



# THE CHITTAGONG PORT AUTHORITY

Date: 11/06/2018

## MARINE DEPARTMENT

THE MAXIMUM ANTICIPATED SAFE FRESH WATER DRAUGHT IN THE KARNAFULLY RIVER FOR MONTH  
JULY/2018, AUGUST/2018, SEPTEMBER/2018, OCTOBER/2018, NOVEMBER/2018 & DECEMBER/2018.

JULY/2018			AUGUST/2018			SEPTEMBER/2018			OCTOBER/2018			NOVEMBER/2018			DECEMBER/2018		
METRE			METRE			METRE			METRE			METRE			METRE		
DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD	DATE	INWARD	OUTWARD
1 <sup>ST</sup>	9.50	9.50	1 <sup>ST</sup>	9.50	9.50	1 <sup>ST</sup>	9.50	9.50	1 <sup>ST</sup>	9.50	9.50	1 <sup>ST</sup>	9.50	9.50	1 <sup>ST</sup>	9.50	9.50
2 <sup>ND</sup>	9.50	9.50	2 <sup>ND</sup>	9.50	9.50	2 <sup>ND</sup>	9.50	9.50	2 <sup>ND</sup>	9.50	9.50	2 <sup>ND</sup>	9.50	9.50	2 <sup>ND</sup>	9.50	9.50
3 <sup>RD</sup>	9.50	9.50	3 <sup>RD</sup>	9.50	9.50	3 <sup>RD</sup>	9.50	9.50	3 <sup>RD</sup>	9.50	9.50	3 <sup>RD</sup>	9.50	9.50	3 <sup>RD</sup>	9.50	9.50
4 <sup>TH</sup>	9.50	9.50	4 <sup>TH</sup>	9.50	9.50	4 <sup>TH</sup>	9.50	9.50	4 <sup>TH</sup>	9.50	9.50	4 <sup>TH</sup>	9.50	9.50	4 <sup>TH</sup>	9.50	9.50
5 <sup>TH</sup>	9.50	9.50	5 <sup>TH</sup>	9.50	9.50	5 <sup>TH</sup>	9.50	9.50	5 <sup>TH</sup>	9.50	9.50	5 <sup>TH</sup>	9.50	9.50	5 <sup>TH</sup>	9.50	9.50
6 <sup>TH</sup>	9.50	9.50	6 <sup>TH</sup>	9.50	9.50	6 <sup>TH</sup>	9.50	9.50	6 <sup>TH</sup>	9.50	9.50	6 <sup>TH</sup>	9.50	9.50	6 <sup>TH</sup>	9.50	9.50
7 <sup>TH</sup>	9.50	9.50	7 <sup>TH</sup>	9.50	9.50	7 <sup>TH</sup>	9.50	9.50	7 <sup>TH</sup>	9.50	9.50	7 <sup>TH</sup>	9.50	9.50	7 <sup>TH</sup>	9.50	9.50
8 <sup>TH</sup>	9.50	9.50	8 <sup>TH</sup>	9.50	9.50	8 <sup>TH</sup>	9.50	9.50	8 <sup>TH</sup>	9.50	9.50	8 <sup>TH</sup>	9.50	9.50	8 <sup>TH</sup>	9.50	9.50
9 <sup>TH</sup>	9.50	9.50	9 <sup>TH</sup>	9.50	9.50	9 <sup>TH</sup>	9.50	9.50	9 <sup>TH</sup>	9.50	9.50	9 <sup>TH</sup>	9.50	9.50	9 <sup>TH</sup>	9.50	9.50
10 <sup>TH</sup>	9.50	9.50	10 <sup>TH</sup>	9.50	9.50	10 <sup>TH</sup>	9.50	9.50	10 <sup>TH</sup>	9.50	9.50	10 <sup>TH</sup>	9.50	9.50	10 <sup>TH</sup>	9.50	9.50
11 <sup>TH</sup>	9.50	9.50	11 <sup>TH</sup>	9.50	9.50	11 <sup>TH</sup>	9.50	9.50	11 <sup>TH</sup>	9.50	9.50	11 <sup>TH</sup>	9.50	9.50	11 <sup>TH</sup>	9.49	9.50
12 <sup>TH</sup>	9.50	9.50	12 <sup>TH</sup>	9.50	9.50	12 <sup>TH</sup>	9.50	9.50	12 <sup>TH</sup>	9.50	9.50	12 <sup>TH</sup>	9.50	9.50	12 <sup>TH</sup>	9.41	9.46
13 <sup>TH</sup>	9.50	9.50	13 <sup>TH</sup>	9.50	9.50	13 <sup>TH</sup>	9.50	9.50	13 <sup>TH</sup>	9.50	9.50	13 <sup>TH</sup>	9.50	9.50	13 <sup>TH</sup>	9.32	9.37
14 <sup>TH</sup>	9.50	9.50	14 <sup>TH</sup>	9.50	9.50	14 <sup>TH</sup>	9.50	9.50	14 <sup>TH</sup>	9.50	9.50	14 <sup>TH</sup>	9.36	9.41	14 <sup>TH</sup>	9.22	9.27
15 <sup>TH</sup>	9.50	9.50	15 <sup>TH</sup>	9.50	9.50	15 <sup>TH</sup>	9.50	9.50	15 <sup>TH</sup>	9.50	9.50	15 <sup>TH</sup>	9.18	9.23	15 <sup>TH</sup>	9.16	9.21
16 <sup>TH</sup>	9.50	9.50	16 <sup>TH</sup>	9.50	9.50	16 <sup>TH</sup>	9.50	9.50	16 <sup>TH</sup>	9.49	9.50	16 <sup>TH</sup>	9.16	9.21	16 <sup>TH</sup>	9.22	9.27
17 <sup>TH</sup>	9.50	9.50	17 <sup>TH</sup>	9.50	9.50	17 <sup>TH</sup>	9.50	9.50	17 <sup>TH</sup>	9.25	9.30	17 <sup>TH</sup>	9.23	9.28	17 <sup>TH</sup>	9.10	9.15
18 <sup>TH</sup>	9.50	9.50	18 <sup>TH</sup>	9.50	9.50	18 <sup>TH</sup>	9.50	9.50	18 <sup>TH</sup>	9.43	9.48	18 <sup>TH</sup>	9.33	9.38	18 <sup>TH</sup>	9.16	9.21
19 <sup>TH</sup>	9.50	9.50	19 <sup>TH</sup>	9.50	9.50	19 <sup>TH</sup>	9.50	9.50	19 <sup>TH</sup>	9.47	9.50	19 <sup>TH</sup>	9.50	9.50	19 <sup>TH</sup>	9.30	9.35
20 <sup>TH</sup>	9.50	9.50	20 <sup>TH</sup>	9.50	9.50	20 <sup>TH</sup>	9.50	9.50	20 <sup>TH</sup>	9.50	9.50	20 <sup>TH</sup>	9.50	9.50	20 <sup>TH</sup>	9.46	9.50
21 <sup>ST</sup>	9.50	9.50	21 <sup>ST</sup>	9.50	9.50	21 <sup>ST</sup>	9.50	9.50	21 <sup>ST</sup>	9.50	9.50	21 <sup>ST</sup>	9.50	9.50	21 <sup>ST</sup>	9.50	9.50
22 <sup>ND</sup>	9.50	9.50	22 <sup>ND</sup>	9.50	9.50	22 <sup>ND</sup>	9.50	9.50	22 <sup>ND</sup>	9.50	9.50	22 <sup>ND</sup>	9.50	9.50	22 <sup>ND</sup>	9.50	9.50
23 <sup>RD</sup>	9.50	9.50	23 <sup>RD</sup>	9.50	9.50	23 <sup>RD</sup>	9.50	9.50	23 <sup>RD</sup>	9.50	9.50	23 <sup>RD</sup>	9.50	9.50	23 <sup>RD</sup>	9.50	9.50
24 <sup>TH</sup>	9.50	9.50	24 <sup>TH</sup>	9.50	9.50	24 <sup>TH</sup>	9.50	9.50	24 <sup>TH</sup>	9.50	9.50	24 <sup>TH</sup>	9.50	9.50	24 <sup>TH</sup>	9.50	9.50
25 <sup>TH</sup>	9.50	9.50	25 <sup>TH</sup>	9.50	9.50	25 <sup>TH</sup>	9.50	9.50	25 <sup>TH</sup>	9.50	9.50	25 <sup>TH</sup>	9.50	9.50	25 <sup>TH</sup>	9.50	9.50
26 <sup>TH</sup>	9.50	9.50	26 <sup>TH</sup>	9.50	9.50	26 <sup>TH</sup>	9.50	9.50	26 <sup>TH</sup>	9.50	9.50	26 <sup>TH</sup>	9.50	9.50	26 <sup>TH</sup>	9.50	9.50
27 <sup>TH</sup>	9.50	9.50	27 <sup>TH</sup>	9.50	9.50	27 <sup>TH</sup>	9.50	9.50	27 <sup>TH</sup>	9.50	9.50	27 <sup>TH</sup>	9.50	9.50	27 <sup>TH</sup>	9.50	9.50
28 <sup>TH</sup>	9.50	9.50	28 <sup>TH</sup>	9.50	9.50	28 <sup>TH</sup>	9.50	9.50	28 <sup>TH</sup>	9.50	9.50	28 <sup>TH</sup>	9.50	9.50	28 <sup>TH</sup>	9.50	9.50
29 <sup>TH</sup>	9.50	9.50	29 <sup>TH</sup>	9.50	9.50	29 <sup>TH</sup>	9.50	9.50	29 <sup>TH</sup>	9.50	9.50	29 <sup>TH</sup>	9.50	9.50	29 <sup>TH</sup>	9.48	9.50
30 <sup>TH</sup>	9.50	9.50	30 <sup>TH</sup>	9.50	9.50	30 <sup>TH</sup>	9.50	9.50	30 <sup>TH</sup>	9.50	9.50	30 <sup>TH</sup>	9.50	9.50	30 <sup>TH</sup>	9.41	9.46
31 <sup>ST</sup>	9.50	9.50	31 <sup>ST</sup>	9.50	9.50	-	-	-	31 <sup>ST</sup>	9.50	9.50	-	-	-	31 <sup>ST</sup>	9.24	9.29

(NOTE: - 1) 0.30M may be reduced without prior notice from the day's maximum permissible draught in case the depth of water the bar decrease.

(CONTD.....P/2)

JULY/2018				AUGUST/2018				SEPTEMBER/2018				OCTOBER/2018				NOVEMBER/2018				DECEMBER/2018			
<b>AM:</b>	1 <sup>ST</sup>	to	4 <sup>TH</sup>	<b>AM:</b>	1 <sup>ST</sup>	to	3 <sup>RD</sup>	<b>AM:</b>	1 <sup>ST</sup>	to	2 <sup>ND</sup>	<b>AM:</b>	1 <sup>ST</sup>			<b>AM:</b>	2 <sup>ND</sup>	to	14 <sup>TH</sup>	<b>AM:</b>	1 <sup>ST</sup>	to	14 <sup>TH</sup>
	8 <sup>TH</sup>	to	18 <sup>TH</sup>		6 <sup>TH</sup>	to	16 <sup>TH</sup>		4 <sup>TH</sup>	to	15 <sup>TH</sup>		4 <sup>TH</sup>	to	15 <sup>TH</sup>		17 <sup>TH</sup>	to	28 <sup>TH</sup>		17 <sup>TH</sup>	to	27 <sup>TH</sup>
	21 <sup>ST</sup>	to	31 <sup>ST</sup>		20 <sup>TH</sup>	to	31 <sup>ST</sup>		18 <sup>TH</sup>	to	30 <sup>TH</sup>		18 <sup>TH</sup>	to	30 <sup>TH</sup>						30 <sup>TH</sup>	to	31 <sup>ST</sup>
<b>PM:</b>	5 <sup>TH</sup>	&	6 <sup>TH</sup>	<b>PM:</b>	4 <sup>TH</sup>	&	5 <sup>TH</sup>	<b>PM:</b>	3 <sup>RD</sup>			<b>PM:</b>	2 <sup>ND</sup>	&	3 <sup>RD</sup>	<b>PM:</b>	1 <sup>ST</sup>			<b>PM:</b>	15 <sup>TH</sup>	&	16 <sup>TH</sup>
	19 <sup>TH</sup>	&	20 <sup>TH</sup>		17 <sup>TH</sup>	to	19 <sup>TH</sup>		16 <sup>TH</sup>	&	17 <sup>TH</sup>		16 <sup>TH</sup>	&	17 <sup>TH</sup>		15 <sup>TH</sup>	&	16 <sup>TH</sup>		28 <sup>TH</sup>	&	29 <sup>TH</sup>
													31 <sup>ST</sup>				29 <sup>TH</sup>	&	30 <sup>TH</sup>				
<b>AM/PM:</b>	7 <sup>TH</sup>			<b>AM/PM:</b>	NIL			<b>AM/PM:</b>	NIL			<b>AM/PM:</b>	NIL			<b>AM/PM:</b>	NIL			<b>AM/PM:</b>	NIL		

**GENERAL INSTRUCTIONS:**

- (a) The maximum permissible draft of vessel for entering and leaving Chittagong Port berth is 9.50 Metre.
- (b) The maximum permissible length of vessel for entering Chittagong Port berth is 190.00\* Metre.
- (c) The maximum permissible length of vessel for night navigation is 175.00 Metre.
- (d) The maximum permissible draft for Main Jetty areas i.e. Jetty no.2 to 4 is upto 7.5Metre & Jetty No. 5 to Jetty no. 13 is 8.55 Metre &
- (e) The entry permissible draft would however depend on the day's maximum permissible draft.

For Master anchoring at Chittagong anchorage : -

- (1) Anchor at a safe distance from other vessels at anchor.
- (2) If the under keel clearance is less than two metres there is a possibility that you will drag your anchor. This is more prominent during spring tides and during monsoons. The tide can be as strong as 6 to 7 knots per hour.
- (3) If you are lightering with other vessels alongside the chances of dragging anchor is even more.
- (4) As a precaution use more chains, keep your engine standby all the times and keep the nos. of lighter vessel alongside to minimum.
- (5) Keep a good anti theft lookout and employ authorized watchmen onboard.
- (6) when maneuvering for anchoring or picking pilot never attempt to cross other vessel Bow at close range. Please remember the current here is very very strong. You may ride on others cable.
- (7) Deep draught vessels lightering at Alpha anchorage shall shift to Bravo or Charlie when they attain required draughts to make room for safe anchoring of newly arrived deep draft vessels.
- (8) Complete reliance on ECDIS is discouraged. Cross check against upto date paper chart is advised.
- (9) Vessel must have at least 12 rope for safe berthing. Tanker vessel having wire rope must have at least 4 polypropylene rope.
- (10) To facilitate smooth operation, At berth master of mother vessel must allow lighter tanker/fresh water barge to stay along side as required by Harbour Master office.
- (11) Vessel should have atleast 0.20M by stern trim for channel navigation to get good steering effect.
- (12) While at anchor never keep any loose mooring Rope/gear on deck.

The details of berthwise permissible length and draft and details of Night Navigations and other navigational information's are given below: -

1. Vessels upto 170.00M LOA with minimum speed 10 knots, vessels LOA exceeding 170.00M and upto 190.00M with speed 12 knots may be berthed at jetties 2 to 13 draught not exceeding 8.55 Metre.
2. Vessels having maximum LOA upto 190.00M can be berthed at CCT, GSJ, NCT-1-4, DOJ-5-7 & KAFCO (A &U). Vessel having LOA 186.00M to 190.00M will be berthed at CCT, GSJ,NCT-1-4, DOJ-5-7 & K(A &U) with draught 0.50M less than the days permissible draught and NCT- 5 is reserved for pangaon ship. LOA upto 183.00 M draught 7.6M at DOJ-3. LOA upto 160.00M draught 9.50M at DOJ/4. LOA upto 186.00M draught 8.0M at RM/8. Vessels having LOA upto 143.40M draught 8.25M and vessels having LOA more than 143.40M and upto 175.25M draught 7.90M can be berthed at TSP. Vessels having LOA upto 190.00M can be berthed at CUFLJ jetty and Vessel having LOA 186.0M to 190.00M will be allowed to take berth with draught 0.50M less than the days permissible draught not exceeding 8.50m.

3. Vessels having LOA upto 150.00M with maximum draught 8.50M will be allowed to take berth at CCJ respectively subject to day's permissible draught.
4. LOA upto 190.0M and having draught not more than 8.5M may be berthed at DRY DOCK JETTY.
5. The master of all vessels should declare correct fresh water draught to the pilot before entering the Harbour. This must be done in writing if the vessels is drawing the day's maximum permissible draught or a draught within 0.15M of permissible draught. In such cases, on taking berth the draught may be checked by the Harbour Master and if the vessels draught is found more than the permissible draught, the Master will be held responsible for misdeclaration. However vessels draft in excess upto 15cm should not be denied entry. Vessels should have 20cm by the astern.
6. INWARD ship(for berthing) must present themselves at Pilot boarding ground at least 3 hours before the day light high water at outer anchorage to enter on a particular day, the entry, however, will be subject to availability of berth, permissible draught, day light, rise of tide etc. However, priority vessels such as 24/48 hrs., RORO/CONTAINER, EXPORT LOADER etc. involving another vessels to be moved out from inside the Harbour for accommodating a Quota vessel should report to Pilotage ground at least 6(six) hours before the day's predicted high water time.
7. OUTWARD ship (from berth) of light draught will leave with first day light flood & ship with maximum draught for a particular day will leave about 2 hours before the high water.
8. SHIP MOVEMENT generally commences about 4/5 hrs. before the day's High water Time.
9. MOVEMENT OF VESSELS (berthing/unberthing) on the day's marked AM & PM depend upon draught, rise of tide, availability of berth & available day light. All concerned are to consult the Harbour Master 24hrs. before the movement. In such cases Ship's with day's maximum draught will be handled during AM or PM depending on the availability of day light hours.
10. vessels under 7 knots (at any condition) will not be normally handled and all such vessels will be classed as GRADE-II for operational purposes and shall be handled conveniently. Agents of such vessels are required to consult the undersigned well in advance.
11. The port will not be responsible if the declared draughts are reduced due to conditions arising out of freshet effect or other causes which cannot be forecast. Owners & Owners agent are advised to consult the undersigned regarding deep draught vessels in advance.
12. Vessels entering or leaving port must have full power on main engine & deck machinery's, both anchors with full length of chain must be available for use at all time.
13. All vessels entering/leaving port shall display their signal letters.
14. (a) **Arrived/Departed Ship** : Line drawing **22°06.0'** N from land towards sea, Vessel Crossing line will be treated arrived ship (North Bound) at Chittagong Port & allocation of berth will be on first come first serve basis.  
(b) VTMIS equipments has been and running round the clock.  
(c) Ship Masters are required to anchor clear of the "PROHIBITED ANCHORAGE".  
(d) Ship Masters must not anchor their vessels near the River entrance.  
(e) Ship Masters must manoeuvre with great care while embarking/disembarking pilots.  
(f) Pilot ladder as per regulation must be provided.  
(g) Ship Masters must note that the strong tidal conditions prevail at outer anchorage and utmost. care must be taken while manoeuvring anchoring or heaving up anchors.  
(h) Crossing of bow at close range shall never be attempted.  
(i) Vessels proceeding to anchor at Chittagong Roadsteads with more than 8.0m draft and specially vessels to be engaged in lightering operation must use at least 9 shackles of chain in water.  
(j) Keep the second anchor and engines standby for immediate use. This is particularly important in monsoon season.  
(k) While anchoring master should keep minimum 5 shackle distance from other vessel, and avoid Fore and Aft line of another vessel.  
(l) Vessel should anchor in designated anchor place with the approval of port radio control. Scrap vessel should anchor in the designated area for them.

15. Ship master are advised in their own interest to maintain watch on the Fo'castle and poop deck while the vessels are at outer anchorage.
16. Ship master must sent their ETA, DRAUGHT and other particulars to the undersigned well in advance.
17. All ships in port to provide requisite "RAT GUARDS" in the mooring ropes.
18. Ship master on arrival and prior to departure, are required to ensure that the vessels draught marks are clearly visible for pilots to read the draught correctly.
19. Ship master are required to ensure that no major chipping of ships side is carried out while their vessels are in port.
20. UNDUE "SMOKING" from the vessels funnel within the port area is strictly prohibited.
21. DICARGING of water on the jetty and listing of vessels while alongside is strictly prohibited.
22. IN AN EMERGENCY, signal for Tug in port consist of 4 prolonged blasts on the whistle.
23. IN AN EMERGENCY, the following may be contacted on PHONES:

			<u>OFFICE:</u>	<u>EXTENSION</u>	<u>RESIDENCE:</u>	<u>EXTENSION</u>
(a)	RADIO CONTROL	-----	2510856	2522200/2232		
(b)	DEPUTY CONSERVATOR	-----	2510842	2522200/2205	2510896	2522200/3205
(c)	HARBOUR MASTER	-----	2510839	2522200/2206	-	2522200/3073
(d)	DOCK MASTER	-----	2510854	2522200/2207	-	-
(e)	BERTHING SECTION	-----	-----	2522200/2234	-	-

24. VHF(R/T) watch is maintained in the Port Administrative building, round the clock and the same can be contacted any time during day or night channel-12(Frequency 156.6MHZ or Channel-16, Frequency 156.8 MHZ). watch on 2182 KHZ is also maintained simultaneously.
25. All vessels within port limit shall strictly comply with existing port rules.
26. Ship masters approaching Chittagong road are advised not to attempt to cross bow of vessels at anchor/underway to avoid drifting on them resulting probable collision in view of the prevailing strong current at outer anchorage. However, if it is inevitable to cross, ship master may do so with caution by giving wide berth to the vessels at anchor/underway considering the minimum velocity of the current being 6 knots and other marine factors.
27. When a vessels is given standby from Radio Control for entering Port & Pilot is on his way, it is advisable that ship master should heave up anchor and wait for the Pilot steaming the tide near about position, Patenga Lighthouse bearing 045<sup>0</sup> (T) distance 2 miles if deemed safe to do so.

28. Vessels having container on deck obstructing clear view of forward and or obstructing clear view of starboard side when viewed from port bridge wing and vice versa will not be allowed to navigate in the channel of Karnafulli River. When considering clear view, small craft crossing the vessels bow should be taken into account.
29. Vessels arriving for demolishing purpose are advised to drop anchor at Designated scrap anchorage(North of Alpha Anchor).
30. Under all circumstances international regulation for preventing collision at sea, 1972 and as amended in 2002 to be followed as closely as possible while navigating within the Port limit of CPA.
31. NIGHT NAVIGATION :  
Vessels having LOA upto 175.00M with draught 0.20M less than the day's permissible draught will be allowed to take berth and sail out from Jetty No.2 to 13, CCT, NCT, GSJ, DDJ, CUFLJ & KAFCO.  
Vessels with bridge on the Bow & vessels having containers on deck obstructing clear view forward will not be handled during night.
32. The permissible length over all (LOA) for the entry to the port for vessels having navigation bridge at the bow is limited to 165.00 metres.  
To reduce the lateral windage area of CAR CARRIERS, RORO vessels and Passenger vessels, the height from the water line to the upper most cargo/passenger deck is limited to 15 meters for handling in the Karnafulli channel.  
However, CAR CARRIER, RORO vessels, Passenger vessel and vessels having Bridge at the Bow exceeding above limit with length over all upto 170.00M may be handled conveniently subject to fair weather (Wind force below 10 knots) and with special arrangements (using extra tugs and extra pilot etc.).
33. Permissible Height of mast above water level is limited upto 61 Metre due to over head cable for berthing at jetties from 2 to 13.  
Intending shipping agents may contact the Harbour Master/CPA and offer such ships for handling at least 24hrs. in advance.

To avoid such incidents, accidents , near misses and to ensure safety of vessels at Chittagong outer anchorage, the followings to be complied with(w.e.f 01.10.2018) :

1. Agent of any vessel having draft more than 9.5 meter will notify to CPA outer anchorage cell at least three (03) days prior to proceed Chittagong outer anchorage. Permission of such vessel is subjected to the availability of suitable sea room & bathymetry at anchorage.
2. a) Pilotage is highly recommended for vessels having draft more than 9.5 meter.  
b) Pilotage is recommended for other vessels maneuvering within Chittagong outer anchorage area.
3. Chittagong Port Radio will guide the vessels with draft more than 9.5 meters to anchor at suitable position.
4. Chittagong port authority Outer Anchorage Cell will monitor and guide the vessel movement and control the voluntary pilotage service at Chittagong outer anchorage area.

For query:

Ph. +880312522200 – 29 (PABX) , Ext 2207, 2217

+880312510854

Email: oac@cpa.gov.bd

Sd/-

**Deputy Conservator**  
**Chittagong Port Authority**

Dated: 19/09/2018

Memo No: 18.04.0000.711.27.162.18/ 4791