



Security Department
CHITTAGONG PORT AUTHORITY

The Port of Chittagong

The Port of Chittagong is the principal seaport and a core gateway of the trade of Bangladesh. It is located in the estuary of the river Karnaphuli nine nautical miles from the shore of the Bay of Bengal. The port of Chittagong has been in operation since at least the 4th century BC, and in modern times was governed by Port Commissioners and the Port Railway following the Port Commissioner's Act of 1887 in British India. After the partition in 1947 and a subsequent rise in port traffic, the Chittagong Port Trust began its existence in 1960. After the Liberation War of Bangladesh, due to continued expansion the Port Trust was granted autonomous status within the government, and renamed as Chittagong Port Authority (CPA) in 1976. Since then CPA is functioning as an autonomous organization under the Ministry of Shipping. It is the busiest seaport on the coastline of the Bay of Bengal, and the second busiest in the overall region amongst the countries dependent on the Bay of Bengal. The port of Chittagong handles 92% of Bangladesh's export-import trade.

Ever since its existence, the Port of Chittagong has continued to remain strategically very important in the region due its geographical location in the Bay of Bengal and its easy access and safe anchorage to ships. Chittagong Port not only serves the export and import activity, rather it is now ready to serve the landlocked areas of the neighbouring countries the Port shows potentials to become the Regional Hub of South Asia. The Chittagong Port is a Class 1 'A' type Key Point Installation (KPI) of the Country and also an International Ship and Port Facility Security (ISPS) code compliant port.

Vision of Chittagong Port Authority

The vision of Chittagong Port Authority (CPA) is to provide safe, efficient, quality port facilities, services and emerge as a leading regional port in an environmentally sound manner.

Port Security Goals

The Port Security Goals have been developed to materialize the vision of Chittagong Port. Port security is therefore organized to create an environment to facilitate trade with high assurance unimpeded by criminal activity and without becoming passage for such activity. While setting port security parameters, reliance is given on deterring, preventing, detecting and reducing the losses that may attribute criminal activity. In doing so, a proactive security design rather than a reactive one is vigorously pursued. The assessment of threats to the port and response mechanism is continuously taken into consideration to cope up with the demography and changing situations. Threats are potentially man made, therefore, identifying and segregating probable bad hats is duly emphasized; and this task is otherwise not an easy one in a populous environment. Nevertheless, traditional physical security measures, i.e. Perimeter Protection, Intrusion Detection and Access Control remain in the focus at the execution level combined with men and technology.



Chittagong Port Authority

Country moves with us

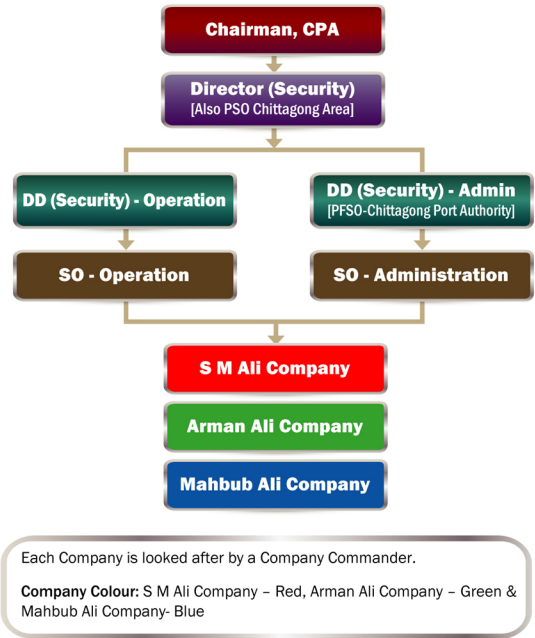
Port Security Plan

The Port of Chittagong is not a greenfield port. The Port Security Plan therefore has been ever progressive with the changing situations. However, emphasis is being given to include security matters at planning and designing of construction and restoration of port infrastructure in order to limit opportunities for criminal exploitation.

Port Security Administration

The Security Department remains directly under command of the Chairman, CPA. The Director of Security, a Lieutenant Colonel of Bangladesh Army remains the head of the department who is deputed to the Ministry of Shipping by the Government. Similarly two Deputy Directors, one from Bangladesh Army (Major) and the other from Bangladesh Navy (Lieutenant Commander) are deputed to CPA to look after the Operations and Administration wings of the department respectively.

All the security personnel are organized under three Security Companies namely Shaheed S M Ali Company, Shaheed Arman Ali Company and Shaheed Mahbub Ali Company. Companies are named after three martyrs of Security Department who sacrificed their lives during the **War of Liberation of Bangladesh, 1971**.



Safety and Security Compliance

Guideline for port security was laid down in the Chittagong Port (Entry into Protected Area) Rules 1968. Besides, Chittagong Port being important Key Point Installation (KPI) had its well defined security regulations. The Port Authority also formulates security instructions time to time and validate them regularly. The International Ship and Port facility Security (ISPS) code having come into force in 2004, complemented security index of CPA and took it to an international platform.



First Class 'A' Category KPI
[Under Ministry of Shipping, Government of the People's Republic of Bangladesh]

- Ports (Special Measures) Act, 1948
- Chittagong (Entry into protected area) Rules 1968
- KPI Instructions 2013
- Port Security Manual
- Inland Container Depot/Container Freight Station Regulation-2016



The International Ship and Port Facility Security (ISPS) Code-2003 of International Maritime Organization (IMO)

[Under DG Shipping, Ministry of Shipping, Government of the People's Republic of Bangladesh]

An amendment to the Safety of Life at Sea (SOLAS) Convention 1974, chapter XI-2 on minimum security arrangements for ships, ports and government agencies.

Role of Security Department

Security Department is a vital organ of CPA assigned and designed to operate 7/24 persisting 'Security for Safe Port' as its maxim. The safety and security of the Chittagong port protected area is mainly looked after by the Security Department of CPA. The department also extended its deployment to Inland Container Depot (ICD), Kamalapur Dhaka and Inland Container Terminal (ICT), Pangaon, Dhaka. Security Department performs following roles:

- To maintain a safe & secure condition for smooth port operation through physical (overt) means and covert means;
- To ensure compliance of safety & security matters of the Port of Chittagong itself as well as the associated Port Facilities & Port Related Areas (PRA)/Inland Container Depot (ICD) as per KPI Instructions and ISPS Code;
- To coordinate security functions of all security agencies (Bangladesh Army, Navy, Police, Rapid Action Battalion, Coast Guard and also with National Security Intelligence and Directorate General of Forces Intelligence);
- To perform security responsibilities related Bangladesh Custom;
- To perform any other internal security related tasks within port area & administrative duties for CPA administration;
- To ensure smooth vehicle traffic management within the port. Also to ensure traffic management of the Port surrounding areas with Bangladesh Police and Traffic Department, CPA;
- To ensure Fire Safety of Chittagong Port and Chittagong Port Area.



Weapons

To deal with potential extreme eventualities, CPA security is equipped with DBBL and revolvers. Older DBBLs are gradually being phased out. 'Escort MP-A' Semi Automatic of HATSAN has been already in the inventory of CPA Security.



Fire Fighting Arrangement

To reduce risks of fire incidents and to minimize its affects, the Chittagong Port Authority has a full-fledged fire fighting unit on the jetty premises. Sheds, warehouses and yards have been provided with sprinklers, hydrant system with various fire extinguishers and fire buckets. Fire fighting vessels are also available at the port to fight fire on board ships.



Training

To enhance professional excellence, training of security personnel is rendered due importance. Each and every individual is to undergo training at least once in a year, preferably in the form of group training to develop cohesion and fellowship. Security personnel also take part in training organized by other agencies like Bangladesh Custom, US DoE, US Naval Criminal Investigation Service etc. whenever there is an opportunity both at home and abroad. Irrespective of ranks, the Induction or Basic Training for the new members of the Security Department is conducted for a duration of minimum 16 weeks. On determining precise training objectives and assessment system, the Director (Security) formulates training manual. Accordingly, Training Institute of CPA conducts the training to attain the terminal objectives with the assistance of different resource personnel, trainers and instructors. Bangladesh Army also assists in imparting basic security training on request of CPA. Security Department also conducts training to non-security personnel on security matters as per ISPS Code.



Complementary Forces



- Bangladesh Army deployed in Chittagong Port as a part of KPI security in Aid of Civil Power since 2000.
- Bangladesh Army manning static post in the gates and inside the port.
- Conducts mobile patrol.
- Conducts river patrols adjacent to jetty area by outboard motor, crafts.
- Remains Stand by to deal with any contingency.



- Bangladesh Navy carries out regular patrolling in coordination with CPA.
- Bangladesh Navy also carries out security activities in coordination with Bangladesh Coast Guard in the outer anchorage area.



- Under DC Police (Port Branch), Bangladesh Police operates at the gates of Chittagong Port and outside the Port area in maintenance of law and order situation.
- Under DC Traffic (Agrabad), Traffic Control is ensured on the roads running through Chittagong Port.



- Bangladesh Coast Guard actively conducts security patrol round the clock.
- Coast Guard also ensures security at the outer anchorage.



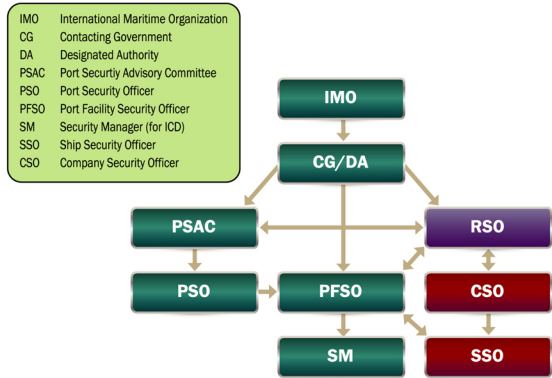
- Ansar forms a major part of Chittagong Port Security.
- Ansar strength and operational employment are determined by CPA.
- Administration is looked after by the force itself. CPA provides accommodation, pay and allowances of the Ansars deployed in Chittagong Port.

ISPS Code Compliance

The Port of Chittagong is an International Ship and Port Facility (ISPS) compliant port since 16 June 2004. For security reasons, the formulation of Port Security Advisory Committee (PSAC) was important. As per International Maritime Organization (IMO) guideline, PSAC is comprised of National, Local Government & Security Agencies, Police and Emergency services, Workers' representatives, Ship operator representatives, Commercial concerns & tenants, Trade associations, other relevant parties and the Port Security Officer (PSO) and the Port Facility Security Officers (PFSO).

The Director (Security) holds the appointment of PSO of Chittagong Area, whereas, the Deputy Director (Security) form the Bangladesh Navy is the PFSO to perform the responsibilities to comply with the ISPS Code. Compliance of ISPS Code and associated matters are administered by the Directorate General of Shipping under Ministry of Shipping as the Chairman of Designated Authority (DA) Committee.

ISPS Code-Chain of Security Responsibility



According to the amendment of SOLAS convention 1974, Chapter XI-2:

- To establish an international framework involving cooperation between Contracting Governments, government agencies, local administrators, the shipping and port industries to detect / assess security threats, take preventive measures against security incident;
- To establish the respective roles and responsibilities of all these parties concerned;
- To ensure the early and efficient collection and exchange of security-related information;
- To provide a methodology for security assessments so as to have in place plans and procedures to react to changing Security Levels;
- To ensure confidence that adequate and proportionate maritime security measures are in place.

Surveillance



Access Control

One of the most obvious changes, and perhaps the most important one, is the growing use of access control across the port. A huge data base is maintained integrating National ID for personnel access control that forms the basis of digitalized access control. No permanent pass is issued unless individual's antecedents has been verified by the Police. The entrance of random vehicles and persons are strictly restricted. Overall access control is maintained with Proximity Access Control System, Archway, Hand Held Metal Detector and Baggage Scanner, Manual & Automatic Under Vehicle Inspection System (UVIS) is used for preventing carry of unauthorized and dangerous goods. Trained watchmen are deployed at ships to ensure security of the vessels staying in the port area. Biometric Access Control will take over soon for human access control including Automate Driver and Vehicle Recognition System.

Communication



Land Phone
(PABX)



Cell Phone



Walkie-Talkie



PA System



E-mail

Integrated Safety and Security System

Team Work: The Port of Chittagong maintains strict physical safety and security measures through an organized teamwork involving officials from different Defense Forces and law enforcing agencies of Bangladesh. In the respective fields of support, other Government agencies, i.e. Fire Service and Civil Defense, Bangladesh Custom, Immigration, Ports, Department of Shipping and intelligence agencies like National Security Intelligence (NSI) and Directorate General of Forces Intelligence (DGFI) are also a sister concern of Port Security.

Systems' Merger and Acquisition: The integration of Container Traffic Management System (CTMS) and Vessel Traffic Management Information System (VTMIS) of Traffic Department and Marine Department respectively, along with the Security Department has established confidence in safeguarding the port. Employment of Watchmen provides early warnings and reduce vulnerability of the SOLAS Ships. Coordinated patrolling by Port Security, Bangladesh Navy and Coastguard have dwindle piracy. Alongside, access to Automated System for Custom Data (ASYCUDA) also reduced pilferage within the port. The Port of Chittagong is the 38th of the 100 seaports equipped with radiation detection system installed by US Department of Energy (DoE) and National Nuclear Security Agency (NNSA). Since 2011, NNSA's Megaport and Second Line Defense (SLD) initiative, the Port of Chittagong is capable to detect presence of potentially dangerous nuclear and radioactive materials in containerized cargo transiting the global maritime shipping network.



Container Scanning

Risk Assessment and Management: The robust Security system includes risk assessment and risk management tools, and Video Surveillance and Fire Alarm system for determining appropriate security measures, a Public Address (PA) system for the announcement of instructions and emergencies for the people working within the Port Protected Area, manual and fixed Under Vehicle Inspection System (UVIS), container scanners (operated by Bangladesh Custom) and Mobile X-ray Screening System for determining harmful and dangerous cargos/materials enhance port users' confidence to a great extent.



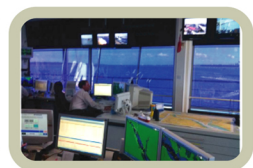
Radiation Portal Monitor



Fast X-Ray Scanner



Mobile X-Ray Screening



VTMIS

Future Trend and Ongoing Development

The Port of Chittagong is the vital gateway for the movement of international commerce of the country. Therefore, an integrated security system is designed to contribute to the productivity of the international freight transportation system. Like other international ports, security system need to attain a systematic, coherent, and long-term sustainable security plan to match with the future trend of National and International security prerequisites. Through the risk management approach to security focuses on awareness, prevention, response, and consequence management. Reliance is being emphasized on the aspects as mentioned below:

- Port Security Assessment (PSA) and development of Port Security Plan (PSP).
- Establishing restricted areas and security barriers.
- Protecting the waterfront and outer anchorage.
- Installation of security lighting, security alarm and surveillance systems.
- Noninvasive container inspection technologies to identify chemical, biological, and radiation.
- Port employees and Port Users' antecedence and background checks.
- Personnel and material access control and identification.
- Training of Security and Non-Security personnel.
- Changing operational procedures due to new security processes and new technology insertions.
- Maintenance of new security systems.



Martyrs Monument



Laldia Terminal



Deep Sea Floating Terminal



CPA Tower



Rejukhal, Cox's Bazar Cruise Terminal



Security Building



CTMS Tower



Security Department
CHITTAGONG PORT AUTHORITY

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