRODUCTS	8.68	7.89	8.52	7.07
3.	TEA	0.35	0.32	0.32	0.30
4.	HIDES & SKIN	0.00	0.00	0.00	0.00
5.	GARMENTS	30.77	27.97	30.44	27.88
6.	NEPHTHA	1.22	1.11	0.30	0.68
7.	FERTILIZER	0.00	0.00	0.00	0.00
8.	AMMONIA	0.44	0.40	0.40	0.40
9.	FROZEN GOODS	0.80	0.72	0.80	0.94
10.	OTHERS	26.04	23.67	21.17	20.86
	(B) TOTAL	70.38	63.98	63.06	59.71
	C. INLAND CARGO				
1.	INLAND CARGO	64.68	58.80	67.77	63.66
	(C) TOTAL	64.68	58.80	67.77	63.66
	D. I C D (DHAKA)				
1.	I C D (DHAKA)	5.03	4.57	5.09	4.93
	(D) TOTAL	5.03	4.57	5.09	4.93
	E. TRANSIT				
1.	TRANSIT	0.00	0.00	0.00	0.00
	(E) TOTAL	0.00	0.00	0.00	0.00
	GRAND TOTAL	810.78	737.08	710.00	711.54

AHMAD & AKHTAR
Chartered Accountants

RAHMAN MOSTAFA ALAM & CO.
Chartered Accountants

AUDITORS' REPORT
TO THE BOARD OF
CHITTAGONG PORT AUTHORITY

We have audited the accompanying financial statements of "Chittagong Port Authority", which comprises the statement of financial position as at June 30, 2016, and the statement of Profit or Loss & Other comprehensive income, statement of changes in Equity and statement of cash flows for the year then ended and a summary of significant accounting policies and other explanatory notes.

Management's Responsibility for the Financial statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with Bangladesh Financial Reporting Standards (BFRS) and other applicable laws and regulations. This responsibility includes; designing, implementing and maintaining internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error, selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstance.

Auditor's Responsibility

Our responsibility is to express an opinion on these financial statements based on our audit. We conducted our audit in accordance with Bangladesh Standards on Auditing (BSA). Those standards require that we comply with ethical requirements and plan to perform the audit to obtain reasonable assurance whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of accounting estimates made by managements, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

Basis for Qualified Opinion:

1. An amount of Tk. 36,011,581 was made as advance to Bangladesh Railway against Jetties, Slipway and other Structure on 10/02/2003 which has been capitalized under property, Plant & Equipment (Note 7 to the Financial Statement) during the year under report, though the Asset is in operation for years. The date on which these assets operation were started is not available in the records. As the assets were not recognised on time, depreciation was not charged on the said assets for years resulted in overstatement of carrying value of Property, Plant & Equipment as well as overstatement of unappropriated surplus.

2. The Chittagong Port Authority did not provide any Provision for Deferred Income Tax as required by Bangladesh Accounting Standard (BAS) 12; Accounting for Income Taxes.

Qualified Opinion:

In our opinion, except for the possible effects of the matters described in the Basis for Qualified Opinion paragraph, the financial statements present fairly, in all material respects, the financial position of Chittagong Port Authority as at 30 June 2016, and of its financial performance and its cash flows for the year then ended in accordance with Bangladesh Financial Reporting Standards (BFRS).

Emphasis of matter:

Chittagong Port Authority restates previous year's figures in its Financial Statements every year. In 2014-2015 Tk. 1368,031,351 was deducted from Retained earnings as Prior year Adjustments, in the same way in 2015-2016 tk 1353,390,042 was deducted from Retained earnings as Prior year Adjustment. This prior year adjustment has massive impact on its financial performance.

Subject to our qualified opinion we also report that:

- a. We have obtained all the material information (except for items under Basis for Qualified Opinion Paragraph) and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit and made due verification thereof;
- b. in our opinion, proper books of account as required by law have been kept by the Corporation so far as it appeared from our examination of those books;
- c. the Corporation's Statement of Financial Position and statement of Profit or Loss & Other Comprehensive income dealt with by the report are in agreement with the books of accounts.

AHMAD & AKHTAR

Chartered Accountants

Dated : 07th January, 2018

Chittagong,

RAHMAN MOSTAFA ALAM & CO.

Chartered Accountants

AHMAD & AKHTAR
Chartered Accountants

RAHMAN MOSTAFA ALAM & CO.
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF FINANCIAL POSITION
AS AT JUNE 30, 2016

	Notes	30-06-2016 Taka	30-06-2015 Taka
<u>SOURCES OF FUNDS</u>			
Capital	4	43,234,804,291	40,049,026,266
Reserve and Fund	5	53,284,842,042	47,665,214,434
Unappropriated Surplus Transferred from Statement of Comprehensive Income		4,849,451,502	2,311,897,853
Equity and Funds		101,369,097,835	90,026,138,553
Provision Account	6	42,129,098,903	38,038,365,508
Long Term Loan (ADB/BAN2147)	26	727,247,213	769,968,142
		144,225,443,951	128,834,472,203
<u>APPLICATION OF FUNDS</u>			
Operating Assets (At cost)	7	41,402,372,140	37,680,217,805
Capital Work-in-progress	8	15,713,087,300	13,388,281,506
		57,115,459,440	51,068,499,311
Deferred Expenditure	9	170,369,654	119,868,309
Shares of ICB Islami Bank (cost price 5,25,46,000)	10	29,951,220	52,546,000
Fixed Deposit	11	92,396,203,136	81,441,139,427
Loan to Payra Port		496,200,000	496,200,000
<u>CURRENT ASSETS</u>			
Interest Receivable on Fixed Deposits	12	2,912,495,531	3,233,309,607
Stores	13	60,382,616	73,759,419
Stores-in-Transit	14	--	278,744
Debtors	15	1,801,752,281	2,378,892,116
Advances and Deposits	16	7,924,561,365	6,565,642,572
Cash and Bank Balances	17	864,281,906	461,988,990
		13,563,473,689	12,713,871,448
<u>LESS: CURRENT LIABILITIES</u>			
Creditors and Accruals	18	19,546,213,188	17,057,652,292
NET CURRENT ASSETS		(5,982,739,499)	(4,343,780,844)
CAPITAL EMPLOYED		144,225,443,951	128,834,472,203

The notes set out from pages 6 to 22 form an integral part of these financial statements.

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

AHMAD & AKHTAR
Chartered Accountants

RAHMAN MOSTAFA ALAM & CO.
Chartered Accountants

Dated : 07th January, 2018
Chittagong,

AHMAD & AKHTAR
Chartered Accountants

RAHMAN MOSTAFA ALAM & CO.
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF COMPREHENSIVE INCOME
FOR THE YEAR ENDED JUNE 30, 2016

	Notes	30-06-2016 Taka	30-06-2015 Taka
INCOME			
Dues and Charges :	19		
On Vessels		2,836,980,919	2,464,897,609
On Cargo		16,941,821,802	15,603,201,718
		19,778,802,721	18,068,099,327
Miscellaneous Income	20	209,972,196	262,216,526
Rent on Land		98,513,925	182,951,811
		308,486,121	445,168,337
		20,087,288,842	18,513,267,664
EXPENDITURE :			
Operating Expenses	21	8,317,187,963	6,797,690,317
Administrative and General Expenses	22	2,341,123,723	1,811,754,166
		10,658,311,686	8,609,444,483
Net surplus from operation		9,428,977,156	9,903,823,181
Add: Interest Income	23	202,248,586	248,512,360
Profit (Loss) on Sale of Operating Assets	24	2,937,865	6,452,038
		205,186,451	254,964,398
NET SURPLUS BEFORE PROVISION FOR TAX		9,634,163,607	10,158,787,579
Less: Provision for Corporate Tax		4,450,000,000	4,250,000,000
NET SURPLUS AFTER PROVISION FOR TAX		5,184,163,607	5,908,787,579
Add: Unappropriated Surplus Brought Forward		2,311,897,853	1,771,141,625
Prior Years adjustment	25	1,353,390,042	(1,368,031,351)
		3,665,287,895	403,110,274
NET SURPLUS AVAILABLE FOR APPROPRIATION		8,849,451,502	6,311,897,853
APPROPRIATIONS :			
Transfer to Capital Fund		2,000,000,000	2,000,000,000
Transfer to Revenue Reserve Fund		2,000,000,000	2,000,000,000
Unappropriated surplus Transferred to SoFP		4,849,451,502	2,311,897,853
		8,849,451,502	6,311,897,853

The notes set out from pages 6 to 22 form an integral part of these financial statements.

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

AHMAD & AKHTAR
Chartered Accountants

RAHMAN MOSTAFA ALAM & CO.
Chartered Accountants

Dated : 07th January, 2018
Chittagong,

AHMAD & AKHTAR
Chartered Accountants

AHMED ZAKER & CO.
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED ON JUNE 30, 2015

Particulars	Capital Fund Taka	Sinking Fund Taka	Revenue Reserve Fund Taka	Pension Fund Taka	Unappropriated Surplus Taka	Total Taka
Balance as on 01.07.2015	40,049,026,266	256,307,314	37,239,151,428	10,169,755,692	2,311,897,853	90,026,138,553
Interest earned during the year 2015-16	201,835,008	19,537,885	2,838,679,264	822,759,959	-	3,882,812,116
Prior years' adjustments made during the year 2015-16	-	-	-	-	1,353,390,042	1,353,390,042
Net surplus during the year after tax and before appropriation	-	-	-	-	5,184,163,607	5,184,163,607
Appropriation of net surplus during the year	2,000,000,000	-	2,000,000,000	-	(4,000,000,000)	-
Transferred from Depreciation provision account	922,731,975	-	-	-	-	922,731,975
Payment made to unfit labour of DWMB	(128,458)	-	-	-	-	(128,458)
Payment of principal of Govt. Loan (ADB/CPTFP)	-	(61,339,500)	-	-	-	(61,339,500)
Capitalization of Loan	61,339,500	-	-	(10,000)	-	(10,000)
Equity and fund as on 30.06.2016	43,234,804,291	214,505,699	42,077,830,692	10,992,505,651	4,849,451,502	101,369,097,835

AHMAD & AKHTAR
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THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED JUNE 30, 2016

	30-06-2016 Taka	30-06-2015 Taka
A. Cash flow from Operating Activities		
Cash received against dues & charges	20,355,942,566	17,732,987,922
Miscellaneous Income	209,972,196	262,216,526
Rent on Land	98,513,925	182,951,811
Interest Income	5,749,577,849	7,053,308,786
Corporate Tax paid	(4,337,500,000)	(4,360,554,656)
Payment against Expenses	(9,467,093,276)	(7,644,331,621)
Net Cash Flow from Operating Activities	12,609,413,260	13,226,578,768
B. Cash flow from Investing Activities		
Acquisition of Fixed Assets	(468,727,182)	(224,060,614)
Capital Work-in-Progress	(1,529,539,505)	(1,006,974,112)
Sale of Fixed Assets	5,258,687	6,452,038
Investment (হবে)	(10,132,313,750)	(11,729,674,992)
Deferred Expenditure	(32,962,316)	(26,112,879)
Net Cash used in Investing Activities	(12,158,284,066)	(12,980,370,559)
C. Cash Flow from Financing Activities		
Payment to Dock workers from acquired capital	(128,458)	(795,435)
Payment of Principal of foreign Loan	(48,707,820)	(30,340,800)
D. Net Cash Inflow/(Outflow) for the year (A+B+C)	402,292,916	(215,071,974)
E. Opening Cash & Bank Balance	461,988,990	246,917,016
F. Closing Cash & Bank Balances (D+E)	864,281,906	461,988,990

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THE CHITTAGONG PORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS
FOR THE YEAR ENDED 30TH JUNE, 2016

1.00 BACKGROUND AND OBJECTIVES :

The Chittagong Port Authority was established with the promulgation of the Chittagong Port Authority Ordinance (Ordinance no. LII of 1976) by taking over the assets, liabilities and operations of Chittagong Port Trust for development of Chittagong Port and for the matters connected therewith or incidental there to the Chittagong Port. Under the Ordinance the Chittagong Port Authority is a body corporate having perpetual succession and common seal. The Authority is a self-Financing organization administered by the Ministry of Shipping, Government of Bangladesh.

The functions of the Authority are to provide the port services, regulate and control berthing and movement of vessels and navigation within the port.

2.00 BASIS OF PREPARATION :

2.01 Basis of Accounting :

These financial statements have been prepared in accordance with Generally Accepted Accounting Principles (GAAP), Bangladesh Accounting Standards (BAS), Chittagong Port Authority Ordinance-1976 and other applicable laws and regulations.

2.02 Basis of measurement :

These financial statements have been prepared on a going concern basis under historical cost convention except revaluation of some operating assets.

2.03 Functional and presentation currency :

These financial statements are presented in BD Taka, which is the Authority's functional currency.

2.04 Use of Estimates and Judgments :

The preparation of financial statement requires managements to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates. Estimates and assumption are reviewed on an ongoing basis.

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3.00 SIGNIFICANT ACCOUNTING POLICIES :

3.1 Operating Assets :

3.01.01 Recognition and measurement :

Operating assets are stated at cost. Cost includes expenditures that are directly attributable to the acquisition of the assets. The cost of constructed/ installed assets includes the cost of materials and direct labour and other costs directly attributable to bringing the assets to a working condition for their intended use.

3.01.02 Depreciation :

- (a) Depreciation is charged on all operating assets with the exception of freehold land and capital work-in-progress so as to write off the operating assets over their expected useful lives. Straight-line method of depreciation has been consistently applied and the amount of depreciation is transferred to depreciation provision account from where expenditure of renewals and replacement are usually met.
- (b) No depreciation has been charged on addition and deletion of operating assets during the year.
- (c) The rates of depreciation which have been consistently applied year to year as per opinion of EWP Associates, consultant appointed by World Bank for Chittagong Port development Project under IDA credit No. 1124-BD TA IV and decisions of CPA Board made from time to time are as follows :

NAME OF ASSETS	ESTIMATED USEFUL LIFE (Year)	ANNUAL RATE (%)
Jetties, Slipway and other structures	40	2.5
Building, Sheds and other constructions	10-40	2.5-10
Plant and Machinery	5-20	5-20
Tugs, Vessels and Launches	15	6.66
Mooring, Pontoon, Dredger and Floating Cranes	5-20	5-20
Electrical Equipments & Installation	5-15	6.66-20
Transport Vehicles	5-15	6.66-20
Furniture, Fixture and Equipments	10-15	6.66-10
Other Assets	5-15	6.66-20
Cargo Handling Equipments	5-15	6.66-20

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3.02 Fixed Deposit :

- (a) This represents 454 numbers of FDRs made on different dates with different scheduled banks for the tenure of one year. Total FDR includes the deposit of balance in different funds such as Revenue Reserve fund, Depreciation Reserve Fund, Reserve for Bad debts, Self Insurance Fund, Sinking Fund, Pension Fund and Capital Fund etc.
- (b) Interest accrued on Fixed Deposits are not added with deposits i.e. the amount of Fixed deposits shown on Statement of financial position is the amount of aggregate face value of those Fixed deposits only.

3.03 Stores :

Stores are valued at Periodic average cost consistently.

According to the consistent practices of the Authority the value of the closing stock of Medicines, Printing and Stationery are not considered in the accounts as these items are charged out directly against revenue on procurement.

3.04 Employee benefits schemes :

The authority has constituted two recognized provident funds namely General Provident Fund and Contributory Provident Fund and a Benevolent Fund as per the rules of Govt. of Bangladesh. The authority makes contributions to provident fund and benevolent fund as per rule.

3.05 Pension Fund :

No objection regarding implementation of pension scheme has been issued by Finance Division, Ministry of Finance vide letter No. 07.00.0000.126.00.071 .2012-174, Dated: 22/08/2013. But no separate Fund has been constituted yet & approval process of pension regulation is still pending.

3.06 Provisions :

A provision is recognized if, as a result of a past event, the authority has a present legal or constructive obligation that can be estimated reliably and it is probable that an outflow of economic benefit will be required to settle the obligation.

3.07 Revenue Recognition :

Revenue is recognised as and when services are rendered / upon receipt of paper document.

3.08 Income tax :

Provision for income tax has been made in the accounts in accordance with ITO 1984.

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3.09 Debtors :

No provision against debts specifically considered irrecoverable has been made in the accounts, but a general provision of Taka 200.00 Lac has been made during the year as per approved budget.

3.10 Interest Income :

Interest accrued on FDR has been consistently apportioned amongst provisions, reserves and funds and un-appropriated surplus at the ratio of their opening balances and the remaining amount has been transferred to interest income.

3.11 Long term Loan: (No. BAN/2147)

This Loan has been taken from Asian Development Bank through GOB against CPTFP Project of CPA. The Loan amount is 12.7168 million USD. Duration of Loan payment is 20 years. The first installment of principal paid during financial year 2014-2015. The rate of interest is 6% & payment of interest started from June, 2010

3.12 Share of ICB Islami Bank has been valued at market price as on June 30,2016

3.13 General :

The figures in these accounts have been rounded off to the nearest taka. Previous year's figures have been rearranged, wherever necessary, to confirm to current year's presentation.