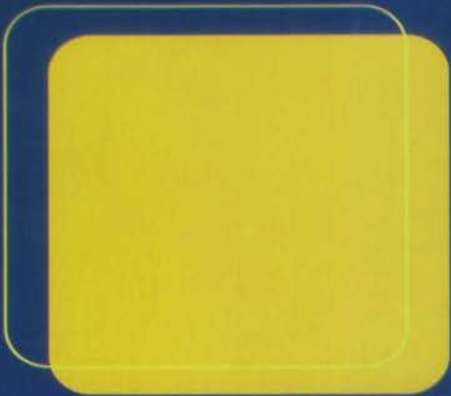


# ANNUAL REPORT 2018-2019



**CHITTAGONG PORT AUTHORITY**

**Annual Report  
2018 - 2019**

# **ANNUAL REPORT 2018 - 2019**



PORT ADMINISTRATIVE BUILDING  
CHITTAGONG PORT AUTHORITY  
P.O. BOX: 2014, CHATTOGRAM-4100  
BANGLADESH  
Phones: 2522200-29 / Ex. 2558, 2455  
Fax: 88-031-2510889



# Annual Report 2018 - 2019

# **ANNUAL REPORT 2018 - 2019**

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Date of Publication : 01/12/ 2020



# Annual Report 2018 - 2019



## **FROM CHAIRMAN'S DESK**

Annual Report of Chittagong Port Authority for the financial year 2018-2019 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.

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

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 2018-2019 Chittagong Port handled 982.40 million tons of cargoes and 2.91 million TEUs container by providing services to 3699 vessels. As per Lloyd's ranking in respect of container handling present rank of Chittagong Port is 58th, earlier which was 64th. We hope, CPA will touch a new mile stone in 2020.

In order to enhance the port efficiently, productivity and level of services, present government took dynamic steps to address different areas of Chittagong Port. Sustainable reform initiatives are taken through bold steps and directives. To continue growing the maritime cluster and capturing new opportunities Chittagong Port enhancing its capacity by taking many projects like Matarbari Port, Patenga Container Terminal, Bay Terminal, Procurement of significant number of Equipments, Capital Dredging etc. Besides, we are entering into various phases of Automation to enhance efficiency by introducing VTMS, Access control system, CTMIS, Digital berthing system, Vehicle Management system etc.

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 express my wholehearted gratitude to all employees of CPA for their dedication and hard work to improve the performance, efficiency and productivity of this Port.

**Rear Admiral Sheikh Mohammad Abul Kalam Azad**  
Chairman  
Chittagong Port Authority



# Annual Report 2018 - 2019

## **HISTORICAL BACKGROUND OF CHITTAGONG PORT**

### **HISTORY**

---

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 notmore than four other members to be appointed by the Government.They are full-time officers of the Authority and hold office on such terms and conditions as are determined by the Government.

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

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



## **THE CHITTAGONG PORT AUTHORITY**

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

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

The functions of the authority shall be

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

#### **● Powers of the Authority :**

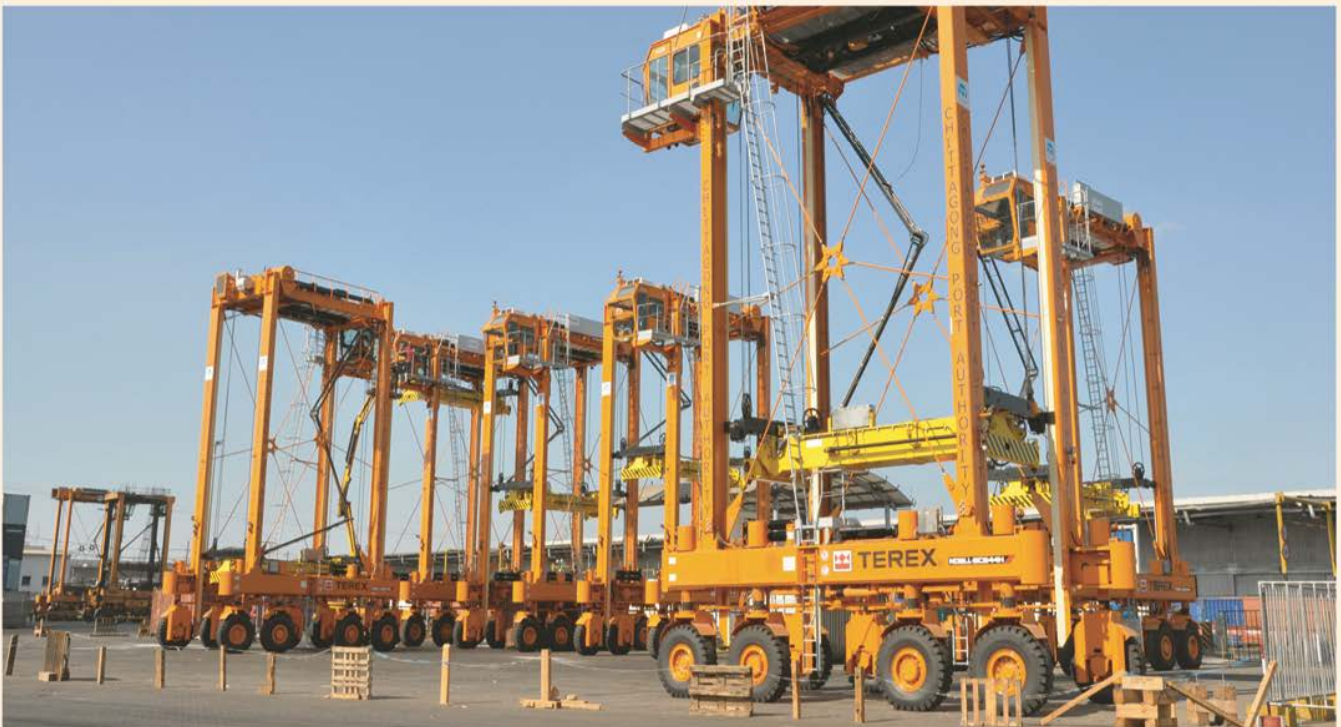
- (1) Subject the other provisions of the Ordinance, the Authority may take such measures and exercise such powers as may be necessary for carrying out the purposes of this Ordinance.
- (2) Without prejudice to the generality of the powers conferred by sub-section.

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



## Annual Report 2018 - 2019

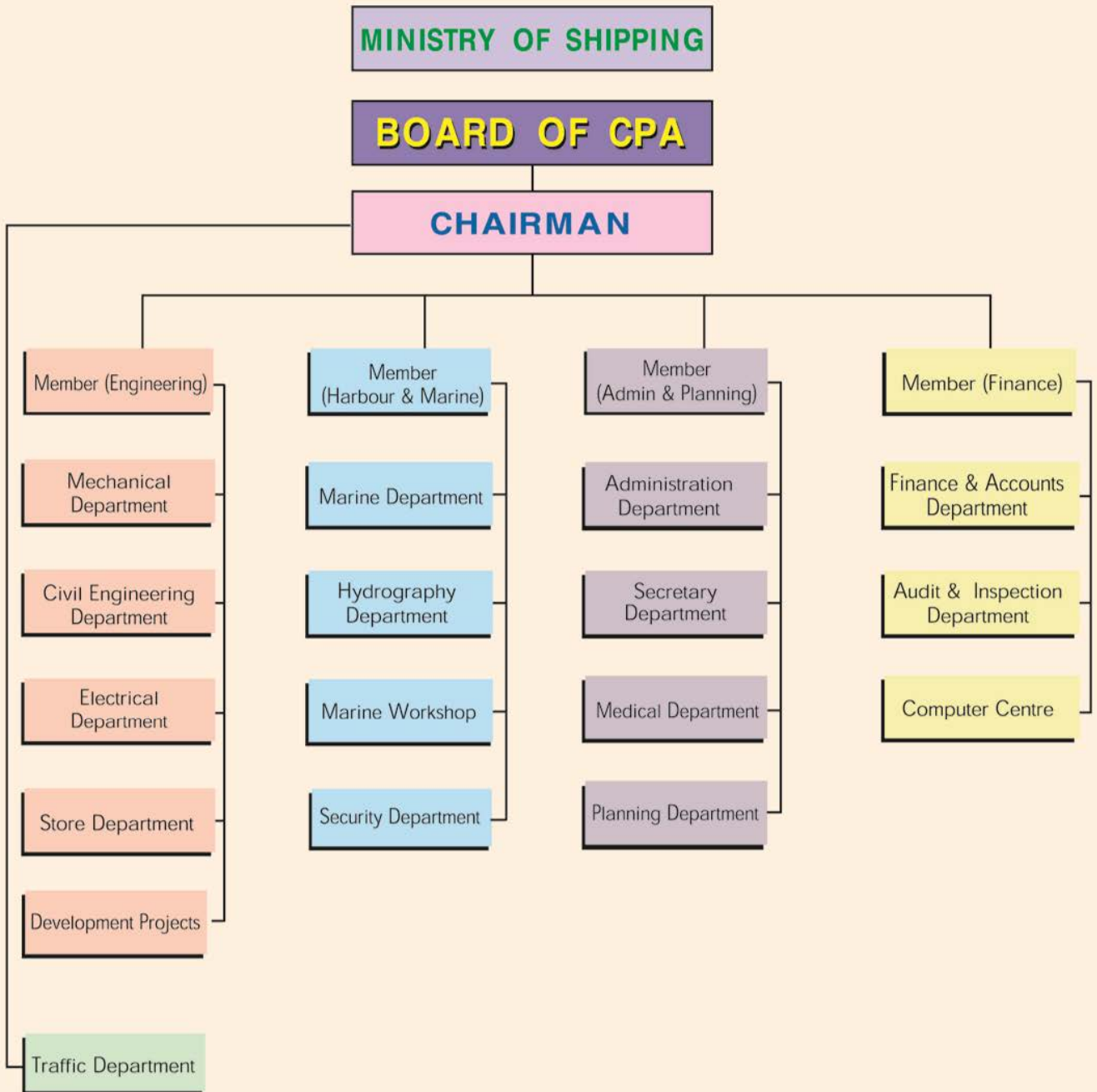
- (h) to construct, maintain and operate vessels for the wing or rendering assistance to vessels saving life and property or recovering any property lost, sunk or stranded.
- (i) to supply fuel or water to vessels.
- (j) to provide fire and security services within the Port.
- (k) to require, hire, procure,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





# Annual Report 2018 - 2019

**EXISTING ORGANOGRAM**







# Annual Report 2018 - 2019

**THE CHITTAGONG PORT AUTHORITY BOARD**



**Rear Admiral Sheikh Mohammad Abul Kalam Azad**  
(G), NGP, ndc, psc, BN  
Chairman



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



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



**Commodore M. Neamul Hasan (L), BN**  
Member (Engineering)



**Commodore Md Mostafizur Rahman, (TAS),**  
NGP, afwc, psc, BN  
Member (Harbour & Marine)



# Annual Report 2018 - 2019

## **THE CHITTAGONG PORT AUTHORITY MANAGEMENT**

(As on Publication date)

- CHAIRMAN** - REAR ADMIRAL SHEIKH MOHAMMAD ABUL KALAM AZAD, (G), NGP, ndc, psc, BN
- MEMBER (ADMINISTRATION & PLANNING)** - MD. ZAFAR ALAM, Joint Secretary, GOB
- MEMBER (FINANCE)** - MD. KAMRUL AMIN, Joint Secretary, GOB
- MEMBER (ENGINEERING)** - COMMODORE M. NEAMUL HASAN, (L), BN
- MEMBER (HARBOUR & MARINE)** - COMMODORE MD MOSTAFIZUR RAHMAN, (TAS), NGP, afwc, psc, BN

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

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

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

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

### **3. MECHANICAL DEPARTMENT :**

**Name :** Md. Aminul Islam  
**Designation :** Chief Engineer (Mechanical)  
► Responsible for conduct of operation, maintenance and Procurement of cargo, container handling equipment different types of Machinery, Spare Parts for cargo, container handling equipment.

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

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



**5. SECURITY DEPARTMENT :**

**Name :** Lt. Col. Ahmed Junaid Alam Khan, PBGM, EB

**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

► 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 :** S.M. Saiful Islam

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

► 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

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

## 11. STORE DEPARTMENT :

**Name :** Bindu Smriti Chakma

**Designation :** Controller of Stores

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

## 12. MARINE ENGINEERING DEPARTMENT :

**Name :** Md. Shoaib

**Designation :** Dy. Chief Engineer (Marine)

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

## 13. MEDICAL DEPARTMENT :

**Name :** Dr. Mosharraf Hossain

**Designation :** Chief Medical Officer

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

## 14. HYDROGRAPHY DEPARTMENT :

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

**Designation :** Chief Hydrographer

► Responsible for detail Hydrographic survey investigations to measure the flow direction Velocity & cross section survey for River Training works and preparation of location plan for dredging.

## 15. PLANNING DEPARTMENT :

**Name :** Md. Mahbub Morshed Chowdhury

**Designation :** Chief Planning

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



## PROJECT

**01. MATARBARI PORT DEVELOPMENT PROJECT:**

**Name :** Md. Zafar Alam, Joint Secretary, GOB  
**Designation :** Project Director  
Responsible for overall project implementation and Supervision.

**02. PROCUREMENT OF NECESSARY EQUIPMENT FOR VARIOUS YARDS & TERMINAL FOR CHITTAGONG PORT:**

**Name :** Commodore M. Neamul Hasan, (L), BN  
**Designation :** Project Director  
Responsible for overall project implementation and Supervision.

**03. BAY TERMINAL LAND DEVELOPMENT AND CAUSEWAY CONSTRUCTION**

**Name :** Md. Elias Reza  
**Designation :** Project Director  
Responsible for overall project implementation and Supervision.

**04. 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 overall project implementation and Supervision.

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

**Name :** Commander M Arifur Rahman (H1), psc, BN  
**Designation :** Project Director, (CD)  
Responsible for overall project implementation and Supervision.

**06. CONSTRUCTION OF PATENGA CONTAINER TERMINAL (PCT)**

**Name :** Md. Mijanur Rahaman Sarker,  
**Designation :** Project Director (PCT)  
Responsible for overall project implementation and Supervision.

**07. PROCUREMENT OF TWO HIGH-POWER TUG BOAT (5000 BHP/ 70 TONS BOLLARD PULL 1st REVISED)**

**Name :** Capt. Md. Mostahidul Islam,  
**Designation :** Project Director (HPTB)  
Responsible for overall project implementation and Supervision.

## 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.

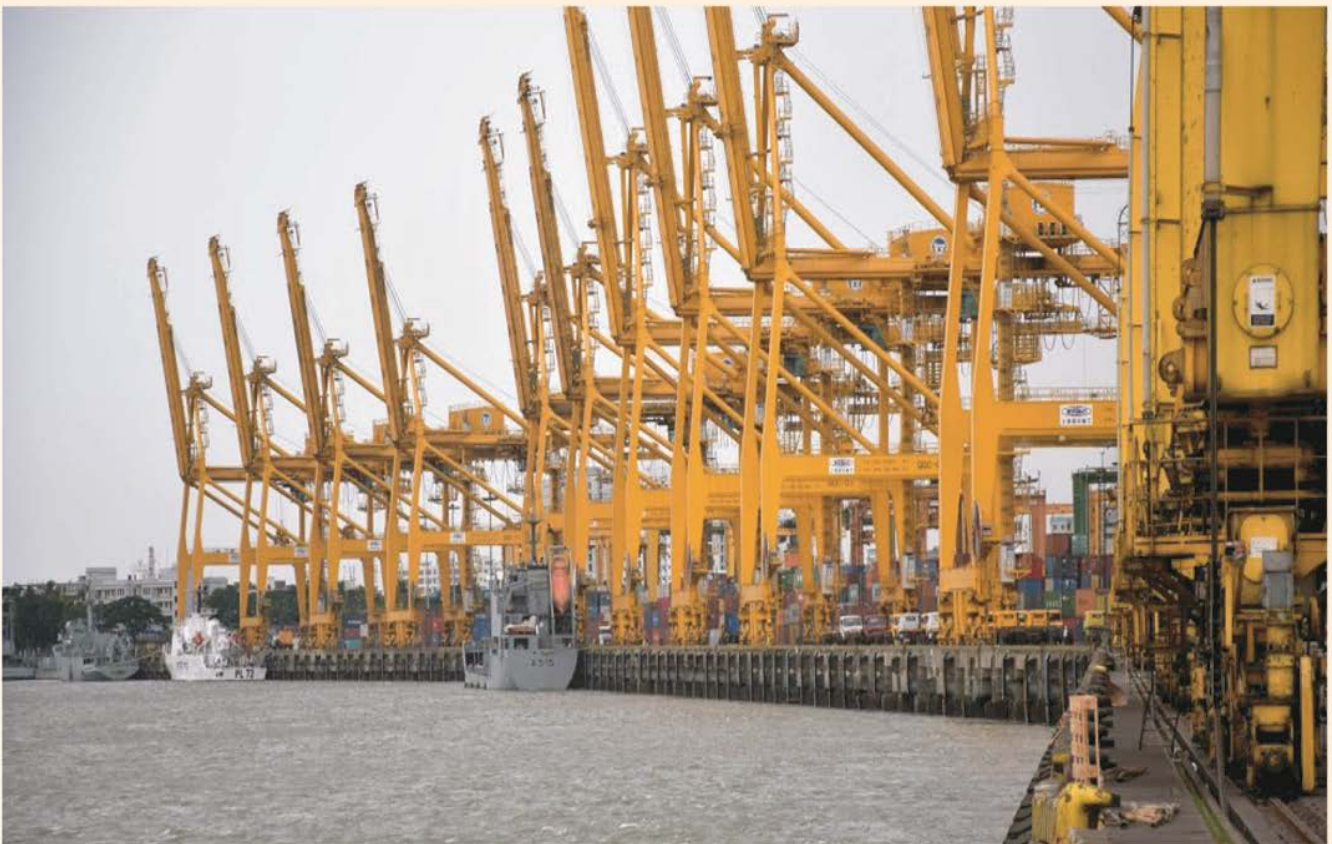
Every year participants of NDC, AFWC, PSC and BCS course visit Chittagong Port as a part of their Course Curriculum. CPATI arranges briefing session for them. CPATI also provides facilities to the students of different universities for internship program and industrial attachment to the technical and 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. 277 nos. equipment operators have already been trained till June, 2019. 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 2018-2019 CPATI conducted 47 nos. courses where 2,267 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) 2019**

**Remarks**

1	Maximum Cargo handled	103077736 Tons	
2	Maximum Import Cargo handled	95957992 Tons	
3	Maximum Export Cargo handled	7119744 Tons	
4	Maximum Container handled	3088187 Teus	

**(FISCAL YEAR) 2018-2019**

1	Maximum Cargo handled	98240655 Tons	
2	Maximum Import Cargo handled	91236030 Tons	
3	Maximum Export Cargo handled	7004625 Tons	
4	Maximum Food grain handled	5696038 Tons	
5	Maximum No of Ship handled	3699 Nos.	
6	Maximum Container handled	2919023 (Teus)	
7	with average detention	2.88 days detention	

**(MONTHWISE BEST PERFORMANCE)**

1	Maximum Cargo handled	10025387 Tons	In March- 2019
2	Maximum Import Cargo handled	9376026 Tons	In March- 2019
3	Maximum Export Cargo handled	649361 Tons	In March- 2019
4	Maximum Food grain handled	596166 Tons	In January- 2019
5	Maximum No of Ship handled	341 Nos.	In April- 2019
6	Maximum Container handled	265192 Teus	In November 2018 (Fiscal year)

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

ITEM	2019	2018	2017	2016	2015
IMPORT (MT)	95957992	80621634	71295969	63283134 (App)	53556525
EXPORT (MT)	7119744	6974840	6912611	6342754 (App)	5736833
TOTAL (MT)	103077736	87596474	78208580	69625888 (App)	59293358
CONTAINER (TUES)	3088187	2797529	2566597	2332892 (App)	2024207
VESSELS	3807	3747	3370	3015 (App)	2709

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

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2015	53556525	5736833	59293358
2016	63283134 (APP)	6342754 (APP)	69625888(App)
2017	71295969	6912611	78208580
2018	80621634	6974840	87596474
2019	95957992	7119744	103077736

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

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2015	691408	1019072	14349359	682699	1005135	5459046	1374107	2024207	19808405
2016	804816 (App)	1181148 (App)	16531797 (App)	784298 (App)	1151744 (App)	5935108 (App)	1589114 (App)	2332892 (App)	22466905 (App)
2017	872421	1289036	18242413	861446	1277561	6750723	1733867	2566597	24993136
2018	939754	1407961	19092475	931685	1389568	6777060	1871439	2797529	25869535
2019	1064254	1587343	20251923	1007962	1500844	6867020	2072216	3088187	27118943

**THE CHITTAGONG PORT AUTHORITY  
RECORD PERFORMANCE OF THE CHITTAGONG PORT  
DURING LAST 5 YEARS**

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

ITEM	2018-2019	2017-2018	2016-2017	2015-2016	2014-2015
IMPORT (MT)	91236030	78050447	66464285	58324786	48941406
EXPORT (MT)	7004625	6997465	6709759	5971634	5839986
TOTAL (MT)	98240655	85047912	73174044	64296420	54781392
CONTAINER (TUES)	2919023	2705909	2419481	2189439	1867062
VESSELS	3699	3664	3092	2875	2566

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

YEAR	IMPORT (MT)	EXPORT (MT)	TOTAL (MT)
2014-2015	48941406	5839986	54781392
2015-2016	58324786	5971634	64296420
2016-2017	66464285	6709759	73174044
2017-2018	78050447	6997465	85047912
2018-2019	91236030	7004625	98240655

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

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUS	TONS	BOX	TEUS	TONS	BOX	TEUS	TONS
2014-2015	639206	940827	13132923	627966	926235	5535446	1267172	1867062	18668369
2015-2016	752152	1109355	15498565	732611	1080084	5642419	1484763	2189439	21140984
2016-2017	822642	1211874	17084610	820198	1207607	6395923	1642840	2419481	23480533
2017-2018	917598	1363375	19089447	902803	1342534	6880740	1820401	2705909	25970187
2018-2019	979032	1465292	19424584	972031	1453731	6786236	1951063	2919023	26210820

## **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 Container and Cargo Handling Equipment :

### A. Existing Container Handling Equipment (As on December 2019) :

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	14	
02.	Rubber Tyred Gantry Crane	40	41	
03.	Rail Mounted Yard Gantry Crane	40	01	
04.	Mobile Harbour Crane	84	05	
05.	Straddle Carrier (04 High)	40	35	
06.	Straddle Carrier (02 High)	40	01	
07.	Reach Stacker	45	08	
08.	Forklift (Spreader)	16	05	
09.	Reach Stacker	07	09	
10.	Container Mover	50	08	

### B. Existing Cargo Handling Equipment (As on December 2019):

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Mobile Crane	10 - 50	36	
02.	Forklift Truck	10 - 20	19	
03.	Forklift Truck	1.5 - 05	108	
04.	Industrial Tractor	25	06	
05.	Heavy Trailer	25	05	
06.	Light Trailer	06	30	
07.	Tele Handler	10	04	
08.	Car Carrier	06 Cars	02	
09.	Pipe Handler	30	01	
10.	Variable Reach Truck	16	03	

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

Sl. No.	Type Of Equipment	Capacity (Ton)	Total Nos	Remarks
01.	Quay Gantry Crane	40	04	
02.	Mobile Harbour Crane	84	02	
03.	Rubber Tyred Gantry Crane	40	03	
04.	Straddle Carrier (04 High)	40	09	
05.	Reach Stacker	45	05	



**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>Sq. Metres</b>	<b>29,892.94 M.Tons</b>

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- 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.	151	For providing sufficient light throughout the Port protected area for night time Port operation & security purposes.
05.	Reefer Point Facilities	440V	1933	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 524305 Metric tons, 24805602 Metric tons and 5662849 Metric tons respectively during the year 2017-2018 fiscal year and 52012 Metric tons, 5296585 Metric tons and 871769 Metric tons respectively during the 2018-2019 Fiscal year.

Year	Rail	Road	River	Total
2017-2018	524305	24805602	662849	25992756
2018-2019	52012	5296585	871769	6220366

### EFFICIENCY INDICATORS (FISCAL YEAR)

Sl. No.	INDICATORS	2017-2018	2018-2019
A.	Ship's turn-around time (days)	2.68	2.88
B.	Dwell time of container (days)	10.81	10.78
C.	Berth occupancy (in %)	93.38	90.55
D.	Equipment availability (in %)	45.63	45.64

### COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in metric Tons

Sl. No	COMMODITY	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
1.	FOOD GRAIN	2955454	3963718	5047751	6783355	5696038
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	14209572	16962003	19628181	21492163	24826699
4.	FERTILIZER	1605124	1740385	1416115	1777825	1679034
5.	COAL	1375725	2226397	1364436	1527312	2947457
6.	SALT	136700	324760	551956	778178	365434
7.	SUGAR	1989353	2095344	2134908	2468556	2333499
8.	EDIBLE	1904320	2456364	1996578	2508948	2753222
9.	POL	6169314	5655407	7027510	7788517	7628657
10.	OTHERS	18595844	22900408	27296850	32925593	43005990
	TOTAL	48941406	58324786	66464285	78050447	91236030

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

Figures in Metric Tons

Sl. No.	COMMODITY	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019
1.	JUTE	165287	157635	212353	206480	153828
2.	JUTE PRODUCTS	813599	706938	821677	722800	551418
3.	LEATHER GOODS	35787	30211	30644	35912	32273
4.	TEA	490	48	0	0	43
5.	GARMENTS	2760449	2788000	2973724	3422571	3514113
6.	FROZEN GOODS	123846	94299	121893	110555	111008
7.	FERTILIZER/UREA	0	0	31000	0	0
8.	NAPHTHA	76952	68256	104954	18500	32890
9.	AMMONIA	40004	40800	15000	39083	41249
10.	OTHERS	1823572	2085447	2398514	2441564	2567803
	TOTAL	5839986	5971634	6709759	6997465	7004625

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

Figures in Metric Tons

Sl. No.	COMMODITY	2015	2016	2017	2018	2019 up to Sept'19
1.	FOOD GRAIN	3137483	5093555(APP)	5996199	5765413	6336279
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	14583377	18896249 ,,	19591547	24010721	2560976
4.	FERTILIZER	1614147	1564329 ,,	1623828	1814808	1646047
5.	COAL	2765956	1353429 ,,	1514027	1993225	3982570
6.	SALT	341910	441743 ,,	758058	392920	426514
7.	SUGAR	2265743	1878535 ,,	2485958	2129358	2246258
8.	EDIBLE	2305684	2030995 ,,	2274187	2835106	2570359
9.	POL	5548103	6896850 ,,	7085879	8011491	7622239
10.	OTHERS	20994122	25127449 ,,	29966286	14576117	37432531
	TOTAL	53556525	63283134 ,,	71295969	61529159	87943773

## COMMODITY WISE EXPORT HANDLED (CALENDAR YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2015	2016	2017	2018	2019
1.	JUTE	139023	189218(APP)	228439	159427	169747
2.	JUTE PRODUCT	782624	722582 ,,	803666	642685	538027
3.	LEATHER GOODS	32491	30889 ,,	32223	32772	35440
4.	TEA	449	0	0	13	195
5.	GARMENTS	2825442	2776137 ,,	3209783	3592989	3320490
6.	FROZEN GOODS	116476	97053 ,,	133719	103583	104974
7.	FERTILIZER/UREA	0	0	0	0	21
8.	NAPTHA	53170	114824 ,,	56454	15000	17890
9.	AMMONIA	36000	32509 ,,	23000	42457	54975
10.	OTHERS	1751158	2379542 ,,	2425327	140323	2710861
	TOTAL	5736833	6342754 ,,	6912611	197780	6952620

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.

SI.No	NAME of	TYPE	GRT		CAPACITY
(A)	<b>DREDGER:</b> KHANAK TRAILING SUCTION HOPPER MOTOR DREDGER		3226		2500M (HOPPER)
(B)	<b>TUG BOATS:</b> M.T. KANDARI-1 M.T. KANDARI-2 M.T. KANDARI-7 M.T. KANDARI-8 M.T. KANDARI-10 M.T. KANDARI-11 M.T. KANDARI-12	MOTOR TUG " " " " "	329 354 314 314 343 375 196	BHP - 1675X2 BHP - 1400X2 BHP - 1200X2 BHP - 1000X2 BHP - 1600X2 BHP - 2570X2 BHP - 1200X2	3350 2800 2400 2000 3200 5140 2400
(C)	<b>PILOT BOATS:</b> P.V. DISHARI-2 P.V. DISHARI-6 P.V. DISHARI-7 P.V. RAKSHI	PILOT BOAT " " "	137 137 141 146	BHP - 750X2 BHP - 940X2 BHP - 940X2 BHP - 911X2	1500 1880 1880 1882
(D)	<b>BOUY LIFTING VESSEL:</b> B.L.V ALI B.L.V LUSAI		404 508	BHP - 788X2 BHP - 850X2	1576 1700
(E)	<b>WATER BURGE:</b> W.B MOSHAK W.B JARNA W.B FOURA W.B JALPORI			BHP - 510X2 BHP - 510X2 BHP - 510X2 BHP - 1122X2	1020 1020 1020 2244
(F)	<b>FAST PATROL BOAT:</b> P -1 P -2		6.7 6.7	BHP - 355X2 BHP - 355X2	710 710
(G)	<b>POLLUTION CONTROL VESSEL:</b> BAY CLEANER- 1 BAY CLEANER- 2		155 122.88	BHP - 455X2 BHP - 738X2	910 1476
(H)	<b>ENVIRONMENTAL CLEANING &amp; RESTORETION VEHICLE:</b> ECRV	DREGAR	N/A	BHP - 225X1	225
(I)	<b>SEARCH AND RESCUE CUM AMBULANCE SHIP:</b> AMBULANCE SHIP		N/A	BHP - 651X2	1302
(J)	<b>MORING BOAT:</b> BHADUNI-1 BHADUNI-2 BHADUNI-3 N.M.L-1 N.M.L-2 BARKAT SHANDIP AZMAT	MORING LAUNCH " " " " " " "	52 20 46 20 46 20 20 20	BHP- 290X1 BHP- 290X1 BHP- 290X1 BHP- 290X1 BHP- 290X1 BHP- 265X1 BHP- 265X1 BHP- 265X1	324 195 275 265 275 265 265 265

## DEVELOPMENT

1. The Chittagong Port Authority (CPA) is responsible for 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 2018-2019)

An amount 1302.00 lakh was allocated in the original budget & Tk. 1180.68 lakh has been allocated in the revised budget of CPA for implementation of investment and TA project during 2018-2019. RADP allocations vis-a-vis achievements of the projects are as follows:-

(Figure in crore)

Name of the Project	Allocation for the Year 2018-2019 (RADP)			Taka Released	Expenditure up to June / 2019 & % of allocation.		
	Total	Taka	Project Aid (RPA)		Total	Taka	Project Aid (RPA)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
<b>SELF FINANCED PROGRAMME: INVESTMENT PROJECT:</b>					--	--	--
1. Procurement of Equipment for New Mooring Container Terminal (NCT)	935.00	935.00	--	--	841.39 (90.00%)	841.39 (90.00%)	--
2. Construction of Potenga Container Terminal (PCT)	40.00	40.00	--	--	541.94 (1354.85%)	541.94 (1354.85%)	--
3. Procurement of One High Power Tug Boat (3200 BHP)	18.70	18.70	--	--	--	--	--
4. Construction of Overflow Container Yard at New Mooring	98.33	98.33	--	--	98.3350 (100%)	98.3350 (100%)	--
5. Enhancement of navigability in Karnaphuli River through Dredging from Sadarghat to Bakalia char.	50.00	50.00	--	--	24.329 (48.66%)	24.329 (48.66%)	--
6. Construction of CPA Hospital Complex.	4.81	4.81	--	--	4.8120 (100%)	4.8120 (100%)	--
7. Shifting and Re-construction of Services Jetty located near Dock Office to the Upstream of Jetty No. 1	10.00	10.00	--	--	10.00 (100%)	10.00 (100%)	--
8. Procurement of 02 Nos. Mobile harbor Crane	0.10	0.10	--	--	0.1150 (115%)	0.1150 (115%)	--
9. Procurement of 02 Nos. Cutter Suction Dredger	10.00	10.00	--	--	--	--	--
10. Procurement of Two High-Power Tug boat (5000 BHP/70 tons Bollard Pull)	0.10	0.10	--	--	--	--	--
11. Construction of 2 <sup>nd</sup> New Mooring Container Yard	10.00	10.00	--	--	--	--	--
Sub Total :	1177.04	1177.04	--	--	1520.9210 (129.21%)	1520.9210 (129.21%)	--
B. TA Project:							
12. Strengthening the Chittagong Port Authority Training Institute (CPATI)	3.64	--	3.64	--	1.8886 (51.88%)	--	1.8886 (51.88%)
Sub Total:	3.64	--	3.64	--	1.8886 (51.88%)	--	1.8886 (51.88%)
Grand Total:	1180.68	1180.68	3.64	--	1522.8096 (129.00%)	1520.9210 (129.21%)	1.8886 (51.88%)



### **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. As per approved DPP the project is scheduled to be completed by June 2021. The dredging has been started in the project area from 26/09/2018. The physical Progress is 31%.

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

To assist in maneuvering ships entering Chittagong port and supply fresh water to the vessels at anchorage and approaches to Chittagong Port, one High Power Tugboat (3200BHP) is under construction in a local shipyard. All machinery for the project has been imported, Fittings are currently underway. Fabrication completed 100%. The physical progress is 91%.

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

The main objective of the project is to construct a dedicated berth/jetty facilities to anchor and berthing CPA's own vessels fleet comprising of Tug boats, Water Barges, Waste Reception Vessels, Survey boats, Dredger, Pilot Vessels, Security speed boats etc. These vessels provide services to the vessls calling at Chittagong port. The project also envisages jetty facilities for the handling of CPA's own conservancy channel buoys and mooring maintenance materials. 35% of physical works of the project has been completed by June/ 2019.

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

To cater the growing container traffic demand the Chittagong Port Authority (CPA) planned 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 milion TEUs), and contribute to the economic develpment of the country. Under the project 570 meter long container jetty with necessary backup facilities and 200 meter long Dolphin jetty will be constructed. 50% of Civil construction has been completed by June/ 2019.

#### **3.5 CONSTRUCTION OF 2<sup>nd</sup> 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. So far 20% progress has been achieved.

**3.6 PROCUREMENT OF 02 NOS. MOBILE HARBOR CRANE:**

The main objective of the project is to enhance Cargo/ Container handling capacity of Chittagong Port. As a flexible equipment these two Mobile Harbour Crane will be used as an alternative of ship to shore Gantry Crane. To procure these two Mobile Harbour Cranes a contract Agreement was signed on 18.03.19 with the suppliers. It is expected that the equipment will add to CPA's Fleet in December, 2019.

**3.7 PROCUREMENT OF TWO HIGH POWER TUG BOAT (5000 BHP / 70 TONS BOLLARD PULL):**

The main objective of the project is to strengthen the maritime logistic capacity of Chittagong Port. The project also aims to cater the enhanced demand of High Power Tug Boat to handle large vessels to be called at Matarbari and Bay Terminals. These two High Power Tug Boat will be procured as ready Tug. In the regard necessary steps have been taken.

**3.8 CONSTRUCTION OF LALDIA MULTI-PURPOSE TERMINAL:**

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

**4. FUTURE PROJECTS :**

1. Procurement of Necessary Equipment for Various Yards and Terminal of Chittagong Port.
2. Expansion of Chittagong Ports Yard Facilities.
3. Construction of Bay Terminal.
4. Matarbari Port Development Project.
5. Construction of CPA Tower Building.
6. Construction of Museum and monument for Chittagong Port Authority.
7. Construction of Lighterage Jetty behind Incontrade.
8. Construction of Sitakunda Terminal.

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

(Fig. Taka in Lakh)

Sl. No.	Particulars	Budget Estimate for 2020-2021	Revised Estimate for 2019-2020	Budget Estimate for 2019-2020	Provisional for 2018-2019
A	TOTAL REVENUE INCOME	335314.16	316622.20	310732.46	289285.70
B	TOTAL REVENUE EXPENDITURE	267158.16	251699.05	250104.38	206052.23
<b>C</b>	<b>REVENUE SURPLUS</b>	<b>68156.00</b>	<b>64923.15</b>	<b>60628.08</b>	<b>83233.47</b>
<b>D</b>	<b>CAPITAL EXPENDITURE:</b>				
	1) For New Capital Works and Renewals & Replacement related Works	360589.50	599426.00	287385.00	102307.14
	2) Others (including Loan repayment, house building & other Advance )	1300.00	1300.00	1300.00	651.90
	3) Self financed Development projects	97903.74	141821.60	182668.24	97777.83
	<b>Total Capital Expenditure</b>	<b>459793.24</b>	<b>742547.60</b>	<b>471353.24</b>	<b>200736.87</b>
<b>E</b>	<b>Financed by:</b>				
	1) Depreciation Reserve Fund (For Renewals & Replacement Works)	27807.50	44303.50	41883.00	15683.27
	2) From Revenue Surplus, Revenue Reserve & Other Pool of Funds	431185.74	697444.10	428670.24	184401.70
	3) From Sinking Fund (Loan Principal)	800.00	800.00	800.00	651.90
	<b>TOTAL</b>	<b>459793.24</b>	<b>742547.60</b>	<b>471353.24</b>	<b>200736.87</b>
<b>F</b>	<b>NET SURPLUS/DEFICIT (D - E)</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>

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

*(Taka in Crore)*

	ACTUAL FOR 2018-2019	ACTUAL FOR 2017-2018	ACTUAL FOR 2016-2017	ACTUAL FOR 2015-2016	ACTUAL FOR 2014-2015
<b>REVENUE :</b>					
OPERATING REVENUE	2815.69	2584.56	2327.75	1977.88	1806.81
OTHER REVENUE	77.30	77.20	79.90	51.37	70.02
<b>TOTAL INCOME</b>	<b>2892.99</b>	<b>2661.76</b>	<b>2407.65</b>	<b>2029.25</b>	<b>1876.83</b>
<b>EXPENDITURES :</b>					
OPERATING EXPENSE	1220.87	1117.87	1064.09	831.72	679.77
ADMINISTRATIVE & GENERAL EXPENSES	384.64	272.65	288.45	234.11	181.18
<b>TOTAL EXPENSES</b>	<b>1605.51</b>	<b>1390.52</b>	<b>1352.54</b>	<b>1065.83</b>	<b>860.95</b>
PROVISION FOR CORPORATE TAX	480.00	425.00	425.00	445.00	425.00
NET SURPLUS AFTER TAX	807.48	846.24	630.11	518.42	590.88

**BALANCE SHEET :**

FIXED ASSETS	9820.13	8116.94	6510.29	5711.55	5106.85
DEFERRED EXPENDITURE	32.36	25.99	24.15	17.04	11.99
FIXED DEPOSIT	11247.79	11200.18	10356.59	9239.62	8144.11
SHARE OF ICB ISLAMI BANK	1.89	2.57	2.84	3.00	5.25
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	49.62
CURRENT ASSETS	1859.61	1512.98	1358.47	1356.34	1271.39
CURRENT LIABILITIES	3710.71	3296.99	2336.98	1954.62	1705.77
NET CURRENT ASSETS	(1851.10)	(1784.02)	(978.51)	(598.27)	(434.38)
<b>CAPITAL EMPLOYED</b>	<b>19300.70</b>	<b>17611.30</b>	<b>15964.98</b>	<b>14422.54</b>	<b>12883.45</b>

**FIVE YEARS FINANCIAL RATIOS ANALYSIS :**

A. DEBT EQUITY RATIO	0.27	0.26:1	0.21:1	0.20:1	0.20:1
B. CURRENT RATIO	0.50	0.46:1	0.58:1	0.69:1	0.75:1
C. QUICK RATIO	0.50	0.46:1	0.58:1	0.69:1	0.75:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.12	0.13	0.13	0.12	0.12

**THE CHITTAGONG PORT AUTHORITY**

**BUDGET AT A GLANCE**

**DETAILS OF COMMODITIES (FISCAL YEAR)**

(Fig. in Lakh M. Ton)

Sl. No.	Particulars	Budget Estimate for 2020-2021	Revised Estimate for 2019-2020	Budget Estimate for 2019-2020	Provisional for 2018-2019
	<b>(A) IMPORT</b>				
1	FOOD GRAINS	70.00	65.00	80.02	56.61
2	CEMENT CLINKER	255.00	250.00	245.99	248.27
3	COAL	40.00	35.00	18.77	29.47
4	FERTILIZER	22.00	20.00	21.73	16.79
5	Petrol, Oil & Lubricant (P O L)	95.00	83.00	95.83	76.29
6	EDIBLE OIL	32.00	30.00	29.64	27.53
7	OTHERS	425.00	408.00	406.03	374.47
	<b>(A) TOTAL</b>	<b>939.00</b>	<b>891.00</b>	<b>898.00</b>	<b>829.43</b>
	<b>(B) EXPORT</b>				
1	JUTE	1.50	1.00	2.95	1.54
2	JUTE PRODUCTS	6.00	6.00	9.82	5.51
3	TEA	0.00	0.00	0.00	0.00
4	HIDES & SKIN	0.40	0.40	0.53	0.32
5	GARMENTS	45.00	40.00	48.11	35.14
6	NEPTHA	0.00	0.00	1.11	0.33
7	FERTILIZER	0.00	0.00	0.00	0.00
8	AMMONIA	0.80	0.75	0.78	0.41
9	FROZEN GOODS	0.70	0.85	1.68	1.11
10	OTHERS	32.60	32.00	29.34	24.10
	<b>(B) TOTAL</b>	<b>87.00</b>	<b>81.00</b>	<b>94.32</b>	<b>68.46</b>
	<b>(C) INLAND CARGO</b>				
1	INLAND CARGO	85.00	80.00	91.31	77.62
	<b>(C) TOTAL</b>	<b>85.00</b>	<b>80.00</b>	<b>91.31</b>	<b>77.62</b>
	<b>(D) I C D (DHAKA)</b>				
1	I C D (DHAKA)	7.00	6.00	5.68	5.15
	<b>(D) TOTAL</b>	<b>7.00</b>	<b>6.00</b>	<b>5.68</b>	<b>5.15</b>
	<b>(E) TRANSIT</b>				
1	TRANSIT	0.00	0.00	0.00	0.00
	<b>(E) TOTAL</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>	<b>0.00</b>
	<b>GRAND TOTAL</b>	<b>1120.00</b>	<b>1060.00</b>	<b>1091.15</b>	<b>982.41</b>

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**INDEPENDENT AUDITOR'S REPORT**  
**TO THE BOARD OF**  
**CHITTAGONG PORT AUTHORITY**

**Report on the Audit of the Financial Statements**

**Opinion**

We have audited the financial statements of The Chittagong Port Authority (the Organization"), which comprises the statement of financial position as at 30th June, 2019, and the statement of Profit or Loss and other comprehensive income, statement of changes in equity and statement of cash flows for the year then ended and notes to the financial statements, including a summary of significant accounting policies.

In our opinion, except for the effects of the matter described in the Basis for Opinion section of our report, the accompanying financial statements of the Organization are prepared, in all material respects, in accordance with Generally Accepted Accounting Principale. The Chittagong Port Authority Ordinance, 1976.

**Basis for Opinion**

We conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are independent of the Organization in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code) together with ethical requirement that are relevant to our audit of the financial statements in Bangladesh, and we have fulfilled our other ethical responsibilities in accordance with these requirements. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.

**Emphasis of matter**

Without our opinion, we draw attention on the matter disclosed:

(i) The authority has not made any interest receivable on fixed deposits receipts of pension fund at the year end. They should disclose as per IAS-1, para-27 ("An entity shall prepare its financial statements, except for cash flow information, using the accrual basis of accounting").

(ii) As disclosed in the financial statements, an amount of BDT. 248,776,393.00 recognized as income from rent on land from various parties without renewal of license agreement. They should follow IFRS-15, Para-9a "(The parties to the contract have approved the contract in writing, orally or in accordance with other customary business practices and are committed to perform their respective obligations)"

(iii) In financial statements for Other Finance, note- 18.01 Advance received by Eastate Branch, Earnet money Received, Security Deposits, and Sundry Credit Balance received from various Parties, Contractors and suppliers, amounts to BDT. 31,587,074,757, however due to wrong positing it consists of negative balance of BDT. 281,097,209 as per ledger.

- (iv) The organization seems to have account heads titled with non-meaningful digits or symbols, i.e. XXX or 0000. A total of Tk. 167,141,102 has been posted to such heads. These account names should be specifically clear and not ambiguous.

### **Other Matter**

The financial statements of The Chittagong Port Authority for the year ended 30th June, 2018, were audited by another auditor who expressed an unmodified opinion on those statements on 26th May, 2019.

### **Other Information**

Management is responsible for the other information. The other information comprises of such other financial or non-financial information included in an entity's annual report (other than financial statement on the auditor's reports thereon)

Other opinion on the financial statements does not cover the other information and we do not express any form of assurance conclusion thereon.

In connection with our audit of the financial statements, our responsibility is to read the other information and, in doing so, consider whether the other information is materially inconsistent with the financial statements or our knowledge obtained in the audit, or otherwise appears to be materially misstated. If, based on the work we have performed, we conclude that there is a material misstatement of this other information; we are required to report that fact. We have nothing to report in this regard.

### **Responsibilities of Management and Those Charged with Governance for the Financial Statement**

Management is responsible for the preparation of financial statements that give a true and fair view in accordance with International Financial Reporting Standards. The Chittagong Port Authority Ordinance, 1976 and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the Organization's ability to continue as a going concern, disclosing, as applicable, matters related to going concern and using the going concern basis of accounting unless management either intends to liquidate the Organization or to cease operations, or has no realistic alternative but to do so.

Those charged with governance are responsible for overseeing the Organization's financial reporting process.

### **Auditor's Responsibilities for the Audit of the Financial Statements**

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with ISAs will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of these financial statements.

As part of an audit in accordance with ISAs, we exercise professional judgment and maintain professional skepticism throughout the audit. We also:

- \* Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, design and perform audit procedures responsive to those risks, and obtain audit evidence that is sufficient and appropriate to provide a basis for our opinion. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.
- \* Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosure made by management.
- \* Conclude on the appropriateness of management's use of the going concern basis of accounting and, based on the audit evidence obtained, whether a material uncertainty exists related to events or conditions that may cast significant doubt on the Organization's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Organization to cease to continue as a going concern.
- \* Evaluate the overall presentation, structure and content of the financial statements, including the disclosure, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- \* Obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the organization to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the organization's audit. We remain solely responsible for our audit opinion.

We communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and significant audit findings, including any significant deficiencies in internal control that we identify during our audit.

**A. Matin & Co.**  
Chartered Accountants  
Dated: 20th July, 2020

**Ahmed Zaker & Co.**  
Chartered Accountants  
Dated: 20th July, 2020





**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF FINANCIAL POSITION  
AS AT 30 JUNE, 2019**

Particulars	Notes	Restated	
		30-06-2019 Taka	30-06-2018 Taka
<b>SOURCES OF FUNDS:</b>			
Capital	4.00	57,534,359,838	50,923,870,630
Reserve and Fund	5.00	72,850,112,803	65,031,992,086
Unappropriated Surplus Transferred from SOCI	-	10,398,593,234	10,642,137,157
Fair Value Reserve on Investment in Shares	-	(33,575,318)	(26,744,338)
<b>Equity and Funds</b>		<b>140,749,490,557</b>	<b>126,571,255,535</b>
Provision Account	6.00	51,725,084,537	48,960,649,560
Long Term Loan (ADB/BAN 2147)	7.00	532,415,932	581,123,752
		<u>193,006,991,026</u>	<u>176,113,028,847</u>
<b>APPLICATION OF FUNDS:</b>			
<b>NON CURRENT ASSETS:</b>			
Operating Fixed Assets	8.00	52,783,608,830	48,831,721,628
Capital Work-in-progress	9.00	45,417,735,352	32,337,696,572
Deferred Expenditure	10.00	323,644,075	259,975,700
Investment in Shares	11.00	18,916,560	25,747,540
Fixed Deposit Receipts	12.00	112,477,910,722	112,001,851,784
Loan to Payra Port	-	496,200,000	496,200,000
		<u>211,518,015,539</u>	<u>193,953,193,224</u>
<b>CURRENT ASSETS</b>			
Interest Receivable on Fixed Deposite Receipts	13.00	2,647,222,368	2,636,913,108
Stores	14.00	60,382,616	60,382,616
Debtors	15.00	2,901,964,411	2,625,885,031
Advance, Deposits and Prepayments	16.00	11,950,613,994	8,671,184,790
Cash and Bank Balances	17.00	1,035,940,559	1,135,418,257
		<u>18,596,123,948</u>	<u>15,129,783,802</u>
<b>CURRENT LIABILITIES</b>			
Creditors and Accruals	18.00	37,107,148,461	32,969,948,179
		<u>37,107,148,461</u>	<u>32,969,948,179</u>
<b>NET CURRENT ASSETS</b>		<u>(18,511,024,513)</u>	<u>(17,840,164,377)</u>
<b>CAPITAL EMPLOYED</b>		<u>193,006,991,026</u>	<u>176,113,028,847</u>

*The annexed notes 1 to 26 form an integral part of these financial statements.*

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

**MEMBER (FINANCE)**

**CHAIRMAN**

Signed in terms of our separate report of even date annexed

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

Dated :

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF COMPREHENSIVE INCOME  
FOR THE YEAR ENDED 30 JUNE, 2019**

Particulars	Notes	Restated	
		30-06-2019 Taka	30-06-2018 Taka
<b>INCOME:</b>			
Dues and Charges		4,361,350,849	3,684,325,905
On Vessels	19.00	23,795,505,851	22,161,322,607
On Cargo		<b>28,156,856,700</b>	<b>25,845,648,512</b>
Miscellaneous Income	20.00	299,369,116	320,047,412
Rent on Land	-	248,776,393	249,381,323
		<b>548,145,509</b>	<b>569,428,735</b>
		<b>28,705,002,209</b>	<b>26,415,077,247</b>
<b>EXPENDITURE:</b>			
Operating Expenses	21.00	12,208,698,029	11,178,704,264
Administrative and General Expenses	22.00	3,846,358,049	2,723,866,428
		<b>16,055,056,078</b>	<b>13,902,570,692</b>
Net Surplus from Operation		<b>12,649,946,131</b>	<b>12,512,506,555</b>
Interest Income	23.00	183,298,204	173,141,738
Profit/(Loss) on Sale of Operating Assets	24.00	41,594,206	29,339,185
		<b>224,892,410</b>	<b>202,480,923</b>
Net Surplus Before Tax		<b>12,874,838,541</b>	<b>12,714,987,478</b>
Corporate Tax Expenses		4,800,000,000	4,250,000,000
Net Surplus After Tax		<b>8,074,838,541</b>	<b>8,464,987,478</b>
<b>OTHER COMPREHENSIVE INCOME:</b>			
Unrealized Gain/(Loss) on Investment in Shares		(6,830,980)	(2,627,300)
<b>Total Comprehensive Income for the Year</b>		<b>8,068,007,561</b>	<b>8,462,360,178</b>
Unappropriated Surplus Brought Forward	-	10,615,392,819	7,967,672,227
Prior Year Adjustment	25.00	(318,382,464)	185,360,414
		<b>10,297,010,355</b>	<b>8,153,032,641</b>
<b>NET SURPLUS AVAILABLE FOR APPROPRIATION</b>		<b>18,365,017,916</b>	<b>16,615,392,819</b>
<b>APPROPRIATIONS:</b>			
Transfer to Capital Fund		4,000,000,000	3,000,000,000
transfer to Revenue Reserve Fund		4,000,000,000	3,000,000,000
Unappropriated surplus Transferred to SOFP		10,365,017,916	10,615,392,819
		<b>18,365,017,916</b>	<b>16,615,392,819</b>

*The annexed notes 1 to 26 form an integral part of these financial statements.*

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

Signed in terms of our separate report of even date annexed

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

Dated :

**A. Matin & Co.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF CHANGES IN EQUITY  
FOR THE YEAR ENDED ON JUNE 30, 2019**

**Ahmed Zaker & Co.**  
Chartered Accountants

Particulars	Capital Fund Taka	Sinking Fund Taka	Revenue Reserve Fund Taka	Pension Fund Taka	Unappropriated Surplus Taka	Total Taka
<b>Balance as on 01.07.2018</b>	50,923,870,630	136,798,060	51,483,741,077	13,411,452,949	10,642,137,157	126,597,999,873
Interest earned during the year 2018-19	178,773,562	6,927,839	2,607,281,760	1,252,618,938	-	4,045,602,099
Prior years' adjustments made during the year 2018-19	-	-	-	-	(318,382,464)	(318,382,464)
Net surplus during the year after tax and before appropriation	-	-	-	-	8,074,838,541	8,074,838,541
Appropriation of net surplus during the year	4,000,000,000	-	4,000,000,000	-	(8,000,000,000)	-
Transferred from Depreciation provision account	2,383,007,826	-	-	-	-	2,383,007,826
Payment of principal of Govt. Loan (ADB/CPTFP)	-	(48,707,820)	-	-	-	(48,707,820)
Capitalization of Loan	48,707,820	-	-	-	-	48,707,820
Contribution to the Pension Fund	-	-	(10,000,000,000)	10,000,000,000	-	-
<b>Equity and fund as on 30.06.2019</b>	<b>57,534,359,838</b>	<b>95,018,079</b>	<b>48,091,022,837</b>	<b>24,664,071,887</b>	<b>10,398,593,234</b>	<b>140,783,065,875</b>

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY  
STATEMENT OF CASH FLOW  
FOR THE YEAR ENDED JUNE 30, 2019**

Particulars	30-06-2019 Taka	Restated 30-06-2018 Taka
<b>A. Cash flow from Operating Activities</b>		
Cash received against dues & charges	27,880,777,320	25,530,976,611
Miscellaneous Income	299,369,116	320,047,412
Rent on Land	248,776,393	249,381,323
Interest Income	4,821,894,316	4,027,870,838
Corporate Tax paid	(4,638,561,877)	(3,957,621,939)
Payment against Expenses	(19,171,352,877)	(15,350,620,207)
<b>Net Cash Flow from Operating Activities</b>	<b>9,440,902,391</b>	<b>10,820,034,038</b>
<b>B. Cash flow from Investing Activities</b>		
Acquisition of Fixed Assets	(4,758,247,945)	(703,022,778)
Capital Work-in-Progress	(5,485,393,406)	(2,174,432,293)
Sale of Fixed Assets	41,763,206	30,819,766
Investment (net)	725,765,489	(7,283,043,630)
Deferred Expenditure	(15,559,613)	(47,314,220)
<b>Net Cash used in Investing Activities</b>	<b>(9,491,672,269)</b>	<b>(10,176,993,155)</b>
<b>C. Cash Flow from Financing Activities</b>		
Payment to Dock workers from acquired capital	-	-
Payment of Principal of foreign Loan	(48,707,820)	(48,707,820)
<b>Net Cash used form Financing Activites</b>	<b>(48,707,820)</b>	<b>(48,707,820)</b>
<b>D. Net Cash Inflow/(Outflow) for the year (A+B+C)</b>	<b>(99,477,698)</b>	<b>594,333,063</b>
<b>E. Opening Cash &amp; Bank Balance</b>	<b>1,135,418,257</b>	<b>541,085,194</b>
<b>F. Closing Cash &amp; Bank Balances (D+E)</b>	<b>1,035,940,559</b>	<b>1,135,418,257</b>



**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**  
**FOR THE YEAR ENDED 30<sup>TH</sup> JUNE, 2019**

**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), Chittagong Port Authority Ordinance-1976 and other applicable laws and regulations.

**2.02 Basis of measurement :**

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

**2.03 Functional and presentation currency :**

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

**2.04 Use of Estimates and Judgments :**

The preparation of financial statements 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.

**A. Matin & Co.**  
Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

**3.00 SIGNIFICANT ACCOUNTING POLICIES :**

**3.01 Operating Fixed Assets :**

**(A) Recognition and measurement :**

Operating fixed 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.

**(B) Depreciation :**

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 fixed 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.

No depreciation has been charged on addition and deletion of operating fixed assets during the year.

The rates of depreciation which have been consistently applied year to year as per opinion of EWP Associates, consultant appointed by World Bank for Chittagong Port development Project under IDA credit No. 1124-BD TA IV and decisions of CPA Board made from time to time are as follows :

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

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Chartered Accountants

**Ahmed Zaker & Co.**  
Chartered Accountants

### **3.02 Fixed Deposit Receipts**

This represents 566 numbers of FDRs made on different dates with different scheduled banks for the tenure of one year. Total FDR includes the deposit of balance in different funds such as Revenue Reserve fund, Depreciation Reserve Fund, Reserve for Bad debts, Self Insurance Fund, Sinking Fund, Pension Fund and Capital Fund.

Interest accrued on Fixed Deposits Receipts are not added with deposits i.e. the amount of Fixed deposits shown on Statement of financial position is the amount of aggregate face value of those Fixed deposits only.

### **3.03 Stores :**

Stores are valued at Periodic average cost consistently.

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

### **3.04 Employee benefits schemes :**

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

### **3.05 Pension Fund :**

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

### **3.06 Provisions :**

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

### **3.07 Revenue Recognition :**

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

### **3.08 Income tax :**

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

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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 220.00 Lakhs has been made during the year as per approved budget.

### 3.10 Interest Income :

Interest accrued on FDR has been consistently apportioned towards provisions, reserves and funds and un-appropriated surplus at the ratio of their opening balances and the remaining amount has been transferred to 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 Investment in Shares:

This Share of ICB Islami Bank Limited acquired against investment in FDR at Ex. Oriental Bank Limited as per Bangladesh Bank Circular No.- BRCD (R1)/p(10)/2007-447. Share of ICB Islami Bank Limited has been valued at market price as on June 30, 2019

### 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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