



Chittagong Port Authority



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WITTHI
ZAMAN

Chairman Desk

Chittagong Port, the busiest international seaport in the country, handles over 92% of Bangladesh's import-export trade, underscoring its pivotal role in the nation's economic landscape. Recently Bangladesh's maritime history entered a new era with the opening of the Patenga Container Terminal (PCT). This major development marks a turning point for the country's economy. Under the government's forward-thinking leadership, the PCT represents Bangladesh's first venture into foreign direct investment (FDI) for its port operations. This symbol of progress serves as a gateway to a more prosperous future and a driving force behind Bangladesh's rise in the maritime sector, as explored in the chapter titled 'Beacon of Hope'.

Bangladesh's dream of becoming a regional trade hub faces a hurdle: its dependence on the single port of Chittagong. To break this bottleneck and unleash its full maritime potential, the nation has launched the groundbreaking Matarbari Deep Seaport project. This is a significant infrastructural development in Chattogram, poised to transform Bangladesh's maritime trade landscape. This deep-sea port, located in the Matarbari area of Cox's Bazar, is designed to accommodate large vessels that cannot be handled by the existing Chittagong Port. The project includes the construction of a multipurpose terminal, a container terminal, and necessary port infrastructure, making it a state-of-the-art facility. The Bay Terminal project is another milestone project of Chittagong Port. This transformative initiative leverages Bangladesh's strategic position in the Bay of Bengal. For Bangladesh, the Bay of Bengal is not just a scenic coastline, it is a bustling marketplace. Two critical Sea Lines of Communication (SLOCs) crisscross the bay, serving as the lifeblood of the nation's economy. One route stretches eastward, connecting Bangladesh to the vibrant economies of Southeast Asia, while the other heads westward, linking the country to the Middle East and beyond. The article in the 'Perspective' chapter delves deeper into the significance of these SLOCs for Bangladesh, exploring the economic opportunities they present, the challenges they pose, and the strategies to ensure their smooth and secure operation. As we navigate the exciting future of maritime trade, let us embrace collaboration, resilience, and innovation. Together, we can chart a course towards a brighter, more prosperous world for all.

Rear Admiral S M Moniruzzaman
OSP, ndc, ncc, psc, BN
Chairman



Historical Background of Chittagong Port



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 AD. During the 16th century the Portuguese took great interest in the locality around Chittagong which was then popularly known as 'PORTE GRANDEL. The present location of the Port was however, established in the year 1887 and by 1910 tour 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 Poft 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. In the year 2022 Chittagong Port Authority Act 2022 (Act No. 8 of 2022) was enacted.



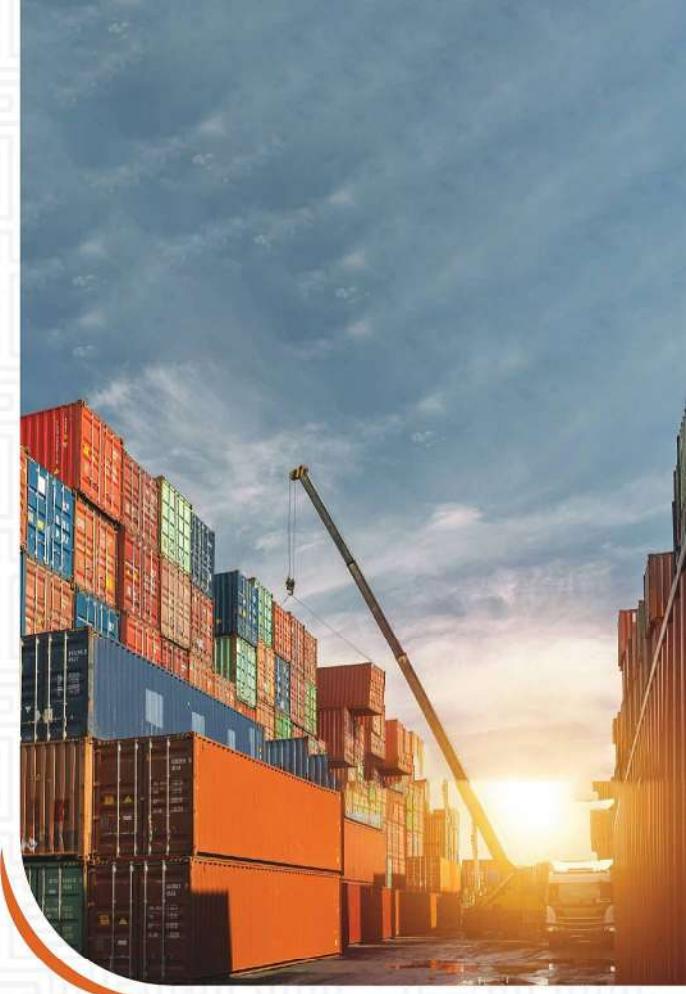
VISION

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 in the year 2022 Chittagong Port Authority Act 2022 (Act No. 8 of 2022) was enacted. 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 Act 2022 (Act No. 8 of 2022) to provide for establishment of an Authority for the management, maintenance and development of Chittagong Port and for matters connected therewith or incidental thereto the Chittagong Port Act stood repealed. According to the provisions of this Act, the Chittagong Port Authority is a body corporate having perpetual succession and a common seal. The Fund of the Authority, is to be utilized to the charges in connection with the Authority's functions under the Act 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.

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 conductive to, the performance of the functions under this Act.

POWERS OF THE AUTHORITY

As per the Chittagong Port Authority Act 2022.

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, depending 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 Act.
- (l) to control the creation 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 Act.



EXISTING ORGANOGRAM

MINISTRY OF SHIPPING

BOARD OF CPA

CHAIRMAN



THE CHITTAGONG PORT AUTHORITY BOARD (On Publication date)



Rear Admiral S M Moniruzzaman, (C)

OSP, ndc, ncc, psc, BN
Chairman



Md. Habibur Rahman

Additional Secretary, GOB
Member (Admin and Planning)



Commodore M Fazlur Rahman

(C), Bsp, psc BN

Member (Harbour and Marine)



Mohammad Shahidul Alam

Additional Secretary, GOB
Member (Finance)



Captain Kaosar Rashid

(E), psc, BN

Member (Engineering)

THE CHITTAGONG PORT AUTHORITY MANAGEMENT

Chairman	- Rear Admiral S M Moniruzzaman, (C) OSP, ndc, ncc, psc, BN
Member (Administration & Planning)	- Md. Habibur Rahman, Additional Secretary, GOB
Member (Harbour & Marine)	- Commodore M Fazlar Rahman, (C), Bsp, psc BN
Member (Finance)	- Mohammad Shahidul Alam, Additional Secretary, GOB
Member (Engineering)	- Captain Kaosar Rashid (E), psc, BN

1. ADMINISTRATIVE DEPARTMENT :

Name :	Md. Mominur Rashid
Designation :	Director (Admin.), Deputy Secretary, GOB

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

2. MARINE DEPARTMENT :

Name :	Capt. Faridul Alam
Designation :	Dy. Conservator

- Responsible for Marine operation & maintenance thereto.

3. TRAFFIC DEPARTMENT :

Name :	Enamul Karim
Designation :	Director (Traffic)

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

4. SECURITY DEPARTMENT :

Name :	Lt. Col Md. Jahirul Islam, psc, EB
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.

5. MECHANICAL DEPARTMENT :

Name :	Md. Aminul Islam
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.

6. PLANNING DEPARTMENT :

Name :	Md. Mahbub Morshed Chowdhury
Designation :	Chief Planning

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

7. 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.

8. ELECTRICAL DEPARTMENT :

Name : **S.M. Saiful Islam**
 Designation : Director (Electrical)
 ● Responsible for conduct of operation and maintenance of cargo and container handling equipment and different electrical facilities.

9. ENGINEERING DEPARTMENT :

Name : **Mahmudul Hossain Khan**
 Designation : Chief Engineer
 ● 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.

10. HYDROGRAPHY DEPARTMENT :

Name : **Commander M Shamsit Tabriz (H2), psc, BN**
 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.

11. MARINE ENGINEERING DEPARTMENT :

Name : **S. M. Habibullah Azim**
 Designation : Dy. Chief Engineer (Marine)
 ● To ensure optimum use of equipment and vessels within the purview of marine workshop.

12. FINANCE & ACCOUNTS DEPARTMENT :

Name : **Mohammad Abdus Shakur**
 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.

13. AUDIT & INSPECTION DEPARTMENT :

Name : **Qazi Meraz Uddin Arif, FCMA, FCCA**
 Designation : Chief Audit Officer
 ● Conduct audit and inspection to ensure the port authority's assets are adequately controlled and safeguarded and properly utilized.

14. MEDICAL DEPARTMENT :

Name : **Dr. Ferdous Ara**
 Designation : Chief Medical Officer
 ● Responsible for controlling & administering all medical establishment & personnel.

14. STORE DEPARTMENT :

Name : **Eng. Md. Abdul Hannan**
 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.



PROJECT

01. MATARBARI PORT DEVELOPMENT PROJECT:

Name : **Mir Zahid Hasan, Additional Secretary, GOB**

Designation : Project Director

Responsible for overall project implementation and Supervision.

02. Construction of Breakwater and Navigational Access Channel of Bay Terminal Project.

Name : (Yet to be decided)

Designation :

03. PROCUREMENT OF TWO HIGH-POWER TUG BOAT (5000 BHP/ 70 TONS BOLLARD PULL 1st REVISED)

Name : **Capt. Md. Mostahidul Islam**

Designation : Project Director (HPTB)

Responsible for overall project implementation and Supervision.





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 courses 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. 252 nos. equipment operators have already been trained till June 2023.

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

During 2022-2023 CPATI conducted 47 nos. courses where 1533 nos. officials were trained which is the highest number trained in the history of Chittagong Port Authority Training Institute.



PORt'S PERFORMANCE

LOCATION

Chittagong Port is situated in the estuary of the river Karnaphuli, 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 :-



THE CHITTAGONG PORT AUTHORITY

RECORD PERFORMANCE OF THE CHITTAGONG PORT

CALENDAR YEAR 2022

1	Cargo handled	119665682 M/Tons
2	Import Cargo handled	111835061 M/Tons
3	Export Cargo handled	7830621 M/Tons
4	Container handled	3142504 TEUs

Calendar Year 2023

1	Cargo handled	120230293 M/Tons
2	Import Cargo handled	112825576 M/Tons
3	Export Cargo handled	7404717 M/Tons
4	Container handled	3050793 TEUs

FISCAL YEAR: 2022-2023

1	Cargo handled	118297643 M/Tons
2	Import Cargo handled	110776589 M/Tons
3	Export Cargo handled	7521054 M/Tons
4	Food grain handled	5016221 M/Tons
5	No of Ship handled	4253 Nos.
6	Container handled	3007375 TEUs
7	Ship's turn-around time (days)	2.19 days

Month wise best performance (Calendar Year 2022)

1	Maximum cargo handled	11246002 M/Tons	In March 2022
2	Maximum import cargo handled	10530468 M/Tons	In April 2022
3	Maximum Export cargo handled	746440 M/Tons	In March 2022
4	Maximum food grain handled	732000 M/Tons	In November 2022
5	Maximum No of ship handled	388 Nos.	In September 2022
6	Maximum Container handled	291893 TEUs	In January 2022

Monthwise Best Performance (Calendar Year 2023)

1	Maximum Cargo handled	11504837 M/Tons	In March- 2023
2	Maximum Import Cargo handled	10930356 M/Tons	In March- 2023
3	Maximum Export Cargo handled	789451 M/Tons	In June- 2023
4	Maximum Food grain handled	658844 M/Tons	In September- 2023
5	Maximum No of Ship handled	375 Nos.	In March- 2023
6	Maximum Container handled	298331 TEUs	In May- 2023



THE CHITTAGONG PORT AUTHORITY

RECORD PERFORMANCE OF THE CHITTAGONG PORT DURING LAST 05 YEARS

STATISTICS AT A GLANCE (CALENDAR YEAR)

ITEM	2023	2022	2021	2020	2019
IMPORT (M/Tons)	112825576	111835061	108669163	96499666	95957992
EXPORT (M/Tons)	7404717	7830621	7949995	6710058	7119744
TOTAL (M/Tons)	120230293	119665682	116619158	103209724	103077736
CONTAINER (TUES)	3050793	3142504	3214548	2839977	3088187
VESSELS	4103	4361	4209	3728	3807

STATISTICS OF CONTAINER HANDLED (CALENDAR YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	M/TONS	BOX	TEUS	M/TONS	BOX	TEUS	TONS
2019	1064254	1587343	20251923	1007962	1500844	6867020	2072216	3088187	27118943
2020	982502	1491228	19629008	892694	1348749	6445723	1875196	2839977	26074731
2021	1104938	1689131	22622623	1000746	1525417	7495293	2105684	3214548	30117916
2022	1065850	1660375	21279095	958709	1482129	7625493	2024559	3142504	28904588
2023	1093795	1674424	21558261	902405	1376369	7214437	1996200	3050793	28772698

THE CHITTAGONG PORT AUTHORITY

RECORD PERFORMANCE OF THE CHITTAGONG PORT
DURING LAST 05 YEARS

STATISTICS AT A GLANCE (FISCAL YEARS)

ITEM	2022-2023	2021-2022	2020-2021	2019-2020	2018-2019
IMPORT (M/Tons)	110776589	110061208	106235344	94767318	91236030
EXPORT (M/Tons)	7521054	8112952	7494029	6797954	7004625
TOTAL (M/Tons)	118297643	118174160	113729373	101565272	98240655
CONTAINER (TUES)	3007375	3255358	3097236	3004142	2919023
VESSELS	4253	4231	4062	3764	3699

STATISTICS OF CONTAINER HANDLED (FISCAL YEARS)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	MTONS	BOX	TEUS	MTONS	BOX	TEUS	TONS
2018-2019	979032	1465292	19424584	972031	1453731	6786236	1951063	2919023	26210820
2019-2020	1034773	1546676	19599932	979766	1457466	6525948	2014539	3004142	26125880
2020-2021	1083720	1658330	22003438	945769	1438906	7068448	2029489	3097236	29071886
2021-2022	1116611	1716595	22699617	1002578	1538763	7800074	2119189	3255358	30499691
2022-2023	1046243	1622492	20604379	899189	1384883	7337709	1945432	3007375	27942088

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 jetty 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 Container and Cargo Handling Equipment :

Container Handling Equipment (Upto December 2023) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	18	
02.	Rubber Tyred Gantry Crane	40	52	
04.	Mobile Harbour Crane	84	05	
03.	Rail Mounted Yard Gantry Crane	40	01	
05.	Straddle Carrier (04 High)	40	48	
06.	Straddle Carrier (02 High)	40	07	
07.	Reach Stacker	45	21	
08.	Forklift (Spreader)	16	04	
09.	Reach Stacker	07	07	
10.	Container Mover	32	10	
		Total	173	

Cargo Handling Equipment (Upto December 2023) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Mobile Crane	100	02	
02.	Mobile Crane	50	06	
03.	Mobile Crane	30	04	
04.	Mobile Crane	20	14	
05.	Mobile Crane	10	13	
06.	Forklift	20	12	
07.	Forklift	10	16	
08.	Forklift (High Mast)	5	10	
09.	Forklift (Low Mast)	5	41	
10.	Forklift (Low Mast)	3	78	
11.	Forklift Elec. (Low Mast)	1.5	04	
12.	Tractor	25	06	
13.	Heavy Trailer	25	05	
14.	Light Trailer	06	30	
15.	Car Carrier (6 units)	-	02	
16.	Tele Handler	-	04	
17.	Pipe Handler	-	01	
18.	Automatic Begging Machine	-	02	
19.	Pneumatic Conveyor	-	01	
20.	Variable Reach Truck	16	03	
21.	Variable Reach Truck	40	04	
		Total	258	

(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

- F) Baggage Shed : 1789.00 Sq. Metres
- G) X Shed : 9535.68 Sq. Metres 4104.16 M. Tons (for Tea Export Cargo)
- H) Y Shed : 9293.68 Sq. Metres 4000.00 M. Tons (for Tea Export Cargo)
- I) Automobile Shed : 2258.36 Sq. Metres 500 M. Tons
- J) Converted Space outside port protected Area :
 - 1. Cold Storage (Sadarghat)- 1055 Sq. M to store 500 tons
 - 2. Covered area near X and Y shed leased in favour of public and private sectors Godown Space.

Godown	space
No. T-06 1420	Sq. Metres
No. T-07 1420	Sq. Metres
No. T-08 1755	Sq. Metres
No. T-09 1755	Sq. Metres

- 3. Grain silo or 1,70,000 MT. capacity for Bulk wheat is situated adjacent to Grain silo Jetty.
- 4. T.S.P Complex with a Storage Capacity of 1,27,500 M.T. has been constructed adjacent to T.S.P Jetty.
- 5. Storage of 40.80 CM. T. has been provided in the Cement Clinker plant adjacent to cement clinker Jetty.
- 6. Open space within Port protected area for storage Cargo :
 - i. R.C.C pavement 17366, 16 Sq. Metre.
 - ii. Brick pavement 5639.00 Sq. Metre (Sadarghat L.J.)
 - iii. Container Yard : * Main Jetty : 1,61,418 Sq. Metre ** MPB : 150,000. Sq. Metre
- (K) POL Storage

The storage and handling of POL is done directly by the oil companies outside the Port protected area for which adequate storage tank capacity exists.
- (L) Storage for Edible oil in Bulk

This is stored in tanks outside Port protected area directly from the Vessels of Mooring earmarked for the same.

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	11	For continuous uninterrupted power supply throughout the Port area in case of power failure froms BPDB sources
03.	Solar Panel Power System	54.5 KW with 4hrs out put	1 Lot	For lighting system of PAB Main Building = 36Kw. Bay-Terminal= 5Kw, South container yard = 1.5Kw, Rest House in Dhaka = 12
04.	High mast for lighting arrangement inside Port protected area	30 M.	181	Kw For providing sufficient light throughout the Port protected area for night time Port operation & security purposes.
05.	Reefer Point Facilities	440V	1940	For providing Power supply to Reefer Container in Port protect area

CLEARANCE OF DRY CARGO FROM THE PORT

(Figures in Metric Tons)

Year	Rail	Road	River	Total
2021-2022	820733	27270622	73348543	101439898
2022-2023	725350	23972468	75542967	100240785

EFFICIENCY INDICATORS (FISCAL YEAR)

Sl. No.	INDICATORS	2022-2023	2021-2022
A.	Ship's turn-around time (days)	2.19	2.43
B.	Dwell time of container (days)	9.55	9.16
C.	Berth occupancy (in %)	78.17	91.50
D.	Equipment availability (in %)	59.46	50.73

COMMODITY WISE IMPORT HANDLED (CALENDAR YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2019	2020	2021	2022	2023
1.	FOOD GRAIN	6336279	6853882	5062785	3465002	5478313
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	25680976	26528874	34921601	35298309	34137609
4.	FERTILIZER	1646047	1406391	1655825	2310546	1334770
5.	COAL	3982570	4067789	3042992	3751986	6531761
6.	SALT	426514	347109	421806	461600	491000
7.	SUGAR	2246258	2647861	2229495	2486392	1986173
8.	EDIBLE	2570359	2556745	2328097	2286296	2149036
9.	POL	7622239	6368644	8531882	11058845	13075559
10.	OTHERS	45446750	45722371	50474680	50716085	47641355
	TOTAL	95957992	96499666	108669163	111835061	112825576

COMMODITY WISE EXPORT HANDLED (CALENDAR YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2019	2020	2021	2022	2023
1.	JUTE	169747	184101	145349	123674	135122
2.	JUTE PRODUCTS	538027	471316	426653	440854	499678
3.	LEATHER GOODS	35440	22527	29112	25767	36808
4.	TEA	195	0	18	1673	7210
5.	GARMENTS	3320490	2957975	3735420	4084390	3518403
6.	FROZEN GOODS	104974	111787	156712	144267	83103
7.	FERTILIZER/UREA	21	0	19500	6	3272
8.	NAPTHA	17890	0	18800	0	0
9.	AMMONIA	54975	63325	131870	28500	34400
10.	OTHERS	2877985	2899027	3286561	2981490	3086721
	TOTAL	7119744	6710058	7949995	7830621	7404717

COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
1.	FOOD GRAIN	5696038	6839179	5988934	3786465	5016221
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	24826699	24049822	33297380	35130469	34372146
4.	FERTILIZER	1679034	1585682	1432787	2016417	1802493
5.	COAL	2947457	4303434	3607019	2951209	4588190
6.	SALT	365434	431120	341649	520396	449760
7.	SUGAR	2333499	2328285	2344724	2713471	1894458
8.	EDIBLE	2753222	2904818	2122180	2046041	2355572
9.	POL	7628657	6785871	7640904	9953446	11395557
10.	OTHERS	43005990	45539107	49459767	50943294	48902192
	TOTAL	91236030	94767318	106235344	110061208	110776589

COMMODITY WISE EXPORT HANDLED (FISCAL YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2018-2019	2019-2020	2020-2021	2021-2022	2022-2023
1.	JUTE	153828	154840	183045	138268	122408
2.	JUTE PRODUCT	551418	476070	489051	446107	459773
3.	LEATHER GOODS	32273	27000	29123	25146	30716
4.	TEA	43	165	18	1673	1773
5.	GARMENTS	3514113	2884526	3429006	4140674	3768804
6.	FROZEN GOODS	111008	100429	151151	142486	105646
7.	FERTILIZER/UREA	0	21	195000	6	22
8.	NAPTHA	32890	0	18800	0	0
9.	AMMONIA	41249	69125	78950	94220	6500
10.	OTHERS	2567803	3085778	3095385	3124372	3025412
	TOTAL	7004625	6797954	7494029	8112952	7521054

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 of 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.

VESSELS AND CRAFTS

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.



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

SI.No	NAME of Vessel	TYPE	GRT	CAPACITY
(A)	TUG BOATS: M.T. Kandari-1 M.T. Kandari-2 M.T. Kandari-3 M.T. Kandari-4 M.T. Kandari-6 M.T. Kandari-7 M.T. Kandari-8 M.T. Kandari-10 M.T. Kandari-11 M.T. Kandari-12	MOTOR TUG	329 " 353.05 " 493 " 493 " 254 " 314 " 314 " 343 " 375 " 196.47	(1675X2)= 3350 (1400X2)= 2800 (3150X2)= 6300 (3150X2)= 6300 (1836X2)= 3672 (1200X2)= 2400 (1000X2)= 2000 (1600X2)= 3200 (2570X2)= 5140 (1200X2)= 2400
(B)	PILOT BOATS: P.V. Dishari-1 P.V. Dishari-2 P.V. Dishari-6 P.V. Dishari-7 P.V. Rakkhi	PILOT BOAT	24 " 144 " 137 " 137 " 146	(640.75X2)= 1281 (750X2)= 1500 (940X2)= 1880 (940X2)= 1880 (911X2)= 1822
(C)	WATER BURGE: W.B Jarna W.B Foura W.B Moshak W.B Jalpori		341 341 275 934	(510X2)= 1020 (510X2)= 1020 (510X2)= 1020 (1122X2)= 2244
(D)	BOUY LIFTING VESSEL: B.L.V Ali B.L.V Lusai		403.71 508	(788X2)= 1576 (850X2)= 1700
(E)	POLLUTION CONTROL VESSEL: Bay Cleaner- 1 Bay Cleaner- 2		155 122.88	(455X2)= 910 (738X2)= 1476
(F)	FAST PATROL BOAT: Harbour Security Boat- 1 Harbour Security Boat- 3 Harbour Security Boat- 4		6.7 13 13	(355X2)= 710 (300X2)= 600 (300X2)= 600
(G)	ENVIRONMENTAL CLEANING & RESTORETION VEHICLE: ECRV	DREGAR	20.11	(225X1)= 225
(H)	MORING BOATS: Bhaduni-1 Bhaduni-2 Bhaduni-3 N.M.L-1 N.M.L-2 Barkat Shandip Azmat	Mooring Boat	52 " 46 " 46 " 20 " 46 " 20 " 20 " 20	(290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290
(I)	SEARCH AND RESCUE CUM AMBULANCE SHIP: Ambulance			(651X2)= 1302
(J)	Pangaon Express	Cont. Vessel	2195	(292.5X2)= 585
(K)	Pangaon Success	Cont. Vessel	2195	(292.5X2)= 585
(L)	Pangaon Vision	Cont. Vessel	1535	(1300X1)= 1300

DEVELOPMENT

1. The Chittagong Port Authority (CPA) is a basic services provider. Its objective focuses mainly on providing necessary services and facilities to the port users efficiently and effectively at competitive price. During 2022-2023 Chittagong Port handled 118,296,743 metric tons of cargo including 3,007,344 TEUs of containers. In order to enhance maritime transport connectivity and to become a regional transshipment hub, different development initiatives have been carried out by CPA.

2. ANNUAL DEVELOPMENT PROGRAMME (ADP 22-23)

An amount 1572.67 crore was allocated in the original budget & Tk. 393.2880 crore has been allocated in the revised budget of CPA for implementation of investment projects during 2022-2023. RADP allocations as well as achievements of the projects are as follows:-

Name of the Project	Allocation for the Year 2022-2023 (RADP) (85% allocation for B Category Project)			Taka Released	Expenditure up to June'2023 & % of allocation (RADP)			(Taka in Crores)
	Total	Taka	Project Aid (RPA)		Total	Taka	Project Aid (RPA)	
	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
SELF FINANCED PROGRAMME:								
1. Construction of heavy lift cargo jetty with backup facilities	17.5525	17.5525	--	--	0.1300 (0.74%)	0.1300 (0.74%)	--	--
2. Enhancement of navigability in Karnaphuli River through dredging from Sadarghat to Bakalia char.	63.7500	63.7500	--	--	57.5768 (90.32%)	57.5768 (90.32%)	--	--
3. Installation of Container Scanner at Export gate to implement ISPS Code in Chittagong Port.	74.3580	74.3580	--	--	0.0000 (0.00%)	0.0000 (0.00%)	--	--
4. Procurement of necessary equipment for various yards and terminals of Chittagong Port.	143.4375	143.4375	--	--	109.6428 (76.44%)	109.6428 (76.44%)	--	--
5. (A) Matharbari Port Development Project. (CPA component)	54.1900	54.1900	--	--	40.1956 (74.18%)	40.1956 (74.18%)	--	--
Sub Total :	353.2880	353.2880	--	--	207.5452 (58.75%)	207.5452 (58.75%)	--	--
B. ANNUAL DEVELOPMENT PROGRAMME (ADP):								--
Investment Project:								--
5. (B) Matharbari Port Development Project. (CPA component)	40.0000	-	40.0000	-	20.0593 (70.15%)	--	28.0593 (70.15%)	--
Sub Total:	40.0000	-	40.0000	-	28.0593 (70.15%)	--	28.0593 (70.15%)	--
Grand Total:	393.2880	353.2880	40.0000	-	235.6045 (59.91%)	207.5452 (58.75%)	28.0593 (70.15%)	--

3. RESUME OF ONGOING PROJECTS (Up to December 2023) SELF FINANCED PROJECT (CPA'S OWN RESOURCES):

3.1 NAVIGABILITY ENHANCEMENT IN KARNAFULI RIVER BY GARBAGE REMOVAL AND DREDGING FORM SADARGHAT TO BAKALIAR CHAR:

The main objective of the project is to improve the navigability through dredging form Sadarghat to Bakalier Char in Karnaphuli river channel to ensure navigability for sea-going and inland vessels in the Karnaphuli channel of Chittagong Port. The project was approved form May 2017 to June 2025 at an estimated cost of Tk 30729.49 lac. Capital dredging of 47.56 lac cubic metre & maintenance dredging of 3.70 lac cubic metre has been completed up to December, 2023. As per revised schedule the project will be completed by June 2025. After implementng this porject, the benefits are as follows:

- > Newly constructed 400 meter lisghter jetty become operational.
- > Loading and unloading of goods through coastal vessels at Sadarght Lighterage Jetty and the newly constucted jetty will be possible.
- > Orderly berthing/mooring of lighterage vessels in that area will be possible which will reduce maritime accidents inKanaphuli channel.
- > If the navigability is brought back through dredging in the Sadarghat area, the rate of silt accumulation in the main jetties and navigational channels of Chittagong port will decrease.
- > The normal flow of the river will be maintained.
- > It will be possible to remove the waste accumulated in the riverbed for a long time.
- > removal of waste accumulated in the riverbed will be possible
- > Due to the increase in the depth of the river, it will play a role in reducing the flooding of Chittagong city.

3.2 Procurement of Necessary Equipments for Various Yards And Terminals of Chittagong Port:

The main objective of the project is to increase the capacity of Chittagong Port by ensuring adequacy of cargo/container handling equipment. Availability of cargo/container handling equipment will be increased from 60% to 80%. The waiting time of the ship will be reduced from 60 hours to 48 hours. Port lead time in readymade garments will be significantly reded. These equipments will be added to the equipment fleet of Chittagong port. Actual Achievements of Equipment Procurement project for Various Yards and Terminals of Chittagong Port (up to December 2023) are as:

- > Added to the Chittagong Port fleet-47 nos. (02 nos. Mobiles Cranes of 100 ton capacity, 02 nos. mobile Cranes of 50 ton capacity, 041 nos, Quay Gantry Cranes, 06 nos. Rubber Tired Gantry Cranes, 02 nos. Container Movers, 04 nos. 40 Ton Variables Reach Truck, 04 nos. Loaded Container Handling Reach Stacker, 05 Nos Rubber Tired Gantry Cranes, 04 nos 20 ton Forklifts, 02 nos 30 ton Mobile Cranes)

- > Recently shipment done-12 nos- (06 nos 02 High Straddles Carrier, 06 nos 04 High Straddle Carriers)
- > Ready in factory-06 nos (02 nos Log Handlers/Stackers, 04 nos 4 High Straddle Carriers)
- > Contracted (in process of opening LC) - 28 nos (02 nos Heavy Tractors, 02 nos Low Bed Trailers, 12 nos Mobile Cranes of 20 ton capacity, 11 nos 4 High Straddle Carriers, 01 nos Material/Multi Handler)
- > Tender under evaluation-23 nos (23 nos Mobiles Cranes of 10 ton capacity)

3.3 Installation of Container Scanner at Export Gate to implement ISPS Code in Chittagong Port:

The main objective of the project is to install two (02) container scanners at the export gate of Chittagong Port as compliance of International Ship and Port Facility Security Code (ISPS). Estimated cost of the project is BDT 8903.36 lacs. Currently, the installation of two scanners has been completed. According to the agreement, the authorized representative of Custom House, Chittagong and the inspection committee constituted by CPA visited the site and submitted the report for final acceptance after verifying the project. The inspection report was approved by the concerned authority on 27/12/2023 as the inspection was satisfactory as per the provisions of the contract. Now, the process of handing over the project to NBR is underway.

3.4 Matarbari Port Development Project:

"Matarbari Port Development" project has been undertaken to increase access facilities for container ships with 16m depth and 8000 TEUs capacity. There are 3 packages of the project. Package-1 (Civil Works for Port Construction) tender was invited on 27-06-2022. Package-2A (Container Handling Equipment TOS and Security System) Tender was invited on 28-06-2022. Package-2B (Tug Boats, Survey Boat, Pilot Boat and VTMS) Tender was invited on 29-06-2022. As the tender was not submitted on the scheduled date, the tender was re-invited on 16/02/2023. After evaluating the submitted tenders of 02 packages of the project namely Package-1, Package-2A, the Contract Negotiation have been completed. NOC from JICA for Package-1 & 2A has been accorded. Evaluation report of Package-2B has been sent to JICA for obtaining NOC. DPP 2nd revision is in progress as per bid submitted/received in tender.

3.5 Construction of heavy lift cargo jetty with backup facilities:

The main object of the project is to construct a heavy lift cargo jetty with a capacity to handle 5 tons per square meter. The estimated cost of the project is 18, 687.35 lac taka and the DPP of the project was approved on 04/10/2022. Feasibility Study & detailed design is going on.

4. Moreover, the following projects have been adopted as future action plans :
 1. Construction of Bay Terminal.
 2. Matarbari Port Development Project (Stage-1, Phase-2).
 3. Matarbari Port Development Project (Stage- 2)

YEAR WISE ANALYSIS OF FINANCIAL DATA

(Comparative Statement)

(Taka in Crore)

PARTICULARS	ACTUAL FOR 2022-2023	ACTUAL FOR 2021-2022	ACTUAL FOR 2020-2021	ACTUAL FOR 2019-2020	ACTUAL FOR 2018-2019
REVENUE :					
OPERATING REVENUE	3813.02	3459.10	2980.27	2841.35	2815.69
OTHER REVENUE	625.90	613.45	651.56	75.83	77.30
TOTAL INCOME	4438.92	4072.55	3631.83	2917.18	2892.99
EXPENDITURES :					
OPERATING EXPENSE	1668.93	1502.06	1464.94	1277.56	1220.87
ADMINISTRATIVE & GENERAL EXPENSES	437.49	464.54	427.80	431.25	384.64
TOTAL EXPENSES	2106.42	1966.60	1892.74	1708.81	1605.51
PROVISION FOR CORPORATE TAX	581.87	551.00	440.00	480.00	480.00
NET SURPLUS AFTER TAX	1524.55	1554.95	1299.09	728.11	807.48
BALANCE SHEET :					
FIXED ASSETS	15192.11	13972.67	12767.64	11074.26	9820.13
FIXED DEPOSIT	7912.74	9097.19	8720.73	11482.60	11247.79
SHARE OF ICB ISLAMI BANK	2.84	2.57	2.15	1.47	1.89
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	49.62
INTANGIBLE ASSETS	62.41	71.05	3.22	0.00	0.00
CURRENT ASSETS	2184.49	2004.68	1712.70	1935.16	1859.61
CURRENT LIABILITIES	3993.83	4130.65	4120.77	3548.86	3710.71
NET CURRENT ASSETS	(1809.34)	(2125.97)	(2408.07)	(1613.70)	(1851.10)
CAPITAL EMPLOYED	21410.38	21067.13	19135.29	20994.25	19300.70
FIVE YEARS FINANCIAL RATIOS ANALYSIS :					
A. DEBT EQUITY RATIO	0.28	0.29	0.32	0.23	0.27
B. CURRENT RATIO	0.55	0.48	0.42	0.53	0.50
C. QUICK RATIO	0.55	0.48	0.42	0.52	0.50
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.15	0.14	0.13	0.12	0.12

DETAILS OF COMMODITIES

SL. NO.	Particulars	Approved Budget For 2023-2024	Revised Budget For 2022-2023	Approved Budget For 2022-2023	Actual For 2021-2022
A	IMPORT:				
1.	FOOD GRAINS	36.99	36.65	34.36	35.80
2.	CEMENT CLINKER	334.38	327.83	296.24	351.30
3.	COAL	31.67	31.04	27.42	29.51
4.	FERTILIZER	28.60	28.05	20.13	20.16
5.	Petrol, Oil & Lubricant (P)	107.56	105.45	95.44	99.53
6.	EDIBLE OIL	27.68	27.15	22.95	20.46
7.	OTHERS	365.62	358.06	414.39	461.79
	(A) Total	932.50	914.23	910.93	1018.55
B	EXPORT:				
1.	JUTE	1.37	1.35	1.84	1.38
2.	JUTE PRODUCTS	3.90	3.83	4.01	4.46
3.	TEA	0.00	0.00	0.00	0.02
4.	HIDES & SKIN	0.20	0.18	0.31	0.25
5.	GARMENTS	37.63	36.89	40.70	41.41
6.	NEPTHA/F. Oil/G. Oil	0.00	0.00	0.00	0.00
7.	FERTILIZER	0.00	0.00	0.00	0.00
8.	AMMONIA	0.20	0.19	1.16	0.94
9.	FROZEN GOODS	0.88	0.86	1.07	1.42
10.	OTHERS	24.35	23.88	32.65	29.81
	(B) Total	68.53	67.18	81.74	79.69
C	INLAND CARGO:				
1	INLAND CARGO	86.42	84.73	73.50	75.60
	(C) Total	86.42	84.73	73.50	75.60
D	CD (DHAKA):				
1	CD (DHAKA)	5.36	5.25	4.96	6.09
	(D) Total	5.36	5.25	4.96	6.09
E	PANGAON CARGO:				
1	PANGAON CARGO	1.98	1.94	2.20	1.81
	(E) Total	1.98	1.94	2.20	1.81
	Grand Total	1094.79	1073.33	1073.33	1181.74

The Chittagong Port Authority Budget At A Glance

SL. NO.	Particulars	Approved Budget For 2023-2024	Revised Budget For 2022-2023	Approved Budget For 2022-2023	Actual For 2021-2022
A	TOTAL REVENUE INCOME	414514.87	407268.61	339536.51	407255.12
B	TOTAL REVENUE EXPENDITURE (Including Corporate Tax)	284434.38	279899.52	288014.58	251760.34
C	REVENUE SURPLUS	130080.49	127369.09	51521.93	155494.78
D	CAPITAL EXPENDITURE:				
1)	For New Capital Works and Replacement related Works	113870.00	98172.31	179576.50	77441.27
2)	Others (including Loan repayment, building & other Advance)	1000.00	1000.00	5500.00	487.08
3)	Self financed Development projects	46000.00	73096.57	38070.98	72036.48
	Total Capital Expenditure	160870.00	172268.88	223147.48	149964.83
E	Financed by:				
1)	Depreciation Reserve Fund (For Capital Works & Replacement Works)	12027.00	10849.00	23525.50	4850.88
2)	From Revenue Surplus, Revenue Pool & Other Pool of Funds	148343.00	160919.88	199121.98	144626.87
3)	From Sinking Fund (Loan Principle)	500.00	500.00	500.00	487.08
	TOTAL	160870.00	172268.88	223147.48	149964.83
F	NET SURPLUS/DEFICIT (D-E)	0.00	0.00	0.00	0.00

INDEPENDENT AUDITOR'S REPORT

To the Board Members of the Chittagong Port Authority

Qualified Opinion

We have audited the financial statements of Chittagong Port Authority hereinafter referred to as "the authority" which comprise the Statement of Financial Position as at 30th June, 2023 statement of Profit and Loss and 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.

In our opinion, except for the matters described in the Basis for Qualified Opinion, the accompanying financial statements present fairly, in all material respects, the financial position of the Authority as at 30 June 2023, and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards (IERSs), the Port Authority Act 2022, the companies Act 1994 and other applicable laws and regulations.

Basis for Qualified Opinion

1. In reference to notes 9 of the statement of the Financial Postion, the Authority has disclosed receivables amounting BDT 2,714,810,481 out of which receivables amounting BDT 730,516,377 has no movement sinc long and receivables amounting BDT 25,929,366 are in negative balance. Moreover, the Authority could not provide any aging of the receivables, hence the recoverability of the receivables could not be assessed.
2. In reference to notes 10 of the statement of the Financial Postion, the Authority has disclosed Advance, deposit and prepayments amounting BDT 16,486,698,724 out of which advance and prepayment amounting BDT 2,205,261,682 has no movement sinc long. Moreover, the Authority could not provide any aging of the advances, hence the adjustability of the advances could not be assessed.
3. In reference to notes 11 of the statement of the Financial Postion, the Authority has disclosed Fixed deposit receipt amounting BDT 79,127,411,033 out of which FDR amounting BDT 1,793,150,000 is held with padma which is facing liquidity crisis. IFRS 9.5.5.1 required recognition of impairment losses against risk of recoverability of the investment (future cash flows), But the Authority has not kept any provision against the expected losss as required by IFRS-9.
4. Referring to the statement of profit and loss, the Authority has reported rent income amounting BDT 639,394,177 which was rercognized on cash basis of accounting. But as per IAS 1 (27), An entity shall prepare its financial stetemets, except for cash flow information, using the accrual basis of accounting. Moreover, the rersponsible department could not shared any other appropriate documents except receipt stements of rental income.
5. In reference to the notes 19.01 of the financial statements, the corporation has shown sundry credit balance control code number is 2180 and their many more subsidiary code amounting to BDT 3,481,460,314 has been carried forward for a long period and some subsidiary code are positive balance carry forward since long on this payable side the amount of BDT 273,764,370.

We conducted our audit in accordance with International Standard on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditors Responsibilities for the Audit of the Financial Stetements section of our report. We are independent of the authority in accordance with the International Ethics Standards Board for Accountants, Code of Ethics for Professional Accountants (IESBA Code), and we have fulfilled our other ethical responsibilities in accordance with the IESBA Code and ICAB by laws. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for qualified opinion.

Emphasis of matter

Without modifying our opinion, we draw attention to the following matters:

1. In reference to the notes 5 of the Statement of the Financial Position, the Authority has reported CWIP amounting to BDT 755,178,989,676 out of which 20,268,166,503 has no movement since log. Moreover, we could not assess the status of the project as we did not receive the stages of the completion certificate. Therefore, the future capitalization of this amount in the Property, plant and equipment could not be assessed.
2. In reference to Statement of the Financial Position, the Authority has reported loan to Payra Port amounting BDT 496,200,000. But as per audit report of the Payra Port for the year ended 30 June 2021, the Payra Port has disclosed the load amounting BDT 77,836,296 payable to Chittagong Port Authority resulting in the difference of BDT 418,363,704 between the records of two authorities.
3. In reference to the notes 19 of the financial statements, the corporation has shown payable goods and services amounting to BDT 126,862,276 has been carried forward for a long period and payable goods and services are positive balance carry forward on this payable side the amounting to BDT 16,468,105.
4. We draw attention to the fact that, the authority has not reported miscellaneous income amounting BDT 455,952,421 and rent income amounting BDT 639,394,177 in the VAT return, however the authority duly paid VAT on the above income.
5. As per IAS-12 income Taxes, CPA is yet to create provision for Deferred Tax Liability and disclose it as a separate line item in the Financial Position.
6. In reference to notes 11 of the Statement of the Finalcial Position, the Authority has disclosed Fixed deposit receipt amounting BDT 79,127,411,033 out of which FDR amounting BDT 10,445,555,058 are held respectively with some other banks which are facing liquidity crisis as per recent external economic indications. IFRS 9.5.5.1 requires recognition of impairment losseses against risk of recoverability of teh investment (future cash flows). But the Authoristy has not kept any provision against the expected loss as required by IFRS-9.

Responsibilities of Management and Those Charged with Governance for the Financial Statement and Internal Controls

Management is responsible for the preparation and fair presentation of these financial statements in accordance with International Financial Reporting Standards (IFRSs). The Chittagong Port Authority Act 2022, the companies Act 1994 and other applicable laws and regulations and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Authority's ability to continue as a going concern, disclosing as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Authority or to cease operations, or has no realistic alternative but to do so.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about weather the financial statements of the Authority as a whole are free from material misstatement, weather due to fraud and error, and to issue an auditors' report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs always detect a material misstatement when it exists. Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements. As a part of audit in accordance with ISAs, we exercise professional judgement and maintain professional skepticism throughout the audit. We also:

- * Identify and assess the risk of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- * Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances.
- * Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures made by management.
- * Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Company's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditors' report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditors report. However, future events or conditions may cause the Authority to cease to continue as a going concern.
- * Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- * Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the Authority to express an opinion on the financial statements of the Authority. We are responsible for the direction, supervision and performance of the audit. We remain solely responsible for our audit opinion.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

Report on other Legal and Regulatory Requirements

In accordance with The Chittagong Port Authority Act 2022 and other applicable laws and regulations, we also report the following:

- a) We have obtained expect as mentioned above all the information 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, expect as mentioned above proper books of account as required by law have been kept by the Authority so far as it appeared from our examination of those books; and
- c) Expect as mentioned above, the company's financial position and statement of comprehensive income dealt with by the report are in agreement with the books of account.

Sukanta Bhattacharjee FCA
 Enroll No. 1550
 Partner
 Snehasish Mahmud & Co.
 Chartered Accountants
 DVC: 2402151550AS628041
 Dated: 14 FEB 2024
 Dhaka:

Md. Abdus Satter Sarkar, FCA
 Enroll No. 1522
 Partner
 Mahfuz Huq & Co.
 Chartered Accountants
 DVC : 2402141522AS949604

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE 2023

Particulars	Notes	Amount in Taka		
		30-06-2023	30-06-2022 Restated	01-07-2021 Restated
Assets, Non-current assets				
Property, Plant & Equipment	4	76,742,110,459	67,738,041,178	62,369,455,707
Capital work-in progress	5	75,178,989,676	71,988,694,532	65,306,964,691
Intangible asset	6	624,127,651	710,502,983	32,182,251
Total non-current assets		152,545,227,786	140,437,238,693	127,708,602,649
Investment				
Investment in Shares	7	28,374,840	25,747,540	21,543,860
Loan to Payra Port		496,200,000	496,200,000	496,200,000
Total Investment		524,574,840	521,947,540	517,743,860
Current Assets				
Stores	8	7,307,243	7,307,243	7,307,243
Debtors	9	2,714,810,482	2,798,308,997	2,829,944,890
Advance, deposit & prepayments	10	16,486,698,724	15,314,661,048	12,483,044,906
Fixed Deposit	11	79,127,411,033	90,971,913,211	87,207,253,339
Cash & Cash Equivalents	12	992,911,249	506,088,713	369,076,651
Interest receivable on FDR		1,643,139,289	1,420,444,734	1,437,635,152
Total current assets		100,972,278,020	111,018,723,946	104,334,262,181
Total Assets		254,042,080,646	251,977,910,179	232,560,608,690
Equity				
Capital	13	79,672,089,706	73,362,383,993	68,664,238,487
Reserve and Fund	14	52,811,995,056	61,562,949,841	53,569,008,894
Unappropriated surplus	15	10,040,139,762	9,647,112,034	8,868,157,362
Fair value Reserve on Investment in Share	16	(24,117,038)	(26,744,338)	(30,948,018)
Equity and funds		142,500,107,486	144,545,701,530	131,070,456,725
Non-current liabilities				
Provision account	17	71,018,078,947	65,739,412,239	59,847,415,278
Long Term Loan (ADB/BAN 2147)	18	585,619,684	386,292,472	435,000,292
Total non-current liabilities		71,603,698,631	66,125,704,711	60,282,415,570
Current liabilities				
Creditor and accruals	19	39,938,274,530	41,306,503,938	41,207,736,395
Total Current liabilities		39,938,274,530	41,306,503,938	41,207,736,395
Total equity and liabilities		254,042,080,646	251,977,910,179	232,560,608,690

The annexed notes 1 to 27 form an integral part of these financial statements.

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

Signed in terms of our separate report of even date

Sukanta Bhattacharjee FCA
Enroll No. 1550
Partner
Snehasish Mahmud & Co.
Chartered Accountants
DVC: 2402151550AS628041
Dated: 14 FEB 2024
Dhaka:

Md. Abdus Satter Sarkar, FCA
Enroll No. 1522
Partner
Mahfel Huq & Co.
Chartered Accountants
DVC : 2402141522AS949604

Snehasish Mahmud & Co.
Chartered Accountants

Mahfel Huq & Co.
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED JUNE 30, 2023

Restated

Particulars	Notes	30-06-2023 Taka	30-06-2022 Taka
INCOME:			
Dues and Charges	20	5,834,744,236	4,967,988,618
On Vessels	20.01	32,295,501,384	29,623,028,994
On Cargo	20.02		
Total Income		38,130,245,620	34,591,017,612
EXPENDITURE:			
Operating Expenses	21	16,689,338,513	15,020,589,575
Administrative and General Expenses	22	4,374,928,061	4,645,443,998
Total Expenditure		21,064,266,574	19,666,033,573
Net Surplus from Operation		17,065,979,046	14,924,984,039
Interest Income	23	5,117,890,986	52,734,36,714
Profit/(Loss) on Sale of Operating Assets	24	19,750,900	924,200
Miscellaneous Income	25	481,991,770	359,816,419
Rent on Land		639,394,177	500,315,595
Other Income		6,259,027,833	6,134,492,928
Unrealized foreign exchange loss		283,832,532	-
Net Surplus Before Provision For Tax		23,041,174,348	21,059,476,967
Less: Provision for Corporate Tax		5,818,650,587	5,510,000,000
Net Surplus After Provision for Tax		17,222,523,761	15,549,476,967
Other Comprehensive Income:			
Unrealized Gain/(Loss) on Investment in Shares		2,627,300	4,203,680
Total Comprehensive Income for the Year		17,225,151,061	15,553,680,647

The annexed notes 1 to 26 form an integral part of these financial statements.

C. F. & A. O



MEMBER (FINANCE)



CHAIRMAN

Signed in terms of our separate report of even date annexed

Sukanta Bhattacharjee FCA
Enroll No. 1550
Partner
Snehasish Mahmud & Co.
Chartered Accountants
DVC: 2402151550AS628041
Dated: 14 FEB 2024
Dhaka:

Md. Abdus Satter Sarkar, FCA
Enroll No. 1522
Partner
Mahfel Huq & Co.
Chartered Accountants
DVC : 2402141522AS949604

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED ON JUNE 30, 2023

Particulars	Capital fund	Sinking fund	Revenue Reserve fund	Pension Fund	Fair Value Reserve	Unappropriated surplus	Total
	Taka	Taka	Taka	Taka	Taka	Taka	Taka
Balance as on 01.07.2022	73,362,383,993	156,342,757	31,951,245,472	29,455,361,612	(26,744,338)	9,730,112,034	144,628,701,530
**Prior years adjustments for wrong allocation	-	-	-	-	-	(83,000,000)	(83,000,000)
Prior years adjustment made during the year 2022-2023	73,362,383,993	156,342,757	31,951,245,472	29,455,361,612	(26,744,338)	284,659,026	284,659,026
Restated opening balance	73,362,383,993	-	-	-	-	9,931,771,060	144,830,360,556
Net surplus during the year after tax and before appropriation	73,362,383,993	-	-	-	-	17,222,523,761	17,222,523,761
Appropriation of net surplus during the year to fund account	5,500,000,000	50,000,000	7,500,000,000	1,747,753,035	-	(14,797,753,035)	-
Appropriation of net surplus during the year to provision account	-	-	-	-	2,627,300	(2,325,000,000)	(2,325,000,000)
Unrealized Gain/(Loss) on investment in Shares	760,997,893	(48,707,820)	-	-	-	-	-
Transferred from Depreciation provision account	48,707,820	-	(18,000,000,000)	-	-	-	-
Payment of principal of Govt. Loan (ADB/CPTEP)	-	-	-	-	-	-	-
Capitalization of Loan	-	-	-	-	-	-	-
Adjustment/Correction in Balance	-	-	-	-	-	-	-
Deposited to the Govt. Treasury under finance act 04/2020	79,672,089,706	157,634,937	21,451,245,472	31,203,114,647	(24,117,038)	8,597,976	8,597,976
Equity and fund as on 30.06.23	79,672,089,706	157,634,937	21,451,245,472	31,203,114,647	(24,117,038)	10,040,139,762	142,500,107,486

** The allocation of fund in the prior year was wrongly allocated between bed debt provision and unappropriated surplus. As a result, the balance has been restated this year.

As On JUNE 30, 2022

Particulars	Capital fund	Sinking fund	Revenue Reserve fund	Pension Fund	Unappropriated surplus	Total
	Taka	Taka	Taka	Taka	Taka	Taka
Balance as on 01.07.2021 (Restated)	68,664,238,487	4,624,755	25,777,903,903	27,786,480,236	8,868,157,362	131,101,404,743
Prior years adjustment made during the year 2020-2021	-	-	-	-	(12,404,459)	(12,404,459)
Net surplus during the year after tax and before appropriation	-	-	-	-	15,549,476,966	15,549,476,966
Appropriation of net surplus during the year	4,160,448,897	425,822	6,373,490,069	1,668,881,376	(12,203,246,164)	-
Appropriation of interest income during the year to provision accounts (notes 08)	-	-	-	-	(2,471,871,671)	(2,471,871,671)
Transferred from Depreciation Provision account	488,988,779	(48,707,820)	-	-	-	488,988,779
Payment of principal of Govt. Loan (ADB/CPTEP)	48,707,820	-	-	-	-	(48,707,820)
Capitalization of Loan	-	-	(148,500)	-	-	48,707,820
Adjustment/Correction in Balance	-	-	(200,000,000)	-	-	(148,500)
Transferred from Sinking Fund from Revenue Reserve Found	200,000,000	(200,000,000)	-	-	-	-
Equity and fund as on 30.06.22	73,362,383,993	156,342,757	31,951,245,472	29,455,361,612	9,730,112,034	144,655,445,868

Snehasish Mahmud & Co.
Chartered Accountants

Mahfel Haq & Co.
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED 30 JUNE 2023

Particulars	Amount in Taka	
	30 June 2023	30 June 2022
A. Cash flow from Operating Activities		
Cash Received Against Dues & Charges	38,213,744,136	34,622,653,505
Miscellaneous Income Received	481,991,770	359,816,419
Rent on Land Received	639,394,177	500,315,595
Interest Income Received	2,367,963,464	3,222,171,983
Payment against Expenses	(17,261,371,313)	(18,307,003,537)
Corporate Tax paid	(6,456,395,714)	(5,331,858,255)
Net Cash Flow from Operating Activities	17,985,326,520	15,066,095,710
B. Cash flow from Investing Activities		
Acquisition of Fixed Assets	(10,029,874,405)	(10,387,172,307)
Capital Work-in-Progress	(2,860,872,659)	(6,667,777,721)
Investment (Encashment)	13,421,200,000	2,173,650,000
Received form Sale of Fixed Assets	19,750,900	924,200
Net Cash used in Investing Activities	550,203,836	(14,880,375,828)
C. Cash Flow from Financing Activities		
Payment to the Govt. Treasury under finance act 04/2020	(18,000,000,000)	-
Payment of principal of foreign loan	(48,707,820)	(48,707,820)
Net Cash generated from financing activities	(18,048,707,820)	(48,707,820)
Net Increase/(Decrease) in Cash and Cash Equivalents (D=A+B+C)	486,822,536	137,012,062
Opening Cash and bank balances (E)	506,088,713	369,076,651
Closing Cash & Cash Equivalents as at 30 June 2023 (Note-12)	992,911,249	506,088,713

THE CHITTAGONG PORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS AS AT AND FOR THE YEAR ENDED 30 JUNE 2023

1 Reporting entity

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 Basis of preparation, presentation and disclosure of financial statements

2.1 Statement of compliance

The financial statements have been prepared in accordance with International Financial Reporting Standards (IFRS), The Chittagong Port Authority Act 2022, and other applicable laws and regulations.

2.01 Other regulatory compliances

The Company is required to comply with following major laws and regulations along with The Chittagong Port Authority Act 2022:

Income Tax Ordinance, 1984

The Income Tax Act, 2023

The Value Added Tax & Suplimentary Duty Act, 2012

The Value Added Tax Rules, 2016

The Customs Act, 1969

2.2 Basis of measurement

These financial statements are drawn up on the historical cost basis of accounting, except as disclosed in the accounting policies set out below.

2.3 Functional and presentation currency

These financial statements are presented in Bangladesh Taka (Taka/Tk) which is both functional and presentation currency of the company.

2.4 Use of estimate and judgments

The preparation of these financial statements requires management 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 underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimates are revised and in any future periods affected.

In particular, information about significant areas of estimation, uncertainty and critical judgments in applying accounting policies that have the most significant effect on the amounts recognized in the financial statements is included in the following notes:

Particulars:	Note
Property, plant & equipment	4
Intangible asset	6
Stores	8
Debtors	9
Creditor and Accruals	19

2.6 Statement of Cash Flows

Statement of Cash Flows is prepared in accordance with IAS 7 "Statement of Cash Flows" and the cash flow from the operating activities are shown under the direct method.

2.7 Reporting period

The financial statements of the CPA cover one year from 1 July 2022 to 30 June 2023 and is followed consistently.

3 Significant accounting policies

The specific accounting policies selected and applied by the company's management for significant transactions and events that have material effect within the framework of IAS-1 "Presentation of Financial Statements", in preparation and presentation of financial statements have been consistently applied throughout the year and were also consistent with those used in earlier years.

For a proper understanding of the financial statements, these accounting policies are set out below in one place as prescribed by the IAS-1 "Presentation of Financial Statements". The recommendations of IAS-1 relating the format of financial statements were also taken into full consideration for fair presentation.

3.1 Consistency

The accounting policies and methods of computation used in preparation of financial statements for the year ended 30 June 2023 are consistent with those policies and methods adopted in preparing the financial statements for the year ended 30 June 2022.

3.2 Property, plant and equipment

Recognition and measurement

Items of property, plant and equipment are measured at cost less any accumulated depreciation and any accumulated impairment losses. Cost includes expenditures that are directly attributable to the acquisition of the asset and any other costs directly attributable to bringing the asset to working condition for its intended use, and the costs of dismantling and removing the items and restoring the site on which they are located. The cost of self-constructed assets also includes the cost of materials and direct labour.

When significant parts of an item of property, plant and equipment have different useful lives, they are accounted for as separate items (major components) of property, plant and equipment.

The gain or loss on disposal of an item of property, plant and equipment is determined by comparing the proceeds from disposal with the carrying amount of property, plant and equipment and is recognised net within "other income" and "other expenses" respectively in profit or loss.

The business policy is to state property, plant and equipment at cost less accumulated depreciation and any recognized impairment loss. Assets in the course of construction are held at cost less any recognized impairment loss. Cost includes professional fees capitalized in accordance with the company's accounting policy.

Subsequent costs

The cost of replacing a component of an item of property, plant and equipment is recognised in the carrying amount of the item if it is probable that the future economic benefits embodied within the component will flow to the Economic Entity or the Company, and its cost can be measured reliably. The carrying amount of the replaced component is derecognized to profit or loss. The costs of the day-to-day servicing of property, plant and equipment are recognised in profit or loss as incurred.

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 the year of addition and deletion of operating assets.
- (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:

CATEGORY OF ASSETS	EST, USEFUL LIFE	RATE (%)
a) Jetties, Slipway and other structures	40	2.50%
b) Building, Sheds and other const.	10-40	3.00%
c) Plant & Machinery	5-20	10.00%
d) Tugs, Vessels and Launches	15	20.00%
e) Mooring, Pontoon, Dredger and Floating Cranes	5-20	20.00%
f) Electrical Equipment & Installation	5-15	20.00%
g) Transport Vehicles	5-15	33.33%
h) Furniture, Fixture and Equipment	10-15	20.00%
i) Other Assets	5-15	20.00%
j) Cargo Handling Equipment	5-15	20.00%

3.3 Capital work in progress

Property, Plant and Equipment under construction/acquisition is accounted for as capital work-in-progress until construction/acquisition is completed and measured at cost.

3.4 Intangible assets

Recognition and measurement

Intangible assets that are acquired by the company and have finite useful lives are measured at cost less accumulated amortization and accumulated impairment loss, if any. Intangible assets are recognized when all the conditions for recognition as per IAS 38: "Intangible Assets" are met. The cost of an intangible asset comprises its purchase price and any directly attributable cost of preparing the asset for its intended use.

3.5 Financial instruments

A financial instrument is any contract that gives rise to a financial asset of one entity and a financial liability or equity instrument of another entity. Non-derivative financial instruments comprise deposits, trade and other receivables, cash and cash equivalents, trade and other payables, intercompany payables, share capital and interest-bearing borrowings.

3.6 Financial assets

The Authority initially recognises receivables and deposits on the date that they are originated. All other financial assets are recognised initially on the date at which the Authority becomes a party to the contractual provisions of the transaction.

The Authority derecognises a financial asset when the contractual rights to the cash flows from the asset expire, or it transfers the rights to receive the contractual cash flows in a transaction in which substantially all the risks and rewards of ownership of the financial asset are transferred, or it neither transfers nor retains substantially all of the risks and rewards of ownership and does not retain control over the transferred asset.

The Authority's financial assets comprise trade and other receivables, fixed deposits and cash and cash equivalents.

3.7 Debtors

No provision against debts specifically considered irrecoverable has been made in the accounts, but a general provision of Taka 25 million has been made during the year as per approved budget.

3.8 Advances, deposits and prepayments

Advances are initially measured at cost. After initial recognition, advances are carried at cost less deductions, adjustments or charges to other account heads such as property, plant and equipment, inventory or expenses.

Deposits are measured at payment value.

Prepayments are initially measured at cost. After initial recognition, prepayments are carried at cost less charges to profit and loss.

3.9 Cash and cash equivalents

Cash and cash equivalents comprise cash on hand, cash in transit and cash at bank which are available for use by CPA without any restriction.

3.10 Fixed Deposit

(a) This represents 541 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.

(b) Interest accrued on Fixed Deposits are not added with deposits ie. the amount of Fixed Deposits shown on statement of financial position is the amount of aggregate face value of those Fixed deposits only

3.11 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.

3.12 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.

3.13 Employee benefits Schemes

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

3.14 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 & final approval of pension fund is still pending. According to CPA's practice of Interest income from FDR of pension fund is recorded on cash basis and the gross interest income amount including Excise Duty and Advance Income Tax, is posted in ledger by debiting the Fixed Deposit Receipt (Code-105) and Crediting directly into the Accrued Interest (Code-148) and then the net Interest amount excluding Excise Duty and Advance Income Tax, is posted by debiting the Accrued Interest and Crediting the Pension Fund.

3.15 Long Term Loan (No: BAN/2147)

This Loan has been taken from Asian Development Bank through GOB against CPT?? 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.

3.16 Measurement of Fair Value

When measuring the fair value of an asset or liability, the entity uses market observable data as far as possible. Fair values are categorized into different levels in a fair value hierarchy based on the inputs used in the valuation techniques as follows.

Level 1: Quoted prices (unadjusted) in active markets for identical assets and liabilities.

Level 2: Inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly (Le. as prices) or indirectly (je. derived from prices).

Level 3: Inputs for the assets or liabilities that are not based on observable marker data. If the inputs used to measure the fair value of an asset or liability might be categorized in different levels of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

Share of ICB Islami Bank has been valued at market price as on June 30, 2023.

3.17 Revenue recognition

Revenue is recognized only when it is probable that the economic benefit of such transaction has been derived as per "IFRS-15". In regards to CPA, Revenue is recognized as and when services are rendered / upon receipt of paper document.

3.18 Taxation

Income tax expense is recognized in profit and loss account. Current tax is the expected tax payable on the taxable income for the year, using tax rates enacted or substantively enacted at the reporting date, and any adjustment to tax payable in respect of previous years. The Company qualifies as a "Autonomous body"; hence the applicable tax rate is 25%

3.19 Transactions in foreign currencies

Foreign currency transactions are recorded at the applicable rates of exchange ruling on the date of transactions. Other monetary assets & liabilities, if any, denominated in foreign currencies at the Balance Sheet date are translated at the applicable rates of exchange ruling as that date and the related exchange differences are recognized as finance income or cost in the statement of comprehensive income respectively.

3.20 Interest income

Interest Income on Fixed Deposits is recognized on accrual basis.

3.21 Comparative information

Comparative information has been rearranged in respect of the year 2022 in accordance with IAS-1 Presentation of Financial Statements, for all numeric information in the financial statements and also the narrative and descriptive information where it is relevant for understanding of the current year's financial statements.

3.22 Reason for Restatement

The authority has detected some misstatement in last year's audited financial statements due to

3.23 General

- i) Prior year's figures have been rearranged and restated wherever considered necessary to ensure comparability with the current year and comply with relevant IFRSs.
- ii) Figures in bracket denote negative.