

MONGLA PORT AUTHORITY
MONGLA, BAGERHAT.

CIRCULAR NO-01/2026

Subject: Revised declaration of Anticipated Permissible Draughts – Pussur River From Fairway to base creek (January 2026 to March 2026).

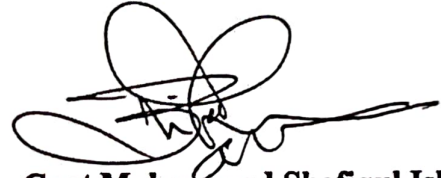
This is to notify all concerned that due to draughts restriction Mongla port revised declaration of Anticipated Permissible Draughts – Pussur River From Fairway to base creek (January 2026 to March 2026).

Additionally, Vessel draught maximum 8.0 (Eight) meter can berth at HP-1, HP-2, HP-3 anchorage area.

The relevant draught charts, indicating the permissible draught limits during this period, are enclosed herewith for reference and necessary compliance.

All relevant stakeholders are requested to take appropriate action in accordance with the declared draught limits.

AME (ICT)
S. D. Islam
19/01/26



Capt. Mohammad Shafiqul Islam
(G), psc, BN
Harbour Master

Circular Reference No- 18.14.0158.313.03.077(P-3).2026-278/02 Date: 13/01/2026

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3. Programmer, MPA, Mongla. →
4. P S to Chairman, MPA, Mongla.

With a Request to Publish at MPA



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF JANUARY 2026
(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- JAN-26	0854	2.31	8.31	0554
	2133	2.84	8.84	1833
2- JAN-26	0956	2.41	8.41	0656
	2224	2.94	8.94	1924
3- JAN-26	1048	2.50	8.50	0748
	2310	3.00	9.00	2010
4- JAN-26	1137	2.56	8.56	0837
	2355	3.00	9.00	2055
5- JAN-26	.....	.....	.....	.....
	1222	2.57	8.57	0922
6- JAN-26	0038	2.96	8.96	5 JAN AT 2138
	1306	2.55	8.55	1006
7- JAN-26	0119	2.86	8.86	6 JAN AT 2219
	1348	2.49	8.49	1048
8- JAN-26	0157	2.73	8.73	7 JAN AT 2257
	1428	2.42	8.42	1128
9- JAN-26	0232	2.57	8.57	8 JAN AT 2332
	1507	2.35	8.35	1207
10- JAN-26	0306	2.41	8.41	0006
	1552	2.27	8.27	1252
11- JAN-26	0343	2.23	8.23	0043
	1649	2.20	8.20	1349
12- JAN-26	0432	2.06	8.06	0132
	1802	2.17	8.17	1502
13- JAN-26	0552	1.91	7.91	0252
	1918	2.21	8.21	1618
14- JAN-26	0728	1.87	7.87	0428
	2031	2.31	8.31	1731
15- JAN-26	0855	1.94	7.94	0555
	2125	2.44	8.44	1825
16- JAN-26	0949	2.05	8.05	0649
	2207	2.56	8.56	1907
17- JAN-26	1027	2.16	8.16	0727
	2242	2.65	8.65	1942
18- JAN-26	1101	2.26	8.26	0801
	2313	2.72	8.72	2013
19- JAN-26	1132	2.35	8.35	0832
	2343	2.77	8.77	2043
20- JAN-26	.....	.....	.....	.....
	1203	2.42	8.42	0903
21- JAN-26	0012	2.80	8.80	20 JAN AT 2112
	1236	2.47	8.47	0936
22- JAN-26	0044	2.78	8.78	21 JAN AT 2144
	1310	2.50	8.50	1010

23- JAN-26	0119	2.73	8.73	22 JAN AT 22
	1347	2.49	8.49	1047
24- JAN-26	0156	2.64	8.64	23 JAN AT 2256
	1427	2.47	8.47	1127
25- JAN-26	0235	2.51	8.51	24 JAN AT 2335
	1512	2.42	8.42	1212
26- JAN-26	0320	2.35	8.35	0020
	1608	2.34	8.34	1308
27- JAN-26	0414	2.17	8.17	0114
	1733	2.28	8.28	1433
28- JAN-26	0539	2.00	8.00	0239
	1908	2.32	8.32	1608
29- JAN-26	0728	1.97	7.97	0428
	2030	2.46	8.46	1730
30- JAN-26	0900	2.09	8.09	0600
	2135	2.65	8.65	1835
31- JAN-26	1003	2.27	8.27	0703
	2224	2.80	8.80	1924

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

- Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
- Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
- Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the January–March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.




Ch Hydrographer



Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF FEBRUARY 2026
(FAIRWAY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- FEB-26	1050	2.43	8.43	0750
	2306	2.90	8.90	2006
2- FEB-26	1131	2.54	8.54	0831
	2343	2.93	8.93	2043
3- FEB-26	.....	.....	.....	.....
	1209	2.60	8.60	0909
4- FEB-26	0018	2.89	8.89	03 FEB AT 2118
	1244	2.60	8.60	0944
5- FEB-26	0052	2.79	8.79	04 FEB AT 2152
	1317	2.57	8.57	1017
6- FEB-26	0123	2.66	8.66	05 FEB AT 2223
	1348	2.50	8.50	1048
7- FEB-26	0151	2.51	8.51	06 FEB AT 2251
	1418	2.42	8.42	1118
8- FEB-26	0220	2.35	8.35	07 FEB AT 2320
	1450	2.32	8.32	1150
9- FEB-26	0250	2.19	8.19	08 FEB AT 2350
	1528	2.20	8.20	1228
10- FEB-26	0327	2.00	8.00	0027
	1628	2.06	8.06	1328
11- FEB-26	0417	1.81	7.81	0117
	1822	2.00	8.00	1522
12- FEB-26	0635	1.68	7.68	0335
	1958	2.11	8.11	1658
13- FEB-26	0836	1.78	7.78	0536
	2106	2.30	8.30	1806
14- FEB-26	0935	1.98	7.98	0635
	2150	2.48	8.48	1850
15- FEB-26	1012	2.16	8.16	0712
	2224	2.62	8.62	1924
16- FEB-26	1043	2.32	8.32	0743
	2253	2.73	8.73	1953
17- FEB-26	1112	2.46	8.46	0812
	2320	2.80	8.80	2020
18- FEB-26	1140	2.58	8.58	0840
	2347	2.84	8.84	2047
19- FEB-26	.....	.....	.....	.....
	1210	2.67	8.67	0910
20- FEB-26	0018	2.82	8.82	19 FEB AT 2118
	1243	2.70	8.70	0943
21- FEB-26	0053	2.75	8.75	20 FEB AT 2153
	1320	2.68	8.68	1020
22- FEB-26	0130	2.62	8.62	21 FEB AT 2230
	1359	2.62	8.62	1059

29/2/26

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23- FEB-26	0210	2.47	8.47	22 FEB AT 2.
	1443	2.50	8.50	1143
24- FEB-26	0254	2.28	8.28	23 FEB AT 2354
	1537	2.35	8.35	1237
25- FEB-26	0349	2.06	8.06	0049
	1703	2.21	8.21	1403
26- FEB-26	0527	1.87	7.87	0227
	1852	2.22	8.22	1552
27- FEB-26	0736	1.90	7.90	0436
	2029	2.39	8.39	1729
28- FEB-26	0909	2.11	8.11	0609
	2130	2.61	8.61	1830

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

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The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the January–March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

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6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

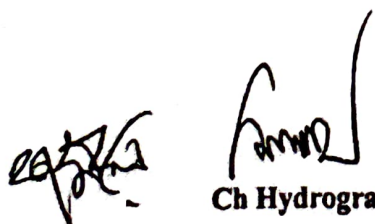
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8. Same-Day Arrival:

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9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.


Ch Hydrographer


Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF MARCH 2026
(FAIRWAY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- MAR-26	1000	2.35	8.35	0700
	2213	2.77	8.77	1913
2- MAR-26	1040	2.53	8.53	0740
	2248	2.86	8.86	1948
3- MAR-26	1113	2.65	8.65	0813
	2319	2.88	8.88	2019
4- MAR-26	1142	2.72	8.72	0842
	2348	2.84	8.84	2048
.....				
5- MAR-26	1210	2.73	8.73	0910
6- MAR-26	0017	2.75	8.75	05 MARCH AT 2117
	1238	2.70	8.70	0938
7- MAR-26	0045	2.62	8.62	06 MARCH AT 2145
	1306	2.64	8.64	1006
8- MAR-26	0113	2.49	8.49	07 MARCH AT 2213
	1335	2.55	8.55	1035
9- MAR-26	0140	2.35	8.35	08 MARCH AT 2240
	1405	2.44	8.44	1105
10- MAR-26	0209	2.20	8.20	09 MARCH AT 2309
	1439	2.31	8.31	1139
11- MAR-26	0241	2.04	8.04	10 MARCH AT 2341
	1524	2.15	8.15	1224
12- MAR-26	0326	1.86	7.86	0026
	1643	2.01	8.01	1343
13- MAR-26	0449	1.69	7.69	0149
	1909	2.07	8.07	1609
14- MAR-26	0754	1.80	7.80	0454
	2024	2.27	8.27	1724
15- MAR-26	0900	2.05	8.05	0600
	2113	2.48	8.48	1813
16- MAR-26	0939	2.29	8.29	0639
	2149	2.65	8.65	1849
17- MAR-26	1011	2.50	8.50	0711
	2219	2.78	8.78	1919
18- MAR-26	1040	2.69	8.69	0740
	2247	2.86	8.86	1947
19- MAR-26	1108	2.83	8.83	0808
	2316	2.90	8.90	2016
20- MAR-26	1138	2.93	8.93	0838
	2349	2.88	8.88	2049
.....				
21- MAR-26	1213	2.95	8.95	0913
22- MAR-26	0026	2.80	8.80	21 MARCH AT 2126

	1251	2.91	8.91	0951
23- MAR-26	0106	2.66	8.66	22 MARCH AT 2206
	1333	2.79	8.79	1033
24- MAR-26	0149	2.48	8.48	23 MARCH AT 2249
	1420	2.63	8.63	1120
25- MAR-26	0237	2.28	8.28	24 MARCH AT 2337
	1519	2.45	8.45	1219
26- MAR-26	0341	2.06	8.06	0041
	1647	2.30	8.30	1347
27- MAR-26	0533	1.94	7.94	0233
	1834	2.31	8.31	1534
28- MAR-26	0742	2.06	8.06	0442
	2010	2.47	8.47	1710
29- MAR-26	0856	2.31	8.31	0556
	2109	2.64	8.64	1809
30- MAR-26	0942	2.53	8.53	0642
	2150	2.76	8.76	1850
31- MAR-26	1016	2.69	8.69	0716
	2221	2.81	8.81	1921

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

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The passage plan should incorporate the following key elements:

- Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2-3 hours (26 NM at an average speed of 12 knots).
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- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 1.0-meter Under Keel Clearance (UKC) for the January-March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) - UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30-40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.

24/3/26
Ch Hydrographer

Harbour Master

CIRCULAR NO-30/2025

With a Request to Publish at MPA



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF JANUARY 2026
(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- JAN-26	0854	2.31	8.56	0554
	2133	2.84	9.09	1833
2- JAN-26	0956	2.41	8.66	0656
	2224	2.94	9.19	1924
3- JAN-26	1048	2.50	8.75	0748
	2310	3.00	9.25	2010
4- JAN-26	1137	2.56	8.81	0837
	2355	3.00	9.25	2055
5- JAN-26	.....	.....	.....	.....
	1222	2.57	8.82	0922
6- JAN-26	0038	2.96	9.21	5 JAN AT 2138
	1306	2.55	8.80	1006
7- JAN-26	0119	2.86	9.11	6 JAN AT 2219
	1348	2.49	8.74	1048
8- JAN-26	0157	2.73	8.98	7 JAN AT 2257
	1428	2.42	8.67	1128
9- JAN-26	0232	2.57	8.82	8 JAN AT 2332
	1507	2.35	8.60	1207
10- JAN-26	0306	2.41	8.66	0006
	1552	2.27	8.52	1252
11- JAN-26	0343	2.23	8.48	0043
	1649	2.20	8.45	1349
12- JAN-26	0432	2.06	8.31	0132
	1802	2.17	8.42	1502
13- JAN-26	0552	1.91	8.16	0252
	1918	2.21	8.46	1618
14- JAN-26	0728	1.87	8.12	0428
	2031	2.31	8.56	1731
15- JAN-26	0855	1.94	8.19	0555
	2125	2.44	8.69	1825
16- JAN-26	0949	2.05	8.30	0649
	2207	2.56	8.81	1907
17- JAN-26	1027	2.16	8.41	0727
	2242	2.65	8.90	1942
18- JAN-26	1101	2.26	8.51	0801
	2313	2.72	8.97	2013
19- JAN-26	1132	2.35	8.60	0832
	2343	2.77	9.02	2043
20- JAN-26	.....	.....	.....	.....
	1203	2.42	8.67	0903
21- JAN-26	0012	2.80	9.05	20 JAN AT 2112
	1236	2.47	8.72	0936
22- JAN-26	0044	2.78	9.03	21 JAN AT 2144
	1310	2.50	8.75	1010

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23- JAN-26	0119	2.73	8.98	22 JAN AT 2219
	1347	2.49	8.74	1047
24- JAN-26	0156	2.64	8.89	23 JAN AT 2256
	1427	2.47	8.72	1127
25- JAN-26	0235	2.51	8.76	24 JAN AT 2335
	1512	2.42	8.67	1212
26- JAN-26	0320	2.35	8.60	0020
	1608	2.34	8.59	1308
27- JAN-26	0414	2.17	8.42	0114
	1733	2.28	8.53	1433
28- JAN-26	0539	2.00	8.25	0239
	1908	2.32	8.57	1608
29- JAN-26	0728	1.97	8.22	0428
	2030	2.46	8.71	1730
30- JAN-26	0900	2.09	8.34	0600
	2135	2.65	8.90	1835
31- JAN-26	1003	2.27	8.52	0703
	2224	2.80	9.05	1924

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

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- Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January–March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:

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CH Hydrographer


Harbour Master



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ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF FEBRUARY 2026
(FAIRWAY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

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	2306	2.90	9.15	2006
2- FEB-26	1131	2.54	8.79	0831
	2343	2.93	9.18	2043
3- FEB-26				
	1209	2.60	8.85	0909
4- FEB-26	0018	2.89	9.14	03 FEB AT 2118
	1244	2.60	8.85	0944
5- FEB-26	0052	2.79	9.04	04 FEB AT 2152
	1317	2.57	8.82	1017
6- FEB-26	0123	2.66	8.91	05 FEB AT 2223
	1348	2.50	8.75	1048
7- FEB-26	0151	2.51	8.76	06 FEB AT 2251
	1418	2.42	8.67	1118
8- FEB-26	0220	2.35	8.60	07 FEB AT 2320
	1450	2.32	8.57	1150
9- FEB-26	0250	2.19	8.44	08 FEB AT 2350
	1528	2.20	8.45	1228
10- FEB-26	0327	2.00	8.25	0027
	1628	2.06	8.31	1328
11- FEB-26	0417	1.81	8.06	0117
	1822	2.00	8.25	1522
12- FEB-26	0635	1.68	7.93	0335
	1958	2.11	8.36	1658
13- FEB-26	0836	1.78	8.03	0536
	2106	2.30	8.55	1806
14- FEB-26	0935	1.98	8.23	0635
	2150	2.48	8.73	1850
15- FEB-26	1012	2.16	8.41	0712
	2224	2.62	8.87	1924
16- FEB-26	1043	2.32	8.57	0743
	2253	2.73	8.98	1953
17- FEB-26	1112	2.46	8.71	0812
	2320	2.80	9.05	2020
18- FEB-26	1140	2.58	8.83	0840
	2347	2.84	9.09	2047
19- FEB-26	.....	.....	.....	.....
	1210	2.67	8.92	0910
20- FEB-26	0018	2.82	9.07	19 FEB AT 2118
	1243	2.70	8.95	0943
21- FEB-26	0053	2.75	9.00	20 FEB AT 2153
	1320	2.68	8.93	1020
22- FEB-26	0130	2.62	8.87	21 FEB AT 2230
	1359	2.62	8.87	1059

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23- FEB-26	0210	2.47	8.72	22 FEB AT 2310
	1443	2.50	8.75	1143
24- FEB-26	0254	2.28	8.53	23 FEB AT 2354
	1537	2.35	8.60	1237
25- FEB-26	0349	2.06	8.31	0049
	1703	2.21	8.46	1403
26- FEB-26	0527	1.87	8.12	0227
	1852	2.22	8.47	1552
27- FEB-26	0736	1.90	8.15	0436
	2029	2.39	8.64	1729
28- FEB-26	0909	2.11	8.36	0609
	2130	2.61	8.86	1830

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

- Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2-3 hours (26 NM at an average speed of 12 knots).
- Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4-5 hours (48 NM at an average speed of 12 knots).
- Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January-March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30-40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

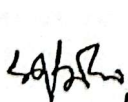
If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.


Ch Hydrographer


Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF MARCH 2026
(FAIRWAY BUOY TO BASE CREEK)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Hiron Point)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Fairway buoy Crossing Time (For Pilot Only)
1- MAR-26	1000	2.35	8.60	0700
	2213	2.77	9.02	1913
2- MAR-26	1040	2.53	8.78	0740
	2248	2.86	9.11	1948
3- MAR-26	1113	2.65	8.90	0813
	2319	2.88	9.13	2019
4- MAR-26	1142	2.72	8.97	0842
	2348	2.84	9.09	2048
5- MAR-26	.....	.....	.....	.....
	1210	2.73	8.98	0910
6- MAR-26	0017	2.75	9.00	05 MARCH AT 2117
	1238	2.70	8.95	0938
7- MAR-26	0045	2.62	8.87	06 MARCH AT 2145
	1306	2.64	8.89	1006
8- MAR-26	0113	2.49	8.74	07 MARCH AT 2213
	1335	2.55	8.80	1035
9- MAR-26	0140	2.35	8.60	08 MARCH AT 2240
	1405	2.44	8.69	1105
10- MAR-26	0209	2.20	8.45	09 MARCH AT 2309
	1439	2.31	8.56	1139
11- MAR-26	0241	2.04	8.29	10 MARCH AT 2341
	1524	2.15	8.40	1224
12- MAR-26	0326	1.86	8.11	0026
	1643	2.01	8.26	1343
13- MAR-26	0449	1.69	7.94	0149
	1909	2.07	8.32	1609
14- MAR-26	0754	1.80	8.05	0454
	2024	2.27	8.52	1724
15- MAR-26	0900	2.05	8.30	0600
	2113	2.48	8.73	1813
16- MAR-26	0939	2.29	8.54	0639
	2149	2.65	8.90	1849
17- MAR-26	1011	2.50	8.75	0711
	2219	2.78	9.03	1919
18- MAR-26	1040	2.69	8.94	0740
	2247	2.86	9.11	1947
19- MAR-26	1108	2.83	9.08	0808
	2316	2.90	9.15	2016
20- MAR-26	1138	2.93	9.18	0838
	2349	2.88	9.13	2049
21- MAR-26	.....	.....	.....	.....
	1213	2.95	9.20	0913
22- MAR-26	0026	2.80	9.05	21 MARCH AT 2126
	1251	2.91	9.16	0951

23- MAR-26	0106	2.66	8.91	22 MARCH AT 2206
	1333	2.79	9.04	1033
24- MAR-26	0149	2.48	8.73	23 MARCH AT 2249
	1420	2.63	8.88	1120
25- MAR-26	0237	2.28	8.53	24 MARCH AT 2337
	1519	2.45	8.70	1219
26- MAR-26	0341	2.06	8.31	0041
	1647	2.30	8.55	1347
27- MAR-26	0533	1.94	8.19	0233
	1834	2.31	8.56	1534
28- MAR-26	0742	2.06	8.31	0442
	2010	2.47	8.72	1710
29- MAR-26	0856	2.31	8.56	0556
	2109	2.64	8.89	1809
30- MAR-26	0942	2.53	8.78	0642
	2150	2.76	9.01	1850
31- MAR-26	1016	2.69	8.94	0716
	2221	2.81	9.06	1921

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

- Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
- Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
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- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January–March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.



Ch Hydrographer



Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF JANUARY 2026
(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- JAN-26	1108	3.28	8.28		
	2343	3.81	8.81		
2- JAN-26	.....	.....	.....		
	1205	3.39	8.39		
3- JAN-26	0027	3.88	8.88		
	1256	3.49	8.49		
4- JAN-26	0107	3.93	8.93		
	1344	3.58	8.58		
5- JAN-26	0148	3.95	8.95		
	1429	3.63	8.63		
6- JAN-26	0233	3.92	8.92		
	1512	3.63	8.63		
7- JAN-26	0316	3.85	8.85		
	1552	3.58	8.58		
8- JAN-26	0356	3.73	8.73		
	1630	3.51	8.51		
9- JAN-26	0435	3.60	8.60		
	1707	3.43	8.43		
10- JAN-26	0514	3.43	8.43		
	1746	3.34	8.34		
11- JAN-26	0557	3.24	8.24		
	1833	3.24	8.24		
12- JAN-26	0648	3.01	8.01		
	1939	3.13	8.13		
13- JAN-26	0758	2.79	7.79		
	2122	3.14	8.14		
14- JAN-26	0947	2.74	7.74		
	2233	3.29	8.29		
15- JAN-26	1100	2.86	7.86		
	2327	3.46	8.46		
16- JAN-26	1156	3.01	8.01		
					
17- JAN-26	0012	3.58	8.58		
	1240	3.14	8.14		
18- JAN-26	0050	3.65	8.65		
	1316	3.26	8.26		
19- JAN-26	0123	3.71	8.71		
	1348	3.38	8.38		
20- JAN-26	0153	3.78	8.78		
	1421	3.50	8.50		
21- JAN-26	0223	3.83	8.83		
	1454	3.59	8.59		
22- JAN-26	0256	3.83	8.83		
	1529	3.60	8.60		

23- JAN-26	0331	3.76	8.76		
	1604	3.56	8.56		
24- JAN-26	0409	3.64	8.64		
	1641	3.50	8.50		
25- JAN-26	0450	3.50	8.50		
	1722	3.45	8.45		
26- JAN-26	0536	3.35	8.35		
	1811	3.37	8.37		
27- JAN-26	0631	3.15	8.15		
	1913	3.26	8.26		
28- JAN-26	0742	2.93	7.93		
	2128	3.24	8.24		
29- JAN-26	0948	2.87	7.87		
	2244	3.44	8.44		
30- JAN-26	1109	3.05	8.05		
	2343	3.65	8.65		
31- JAN-26	.....	.....	.....		
	1211	3.27	8.27		

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

- Estimated transit time from Fairway Buoy to Hiron Point Pilot Boarding Ground is approximately 2–3 hours (26 NM at an average speed of 12 knots).
- Estimated transit time from Hiron Point to Mongla Port Jetty is approximately 4–5 hours (48 NM at an average speed of 12 knots).
- Vessel draft, tidal differences, and permissible drafts at both Hiron Point and Mongla must be carefully assessed. Hourly tidal rise should be factored in while navigating past Hiron Point and approaching Mongla.
- Fishing stakes and restricted visibility may pose navigational challenges along the route.

3. Permissible Draft:

The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January–March period.

Formula: Permissible Draft = (Chart Datum + Tidal Rise) – UKC

4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

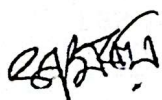
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.



Ch Hydrographer



Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF FEBRUARY 2026
(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- FEB-26	0031	3.80	8.80		
	1301	3.46	8.46		
2- FEB-26	0108	3.89	8.89		
	1340	3.61	8.61		
3- FEB-26	0140	3.95	8.95		
	1416	3.71	8.71		
4- FEB-26	0216	3.95	8.95		
	1451	3.74	8.74		
5- FEB-26	0254	3.88	8.88		
	1526	3.72	8.72		
6- FEB-26	0331	3.76	8.76		
	1558	3.64	8.64		
7- FEB-26	0404	3.60	8.60		
	1628	3.55	8.55		
8- FEB-26	0435	3.43	8.43		
	1659	3.44	8.44		
9- FEB-26	0509	3.23	8.23		
	1737	3.29	8.29		
10- FEB-26	0551	2.99	7.99		
	1826	3.08	8.08		
11- FEB-26	0644	2.70	7.70		
	1939	2.89	7.89		
12- FEB-26	0808	2.46	7.46		
	2204	3.00	8.00		
13- FEB-26	1043	2.62	7.62		
	2307	3.30	8.30		
14- FEB-26	1142	2.93	7.93		
	2354	3.55	8.55		
15- FEB-26	.....	.....	.....	.....	.....
	1225	3.19	8.19		
16- FEB-26	0032	3.70	8.70		
	1259	3.38	8.38		
17- FEB-26	0105	3.80	8.80		
	1330	3.54	8.54		
18- FEB-26	0133	3.87	8.87		
	1359	3.69	8.69		
19- FEB-26	0159	3.93	8.93		
	1427	3.80	8.80		
20- FEB-26	0228	3.94	8.94		
	1457	3.83	8.83		
21- FEB-26	0302	3.86	8.86		
	1530	3.79	8.79		

22- FEB-26	0340	3.72	8.72		
	1606	3.70	8.70		
23- FEB-26	0420	3.55	8.55		
	1646	3.59	8.59		
24- FEB-26	0507	3.35	8.35		
	1736	3.43	8.43		
25- FEB-26	0605	3.09	8.09		
	1844	3.23	8.23		
26- FEB-26	0722	2.82	7.82		
	2107	3.14	8.14		
27- FEB-26	0942	2.80	7.80		
	2229	3.39	8.39		
28- FEB-26	1108	3.09	8.09		
	2329	3.64	8.64		

Guidelines for passage planning to Mongla Port

1. Tidal Considerations:

Vessels must account for hourly tidal variations at both Hiron Point and Mongla when preparing the passage plan for entry into Mongla Port.

2. Passage Planning Requirements:

The passage plan should incorporate the following key elements:

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The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January–March period.

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4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

5. Tidal Prediction Variation:

Local observations indicate that the actual tidal rise at Hiron Point may differ by 30–40 minutes from the tide table predictions.

6. Pilot Consultation:

Vessels are strongly advised to coordinate with the assigned pilot to finalize Fairway Buoy crossing times and vessel speeds throughout the passage.

7. Navigational Constraints:

Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.

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Ch Hydrographer

Harbour Master



MONGLA PORT AUTHORITY (BANGLADESH)
ANTICIPATED PERMISSIBLE DRAUGHTS OF PUSSUR RIVER
FOR THE MONTH OF MARCH 2026
(BASE CREEK TO PP JETTY)

Ref: Tide Table Published by Bangladesh Inland Transport Authority (BIWTA)

Date	Time (Highest High Water at Mongla Port)	HOT(m)	Permissible Draught(m) (CD+Rise-UKC)	Highest High Water at Sundarikota	
				Time	Rise
1- MAR-26	.....	.....	.....		
	1207	3.39	8.39		
2- MAR-26	0014	3.82	8.82		
	1249	3.61	8.61		
3- MAR-26	0045	3.92	8.92		
	1319	3.76	8.76		
4- MAR-26	0114	3.99	8.99		
	1346	3.87	8.87		
5- MAR-26	0148	4.01	9.01		
	1417	3.92	8.92		
6- MAR-26	0224	3.95	8.95		
	1449	3.89	8.89		
7- MAR-26	0258	3.82	8.82		
	1519	3.80	8.80		
8- MAR-26	0327	3.64	8.64		
	1544	3.69	8.69		
9- MAR-26	0353	3.46	8.46		
	1612	3.56	8.56		
10- MAR-26	0421	3.28	8.28		
	1647	3.40	8.40		
11- MAR-26	0457	3.06	8.06		
	1736	3.19	8.19		
12- MAR-26	0553	2.78	7.78		
	1842	2.97	7.97		
13- MAR-26	0708	2.52	7.52		
	2048	2.89	7.89		
14- MAR-26	1007	2.57	7.57		
	2232	3.23	8.23		
15- MAR-26	1111	3.00	8.00		
	2320	3.56	8.56		
16- MAR-26	1153	3.36	8.36		
	2359	3.78	8.78		
17- MAR-26	.....	.....	.....	.....	
	1227	3.61	8.61		
18- MAR-26	0031	3.90	8.90		
	1256	3.79	8.79		
19- MAR-26	0058	3.98	8.98		
	1321	3.93	8.93		
20- MAR-26	0122	4.04	9.04		
	1344	4.04	9.04		
21- MAR-26	0152	4.05	9.05		
	1413	4.08	9.08		

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22- MAR-26	0230	3.98	8.98		
	1450	4.03	9.03		
23- MAR-26	0311	3.84	8.84		
	1530	3.93	8.93		
24- MAR-26	0355	3.65	8.65		
	1615	3.77	8.77		
25- MAR-26	0445	3.42	8.42		
	1713	3.57	8.57		
26- MAR-26	0549	3.14	8.14		
	1826	3.34	8.34		
27- MAR-26	0712	2.89	7.89		
	2036	3.25	8.25		
28- MAR-26	0933	2.98	7.98		
	2203	3.48	8.48		
29- MAR-26	1054	3.34	8.34		
	2302	3.71	8.71		
30- MAR-26	1147	3.63	8.63		
	2343	3.85	8.85		
31- MAR-26					
	1221	3.80	8.80		

Guidelines for passage planning to Mongla Port

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The passage plan should incorporate the following key elements:

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The declared permissible draft on the referenced chart has been calculated by deducting a 0.75-meter Under Keel Clearance (UKC) for the January-March period.

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4. Squat Effect:

Vessels must consider the squat effect during port entry, especially in restricted waters.

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7. Navigational Constraints:

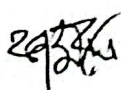
Due to the 76 NM long channel, restricted navigable waters, and speed limitations, vessels may encounter varying tidal conditions throughout the same day.

8. Same-Day Arrival:

If a vessel intends to enter through the Fairway and arrive at Mongla Port Jetty on the same day, the passage plan must be carefully coordinated to ensure timely transit, taking into account all the factors mentioned above.

9. Final Coordination:

Consultation with the assigned local pilot is essential before finalizing the passage plan.



Ch Hydrographer



Harbour Master