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Chittagong Port Authority



November 3, 2025

Chittagong Port Authority

Bay Terminal Project CPA Auditorium

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Project Overview

- ❖ CPA prepared a Strategic Master Plan (Funded by ADB) by Hamburg Port Consultants, Germany in 2013 which recommended to start Bay Terminal immediately
- ❖ Preliminary Feasibility Study for Bay Terminal was done by Hamburg Port Consultants in 2017
- ❖ It was approved as a PPP Project from CCEA on August 04, 2019.
- ❖ As per projected container handling volume of Bangladesh, we will have to handle 6.3 Mil TEU at 2030, 8.63 Mil TEU in 2035 and 11.41 Mil TEU in 2040.
- ❖ In addition, CPA needs to handle around 12.90 crore tonnes of cargo in 2027 and which will be increased up to 17.08 crore tonnes in 2040.

Why Bay Terminal?

■ Present Condition – Chittagong Port

- ❑ CPA is a **river-based traditional feeder port** (limited by tide, draught & length).
- ❑ Can handle **190 m length, 9.5 m draft, 2400 TEU vessels** (only during high tide, one-way).
- ❑ **Average ship waiting time: 3 days**, adding **~USD 45,000** extra cost per vessel.

■ Future with– Bay Terminal

- ❑ Will handle 300 m length, 11.5 m draft, 4800 TEU vessels — all tide, 24 hrs daily.
- ❑ **Reduced waiting time** → lower freight & commodity prices.
- ❑ **Enhanced efficiency & capacity** to meet future **trade demand**.

■ Strategic Benefits

- ❑ Avoids port bottlenecks — supports **FDI, export/import & GDP growth**.
- ❑ **Lower commodity prices** → boosts **industrialization** opportunities.
- ❑ **No ecological disturbance** in existing Kutubdia–Alpha anchorage channel.
- ❑ Located **outside city limits** to reduce urban congestion.

Why Bay Terminal?

■ Investment Overview

- ❑ **Total Investment:** USD 3 Billion.
- ❑ **2.4 Billion USD** to be provided by **global ITOs** (PSA, DP World).
- ❑ Encourages future **FDI inflow** to Bangladesh.

■ Employment & Economic Impact

- ❑ **13,500 new jobs** will be created — vital for the current economy.
- ❑ Bay Terminal will operate as a **direct feeder port**, increasing speed and reducing costs.
- ❑ Strategically linked with **Chittagong–Dhaka Highway, rail, and inland waterways**.
- ❑ By **2040**, CCT and NCT will reach end of life — Bay Terminal will meet the future port demand.

■ Environmental and Strategic Value

- ❑ Bay Terminal — **first Green Port of Bangladesh**.
- ❑ **30 % of area** reserved for forestation.
- ❑ Modern terminal design ensures efficiency, cost effectiveness, and eco-friendliness.

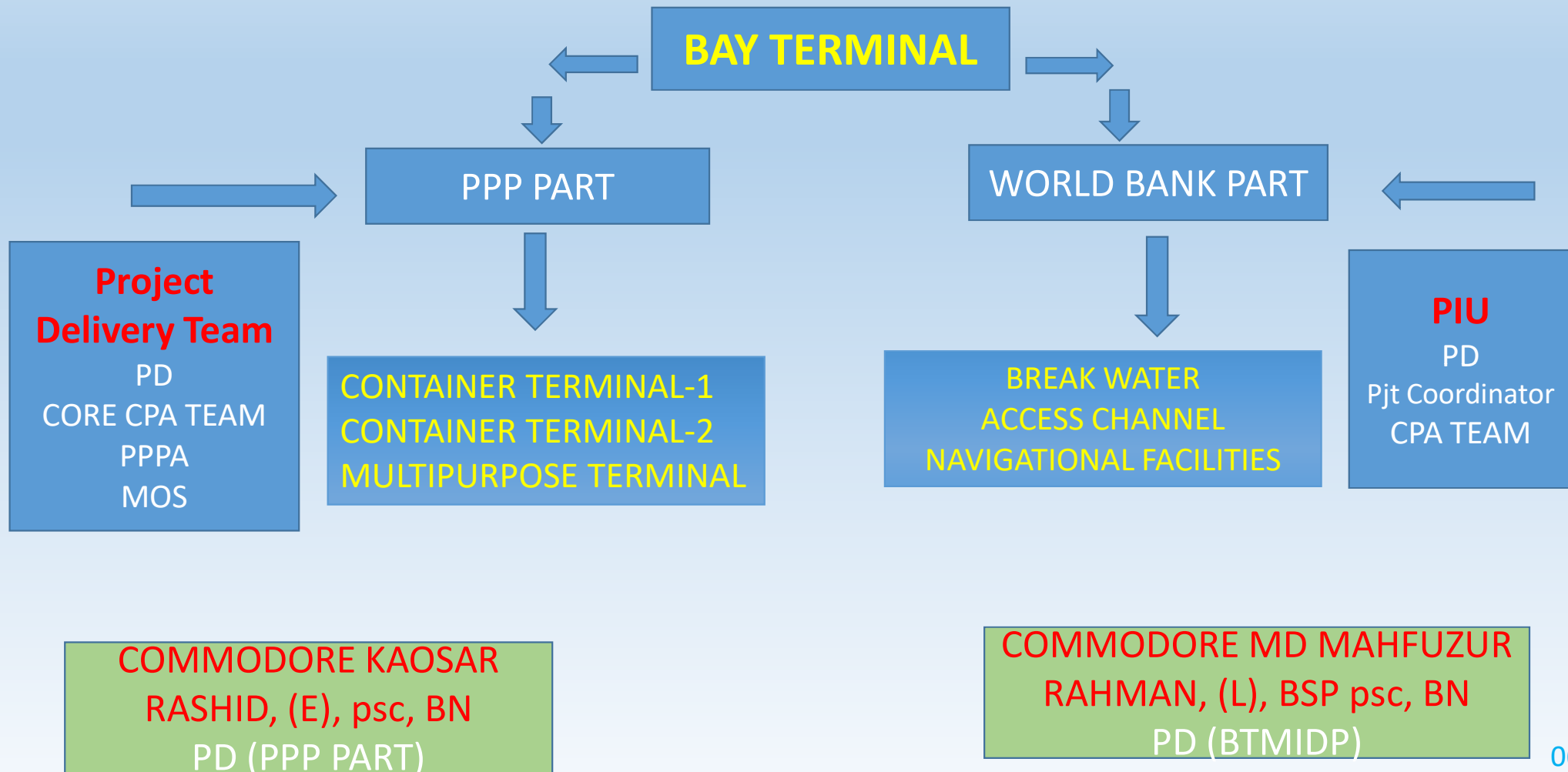
Predicted Container Handling Volume in Bangladesh

- Total container handling in Bangladesh in 2021 is 3.26 million TEUs.

Year	Total Volume Of Bangladesh	GCB + CCT + NCT	Mongla Port	Pyra Port	PCT	Matarbari Port	APM Terminal	Bay Terminal
2027	4.97	3.1	0.12	0.08	0.25	0.12	0	-
2030	6.20	3.45	0.19	0.12	0.40	0.29	0.55	1.80
2035	8.63	3.63	0.35	0.22	0.50	0.34	0.90	3.30
2040	11.41	3.85	0.63	0.39	0.50	0.63	1.00	3.60

**Additional requirement at 2040 is 0.81 M TEUs.

BAY TERMINAL Project Execution



Location of Bay Terminal



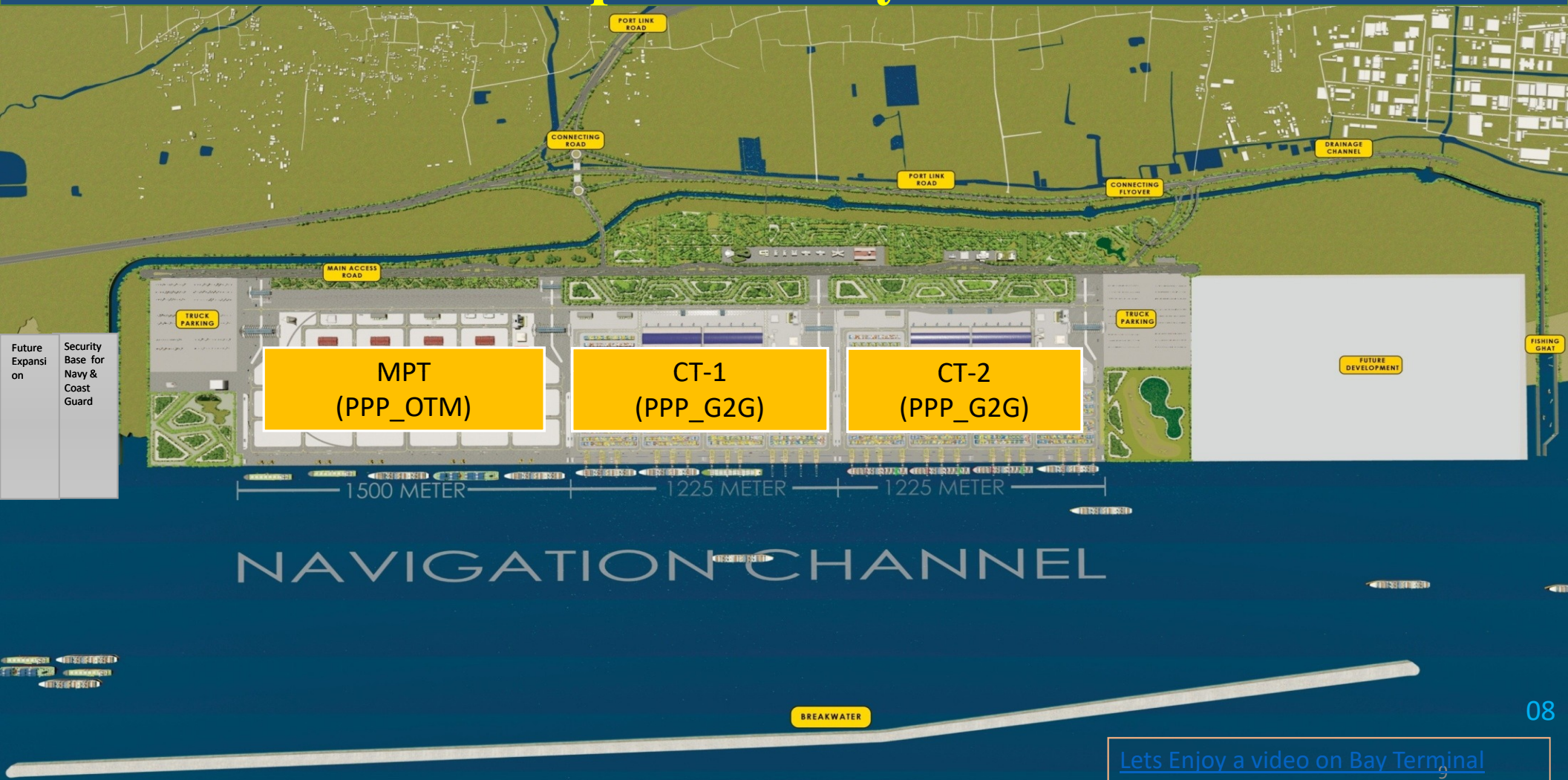
Location:
Ananda Bazar,
Halishahar,
Chattogram.

Proximity:
West of the
existing
Chittagong
Port, near
Patenga Coast



Distance:
Around 7 Km
from existing
Chittagong
Port.

Masterplan of Bay Terminal

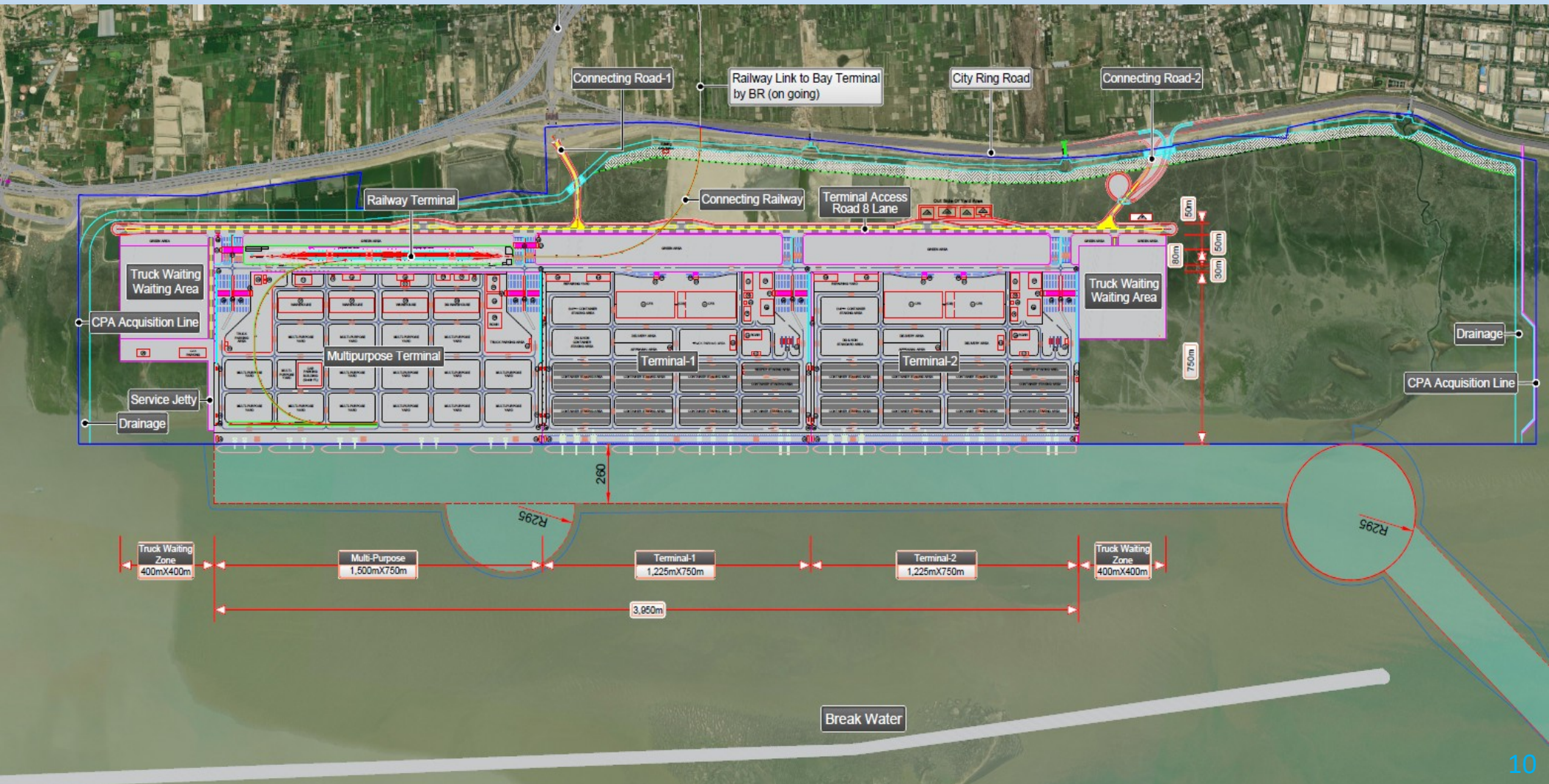


Components of Bay Terminal:

- Container Terminal-2 (CT-2)
- Container Terminal-1 (CT-1)
- Multipurpose Terminal (MPT)
- Target Vessel: LOA=300 M, Draft: 11.5 M, Capacity: 4800 TEUs
- Breakwater and Access Channel

SL.	Component	Proposed Size	Required Time	Proposed Fund	Remarks
1	Container Terminal-1 (CT-1)	1225 m x 750 m	2030	PSA, Singapore	PPP Model
2	Container Terminal-2 (CT-2)	1225 m x 750 m	2035	DP World, Dubai	PPP Model
3	Multipurpose Terminal	1500 m x 750 m	2030	OTM	PPP Model
4	Breakwater & Access Channel	L=6217 m	2030	World Bank	ODA Loan
5	Rail Connectivity	L=6710 m	Do	GOB	-
6	Road Connectivity	L=7000 m	Do	ADB & CPA	-
7	Utility	-	Do	CPA	CPA Fund

Master Plan of BAY TERMINAL



Present Status of Bay Terminal



- ☐ Master plan approved in 2024
- ☐ DPP Approved in April 2025
- ☐ Financing Agreement, Project Agreement & SLA have been accomplished
- ☐ Total 885 acres land – 567 acre of land has already been acquired
- ☐ TA has been appointed
- ☐ Detailed design of Breakwater is in progress

Chittagong Port Authority



General Market Engagement (GME) Conference Bay Terminal Project

Project Objectives and Components

Project Development Objective

To strengthen the maritime port capacity and improve the operational efficiency of the bay Terminal at Chittagong port for the collective benefit of all stakeholders.

Project Components

- ✓ Breakwater Structure and Capital Dredging
- ✓ Navigational Facilities

Procurement Features

- **World Bank Procurement Regulations**
- Project Procurement Strategy for Development (PPSD)
- **World Bank's Anticorruption Guidelines**
- Bangladesh Public Procurement Rules

Key Objectives of GME Conference

- **Disseminate general information**
- Planned procurement activities
- **Solicit constructive feedback**
- Utilize the outcomes to refine PPSD

Major Procurement : Navigational facilities

Package	Description of Items
W-01	<p data-bbox="380 548 1478 613">Procurement of Navigational Facilities</p> <ul data-bbox="380 760 1541 1052" style="list-style-type: none"><li data-bbox="380 760 1541 829"><input data-bbox="380 760 436 813" type="checkbox"/> Channel Marker Buoys & Sea Marks<li data-bbox="380 980 905 1052"><input data-bbox="380 980 436 1034" type="checkbox"/> Leading Lights

Major Procurement : Construction of Breakwater

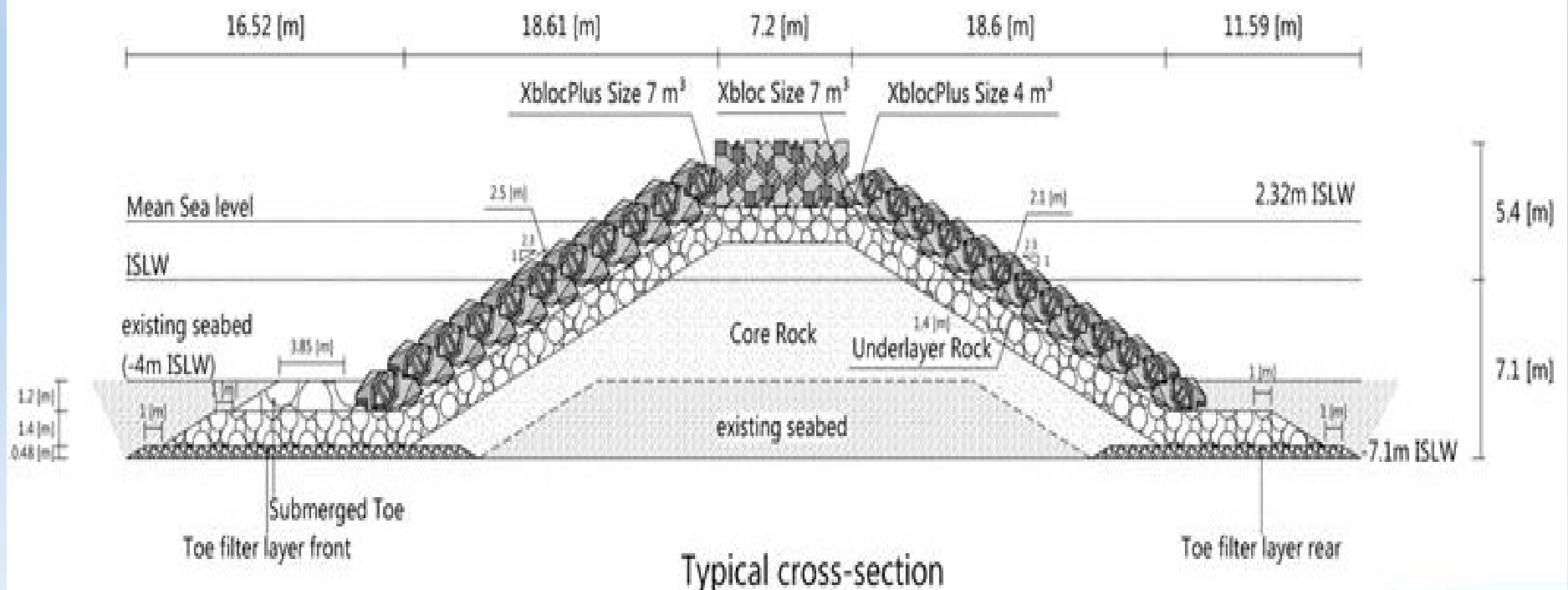
Package	Description of Items
W-02	<p data-bbox="373 462 1434 521">Construction of Breakwater and Dredging</p> <p data-bbox="373 573 703 621">Works include:</p> <ul data-bbox="373 662 1444 1144" style="list-style-type: none"><li data-bbox="373 662 1199 711"><input type="checkbox"/> Ground improvement: stone columns<li data-bbox="373 748 842 797"><input type="checkbox"/> Toe trench dredging<li data-bbox="373 834 1161 883"><input type="checkbox"/> Rock Rubble Supply and Installation<li data-bbox="373 920 1161 969"><input type="checkbox"/> Armour unit Supply and Installation<li data-bbox="373 1006 1444 1055"><input type="checkbox"/> Protection on seaside and landside of Breakwater<li data-bbox="373 1092 793 1141"><input type="checkbox"/> Terminal dredging

Bay Terminal Marine Infrastructure Development Project (BTMIDP)



Breakwater : L=6.217 KM
Access Channel : L=7.5 KM, W=700 M

Breakwater Cross-Section:



Crest Width	7.2 M
Toe Width	44.5 M
Extended submerged Toe	73.0 M
Total Height of Breakwater	12.5 M

Height from MSL to Crest	3.0 M
Height from MSL to Sea Bed	6.5 M
Depth of BW under Seabed	3.0 M
Proposed Material of BW	X-Block

Breakwater Materials (Xbloc):





Thank you



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