

# Annual Report 2016-2017



**CHITTAGONG PORT AUTHORITY**

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# ANNUAL REPORT 2016 - 2017



PORT ADMINISTRATIVE BUILDING  
CHITTAGONG PORT AUTHORITY  
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# ANNUAL REPORT 2016 - 2017

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## **FROM CHAIRMAN'S DESK**

Annual Report of Chittagong Port Authority for the financial year 2016-2017 portrays a vivid picture of achievements made and challenges encountered during this period. I believe the information contained in this Annual Report will be useful to all the stakeholders in general and developments partners, consultants and researchers in particular.

As the gateway to prosperity of the Nation, Chittagong 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 2016-2017 Chittagong Port handled 799.82 million tons of cargoes and 25.04 million TEUs container by providing services to 3092 vessels. By the end of 2017 Chittagong Port has handled more than 2.67 million TEUs of container in one single year. As per Lloyd's ranking in respect of container handling present rank of Chittagong Port is 70<sup>th</sup>, earlier which was 76<sup>th</sup>.

The modernization of Chittagong port to provide necessary facilities & services is always a mandatory priority for the authority and thus we managed to encounter the challenges over the years. In the global perspective we are always aware of contemporary needs and we are continuously updating ourselves to meet the changing needs.

To handle more ships and cargoes present democratic Government has already taken various dynamic steps and is very keen in taking sustainable reform initiatives and appropriate developments. Among future plans Construction of Karnafuli Container Terminal, Laldia Bulk Terminal, Construction of Bay Terminal, Service Jetties, Power Plant, Construction of CPA Tower etc. are the top priorities.

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

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

Commodore Zulfiqur Aziz (E) Psc. BN  
Chairman  
Chittagong Port Authority





## **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.
- 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.
  - to undertake any work of or in connection with the loading, unloading and storing of goods in the Port.
  - to construct, maintain and operate ferry vessels to carry passengers, vehicles and goods within the port.
  - 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.
  - to reclaim, excavate, enclose or raise any part of the bank or bed of the river.
  - to construct, maintain and operate dredgers and appliances for cleaning, depending and improving the bed of the river.
  - to construct, maintain and operate all means and appliances for berthing, loading and discharging vessels.



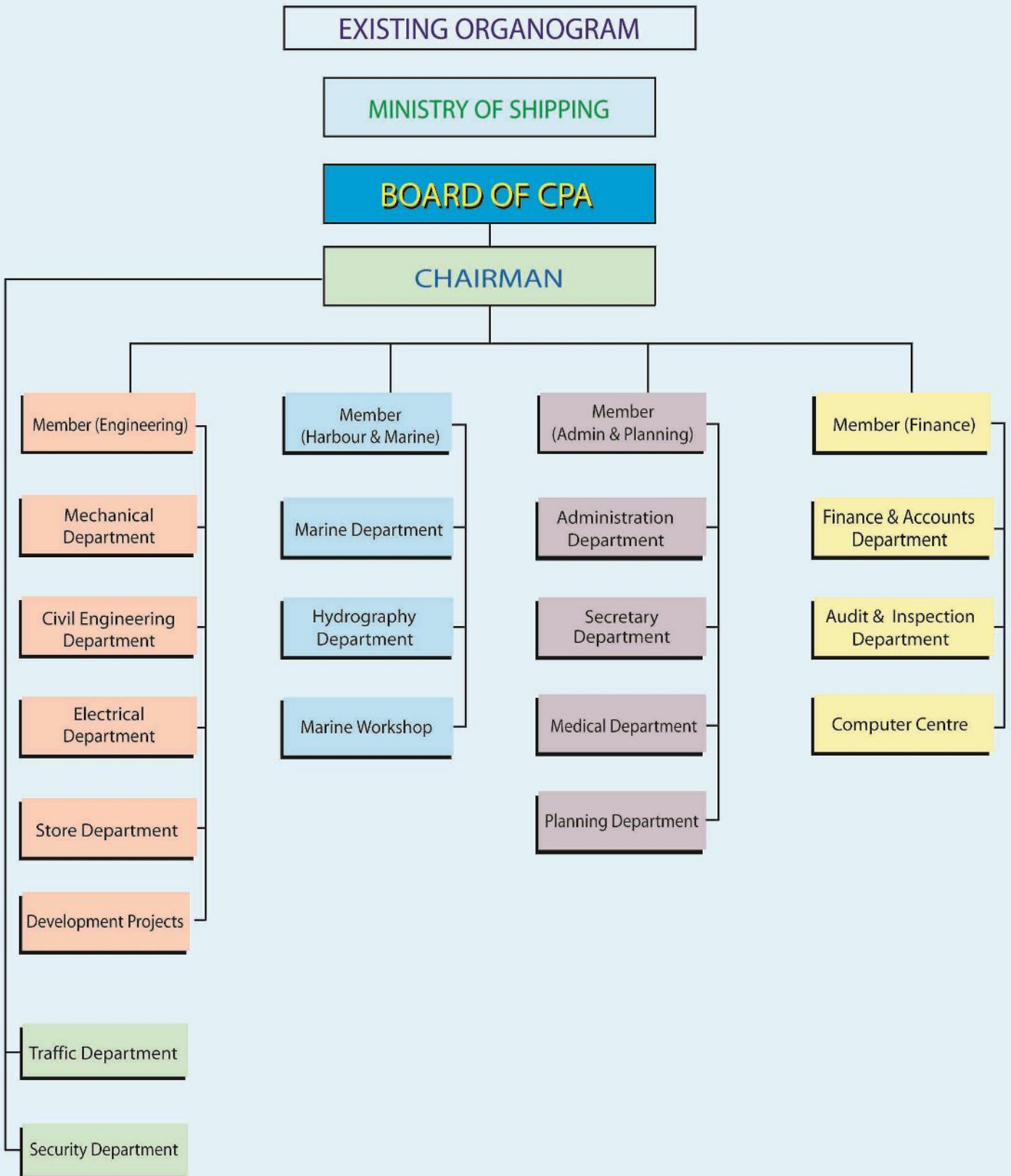


- (h) to construct, maintain and operate vessels for the wing or rendering assistance to vessels saving life and property or recovering any property lost, sunk or stranded.
- (i) to supply fuel or water to vessels.
- (j) to provide fire and security services within the Port.
- (k) to require, hire, procure, 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.









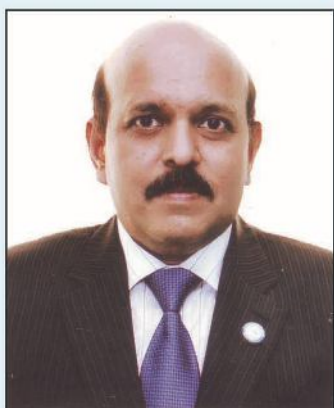




## THE CHITTAGONG PORT AUTHORITY BOARD



Commodore Zulfiqur Aziz (E), Psc. BN  
Chairman



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



Commodore Shaheen Rahman (G), NUP, ncc, psc, BN  
Member (Harbour & Marine)



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



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





## THE CHITTAGONG PORT AUTHORITY MANAGEMENT

- CHAIRMAN** - **COMMODORE ZULFIQUR AZIZ, (E), psc. BN**
- MEMBER (ADMINISTRATION & PLANNING)** - **MD. ZAFAR ALAM**, Joint Secretary, GOB
- MEMBER (HARBOUR & MARINE)** - **COMMODORE SHAHEEN RAHMAN (G)**, NUP, ncc, psc, BN
- MEMBER (FINANCE)** - **MD. KAMRUL AMIN**, Joint Secretary, GOB
- MEMBER (ENGINEERING)** - **COMMODORE KHANDOKAR AKHTER HOSSAIN (E)**, psc, BN

### 1. ADMINISTRATIVE DEPARTMENT :

Name : SADEQUA BEGUM  
Designation : Director (Admin.)  
► Responsible for enunciating policies on administrative and personnel matters etc.

### 2. TRAFFIC DEPARTMENT :

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

### 3. MECHANICAL DEPARTMENT :

Name : Md. Nazmul Hoque  
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. Md. Abdul Gaffar

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 at 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 : Emdadul Hoque

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 : Com. M. Arifur Rahman

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 : Mahbub Murshed 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 : Com. M. Arifur Rahman

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. 183 nos. equipment operators have already been trained till June, 2017. 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 2016-2017 CPATI conducted 42 nos. courses where 1351 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 Karnafully, 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 through out 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) 2017**

**Remarks**

1	Maximum Cargo handled	78208580 Tons	
2	Maximum import Cargo handled	71295969 Tons	
3	Maximum export Cargo handled	6912611 Tons	
4	Maximum Container handled	2566597 Teus	

**(FISCAL YEAR) 2016-2017**

1	Maximum Cargo handled	73174044 Tons	
2	Maximum Import Cargo handled	66464285 Tons	
3	Maximum Export Cargo handled	6709759 Tons	
4	Maximum Food grain handled	5047751 Tons	
5	Maximum No of Ship handled	3092 Nos.	
6	Maximum Container handled	2419481 (Teus)	
7	with average detention	2.83 days detention	

**(MONTHWISE BEST PERFORMANCE)**

1	Maximum Cargo handled	7527402 Tons	In March- 2017
2	Maximum Import Cargo handled	6917514 Tons	In March- 2017
3	Maximum Export Cargo handled	672074 Tons	In December- 2016
4	Maximum Food grain handled	706226 Tons	In October- 2016
5	Maximum No of Ship handled	302 Nos.	January- 2017
6	Maximum Container handled	218878 Teus 240337 Teus	In March 2017 (Fiscal year) In December 2017 (Calendar Year)



### STATISTICS AT A GLANCE (CALENDAR YEAR)

ITEM	2017	2016	2015	2014	2013
IMPORT (MT)	71295969	63283134(APP)	53556525	44239643	39074247
EXPORT (MT)	6912611	6342754(APP)	5736833	5694622	5192031
TOTAL (MT)	78208580	69625888(APP)	59293358	49934265	44266278
CONTAINER (TUES)	2566597	2332892(APP)	2024207	1731219	1541517
VESSELS	3370	3015(APP)	2709	2410	2156

### IMPORT AND EXPORT HANDLED (CALENDAR YEAR)

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2013	39074247	5192031	44266278
2014	44239643	5694622	49934265
2015	53556525	5736833	59293358
2016	63283134 (APP)	6342754(APP)	69625888(APP)
2017	71295969	6912611	78208580

### STATISTICS OF CONTAINER HANDLED (CALENDAR YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2013	530625	772451	10488581	526164	769066	4831214	1056789	1541517	15319795
2014	592660	870960	11990494	586986	860259	5371546	1179646	1731219	17362040
2015	691408	1019072	14349359	682699	1005135	5459046	1374107	2024207	19808405
2016	804816	1181148	16531797	784298	1151744	5935108	1589114	2332892	22466905
	(APP)	(APP)	(APP)	(APP)	(APP)	(APP)	(APP)	(APP)	(APP)
2017	872421	1289036	18242413	861446	1277561	6750723	1733867	2566597	24993136

### STATISTICS AT A GLANCE (FISCAL YEAR)

ITEM	2016-2017	2015-2016	2014-2015	2013-2014	2012-2013
IMPORT (MT)	66464285	58324786	48941406	41960170	38312028
EXPORT (MT)	6709759	5971634	5839986	5338377	5059640
TOTAL (MT)	73174044	64296420	54781392	47298547	43371668
CONTAINER (TUES)	2419481	2189439	1867062	1625509	1468713
VESSELS	3092	2875	2566	2498	2318

### IMPORT AND EXPORT HANDLED (FISCAL YEAR)

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2012-2013	38312028	5059640	43371668
2013-2014	41960170	5338377	47298547
2014-2015	48941406	5839986	54781392
2015-2016	58324786	5971634	64296420
2016-2017	66464285	6709759	73174044

### STATISTICS OF CONTAINER HANDLED (FISCAL YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2012-2013	508545	743547	9922300	494222	725166	4627864	1002767	1468713	14556134
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



## SERVICE AND FACILITIES

### NIGHT NAVIGATION

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

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

Including two designated container berths there are 19 jetty berths of which 2 dedicated container berth 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 June 2017) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	04	
02.	Rubber Tyred Gantry Crane	40	21	
03.	Mobile Harbour Crane	84	02	
04.	Straddle Carrier (04 High)	40	42	
05.	Straddle Carrier (02 High)	40	02	
06.	Reach Stacker	45	12	
07.	Forklift Truck	42	03	
08.	Forklift (Spreader)	16	17	
09.	Reach Stacker	07	05	
10.	Container Mover	50	04	

### B. Existing Cargo Handling Equipment (As on June 2017):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Mobile Crane	10 - 50	41	
02.	Forklift Truck	10 - 20	09	
03.	Forklift Truck	03 - 05	119	
04.	Forklift - Electric (Low Must)	1.5	04	
05.	Industrial Tractor	25	11	
06.	Heavy Trailer	25	05	
07.	Light Trailer	06	30	
08.	Car Carrier	-	02	

### C. Equipment Being Procured Under Revenue Budget (2016-2017):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Rubber Tyred Gantry Crane	40	18	
02.	Straddle Carrier (04 High)	40	06	
03.	Forklift Truck (Empty)	16	07	
04.	Variable Reach Truck	16	03	
05.	Mobile Crane	10-100	33	
06.	Log Handler/Stacker	10	04	
07.	Forklift Truck	10-20	10	
08.	Forklift Truck	03-05	73	
09.	Tele Handler	10	04	

### D. Procurement of 51 Nos. Equipment for New Mooring Container Terminal (NCT) Project:

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	10	
02.	Rubber Tyred Gantry Crane	40	20	
03.	Rail Mounted Gantry Crane	40	01	
04.	Straddle Carrier (04 High)	40	10	
05.	Reach Stacker	07	04	
06.	Container Mover	40	05	
07.	Mobile Harbour Crane	84	01	



#### **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
<b>Total</b>	<b>60,650.77</b>	<b>29,892.94</b>
	Sq. Metres	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.	115	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 521862 Metric tons, 20720106 Metric tons and 405288 Metric tons respectively during the year 2015-2016 and 914903 Metric tons, 38047723 Metric tons and 558926 Metric tons respectively during the fiscal year 2016-2017.

Year	Rail	Road	River	Total
2015-2016	521862	20720106	405288	21647256
2016-2017	914903	38047723	558926	3954552

### EFFICIENCY INDICATORS (FISCAL YEAR)

Sl.No.	INDICATORS	2015-2016	2016-2017
A.	Ship's turn-around time (days)	2.79	2.83
B.	Dwell time of container (days)	11.88	11.15
C.	Berth occupancy (in %)	73.95	76.93
D.	Equipment availability (in %)	54.06	49.69

### COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in metric Tons

Sl.No.	COMMODITY	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
1.	FOOD GRAIN	1428491	2072156	2955454	3963718	5047751
2.	CEMENT	--	--	--	--	--
3.	CEMENT CLINKER	12031461	13580424	14209572	16962003	19628181
4.	FERTILIZER	1467554	1256454	1605124	1740385	1416115
5.	COAL	40714	--	1375725	2226397	1364436
6.	SALT	488248	--	136700	324760	551956
7.	SUGAR	1474516	2044215	1989353	2095344	2134908
8.	EDIBLE	1614218	1710798	1904320	2456364	1996578
9.	POL	5371990	5576296	6169314	5655407	7027510
10.	OTHERS	14394836	15719827	18595844	22900408	27296850
	TOTAL	38312028	41960170	48941406	58324786	66464285

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

Figures in Metric Tons

Sl.No.	COMMODITY	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017
1.	JUTE	165793	190071	165287	157635	212353
2.	JUTE PRODUCTS	820702	808741	813599	706938	821677
3.	LEATHER GOODS	23777	31477	35787	30211	30644
4.	TEA	49	495	490	48	0.00
5.	GARMENTS	2364576	2653198	2760449	2788000	2973724
6.	FROZEN GOODS	86884	173429	123846	94299	121893
7.	FERTILIZER/UREA	12658	80	0	0	31000
8.	NAPHTHA	134920	79618	76952	68256	104954
9.	AMMONIA	27275	14000	40004	40800	15000
10.	OTHERS	1423006	1387268	1823572	2085447	2398514
	TOTAL	5059640	5338377	5839986	5971634	6709759

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

Figures in Metric Tons

Sl.No.	COMMODITY	2013	2014	2015	2016	2017
1.	FOOD GRAIN	1934810	2324287	3137483	5093555 (APP)	5996199
2.	CEMENT	--	---	---	--	--
3.	CEMENT CLINKER	12285945	13866821	14583377	18896249 (APP)	19591547
4.	FERTILIZER	1125403	1579979	1614147	1564329 (APP)	1623828
5.	COAL	24212	28258	2765956	1353429 (APP)	1514027
6.	SALT	---	---	341910	441743 (APP)	758058
7.	SUGAR	1699362	1930428	2265743	1878535 (APP)	2485958
8.	EDIBLE	1641218	1768957	2305684	2030995 (APP)	2274187
9.	POL	5478838	5953105	5548103	6896850 (APP)	7085879
10.	OTHERS	14885224	16787808	20994122	25127449 (APP)	29966286
	TOTAL	39075012	44239643	53556525	63283134 (APP)	71295969



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

Figures in Metric Tons

Sl.No.	COMMODITY	2013	2014	2015	2016	2017
1.	JUTE	165250	183012	139023	189218 (APP)	228439
2.	JUTE PRODUCT	798526	853868	782624	722582 (APP)	803666
3.	LEATHER GOODS	25535	36399	32491	30889 (APP)	32223
4.	TEA	194	400	449	0	0
5.	GARMENTS	2542359	2693653	2825442	2776137 (APP)	3209783
6.	FROZEN GOODS	105268	166492	116476	97053 (APP)	133719
7.	FERTILIZER/UREA	0	0	0	0	0
8.	NAPHTHA	117618	97785	53170	114824 (APP)	56454
9.	AMMONIA	14401	24004	36000	32509 (APP)	23000
10.	OTHERS	1422115	1461646	1751158	2379542 (APP)	2425327
	TOTAL	5191266	5517259	5736833	6342754 (APP)	6912611

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 or 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 & 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 Derdger. Tug Boats and other utility vessels and crafts.

Sl.No	NAME of	TYPE	GRT		CAPACITY
(A)	DREDGER: KHANAK				2500M
	TRAILING SUCTION HOPPER MOTOR DREDGER		3226		(HOPPER)
(B)	TUG BOATS:				
	M.T. KANDARI-1	MOTOR TUG	329	BHP - 1675X2	3350
	M.T. KANDARI-2	"	354	BHP - 1400X2	2800
	M.T. KANDARI-7	"	314	BHP - 850X2	1700
	M.T. KANDARI-8	"	314	BHP - 850X2	1700
	M.T. KANDARI-10	"	343	BHP - 1600X2	3200
	M.T. KANDARI-11	"	375	BHP - 2570X2	5140
	M.T. KANDARI-12	"	196	BHP - 1200X2	2400
(C)	PILOT BOATS:				
	P.V. DISHARI-2	PILOT BOAT	137	BHP - 750X2	1500
	P.V. DISHARI-6	"	137	BHP - 830X2	1660
	P.V. DISHARI-7	"	141	BHP - 830X2	1660
	P.V. DISHARI-8	"	144	BHP - 830X2	1660
	P.V. RAKSHI	"	146	BHP - 911X2	1822
(D)	BOUY LIFTING VESSEL:				
	B.L.V ALI	B.L VESSEL	404	BHP - 788X2	1576
	B.L.V LUSAI	B.L VESSEL	508	BHP - 850X2	1700
(E)	WATER BURGE:				
	W.B MOSHAK	WATER BARGE		BHP - 510X2	1020
	W.B JARNA	WATER BARGE		BHP - 510X2	1020
	W.B FOURA	WATER BARGE		BHP - 510X2	1020
	W.B JALPORI	WATER BARGE		BHP - 1122X2	2244
(F)	FAST PATROL BOAT:				
	P - 1	PATROL BOAT	6.7	BHP - 355X2	710
	P - 2	PATROL BOAT	6.7	BHP - 355X2	710
(G)	POLLUTION CONTROL VESSEL:				
	BAY CLEANER- 1	CLEANING V/L	155	BHP - 455X2	910
	BAY CLEANER- 2	CLEANING V/L	122.88	BHP - 738X2	1476
(H)	ENVIRONMENTAL CLEANING & RESTORETION VEHICLE:				
	ECRV	DREGAR	N/A	BHP - 225X1	225
(I)	SEARCH AND RESCUE CUM AMBULANCE SHIP:				
	AMBULANCE SHIP	SEARCH & RESCUE CUM AMBULANCE SHIP	N/A	BHP - 651X2	1302
(J)	MORING BOAT:				
	BHADUNI-1	MORING LAUNCH	52	BHP- 324X1	324
	BHADUNI-2	"	20	BHP- 195X1	195
	BHADUNI-3	"	46	BHP- 275X1	275
	N.M.L-1	"	20	BHP- 265X1	265
	N.M.L-2	"	46	BHP- 275X1	275
	BARKAT	"	20	BHP- 265X1	265
	SHANDIP	"	20	BHP- 265X1	265
	AZMAT	"	20	BHP- 265X1	265

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 2016-2017)**

An amount 58.00 lakh was allocated in the original budget & Tk. 29.00 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 2016-2017. RADP allocations vis-a-vis achievements of the projects are as follows:-

(Figure in crore)

Name of the Project	Allocation for the Year 2016-2017 (RADP)			Taka Released	Expenditure up to June / 2016 & % 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. Capital Dredging and Bank Protection with Jetty Facilities in the Karnaphuli River from Sadarghat Jetty to 3rd Karnaphuli Bridge.	1.00	1.00	--	--	0.9413 (94.13%)	0.9413 (94.13%)	--
2. Construction of CPA Hospital Complex.	8.00	8.00	--	--	8.00 (100%)	8.00 (100%)	--
3. Procurement of Equipment for New Mooring Container Terminal (NCT)	40.00	40.00	--	--	49.24 (123.10%)	49.24 (123.10%)	--
4. Shifting and Reconstruction of services Jetty located near Dock Office to the Upstream of Jetty No. 1.	5.00	5.00	--	--	--	--	--
5. Procurement of One High Power Tug Boat (3200 BHP)	4.00	4.00	--	--	4.00 (100%)	4.00 (100%)	--
<b>Total</b>	<b>58.00</b>	<b>58.00</b>	<b>--</b>	<b>--</b>	<b>62.1813 (107.21%)</b>	<b>62.1813 (107.21%)</b>	<b>--</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.

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

The objective of the project is to fulfill the requirement of accomodation & health care facilities for the employees of CPA and other patients. New hospital activities are going on in block A, B, & D. The construction work of block C & E are in progress. The main work of the hospital project is completed. 2nd revised DPP approval is being processed.

##### **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 completed. There is waiting for shipping. 90% of the hull-making work is completed.

##### **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 CPA's own conservancy channel buoys and mooring maintenance materials. Contractor started the project at 03/01/2018. Construction work around the construction of security fences and site office construction has been Completed. Land development work, Shore Protection work is ongoing. Progress up to 31/05/2018 by 3.5%.

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

In view of the growing container traffic and in line with the "port master plan", 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 development 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. Engineering core of Bangladesh Army will implement the project as a delegated works.



### **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. The project has been allocated 100.00 Crore in 2017-18, financial progress is 101.05 crore. Which is 101.05% of allocation.

### **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 form 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.

### **3.7 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. Other Further, based on market analysis and given the potential synergies between the various components, it is clear that potential concessionaires are less interested in solely engaging in operations contracts or design-build deals, and increasingly prefer to engage in more involved PPPs that include the design, building, financing, operations, and maintenance of ports. For determining the TOR of the RFP document, the meeting was held on 27/03/2018 with the Heads of the Department and with the stakeholders on the 28/01/2012. Then the discussion meeting was held on 22/04/2018 with the representatives of 05 listed organizations. TOR determination of REP is in progress based on that opinion of the meeting. The PPP authorities are taking steps in this regard.

## **4. FUTURE PROJECTS :**

- 1 Construction of CPA Tower Building.
- 2 Construction of Bay Terminal.
- 3 Construction of Karnafully Container Terminal (KCT)
- 4 Procurement of Two high Power Tug (5000BHP)
- 5 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)
- 6 Construction of Museum and monument for Chittagong Port Authority.
- 7 Production of Film on 'Operation Jackpot'.



**THE CHITTAGONG PORT AUTHORITY**  
**BUDGET AT A GLANCE**

*(Fig Taka. in Lakh)*

SL. NO.	PARTICULARS	BUDGET EST. FOR 2018-2019	REVISED EST. FOR 2017-2018	BUDGET EST. FOR 2017-2018	ACTUAL FOR 2016-2017
<b>A)</b>	<b>TOTAL REVENUE INCOME</b>	286868.55	278367.55	273003.00	238643.83
<b>B)</b>	<b>TOTAL REVENUE EXPENDITURE</b>	243800.00	232000.00	219284.46	188401.92
<b>C)</b>	<b>TOTAL REVENUE SURPLUS (A - B)</b>	43068.55	46367.55	53718.54	50241.91
<b>D)</b>	<b>CAPITAL EXPENDITURE:</b>				
	1) For New Capital Works & Renewals & Replacement related Works	200200.00	210600.00	259486.50	51366.07
	2) Others (including Loan repayment, House building & other Advance	1200.00	1200.00	1200.00	623.65
	3) Self financed Development projects	120758.00	133229.00	273263.75	26521.79
	<b>TOTAL CAP. EXPENDITURE (D)</b>	<b>322158.00</b>	<b>345029.00</b>	<b>533950.25</b>	<b>78511.51</b>
<b>E)</b>	<b>Financed by:</b>				
	1) Depreciation Reserve Fund (For Renewals & Replacement Works)	33927.00	26988.50	28157.50	7290.50
	2) From Revenue Surplus, Revenue Reserve & Other Pool of Funds	287531.00	317340.50	505092.75	70597.36
	3) From Sinking Fund (Loan Principal)	700.00	700.00	700.00	623.65
	<b>TOTAL (E)</b>	<b>322158.00</b>	<b>345029.00</b>	<b>533950.25</b>	<b>78511.51</b>
<b>F)</b>	<b>NET SURPLUS/DEFICIT (D - E)</b>	0.00	0.00	0.00	0.00

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

*(Taka in Crore)*

	ACTUAL FOR 2016-2017	ACTUAL FOR 2015-2016	ACTUAL FOR 2014-2015	ACTUAL FOR 2013-2014	ACTUAL FOR 2012-2013
<b>REVENUE :</b>					
OPERATING REVENUE	2327.75	1977.88	1806.81	1558.61	1502.15
OTHER REVENUE	79.90	51.37	70.02	75.71	68.22
<b>TOTAL INCOME</b>	<b>2407.65</b>	<b>2029.25</b>	<b>1876.83</b>	<b>1634.32</b>	<b>1570.37</b>
<b>EXPENDITURES :</b>					
OPERATING EXPENSE	1064.09	831.72	679.77	586.23	520.41
ADMINISTRATIVE & GENERAL EXPENSES	288.45	234.11	181.18	229.42	282.59
<b>TOTAL EXPENSES</b>	<b>1352.54</b>	<b>1065.83</b>	<b>860.95</b>	<b>815.65</b>	<b>803.00</b>
PROVISION FOR CORPORATE TAX	425.00	445.00	425.00	395.00	400.00
NET SURPLUS AFTER TAX	630.11	518.42	590.88	423.67	367.37

**BALANCE SHEET :**

FIXED ASSETS	6510.29	5711.55	5106.85	4722.54	4293.46
DEFERRED EXPENDITURE	24.15	17.04	11.99	10.76	10.62
FIXED DEPOSIT	10356.59	9239.62	8144.11	6971.15	6183.59
SHARE OF ICB ISLAMI BANK	2.84	3.00	5.25	5.25	5.25
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	0.00
CURRENT ASSETS	1358.47	1356.34	1271.39	1368.04	1218.58
CURRENT LIABILITIES	2336.98	1954.62	1705.77	1671.40	1689.79
NET CURRENT ASSETS	(978.51)	(598.27)	(434.38)	(303.36)	(471.21)
<b>CAPITAL EMPLOYED</b>	<b>15964.98</b>	<b>14422.54</b>	<b>12883.45</b>	<b>11455.95</b>	<b>10021.71</b>

**FIVE YEARS FINANCIAL RATIOS ANALYSIS :**

A. DEBT EQUITY RATIO	0.21:1	0.20:1	0.20:1	0.00	0.00
B. CURRENT RATIO	0.58:1	0.69:1	0.75:1	0.82:1	0.72:1
C. QUICK RATIO	0.58:1	0.69:1	0.75:1	0.81:1	0.72:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.13	0.12	0.12	0.12	0.13



## THE CHITTAGONG PORT AUTHORITY

### BUDGET AT A GLANCE

#### DETAILS OF COMMODITIES (FISCAL YEAR)

*(Fig in Lakh M. Tons)*

SL. NO.	PARTICULARS	BUDGET EST. FOR 2018-2019	REVISED EST. FOR 2017-2018	BUDGET EST. FOR 2017-2018	ACTUAL FOR 2016-2017
	<b>A. IMPORT.</b>				
1.	FOOD GRAINS	67.26	62.28	57.50	50.48
2.	CEMENT CLINKER	175.25	162.27	170.16	196.28
3.	COAL	8.10	7.50	8.11	13.64
4.	FERTILIZER	16.07	14.88	19.21	14.16
5.	P O L	87.42	80.94	81.37	70.27
6.	EDIBLE OIL	23.88	22.11	17.56	19.97
7.	OTHERS	376.26	348.39	316.78	299.84
	<b>(A) TOTAL</b>	<b>754.24</b>	<b>698.37</b>	<b>670.69</b>	<b>664.64</b>
	<b>B. EXPORT</b>				
1.	JUTE	2.30	2.13	2.09	2.12
2.	JUTE PRODUCTS	7.65	7.08	8.68	8.22
3.	TEA	0.38	0.35	0.35	0.00
4.	HIDES & SKIN	0.00	0.00	0.00	0.00
5.	GARMENTS	35.51	32.88	30.77	29.74
6.	NEPHTA	1.32	1.22	1.22	1.05
7.	FERTILIZER	0.00	0.00	0.00	0.00
8.	AMMONIA	0.84	0.78	0.44	0.15
9.	FROZEN GOODS	1.10	1.02	0.80	1.22
10.	OTHERS	27.64	25.59	26.04	24.60
	<b>(B) TOTAL</b>	<b>76.73</b>	<b>71.05</b>	<b>70.39</b>	<b>67.10</b>
	<b>C. INLAND CARGO</b>				
1.	INLAND CARGO	75.72	70.11	64.68	63.31
	<b>(C) TOTAL</b>	<b>75.72</b>	<b>70.11</b>	<b>64.68</b>	<b>63.31</b>
	<b>D. I C D (DHAKA)</b>				
1.	I C D (DHAKA)	4.24	3.93	5.03	4.78
	<b>(D) TOTAL</b>	<b>4.24</b>	<b>3.93</b>	<b>5.03</b>	<b>4.78</b>
	<b>E. TRANSIT CARGO</b>				
1.	TRANSIT CARGO	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>910.93</b>	<b>843.46</b>	<b>810.79</b>	<b>799.83</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 "Chittagong Port Authority", which Comprises the statement of Financial position as at 30 June, 2017, and the statement of 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 27 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 Bangladesh Financial Reporting Standards (BFRS) 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 Bangladesh Standards on Auditing (BSA). 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.

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 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 account 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 Comprehensive Income dealt with by the report are in agreement with the books of account.

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

Chittagong,  
Dated : 25 July, 2018

**A. MATIN & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY**  
**STATEMENT OF FINANCIAL POSITION**  
**AS AT 30 JUNE, 2017**

Particulars	Notes	Restated	
		30-06-2017 Taka	30-06-2016 Taka
<b><u>SOURCES OF FUNDS</u></b>			
Capital	4	46,600,921,228	43,234,804,291
Reserve and Fund	5	58,805,006,184	53,284,842,042
Un-appropriated Surplus Transferred from SOCI		7,967,672,227	4,849,451,502
<b>Equity and Funds</b>		<b>113,373,599,639</b>	<b>101,369,097,835</b>
Provision Account	6	45,646,337,183	42,129,098,903
Long Term Loan (ADB/BAN 2147)	26	629,831,572	727,247,213
		<b>159,649,768,394</b>	<b>144,225,443,951</b>
<b><u>APPLICATION OF FUNDS</u></b>			
Operating Assets (At cost)	7	45,371,342,019	41,402,372,140
Capital Work-in-progress	8	19,731,542,116	15,713,087,300
		<b>65,102,884,135</b>	<b>57,115,459,440</b>
Deferred Expenditure	9	241,460,748	170,369,654
Shares of ICB Islami Bank (cost price 52,546,000)	10	28,374,840	29,951,220
Fixed Deposit	11	103,565,915,784	92,396,203,136
Loan to Payra Port		496,200,000	496,200,000
<b><u>CURRENT ASSETS</u></b>			
Interest Receivable on Fixed Deposits	12	2,583,543,027	2,912,495,531
Stores	13	60,382,616	60,382,616
Debtors	15	2,311,213,130	1,801,752,271
Advances and Deposits	16	8,238,501,073	7,924,561,365
Cash and Bank Balances	17	541,085,194	914,600,169
		<b>13,734,725,040</b>	<b>13,613,791,952</b>
<b><u>LESS: CURRENT LIABILITIES</u></b>			
Creditors and Accruals		23,369,822,432	19,546,213,188
Bank Overdraft ( Current Account With Sonali Bank)	18	149,969,721	50,318,263
<b>NET CURRENT ASSETS</b>		<b>23,519,792,153</b>	<b>19,596,531,451</b>
<b>CAPITAL EMPLOYED</b>		<b>(9,785,067,113)</b>	<b>(5,982,739,499)</b>
		<b>159,649,768,394</b>	<b>144,225,443,951</b>

The notes set out from pages 1 to 14 form an integral part of these financial statements.

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

**MEMBER (FINANCE)**

**CHAIRMAN**

AUDITOR'S REPROT IS ANNEXED

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**A. MATIN & CO.**  
Chartered Accountants

Dated : 25 July, 2018



**MAHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**A. MATIN & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY**  
**STATEMENT OF COMPREHENSIVE INCOME**  
**FOR THE YEAR ENDED 30 JUNE, 2017**

Particulars	Notes	30-06-2017 Taka	30-06-2016 Taka
<b>INCOME</b>			
Dues and Charges :	19		
On Vessels		3,231,247,542	2,836,980,919
On Cargo		20,046,272,121	16,941,821,802
		23,277,519,663	19,778,802,721
Miscellaneous Income	20	232,078,546	209,972,196
Rent on Land		400,062,310	98,513,925
		632,140,856	308,486,121
		23,909,660,519	20,087,288,842
<b>EXPENDITURE :</b>			
Operating Expenses	21	10,640,957,870	8,317,187,963
Administrative and General Expenses	22	2,884,463,322	2,341,123,723
		13,525,421,192	10,658,311,686
Net surplus from operation		<b>10,384,239,327</b>	<b>9,428,977,156</b>
Add: Interest Income	23	162,762,353	202,248,586
Profit (Loss) on Sale of Operating Assets	24	4,101,402	2,937,865
		166,863,755	205,186,451
<b>NET SURPLUS BEFORE PROVISION FOR TAX</b>		<b>10,551,103,082</b>	<b>9,634,163,607</b>
Less: Provision for Corporate Tax		4,250,000,000	4,450,000,000
<b>NET SURPLUS AFTER PROVISION FOR TAX</b>		<b>6,301,103,082</b>	<b>5,184,163,607</b>
Add: Unappropriated Surplus Brought Forward		4,849,451,502	2,311,897,853
Prior Years adjustment	25	817,117,643	1,353,390,042
		5,666,569,145	3,665,287,895
<b>NET SURPLUS AVAILABLE FOR APPROPRIATION</b>		<b>11,967,672,227</b>	<b>8,849,451,502</b>
<b>APPROPRIATIONS :</b>			
Transfer to Capital Fund		2,000,000,000	2,000,000,000
Transfer to Revenue Reserve Fund		2,000,000,000	2,000,000,000
Unappropriated surplus Transferred to SoFP		7,967,672,227	4,849,451,502
		<b>11,967,672,227</b>	<b>8,849,451,502</b>

The notes set out from pages 1 to 14 form an integral part of these financial statements.

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

Signed interms of our report of even date

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**A. MATIN & CO.**  
Chartered Accountants

Dated : 25 July, 2018

**MUHAMMAD SHAHEEDULLAH & CO.**  
Chartered Accountants

**A. MATIN & CO.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED ON JUNE 30, 2017**

Particulars	Capital Fund Taka	Sinking Fund Taka	Revenue Reserve Fund Taka	Pension Fund Taka	Unappropriated Surplus Taka	Total Taka
<b>Balance as on 01.07.2016</b>	43,234,804,291	214,505,699	42,077,830,692	10,992,505,651	4,849,451,502	101,369,097,835
Interest earned during the year 2016-17	157,828,575	11,426,233	2,241,390,801	1,316,054,928	-	3,726,700,537
Prior years' adjustments made during the year 2016-17	-	-	-	-	817,117,643	817,117,643
Net surplus during the year after tax and before appropriation	-	-	-	-	6,301,103,082	6,301,103,082
Appropriation of net surplus during the year	2,000,000,000	-	2,000,000,000	-	(4,000,000,000)	-
Transferred from Depreciation provision account	1,159,674,726	-	-	-	-	1,159,674,726
Payment made to unfit labour of DWMB	(94,184)	-	-	-	-	(94,184)
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 30.06.2017</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>



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Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY**  
**STATEMENT OF CASH FLOW**  
**FOR THE YEAR ENDED JUNE 30, 2016**

Particulars	Notes	30-06-2017 Taka	Restated 30-06-2016 Taka
<b>A. Cash flow from Operating Activities</b>			
Cash received against dues & charges		22,768,058,804	20,355,942,566
Miscellaneous Income		232,078,546	209,972,196
Rent on Land		400,062,310	98,513,925
Interest Income		4,655,957,299	5,749,577,849
Corporate Tax paid		(4,078,150,105)	(4,337,500,000)
Payment against Expenses		(11,874,172,095)	(9,467,093,276)
<b>Net Cash Flow from Operating Activities</b>		<b>12,103,834,759</b>	<b>12,609,413,260</b>
<b>B. Cash flow from Investing Activities</b>			
Acquisition of Fixed Assets		(253,614,233)	(418,408,919)
Capital Work-in-Progress		(2,292,483,126)	(1,529,539,505)
Sale of Fixed Assets		5,271,453	5,258,687
Investment (net)		(9,853,657,720)	(10,132,313,750)
Deferred Expenditure		(34,064,104)	(32,962,316)
<b>Net Cash used in Investing Activities</b>		<b>(12,428,547,730)</b>	<b>(12,107,965,803)</b>
<b>C. Cash Flow from Financing Activities</b>			
Payment to Dock workers from acquired capital		(94,184)	(128,458)
Payment of Principal of foreign Loan		(48,707,820)	(48,707,820)
Net Cash used form Financing Activites		(48,802,004)	(48,836,278)
<b>D. Net Cash Inflow/(Outflow) for the year (A+B+C)</b>		<b>(373,514,975)</b>	<b>452,611,179</b>
<b>E. Opening Cash &amp; Bank Balance</b>			
		914,600,169	461,988,990
<b>F. Closing Cash &amp; Bank Balances (D+E)</b>			
		<b>541,085,194</b>	<b>914,600,169</b>

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**THE CHITTAGONG PORT AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30<sup>TH</sup> JUNE, 2016**

**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.

**2.03 Functional and presentation currency :**

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

**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.



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### **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 :

<b>NAME OF ASSETS</b>	<b>ESTIMATED USEFUL LIFE (Year)</b>	<b>ANNUAL RATE (%)</b>
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

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**3.02 Fixed Deposit :**

- (a) This represents 515 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.

**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.



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**3.09 Debtors :**

No provision against debts specifically considered irrecoverable has been made in the accounts, but a general provision of Taka 200.00 Lakhs has been made during the year as per approved budget.

**3.10 Interest Income :**

Interest accrued on FDR has been consistently apportioned amongst provisions, reserves and funds and un-appropriated surplus at the ratio of their opening balances and the remaining amount has been transferred to Statetement 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 30,2017

**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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