

# Annual Report 2017-2018



**CHITTAGONG PORT AUTHORITY**



# **ANNUAL REPORT 2017 - 2018**



**PORt ADMINISTRATIVE BUILDING  
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# Annual Report 2017 - 2018

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## Annual Report 2017 - 2018



### FROM CHAIRMAN'S DESK

Annual Report of Chattogram Port Authority for the financial year 2017-2018 symbolizes an illustrated picture and challenges encountered during this period. I judge the information enclosed in this Annual Report will be more functional to all the stakeholders in general and development partners, consultants and researchers specifically.

Chattogram Port has been taking preparation to handle the increased pressure of the huge EXIM trade of Bangladesh. In order to increase the efficiency and to reduce the time of containers and goods handling by enhancing the efficiency of the service, Chattogram Port is being developed and upgraded gradually in phases. Today's port has become more operational than in the past. And we believe the future of the port will be more attractive, more prosperous and more efficient.

Chattogram Port handles about 92% of International Trade. Nation's economic picture reflects through the rising trend of international trade and handling activities of this port. During 2017-2018 financial year Chattogram Port handled 929.23 million tons of cargoes and 28.09 million TEUs container by providing services to 3664 vessels. As per Lloyd's ranking in respect of container handling present rank of Chattogram Port is 64th, earlier which was 70th. We hope, CPA will touch a new milestone in 2019.

I am really happy that Chattogram Port is maintaining stable performance in 2018 with container and cargo handling growth of 8.88% and 12.98% respectively. We must address the changes that are happening in Chattogram port in last couple of years. To continue growing the maritime cluster and capturing new opportunities Chattogram Port enhancing its capacity by taking so many projects mainly Bay Terminal, Patenga Container Terminal, Laldia Terminal, Matarbari Port, Mirsarai-Sitakund Port, Procurement of significant number of Equipments, Capital Dredging etc. Besides that we are going forward to digitalize the Port operation, Cargo handling System, Gate Operation, Terminal Management System, Billing system, VTMIS etc.

It is also mentionable that in line with govt. policy to reduce unemployment and ensure jobs in every family CPA already recruited nearly 2000 staff & officer in the last few years.

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

I must thank all the officials of CPA for their performances and also our esteemed users, trade community, workers and also co-service providers for their active support and patronage.

A handwritten signature in black ink, appearing to read "Zulfiqur Aziz", is placed above the title.

**Rear Admiral Zulfiqur Aziz**  
Chairman  
Chattogram Port Authority



## Annual Report 2017 - 2018

## **HISTORICAL BACKGROUND OF CHITTAGONG PORT**

### **HISTORY**

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

**VISION**

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

**MISSION**

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

**COMMITMENT**

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

## **RELATIONSHIP BETWEEN GOVERNMENT AND PORT AUTHORITY**

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

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



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

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

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



## **THE CHITTAGONG PORT AUTHORITY**

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

### **POWERS AND FUNCTIONS OF THE AUTHORITY**

The functions of the authority shall be

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

#### **● Powers of the Authority :**

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

(3) The Authority shall, in particular, have power.

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



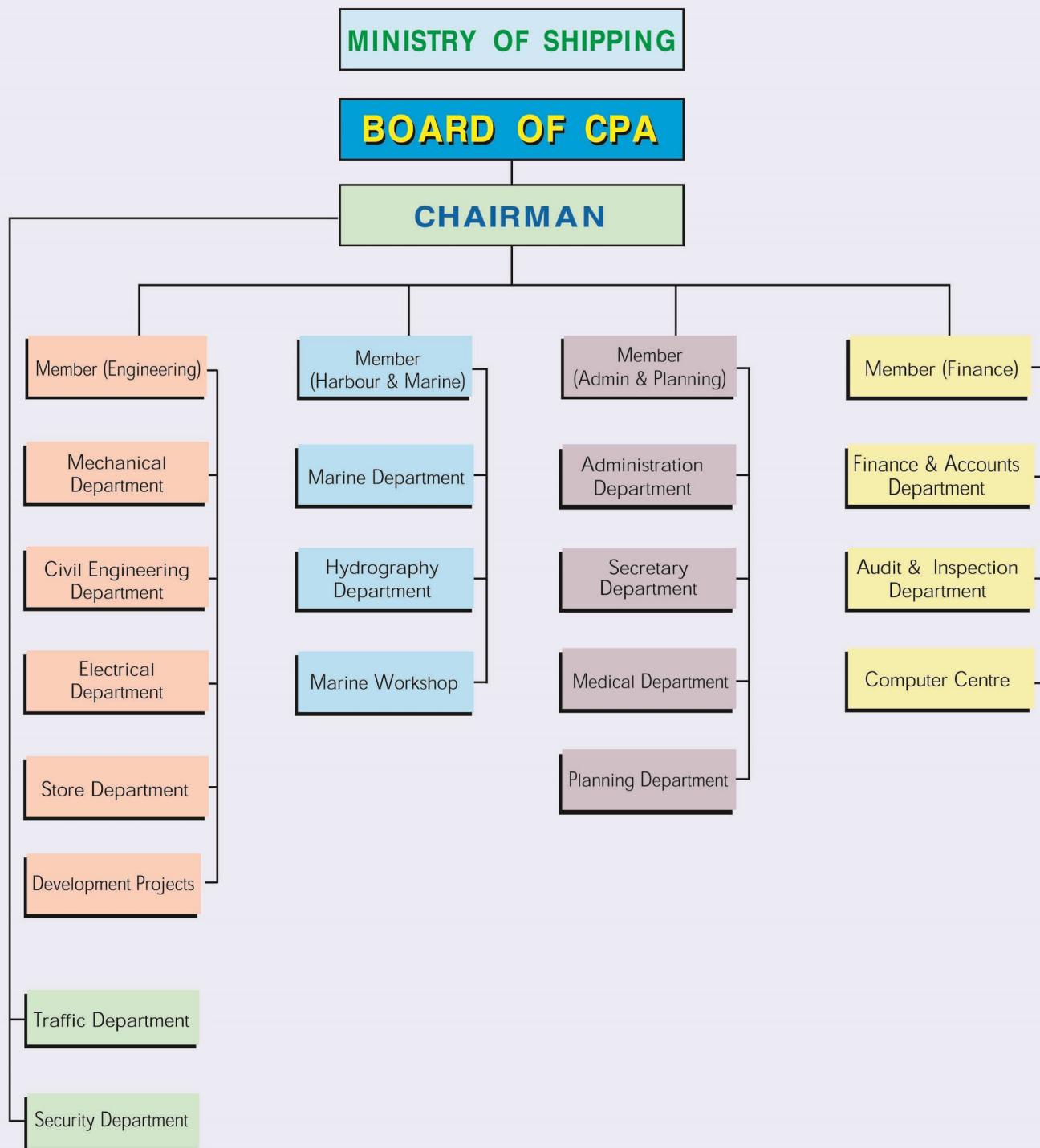
- (h) to construct, maintain and operate vessels for the wing or rendering assistance to vessels saving life and property or recovering any property lost, sunk or stranded.
- (i) to supply fuel or water to vessels.
- (j) to provide fire and security services within the Port.
- (k) to require, hire, procure,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





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**EXISTING ORGANOGRAM**





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## THE CHITTAGONG PORT AUTHORITY BOARD



**Rear Admiral Zulfiqur Aziz**  
Chairman



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



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



**Commodore Khandokar Akhter Hossain (E), psc, BN**  
Member (Engineering)



**Captain M Shafiul Bari (ND), psc, BN**  
Member (Harbour & Marine)



## Annual Report 2017 - 2018

## **THE CHITTAGONG PORT AUTHORITY MANAGEMENT**

(As on Publication date)

<b>CHAIRMAN</b>	- <b>REAR ADMIRAL ZULFIQUR AZIZ</b>
<b>MEMBER (ADMINISTRATION &amp; PLANNING)</b>	- <b>MD. ZAFAR ALAM</b> , Joint Secretary, GOB
<b>MEMBER (FINANCE)</b>	- <b>MD. KAMRUL AMIN</b> , Joint Secretary, GOB
<b>MEMBER (ENGINEERING)</b>	- <b>COMMODORE KHANDOKAR AKHTER HOSSAIN (E)</b> , psc, BN
<b>MEMBER (HARBOUR &amp; MARINE)</b>	- <b>Captain M Shafiul Bari (ND)</b> , psc, BN

### **1. ADMINISTRATIVE DEPARTMENT :**

**Name :** **Md. Mominur Rashid**  
**Designation :** Director (Admin.), Dept. Secretary, GOB  
► Responsible for enunciating policies on administrative and personnel matters etc.

### **2. TRAFFIC DEPARTMENT :**

**Name :** **Enamul Karim**  
**Designation :** Director (Traffic)  
► Responsible for over-all supervision of works pertaining to Traffic Department.

### **3. 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.

### **4. FINANCE & ACCOUNTS DEPARTMENT :**

**Name :** **M. Habibur Rahman**  
**Designation :** Chief Finance & Accounts Officer  
► Responsible for formulating accounting & financial policies, procedure, methods, system, statements & reports including internal accounting, record keeping & final accounts, preparation of budget, budget guidelines & performing other financial activities.

**5. SECURITY DEPARTMENT :**

**Name :** Lt. Col. Tanvir Ahmed Jaigirder, psc

**Designation :** Director (Security)

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

**6. MARINE DEPARTMENT :**

**Name :** Capt. Faridul Alam

**Designation :** Dy.Conservator (C.C)

► Responsible for Marine operation & maintenance thereto.

**7. AUDIT & INSPECTION DEPARTMENT :**

**Name :** Md. Rafiqul Alam, FCMA

**Designation :** Chief Audit Officer

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

**8. SECRETARIAT DEPARTMENT :**

**Name :** Mohd. Omar Faruk

**Designation :** Secretary

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

**09. ELECTRICAL DEPARTMENT :**

**Name :** Ashis Chowdhury

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

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

**10. ENGINEERING DEPARTMENT :**

**Name :** Mahmudul Hossain Khan

**Designation :** Chief Engineer (Adl.Charge)

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

### 11. STORE DEPARTMENT :

Name : **Bindu Smriti Chakma**

Designation : Controller of Stores

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

### 12. MARINE ENGINEERING DEPARTMENT :

Name : **Md. Shoaib**

Designation : Dy. Chief Engineer (Marine)

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

### 13. MEDICAL DEPARTMENT :

Name : **Dr. Mosharraf Hossain**

Designation : Chief Medical Officer (C.C)

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

### 14. HYDROGRAPHY DEPARTMENT :

Name : **Commander M Arifur Rahman (H1), 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.



**15. PLANNING DEPARTMENT :**

Name : **Md. Mahbub Morshed Chowdhury**

Designation : Chief Planning (C.C)

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

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

Name : **Mahmudul Hossain Khan**

Designation : Project Director, (NCT-BUFAC)

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

**17. CAPITAL DREDGING & BANK PROTECTION PROJECT:**

Name : **Commander M Arifur Rahman (H1), psc, BN**

Designation : Project Director, (CD)

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



## **CPA TRAINING INSTITUTE**

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

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

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

The CPATI has installed a combined simulator of container handling equipment (STS, RTG and SC) to train operators like the developed ports of the world. Through this simulator Ship to shore Gantry Crane (STS), Rubber Tyred Gantry Crane (RTG) and Straddle Carrier (SC) operation courses are being conducted to improve efficiency of the operators. CPATI has taken a plan to provide this training facility to the young people to meet the job requirement of skilled equipment operator at home and abroad. 247 nos. equipment operators have already been trained till December, 2018. In five years about 360 operators / people will be trained in four-week duration courses.

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 2017-2018 CPATI conducted 32 nos. courses where 710 nos. officials of CPA and port related organizations were trained to improve vessel/cargo/container handling performance, working conditions and practices, safety and the attitude and welfare of port employees.



## **PORT'S PERFORMANCE**

### **LOCATION**

Chittagong Port is situated in the estuary of the river 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 throughput 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) 2018****Remarks**

1	Maximum Cargo handled	72517553 Tons	
2	Maximum Import Cargo handled	66767316 Tons	
3	Maximum Export Cargo handled	5750237 Tons	
4	Maximum Container handled	2296684 Teus	

**(FISCAL YEAR) 2017-2018**

1	Maximum Cargo handled	85047912 Tons
2	Maximum Import Cargo handled	78050447 Tons
3	Maximum Export Cargo handled	6997465 Tons
4	Maximum Food grain handled	6783355 Tons
5	Maximum No of Ship handled	3664 Nos.
6	Maximum Container handled	2705909 (Teus)
7	with average detention	2.68 days detention

**(MONTHWISE BEST PERFORMANCE)**

1	Maximum Cargo handled	8158031 Tons	In May- 2018
2	Maximum Import Cargo handled	7535840 Tons	In May- 2018
3	Maximum Export Cargo handled	668053 Tons	In August- 2017
4	Maximum Food grain handled	829267 Tons	In January- 2018
5	Maximum No of Ship handled	347 Nos.	November- 2017
6	Maximum Container handled	245324 Teus	In March 2018 (Fiscal year)

## STATISTICS AT A GLANCE (CALENDAR YEAR)

ITEM	2018 (upt to Oct'18)	2017	2016	2015	2014
IMPORT (MT)	66767316	71295969	63283134(APP)	53556525	44239643
EXPORT (MT)	5750237	6912611	6342754(APP)	5736833	5694622
TOTAL (MT)	72517553	78208580	69625888(APP)	59293358	49934265
CONTAINER (TUES)	2296684	2566597	2332892(APP)	2024207	1731219
VESSELS	3108	3370	3015(APP)	2709	2410

## IMPORT AND EXPORT HANDLED (CALENDAR YEAR)

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2014	44239643	5694622	49934265
2015	53556525	5736833	59293358
2016	63283134 (APP)	6342754(APP)	69625888(APP)
2017	71295969	6912611	78208580
2018 (upt to Oct'18)	66767316	5750237	72517553

## STATISTICS OF CONTAINER HANDLED (CALENDAR YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2014	592660	870960	11990494	586986	860259	5371546	1179646	1731219	17362040
2015	691408	1019072	14349359	682699	1005135	5459046	1374107	2024207	19808405
2016	804816 (APP)	1181148 (APP)	16531797 (APP)	784298 (APP)	1151744 (APP)	5935108 (APP)	1589114 (APP)	2332892 (APP)	22466905 (APP)
2017	872421	1289036	18242413	861446	1277561	6750723	1733867	2566597	24993136
2018 (upt to Oct'18)	770076	1154946	15700001	764702	1141738	5621457	1534778	2296684	21321458

**THE CHITTAGONG PORT AUTHORITY  
RECORD PERFORMANCE OF THE CHITTAGONG PORT  
During Last 10 Years**

**STATISTICS AT A GLANCE (FISCAL YEAR)**

ITEM	2017-2018	2016-2017	2015-2016	2014-2015	2013-2014
IMPORT (MT)	78050447	66464285	58324786	48941406	41960170
EXPORT (MT)	6997465	6709759	5971634	5839986	5338377
TOTAL (MT)	85047912	73174044	64296420	54781392	47298547
CONTAINER (TUES)	2705909	2419481	2189439	1867062	1625509
VESSELS	3664	3092	2875	2566	2498

**IMPORT AND EXPORT HANDLED (FISCAL YEAR)**

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2013-2014	41960170	5338377	47298547
2014-2015	48941406	5839986	54781392
2015-2016	58324786	5971634	64296420
2016-2017	66464285	6709759	73174044
2017-2018	78050447	6997465	85047912

**STATISTICS OF CONTAINER HANDLED (FISCAL YEAR)**

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2013-2014	556125	812918	11085606	556775	812591	5021062	1112900	1625509	16106668
2014-2015	639206	940827	13132923	627966	926235	5535446	1267172	1867062	18668369
2015-2016	752152	1109355	15498565	732611	1080084	5642419	1484763	2189439	21140984
2016-2017	822642	1211874	17084610	820198	1207607	6395923	1642840	2419481	23480533
2017-2018	917598	1363375	19089447	902803	1342534	6880740	1820401	2705909	25970187

## SERVICE AND FACILITIES

### NIGHT NAVIGATION

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

#### A) LONG SIDE BERTHS (For sea going vessel):

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

#### (B) SPECIALIZED BERTHS BUILT BY OTHER AGENCIES :

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

#### FOR OCEAN GOING VESSELS :

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

#### (C) MOORING BERTHS :

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



### List of Cargo and Container Handling Equipment :

#### A. Existing Container Handling Equipment (As on December 2018) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	10	
02.	Rubber Tyred Gantry Crane	40	32	
03.	Rail Mounted Yard Gantry Crane	40	01	
04.	Mobile Harbour Crane	84	03	
05.	Straddle Carrier (04 High)	40	48	
06.	Straddle Carrier (02 High)	40	02	
07.	Reach Stacker	45	12	
08.	Forklift Truck	42	03	
09.	Forklift (Spreader)	16	09	
10.	Reach Stacker	07	09	
11.	Container Mover	50	09	

#### B. Existing Cargo Handling Equipment (As on December 2018):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Mobile Crane	10 - 50	36	
02.	Forklift Truck	10 - 20	19	
03.	Forklift Truck	1.5 - 05	108	
04.	Industrial Tractor	25	06	
05.	Heavy Trailer	25	05	
06.	Light Trailer	06	30	
07.	Tele Handler	10	04	
08.	Car Carrier	-	02	

#### C. Equipment Being Procured Under Revenue Budget (2018-2019)

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	02	
02.	Mobile Harbour Crane	84	02	
03.	Rubber Tyred Gantry Crane	40	09	
04.	Straddle Carrier (04 High)	40	09	
05.	Variable Reach Truck	16	03	

#### 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.

### E) ELECTRICAL POWER SUPPLY FACILITIES:

SL. NO.	TYPE OF EQUIPMENT	CAPACITY	TOTAL NOS	REMARKS
01.	Stand by Diesel Generator set.	2.0 MW, 11 KV out put	07	For continuous uninterrupted power supply throughout the Port area in case of power failure froms BPDB sources
02.	Stand by Diesel Generator set.	2.5 MW, 11 KV out put	01	For continuous uninterrupted power supply throughout the Port area in case of power failure from BPDB source.
03.	Solar Panel Power System	18 KW with 4hrs out put	1 Set	For lighting system of PAB Main Building.
04.	High mast for lighting arrangement inside Port protected area	30 M.	136	For providing sufficient light throughout the Port protected area for night time Port operation & security purposes.
05.	Reefer Point Facilities	440V	1673	For providing Power supply to Reefer Container in Port protect area

## CLEARANCE OF CARGO FROM THE PORT

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

Clearance of dry cargo from the port by three modes of transport Viz, Rail, Road and River were 914903 Metric tons, 38047723 Metric tons and 558926 Metric tons respectively during the year 2016-2017 fiscal year and 524305 Metric tons, 24805602 Metric tons and 662849 Metric tons respectively during the fiscal year 2017-2018 Fiscal year.

Year	Rail	Road	River	Total
2016-2017	914903	38047723	558926	39521552
2017-2018	524305	24805602	662849	25992756

## EFFICIENCY INDICATORS (FISCAL YEAR)

Sl. No.	INDICATORS	2016-2017	2017-2018
A.	Ship's turn-around time (days)	2.83	2.68
B.	Dwell time of container (days)	11.15	10.81
C.	Berth occupancy (in %)	76.93	93.38
D.	Equipment availability (in %)	49.69	45.63

## COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in metric Tons

Sl. No	COMMODITY	2013-2014	2014-2015	2015-2016	2016-2017	2016-2017
1.	FOOD GRAIN	2072156	2955454	3963718	5047751	6783355
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	13580424	14209572	16962003	19628181	21492163
4.	FERTILIZER	1256454	1605124	1740385	1416115	1777825
5.	COAL	0	1375725	2226397	1364436	1527312
6.	SALT	0	136700	324760	551956	778178
7.	SUGAR	2044215	1989353	2095344	2134908	2468556
8.	EDIBLE	1710798	1904320	2456364	1996578	2508948
9.	POL	5576296	6169314	5655407	7027510	7788517
10.	OTHERS	15719827	18595844	22900408	27296850	32925593
	TOTAL	41960170	48941406	58324786	66464285	78050447

**COMMODITY WISE EXPORT HANDLED (FISCAL YEAR)**

Figures in Metric Tons

Sl. No.	COMMODITY	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
1.	JUTE	190071	165287	157635	212353	206480
2.	JUTE PRODUCTS	808741	813599	706938	821677	722800
3.	LEATHER GOODS	31477	35787	30211	30644	35912
4.	TEA	495	490	48	0.00	0
5.	GARMENTS	2653198	2760449	2788000	2973724	3422571
6.	FROZEN GOODS	173429	123846	94299	121893	110555
7.	FERTILIZER/UREA	80	0	0	31000	0
8.	NAPTHA	79618	76952	68256	104954	18500
9.	AMMONIA	14000	40004	40800	15000	39083
10.	OTHERS	1387268	1823572	2085447	2398514	2441564
	TOTAL	5338377	5839986	5971634	6709759	6997465

**COMMODITY WISE IMPORT HANDLED (CALENDAR YEAR)**

Figures in Metric Tons

Sl. No	COMMODITY	2014	2015	2016	2017	2018 up to Oct '18
1.	FOOD GRAIN	2324287	3137483	5093555 (APP)	5996199	4872148
2.	CEMENT	---	---	--	--	0
3.	CEMENT CLINKER	13866821	14583377	18896249 (APP)	19591547	20111139
4.	FERTILIZER	1579979	1614147	1564329 (APP)	1623828	1278375
5.	COAL	28258	2765956	1353429 (APP)	1514027	1421036
6.	SALT	---	341910	441743 (APP)	758058	329810
7.	SUGAR	1930428	2265743	1878535 (APP)	2485958	1843526
8.	EDIBLE	1768957	2305684	2030995 (APP)	2274187	2398413
9.	POL	5953105	5548103	6896850 (APP)	7085879	6902836
10.	OTHERS	16787808	20994122	25127449 (APP)	29966286	27610033
	TOTAL	44239643	53556525	63283134 (APP)	71295969	66767316

## COMMODITY WISE EXPORT HANDLED (CALENDAR YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2014	2015	2016	2017	2018 up to Oct'18
1.	JUTE	183012	139023	189218 (APP)	228439	131900
2.	JUTE PRODUCT	853868	782624	722582 (APP)	803666	545324
3.	LEATHER GOODS	36399	32491	30889 (APP)	32223	28272
4.	TEA	400	449	0	0	13
5.	GARMENTS	2693653	2825442	2776137 (APP)	3209783	2990115
6.	FROZEN GOODS	166492	116476	97053 (APP)	133719	92075
7.	FERTILIZER/UREA	0	0	0	0	0
8.	NAPTHA	97785	53170	114824 (APP)	56454	15000
9.	AMMONIA	24004	36000	32509 (APP)	23000	34583
10.	OTHERS	1461646	1751158	2379542 (APP)	2425327	1912955
	TOTAL	5517259	5736833	6342754 (APP)	6912611	5750237

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 &amp; PROVISION

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

## MEDICAL FACILITIES

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

## REPAIRING FACILITIES

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

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

## UNDER WATER DIVING SERVICES

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

## MARINE SALVAGE FACILITIES

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

## RAIL & AIR TERMINALS

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



**VESSELS AND CRAFTS**

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

SI. No (A)	NAME of DREDGER:	TYPE	GRT	CAPACITY
	KHANAK			2500M
	TRAILING SUCTION HOPPER MOTOR DREDGER		3226	(HOPPER)
(B)	<b>TUG BOATS:</b>			
	M.T. KANDARI-1	MOTOR TUG	329	BHP - 1675X2
	"		354	BHP - 1400X2
	M.T. KANDARI-7		314	BHP - 850X2
	M.T. KANDARI-8		314	BHP - 850X2
	M.T. KANDARI-10		343	BHP - 1600X2
	M.T. KANDARI-11		375	BHP - 2570X2
	M.T. KANDARI-12		196	BHP - 1200X2
(C)	<b>PILOT BOATS:</b>			
	P.V. DISHARI-2	PILOT BOAT	137	BHP - 750X2
	"		137	BHP - 830X2
	P.V. DISHARI-7		141	BHP - 830X2
	P.V. DISHARI-8		144	BHP - 830X2
	P.V. RAKSHI		146	BHP - 911X2
(D)	<b>BOUY LIFTING VESSEL:</b>			
	B.L.V ALI	B.L VESSEL	404	BHP - 788X2
	B.L.V LUSAI	B.L VESSEL	508	BHP - 850X2
(E)	<b>WATER BURGE:</b>			
	W.B MOSHAK	WATER BARGE		BHP - 510X2
	W.B JARNA	WATER BARGE		BHP - 510X2
	W.B FOURA	WATER BARGE		BHP - 510X2
	W.B JALPORI	WATER BARGE		BHP - 1122X2
(F)	<b>FAST PATROL BOAT:</b>			
	P -1	PATROL BOAT	6.7	BHP - 355X2
	P -2	PATROL BOAT	6.7	BHP - 355X2
(G)	<b>POLLUTION CONTROL VESSEL:</b>			
	BAY CLEANER- 1	CLEANING V/L	155	BHP - 455X2
	BAY CLEANER- 2	CLEANING V/L	122.88	BHP - 738X2
(H)	<b>ENVIRONMENTAL CLEANING &amp; RESTORETION VEHICLE:</b>			
	ECRV	DREGAR	N/A	BHP - 225X1
(I)	<b>SEARCH AND RESCUE CUM AMBULANCE SHIP:</b>			
	AMBULANCE SHIP		N/A	BHP - 651X2
(J)	<b>MORING BOAT:</b>			
	BHADUNI-1	MORING LAUNCH	52	BHP- 324X1
	BHADUNI-2	"	20	BHP- 195X1
	BHADUNI-3	"	46	BHP- 275X1
	N.M.L-1	"	20	BHP- 265X1
	N.M.L-2	"	46	BHP- 275X1
	BARKAT	"	20	BHP- 265X1
	SHANDIP	"	20	BHP- 265X1
	AZMAT	"	20	BHP- 265X1

## **DEVELOPMENT**

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

### **2. ANNUAL DEVELOPMENT PROGRAMME (ADP 2017-2018)**

An amount 29060.00 lakh was allocated in the original budget & Tk. 20556.52 lakh has been allocated in the revised budget of CPA for implementation of investment Project of the projects out of CPA's own resources during 2017-2018. RADP allocations vis-a-vis achievements of the projects are as follows:-

(Figure in crore)

Name of the Project	Allocation for the Year 2017-2018 (RADP)			Taka Released	Expenditure up to June / 2018 & % of allocation.		
	Total	Taka	Project Aid (RPA)		Total	Taka	Project Aid (RPA)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>A. SELF FINANCED PROGRAMME: INVESTMENT PROJECT:</b>							
1. Construction of CPA Hospital Complex.	5.5652	5.5652	--	--	5.5652 (100%)	5.5652 (100%)	--
2. Procurement of Equipment for New Mooring Container Terminal (NCT)	100.00	100.00	--	--	101.05 (101.05%)	101.05 (101.05%)	--
3. Shifting and Reconstruction of services Jetty located near Dock Office to the Upstream of Jetty No. 1.	5.00	5.00	--	--	5.00 (100%)	5.00 (100%)	--
4. Procurement of One High Power Tug Boat (3200 BHP)	15.00	15.00	--	--	15.00 (100%)	15.00 (100%)	--
5. Enhancement of navigability in Karnaphuli River through Dredging from Sadarghat to Bakalia char.	50.00	50.00	--	--	25.1309 (50.26%)	25.1309 (50.26%)	--
6. Construction of Potenga Container Terminal (PCT)	30.00	30.00	--	--	155.924 (517.74%)	155.924 (517.74%)	--
<b>Total:</b>	<b>205.5652</b>	<b>205.5652</b>	--	--	<b>307.6701 (149.68%)</b>	<b>307.6701 (149.68%)</b>	--

### 3. RESUME OF ONGOING PROJECTS

#### SELF FINANCED PROJECT (CPA'S OWN RESOURCES):

##### 3.1 NAVIGABILITY ENHANCEMENT IN KARNAFULI RIVER BY DREDGING FORM SADARGHAT TO BAKALIAR CHAT:

The aim of the project is to carry out Dredging form Sadarghat ot Bakaliar Char to ensure Navigability in Karnafuli River. Under the project it is estimated to dredge 42 million cubic meters to maintain 4 meters draft in the targeted area. According to DPP the project is scheduled to be completed by June 2021. The work of dredger mobilization with the installation of pipeline by Bangladesh Navy has been completed. The dredging has started in the project area from 26/09/2018. The physical Progress is 10%.

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

The objective of the project is to fulfill the requirement of accormmodation & health care facilities for the employees of CPA and other patients. The main construction work of the hospital Complex is completed. Some relevant work is going on.

##### 3.3 PROCUREMENT OF ONE HIGH POWER TUG BOAT (3200 BHP):

To assist in maneuvering ships entering Chittagong port and supply fresh water to the vessels at anchorage and approaches to Chittagong Port, one High Power Tugboat (3200BHP) is under construction in a local shipyard. All machinery for the project has been imported, Fittings are currently underway. Fabrication completed 100%.

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

The main objective of the project is to construct a dedicated berth/jetty facilities to anchor and berthing CPA's own vessels fleet comprising of Tug boats, Water Barges, Waste Reception Vessels, Survey boats, Dredger, Pilot Vessels, Security speed boats etc. These vessels provide services to the vessls calling at Chittagong port. The project also envisages jetty facilities for the handling of CPA's own conservancy channel buoys and mooring maintenance materials. Progress is 13% by December /2018.

##### 3.5 CONSTRUCTION OF PATENGA CONTAINER TERMINAL:

To cater the growing container traffic demand the Chittagong Port Authority (CPA) is planning to construct a modern container terminal at Patenga. The proposed Patenga Container Terminal (PCT) will also keep the container handling operation of CPA uninterrupted during construction of the KCT (by dismantling GCBs in phases). The proposed PCT is expected to increase the container handling capacity of the CPA (by over 0.40 TEUs), and contribute to the economic devlopment of the country. Under the project 600 meter long container and cargo jetty with necessary backup facilities and 200 meter long Dolphin jetty will be constructed. Progress is 15.50% by December / 2018.



### 3.6 Procurement of Container Handling Equipment for NCT:

To commence immediate full fledged operation of the New Mooring Container Terminal (NCT) through utilizing the created facilities in compliance with govt. directives Chittagong Port Authority decided to procure 51 nos container handling equipment. Under this project 35 out of 51 units have been added to the CPA's Fleet. The rest will arrive by June 2019.

### 3.7 Construction of overflow yard at new-mooring colony:

The objective of the project is to optimize the container handling capacity of Chittagong Port by storing the excess containers from NCT to the Yard. It will also increase the present container handling capacity together with the annual growth in container handling. After completion of this overflow yard another 8000 TEUs container holding capacity will be added in Chittagong Port. So far 20% progress has been achieved.

### 3.8 Construction of Laldia Multi-purpose Terminal:

In order to partially accommodate the future requirements of the port, a new development is proposed at Laldia Char. With the development of four (4) berths under a full Design-Build-Finance-Operate-Maintain PPP model, it is anticipated that the return on investments is highly robust, and the port revenues through container and general cargo at existing tariffs would cover capital, debt servicing, equity returns, operating and maintenance costs. In this backup, CPA published EOI for potential investors. After evaluation of received EOI five firms have been short listed. The RFP document has been prepared by the consultant. The RFP will be issued to the short listed firm soon.

## 4. FUTURE PROJECTS :

- 1 Construction of CPA Tower Building.
- 2 Construction of Bay Terminal.
- 3 Improving operation and management for Chittagong Port (TA Project) (ADB-Grant)
- 4 Matarbari Port Development Project.
- 5 Chittagong Port Enhancement Project.
- 6 Construction of Museum and monument for Chittagong Port Authority.
- 7 Procurement of Equipment for General Cargo Birth (GCB), Chittagong Container Terminal (CCT), Newmooring Container Terminal (NCT), Newmooring Overflow Container Yard (NOFCY), South Container Yard (SCY), Pangaon Inland Container Terminal (PICT)
- 8 Construction of Karnafully Container Terminal (KCT)

THE CHITTAGONG PORT AUTHORITY  
 BUDGET AT A GLANCE

*(Fig Taka. in Lakh)*

Sl. No.	Particulars	Budget Estimate for 2019-2020	Revised Estimate for 2018-2019	Budget Estimate for 2018-2019	Provisional for 2017-2018
A	TOTAL REVENUE INCOME	310732.46	287824.31	286868.55	264764.14
B	TOTAL REVENUE EXPENDITURE	250104.39	236684.12	243800.00	185508.10
C	<b>REVENUE SURPLUS</b>	<b>60628.07</b>	<b>51140.19</b>	<b>43068.55</b>	<b>79256.04</b>
D	<b>CAPITAL EXPENDITURE:</b>				
	1) For New Capital Works and Renewals				
	& Replacement related Works	287385.00	421021.55	200200.00	44980.52
	2) Others (including Loan repayment, house building & other Advance )	1300.00	1300.00	1200.00	644.94
	3) Self financed Development projects	182668.24	145901.24	120758.00	66209.15
	Total Capital Expenditure	471353.24	568222.79	322158.00	111834.61
E	<b>Financed by:</b>				
	1) Depreciation Reserve Fund				
	(For Renewals & Replacement Works)	41883.00	45162.36	33927.00	9821.82
	2) From Revenue Surplus, Revenue Reserve & Other Pool of Funds	428670.24	522260.43	287531.00	101367.85
	3) From Sinking Fund (Loan Principal)	800.00	800.00	700.00	644.94
	<b>TOTAL</b>	<b>471353.24</b>	<b>568222.79</b>	<b>322158.00</b>	<b>111834.61</b>
F	<b>NET SURPLUS/DEFICIT (D - E)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

**YEAR WISE ANALYSIS OF FINANCIAL DATA  
(Comparative Statement)**

*(Taka in Crore)*

	ACTUAL FOR 2017-2018	ACTUAL FOR 2016-2017	ACTUAL FOR 2015-2016	ACTUAL FOR 2014-2015	ACTUAL FOR 2013-2014
<b>REVENUE :</b>					
OPERATING REVENUE	2584.56	2327.75	1977.88	1806.81	1558.61
OTHER REVENUE	77.20	79.90	51.37	70.02	75.71
<b>TOTAL INCOME</b>	<b>2661.76</b>	<b>2407.65</b>	<b>2029.25</b>	<b>1876.83</b>	<b>1634.32</b>
<b>EXPENDITURES :</b>					
OPERATING EXPENSE	1117.87	1064.09	831.72	679.77	586.23
ADMINISTRATIVE & GENERAL EXPENSES	272.65	288.45	234.11	181.18	229.42
<b>TOTAL EXPENSES</b>	<b>1390.52</b>	<b>1352.54</b>	<b>1065.83</b>	<b>860.95</b>	<b>815.65</b>
PROVISION FOR CORPORATE TAX	425.00	425.00	445.00	425.00	395.00
NET SURPLUS AFTER TAX	846.24	630.11	518.42	590.88	423.67
<b>BALANCE SHEET :</b>					
FIXED ASSETS	8116.94	6510.29	5711.55	5106.85	4722.54
DEFERRED EXPENDITURE	25.99	24.15	17.04	11.99	10.76
FIXED DEPOSIT	11200.18	10356.59	9239.62	8144.11	6971.15
SHARE OF ICB ISLAMI BANK	2.57	2.84	3.00	5.25	5.25
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	49.62
CURRENT ASSETS	1512.98	1358.47	1356.34	1271.39	1368.04
CURRENT LIABILITIES	3296.99	2336.98	1954.62	1705.77	1671.40
NET CURRENT ASSETS	(178.40)	(978.51)	(598.27)	(434.38)	(303.36)
<b>CAPITAL EMPLOYED</b>	<b>17611.30</b>	<b>15964.98</b>	<b>14422.54</b>	<b>12883.45</b>	<b>11455.95</b>

**FIVE YEARS FINANCIAL RATIOS ANALYSIS :**

A. DEBT EQUITY RATIO	0.03:1	0.21:1	0.20:1	0.20:1	0.00
B. CURRENT RATIO	0.46:1	0.58:1	0.69:1	0.75:1	0.82:1
C. QUICK RATIO	0.46:1	0.58:1	0.69:1	0.75:1	0.81:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.13	0.13	0.12	0.12	0.12

## THE CHITTAGONG PORT AUTHORITY

## BUDGET AT A GLANCE

## DETAILS OF COMMODITIES (FISCAL YEAR)

*(Fig in Lakh M. Tons)*

Sl. No.	Particulars	Budget Estimate for 2019-2020	Revised Estimate for 2018-2019	Budget Estimate for 2018-2019	Provisional for 2017-2018
<b>(A) IMPORT</b>					
1	FOOD GRAINS	80.02	72.52	67.26	67.83
2	CEMENT CLINKER	245.99	228.64	175.51	214.92
3	COAL	18.77	17.12	9.00	15.27
4	FERTILIZER	21.73	20.14	16.07	17.78
5	PETROL, OIL & LUBRICANT (POL)	95.83	87.63	87.42	77.89
6	EDIBLE OIL	29.64	27.19	23.88	25.09
7	OTHERS	406.03	384.75	380.86	360.00
	<b>(A) TOTAL</b>	<b>898.00</b>	<b>838.00</b>	<b>760.00</b>	<b>778.78</b>
<b>(B) EXPORT</b>					
1	JUTE	2.95	2.68	2.30	2.06
2	JUTE PRODUCTS	9.82	8.27	7.65	7.23
3	TEA	0.00	0.00	0.00	0.00
4	HIDES & SKIN	0.53	0.41	0.38	0.36
5	GARMENTS	48.11	42.00	38.51	34.23
6	NEPTHA	1.11	1.03	1.32	0.00
7	FERTILIZER	0.00	0.00	0.00	0.00
8	AMMONIA	0.78	0.72	0.84	0.58
9	FROZEN GOODS	1.68	1.55	1.10	1.11
10	OTHERS	29.34	26.93	27.94	24.34
	<b>(B) TOTAL</b>	<b>94.32</b>	<b>83.61</b>	<b>80.04</b>	<b>69.91</b>
<b>(C) INLAND CARGO</b>					
1	INLAND CARGO	91.31	82.72	75.72	76.08
	<b>(C) TOTAL</b>	<b>91.31</b>	<b>82.72</b>	<b>75.72</b>	<b>76.08</b>
<b>(D) I C D (DHAKA)</b>					
1	I C D (DHAKA)	5.68	5.17	4.24	4.46
	<b>(D) TOTAL</b>	<b>5.68</b>	<b>5.17</b>	<b>4.24</b>	<b>4.46</b>
<b>(E) TRANSIT</b>					
1	TRANSIT	0.00	0.00	0.00	0.00
	<b>(E) TOTAL</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	<b>GRAND TOTAL</b>	<b>1089.31</b>	<b>1009.50</b>	<b>920.00</b>	<b>929.23</b>

**MUHAMMAD SHAHEEDULLAH & CO.**

Chartered Accountants

**A. MATIN & CO.**

Chartered Accountants

**AUDITORS' REPORT****TO THE BOARD OF****CHITTAGONG PORT AUTHORITY**

We have audited the accompanying Financial statements of "The Chittagong Port Authority", which Comprises the statement of Financial position as at 30 June, 2018, and the statement of Profit & 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 information disclosed in Notes 1 to 26 in the Financial Statements.

**Management's Responsibility for the Financial statements**

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

**Auditor's Responsibility**

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

**Scope**

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

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

**Opinion:**

We report that

- a. We have obtained all the material information and explanations which to the best of our knowledge and belief were necessary for the purpose of our audit and made due verification there of;
- b. in our opinion, proper books of accounts as required by law have been kept by the Authority so far as it appeared from our examination of those books; and
- c. the Authority's Statement of Financial Position and statement of Profit & Loss and Other Comprehensive Income dealt with by the report are in agreement with the books of account.
- c. The expenditure incurred was for the purpose of the Authority's business.

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

Chittagong,  
Dated : 26 May, 2019

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants

**MAHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF FINANCIAL POSITION  
AS AT 30 JUNE, 2018**

<b>Particulars</b>	<b>Notes</b>	<b>Restated</b>	
		<b>30-06-2018</b> Taka	<b>30-06-2017</b> Taka
<b>SOURCES OF FUNDS</b>			
Capital	4	50,923,870,630	46,600,921,228
Reserve and Fund	5	65,031,992,086	58,805,006,184
Un-appropriated Surplus Transferred from SOCI		10,615,392,819	7,967,672,227
		<b>126,571,255,535</b>	<b>113,373,599,639</b>
<b>Equity and Funds</b>			
Provision Account	6	48,960,649,560	45,646,337,183
Long Term Loan (ADB/BAN 2147)	25	581,123,752	629,831,572
		<b>176,113,028,847</b>	<b>159,649,768,394</b>
<b>APPLICATION OF FUNDS</b>			
Operating Assets (At cost)	7	48,831,721,628	45,371,342,019
Capital Work-in-progress	8	32,337,696,572	19,731,542,116
		<b>81,169,418,200</b>	<b>65,102,884,135</b>
Deferred Expenditure	9	259,975,700	241,460,748
Shares of ICB Islami Bank (cost price 52,546,000)	10	25,747,540	28,374,840
Fixed Deposit	11	112,001,851,784	103,565,915,784
Loan to Payra Port		496,200,000	496,200,000
<b>CURRENT ASSETS</b>			
Interest Receivable on Fixed Deposits	12	2,636,913,108	2,583,543,027
Stores	13	60,382,616	60,382,616
		<b>15,129,783,802</b>	<b>13,734,725,040</b>
<b>LESS: CURRENT LIABILITIES</b>			
Creditors and Accruals	17	32,969,948,179	23,369,822,432
Bank Overdraft ( Current Account With Sonali Bank)		--	149,969,721
		<b>32,969,948,179</b>	<b>23,519,792,153</b>
<b>NET CURRENT ASSETS</b>		<b>(17,840,164,377)</b>	<b>(9,785,067,113)</b>
<b>CAPITAL EMPLOYED</b>		<b>176,113,028,847</b>	<b>159,649,768,394</b>

The notes to the accounts from pages 4 to 26 form an integral part of these financial statements.

**C. F. & A. O**

**MEMBER (FINANCE)**  
AUDITOR'S REPORT IS ANNEXED

**CHAIRMAN**

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

Dated : 26 May, 2019

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants



**MAHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF COMPREHENSIVE INCOME  
FOR THE YEAR ENDED 30 JUNE, 2018**

Particulars	Notes	30-06-2018 Taka	30-06-2017 Taka
<b>INCOME</b>			
Dues and Charges :	18		
On Vessels		3,684,325,905	3,231,247,542
On Cargo		22,161,322,607	20,046,272,121
		25,845,648,512	23,277,519,663
Miscellaneous Income	19	320,047,412	232,078,546
Rent on Land		249,381,323	400,062,310
		569,428,735	632,140,856
		26,415,077,247	23,909,660,519
<b>EXPENDITURE :</b>			
Operating Expenses	20	11,178,704,264	10,640,957,870
Administrative and General Expenses	21	2,726,493,728	2,884,463,322
		13,905,197,992	13,525,421,192
		12,509,879,255	10,384,239,327
Net surplus from operation			
Add: Interest Income	22	173,141,738	162,762,353
Profit (Loss) on Sale of Operating Assets	23	29,339,185	4,101,402
		202,480,923	166,863,755
		12,712,360,178	10,551,103,082
Less: Provision for Corporate Tax		4,250,000,000	4,250,000,000
NET SURPLUS AFTER PROVISION FOR TAX		8,462,360,178	6,301,103,082
Add: Unappropriated Surplus Brought Forward		7,967,672,227	4,849,451,502
Prior Years adjustment	24	185,360,414	817,117,643
		8,153,032,641	5,666,569,145
		16,615,392,819	11,967,672,227
<b>NET SURPLUS BEFORE PROVISION FOR TAX</b>			
Less: Provision for Corporate Tax			
NET SURPLUS AFTER PROVISION FOR TAX			
Add: Unappropriated Surplus Brought Forward			
Prior Years adjustment			
<b>NET SURPLUS AVAILABLE FOR APPROPRIATION</b>			
<b>APPROPRIATIONS :</b>			
Transfer to Capital Fund		3,000,000,000	2,000,000,000
Transfer to Revenue Reserve Fund		3,000,000,000	2,000,000,000
Unappropriated surplus Transferred to SoFP		10,615,392,819	7,967,672,227
		16,615,392,819	11,967,672,227

The notes to the accounts from pages 4 to 26 are an integral part of these financial statements.

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

Signed in terms of our report of even date

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

Dated : 26 May, 2019

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED ON JUNE 30, 2018**

Particulars	Capital Fund Taka	Sinking Fund Taka	Revenue Reserve Fund Taka	Pension Fund Taka	Unappropriated Surplus Taka	Total Taka
<b>Balance as on 01.07.2017</b>	<b>46,600,921,228</b>	<b>177,224,112</b>	<b>46,319,221,493</b>	<b>12,308,560,579</b>	<b>7,967,672,227</b>	<b>113,373,599,639</b>
Interest earned during the year 2017-18	151,122,892	8,281,768	2,164,519,584	1,102,892,370	-	3,426,816,614
Prior years' adjustments made during the year 2017-18	-	-	-	-	185,360,414	185,360,414
Net surplus during the year after tax and before appropriation	-	-	-	-	8,462,360,178	8,462,360,178
Appropriation of net surplus during the year	3,000,000,000	-	3,000,000,000	-	(6,000,000,000)	-
Transferred from Depreciation provision account	1,123,118,690	-	-	-	-	1,123,118,690
Payment made to unfit labour of DWMB	-	-	-	-	-	-
Payment of principal of Govt. Loan (ADB/CPTFP)	-	(48,707,820)	-	-	-	(48,707,820)
Capitalization of Loan	48,707,820	-	-	-	-	48,707,820
<b>Equity and fund as on 30.06.2018</b>	<b>50,923,870,630</b>	<b>136,798,060</b>	<b>51,483,741,077</b>	<b>13,411,452,949</b>	<b>10,615,392,819</b>	<b>126,571,255,535</b>

MUHAMMAD SHAHEEDULLAH & CO.  
 Chartered Accountants

 KHAN WAHAB SHAFIQUE RAHMAN & CO.  
 Chartered Accountants

 THE CHITTAGONG PORT AUTHORITY  
 STATEMENT OF CASH FLOW  
 FOR THE YEAR ENDED JUNE 30, 2018

Particulars	Notes	30-06-2018 Taka	Restated 30-06-2017 Taka
<b>A. Cash flow from Operating Activities</b>			
Cash received against dues & charges		25,530,976,611	22,768,058,804
Miscellaneous Income		320,047,412	232,078,546
Rent on Land		249,381,323	400,062,310
Interest Income		4,027,870,838	4,655,957,299
Corporate Tax paid		(3,957,621,939)	(4,078,150,105)
Payment against Expenses		(15,350,620,207)	(11,874,172,095)
<b>Net Cash Flow from Operating Activities</b>		<b>10,820,034,038</b>	<b>12,103,834,759</b>
<b>B. Cash flow from Investing Activities</b>			
Acquisition of Fixed Assets		(703,022,778)	(253,614,233)
Capital Work-in-Progress		(2,174,432,293)	(2,292,483,126)
Sale of Fixed Assets		30,819,766	5,271,453
Investment (net)		(7,283,043,630)	(9,853,657,720)
Deferred Expenditure		(47,314,220)	(34,064,104)
<b>Net Cash used in Investing Activities</b>		<b>(10,176,993,155)</b>	<b>(12,428,547,730)</b>
<b>C. Cash Flow from Financing Activities</b>			
Payment to Dock workers from acquired capital		-	(94,184)
Payment of Principal of foreign Loan		(48,707,820)	(48,707,820)
<b>Net Cash used form Financing Activities</b>		<b>(48,707,820)</b>	<b>(48,802,004)</b>
<b>D. Net Cash Inflow/(Outflow) for the year (A+B+C)</b>		<b>594,333,063</b>	<b>(373,514,975)</b>
<b>E. Opening Cash &amp; Bank Balance</b>		<b>541,085,194</b>	<b>914,600,169</b>
<b>F. Closing Cash &amp; Bank Balances (D+E)</b>		<b>1,135,418,257</b>	<b>541,085,194</b>



MUHAMMAD SHAHEEDULLAH & CO.  
Chartered Accountants

KHAN WAHAB SHAFIQUE RAHMAN & CO.  
Chartered Accountants

### THE CHITTAGONG PORT AUTHORITY

#### NOTES TO THE FINANCIAL STATEMENTS FOR THE YEAR ENDED 30<sup>TH</sup> JUNE, 2018

##### **1.00 BACKGROUND AND OBJECTIVES :**

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

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

##### **2.00 BASIS OF PREPARATION :**

###### **2.01 Basis of Accounting :**

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

###### **2.02 Basis of measurement :**

These financial statements have been prepared on a going concern basis under historical cost convention except revaluation of some operating assets. All transactions have been accounted on accrual basis except income from rent on land which has been accounted as and when received.

###### **2.03 Functional and presentation currency :**

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

###### **2.04 Use of Estimates and Judgments :**

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

**MUHAMMAD SHAHEEDULLAH & CO.**  
 Chartered Accountants

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
 Chartered Accountants

### **3.00 SIGNIFICANT ACCOUNTING POLICIES :**

#### **3.1 Operating Assets :**

##### **3.01.01 Recognition and measurement :**

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

##### **3.01.02 Depreciation :**

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

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

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**KHAN WAHAB SHAFIQUE RAHMAN & CO.**  
Chartered Accountants

**3.02 Fixed Deposit :**

- (a) This represents 566 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 i.e. the amount of Fixed deposits shown on Statement of financial position is the amount of aggregate face value of those Fixed deposits only.

**3.03 Stores :**

Stores are valued at Periodic average cost consistently.

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

**3.04 Employee benefits schemes :**

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

**3.05 Pension Fund :**

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

**3.06 Provisions :**

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

**3.07 Revenue Recognition :**

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

**3.08 Income tax :**

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

MUHAMMAD SHAHEEDULLAH & CO.  
Chartered Accountants

KHAN WAHAB SHAFIQUE RAHMAN & CO.  
Chartered Accountants

**3.09 Debtors :**

No provision against debts specifically considered irrecoverable has been made in the accounts, but a general provision of Taka 220.00 Lakhs has been made during the year as per approved budget.

**3.10 Interest Income :**

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

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

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

3.12 Share of ICB Islami Bank has been valued at market price as on June 30, 2018

**3.13 General :**

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





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