

ANNUAL
REPORT
2021-2022



Chittagong Port Authority





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CAPTAIN
SOHAIL

Chairman Desk

Dear readers and stakeholders of Chittagong Port,

I am pleased to present the Annual Report of Chittagong Port, which has been rendering excellent services for over a century and contributing to the growth of Bangladesh. As the foremost and largest port in Bangladesh, Chittagong Port plays a Vital role as the gateway and economic engine of the country, handling approximately 92% of its international trade.

During the fiscal year 2021-2022, Chittagong Port efficiently managed 118.17 million tonnes of cargo, and 3.255 million TEUs of containers, and catered to 4,234 vessels. The handling activities of our port significantly reflect the nation's economic landscape, particularly the trends in international trade.

To accommodate a larger volume of ships and cargoes, the Authority has undertaken dynamic measures and is committed to implementing sustainable reform initiatives for the port's development. Chittagong Port is actively enhancing its capacity through several ongoing projects, including the construction of the deep-sea port at Matarbari, the Patenga Container Terminal (PCT), and the Bay Terminal, besides the procurement of modern cargo and container handling equipment. Additionally, efforts are being made to improve and maintain the navigability of the Karnaphuli River through dredging. Moreover, the introduction of VTMS, CCTV monitoring, an Access Control System, TOS, a Digital Berthing System, and a vehicle management system has significantly enhanced the handling efficiency and capacity of the port.

This Annual Report will provide valuable insights into the growth of our services, the strengthening of our system, and our future plans. With our dedicated and talented resource team, along with the tremendous cooperation of stakeholders and development partners, I am confident that we will continue our journey toward even greater achievements.


I render my wholehearted gratitude to all the employees, stakeholders, development partners, concerned ministries and government agencies, the PMO, and all well-wishers for their excellent support, unwavering dedication and hardwork in improving the performance, efficiency, and productivity of Chittagong Port.

Thank you for your kind cooperation.

Rear Admiral Mohammad Sohail
Chairman
Chittagong Port Authority

A scenic view of a port at sunset. The sky is a mix of blue, orange, and pink. In the foreground, there are stacks of white and yellow containers on the left, and a large dark ship on the right. The water in the foreground reflects the sunset colors. A large, faint watermark of the Chittagong Port Authority logo is visible in the background.

Historical Background of Chittagong Port



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 AD. During the 16th century the Portuguese took great interest in the locality around Chittagong which was then popularly known as 'PORTE GRANDEL. 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 exercise / 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 officets 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 therewith 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 and 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.

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 conducive to, the performance of the functions under this Ordinance.

POWERS OF THE AUTHORITY

As per the Chittagong Port Authority Ordinance 1976

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, deepening and improving the bed of the river.
- (g) 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 crection 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 he purpose of this Ordinance.



EXISTING ORGANOGRAM

MINISTRY OF SHIPPING

BOARD OF CPA

CHAIRMAN



THE CHITTAGONG PORT AUTHORITY BOARD



Rear Admiral Mohammad Sohail
OSP, NUP, PPM, Psc
Chairman



Commodore Mohammad Mahbubur Rahman
(E), psc, BN
Member (Engineering)



Md. Habibur Rahman
Joint Secretary, GOB
Member (Admin and Planning)



Commodore M Fazlar Rahman
(C), Bsp, psc BN
Member (Harbour and Marine)



Mohammad Shahidul Alam
Additional Secretary, GOB
Member (Finance)

THE CHITTAGONG PORT AUTHORITY MANAGEMENT (As on Publication date)

Chairman	- Rear Admiral Mohammad Sohail, OSP, NUP, PPM, Psc
Member (Engineering)	- Commodore Mohammad Mahbubur Rahman (E), psc, BN
Member (Administration & Planning)	- Md. Habibur Rahman, Joint Secretary, GOB
Member (Harbour & Marine)	- Commodore M Fazlar Rahman, (C), Bsp, psc BN
Member (Finance)	- Mohammad Shahidul Alam, Additional Secretary, GOB

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. MARINE DEPARTMENT :

Name : **Capt. Faridul Alam**

Designation : Dy. Conservator

► Responsible for Marine operation & maintenance thereto.

4. FINANCE & ACCOUNTS DEPARTMENT :

Name : **Sandipan Chowdhury**

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. MEDICAL DEPARTMENT :

Name : **Dr. Mosharraf Hossain**

Designation : Chief Medical Officer

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

6. 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.

7. 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.

8. SECURITY DEPARTMENT :

Name : Lt. Col. Mostafa Arif-ur Rahman Khan, SBP, psc

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.

9. 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.

10. ELECTRICAL DEPARTMENT :

Name : S.M. Saiful Islam

Designation : Director (Electrical)

► Responsible for conduct of operation and maintenance of cargo and container handling equipment and different electrical facilities.

11. 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.

12. STORE DEPARTMENT :

Name : Eng. Md. Abdul Hannan

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.

13. AUDIT & INSPECTION DEPARTMENT :

Name : Md. Shahadat Hossain

Designation : Chief Audit Officer

► Conduct audit and inspection to ensure the port authority's assets are adequately controlled and safeguarded and properly utilized.

14. MARINE ENGINEERING DEPARTMENT :

Name : S. M. Habibullah Azim

Designation : Dy. Chief Engineer (Marine)

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

15. 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.



PROJECT

01. MATARBARI PORT DEVELOPMENT PROJECT:

Name : **Mir Zahid Hasan**, 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 Mohammad Mahbubur Rahman (E)**, psc, BN
Designation : Project Director
Responsible for overall project implementation and Supervision.

03. BAY TERMINAL LAND DEVELOPMENT AND CAUSEWAY CONSTRUCTION

Name :

Designation : Project Director
Responsible for overall project implementation and Supervision.

04. CAPITAL DREDGING & BANK PROTECTION PROJECT:

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

05. 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 25th 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. 450 nos. equipment operators have already been trained till June, 2022.

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 2021-2022 CPATI conducted 75 nos. courses where 2,451 nos. officials were trained which is the highest number trained in the history of Chittagong Port Authority Training Institute.





PORTS 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 2021

1	Cargo handled	116619158 M/Tons
2	Import Cargo handled	108669163 M/Tons
3	Export Cargo handled	7949995 M/Tons
4	Container handled	3214548 TEUs

CALENDAR YEAR 2022

1	Cargo handled	119665682 M/Tons
2	Import Cargo handled	111835061 M/Tons
3	Export Cargo handled	7830621 M/Tons
4	Container handled	3142504 TEUs

CALENDAR YEAR 2022

1	Cargo handled	119665682 M/Tons
2	Import Cargo handled	111835061 M/Tons
3	Export Cargo handled	7830621 M/Tons
4	Food grain handled	3495364 M/Tons
5	No of Ship handled	4361 Nos.
6	Container handled	3142504 TEUs
7	Ship's Turn Around Time (in days)	2.29 days

FISCAL YEAR: 2021-2022

1	Cargo handled	118174160 M/Tons
2	Import Cargo handled	110061208 M/Tons
3	Export Cargo handled	8112952 M/Tons
4	Food grain handled	3849604 M/Tons
5	No of Ship handled	4231 Nos.
6	Container handled	3255358 TEUs
7	Ship's turn-around time (days)	2.43 days

Month wise best performance

1	Maximum cargo handled	11246002 M/Tons	In March 2022
2	Maximum import cargo handled	10530468 M/Tons	In April 2022
3	Maximum Export cargo handled	746440 M/Tons	In March 2022
4	Maximum food grain handled	732000 M/Tons	In November 2022
5	Maximum No of ship handled	388 Nos.	In September 2022
6	Maximum Container handled	291893 TEUs	In January 2022



**THE CHITTAGONG PORT AUTHORITY
RECORD PERFORMANCE OF THE CHITTAGONG PORT
DURING LAST 05 YEARS**

STATISTICS AT A GLANCE (CALENDAR YEAR)

ITEM	2022	2021	2020	2019	2018
IMPORT (MT)	111835061	108669163	96499666	959597992	89186873
EXPORT (MT)	7830621	7949995	6710058	7119744	7124351
TOTAL (MT)	119665682	116619158	103209724	103077736	96311224
CONTAINER(TEUs)	3142504	3214548	2839977	3088187	2903996
VESSELS	4361	4209	3728	3807	3747

STATISTICS OF CONTAINER HANDLED (CALENDAR YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUs	TONS	BOX	TEUs	TONS	BOX	TEUs	TONS
2018	972000	1461700	19441453	963498	1442296	6926571	1935498	29039996	26368024
2019	1064254	1587343	20251923	1007962	1500844	6867020	2072216	3088187	27118943
2020	982502	1491228	19629008	892694	1348749	6445723	1875196	2839977	26074731
2021	1104938	1689131	22622623	1000746	1525417	7495293	2105684	3214548	30117916
2022	1065850	1660375	21279095	958709	1482129	7625493	2024559	3142504	28904588

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.



**CHITTAGONG PORT AUTHORITY
MECHANICAL DEPARTMENT**

List of Container & Cargo Handling Equipment (upto 27.02.2022)

Container Handling Equipment:

Sl. No.	Type of Equipment	Capacity(Ton)	Quantity
1.	Quay Gantry Crane	40	18
2.	Rubber Tyred Gantry Crane	40	47
3.	Mobile Harbour Crane	84	05
4.	Rail Mounted Yard Gantry Crane	40	01
5.	Staraddle Carrier 4 High	40	44
6.	Staraddle Carrier 2 High	40	01
7.	Reach Stacker	45	17
8.	Forklift (spreader)	16	05
9.	Reach Stacker	7	09
10.	Container Mover	32	08
		Total:	155

Cargo Handling Equipment:

Sl. No.	Type of Equipment	Capacity(Ton)	Quantity
1.	Mobile Crane	100	02
2.	Mobile Crane	50	06
3.	Mobile Crane	30	02
4.	Mobile Crane	20	14
5.	Mobile Crane	10	13
6.	Forklift	20	08
7.	Forklift	10	16
8.	Forklift (High Mast)	5	10
9.	Forklift (Low Mast)	5	41
10.	Forklift (Low Mast)	3	78
11.	Forklift Elec. (Low Mast)	1.5	04
12.	Tractor	25	06
13.	Heavy Trailer	25	05
14.	Light Trailer	6	30
15.	Car Carrier (6 units)	-	02
16.	Tele Handler	-	04
17.	Pipe Handler	-	01
18.	Automatic Bagging Machine	-	02
19.	Pneumatic Conveyor	-	01
20.	Variable Reach Truck	16	03
		Total:	248

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
Total	60,650.77 Sq. Metres	29,892.94 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	11	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	54.5 KW with 4hrs out put	01 Lot	For lighting system of PAB Main Building. Bay-Terminal South container yard and Rest House in Dhaka
04.	High mast for lighting arrangement inside Port protected area	30 M.	181	For providing sufficient light throughout the Port protected area for night time Port operation & security purposes.
05.	Reefer Point Facilities	440V	2010	For providing Power supply to Reefer Container in Port protect area

CLEARANCE OF DRY 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 756334 Metric tons, 27245563 Metric tons and 856150 Metric tons respectively during the year 2020-2021 fiscal year and 820733 Metric tons, 27270622 Metric tons and 73348543 Metric tons respectively during the 2021-2022 Fiscal year.

Year	Rail	Road	River	Total
2020-2021	756334	27245563	856150	28858047
2021-2022	820733	27270622	73348543	101439898

EFFICIENCY INDICATORS (FISCAL YEAR)

Sl. No.	INDICATORS	2020-2021	2021-2022
A.	Ship's turn-around time (days)	2.61	2.43
B.	Dwell time of container (days)	9.48	9.16
C.	Berth occupancy (in %)	88.58	91.50
D.	Equipment availability (in %)	45.82	50.73

COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

Figures in metric Tons

Sl. No.	COMMODITY	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
1.	FOOD GRAIN	7076726	5696038	6839179	6064406	3849604
2.	CEMENT	0	0	0	0	0
3.	CEMENT CLINKER	21492163	24826699	24049822	33297380	35130469
4.	FERTILIZER	1777825	1679034	1585682	1432787	2016417
5.	COAL	1527312	2947457	4303434	3607019	2951209
6.	SALT	778178	365434	431120	341649	520396
7.	SUGAR	2527610	2333499	2328285	2344724	2961895
8.	EDIBLE	2508948	2753222	2904818	2122180	2046041
9.	POL	7788517	7628657	6785871	7640904	9953446
10.	OTHERS	40298370	43005990	45539107	37291343	50631731
	TOTAL	85775649	91236030	94767318	106235344	110061208

COMMODITY WISE EXPORT HANDLED (FISCAL YEAR)

Figures in Metric Tons

Sl. No.	COMMODITY	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022
1.	JUTE	206480	153828	154840	183045	138268
2.	JUTE PRODUCTS	722800	551418	476070	489051	446107
3.	LEATHER GOODS	35912	32273	27000	29123	25146
4.	TEA	0	43	165	18	1673
5.	GARMENTS	3422571	3514113	2884526	3429006	4140674
6.	FROZEN GOODS	110555	111008	100429	151151	142486
7.	FERTILIZER/UREA	0	0	21	19500	6
8.	NAPHTHA	18500	32890	0	18800	0
9.	AMMONIA	39083	41249	69125	78950	94220
10.	OTHERS	2591678	2567803	3085778	3095385	3124372
	TOTAL	7147579	7004625	6797954	7494029	8112952

COMMODITY WISE IMPORT HANDLED (CALENDAR YEAR)

(Figures in metric Tons)

SL. NO	COMMODITY	2022	2021	2020	2019	2018
1	FOOD GRAIN	3495364	5153179	6853882	6336279	5879807
2	CEMENT	0	0	0	0	0
3	CEMENT CLINKER	35298309	34921601	26528874	25680976	24010721
4	FERTILIZER	2310546	1655825	1406391	1646047	1814808
5	COAL	3751986	3042992	4067789	3982570	19932225
6	SALT	461600	421806	347109	426514	392920
7	SUGAR	2692075	2486332	2647861	2246258	2168227
8	EDIBLE OIL	2286296	2328097	2556745	2570359	2835106
9	PETROLIUM OIL	11058845	8531882	6368644	7622239	8011491
10	OTHERS	50480040	50127449	45722371	45446750	42080568
	TOTAL	111835061	108669163	96499666	95957992	89186873

COMMODITY WISE EXPORT HANDLED (CALENDAR YEAR)
(Figures in metric Tons)

SL. NO	COMMODITY	2022	2021	2020	2019	2018
1	JUTE	123674	145349	186162	169747	159427
2	JUTE PRODUCTS	440854	426653	473134	538027	642685
3	LEATHERS GOODS	25767	29112	22603	35440	32772
4	TEA	1673	18	0	195	13
5	GARMENTS	4084390	3735420	2973140	3320490	3592989
6	FROZED GOODS	144267	156712	114867	104974	103586
7	FERTILIZER/UREA	6	19500	0	21	0
8	NAPHTHA	0	18800	0	17890	15000
9	AMMONIA	28500	131870	63325	54975	42457
10	OTHERS	2981490	3286561	2876827	2877985	2535425
	TOTAL	7830621	7949995	6710058	7119744	7124351

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 Vessel	TYPE	GRT	CAPACITY
(A)	TUG BOATS: M.T. Kandari-1 M.T. Kandari-2 M.T. Kandari-6 M.T. Kandari-7 M.T. Kandari-8 M.T. Kandari-10 M.T. Kandari-11 M.T. Kandari-12	MOTOR TUG " " " " " " "	329 353.05 - 314 314 343 375 196.47	(1675X2)= 3350 (1400X2)= 2800 (1836X2)= 3672 (1200X2)= 2400 (1000X2)= 2000 (1600X2)= 3200 (2570X2)= 5140 (1200X2)= 2400
(B)	PILOT BOATS: P.V. Dishari-2 P.V. Dishari-6 P.V. Dishari-7 P.V. Rakkhi	PILOT BOAT " " "	144 137 137 146	(750X2)= 1500 (940X2)= 1880 (940X2)= 1880 (911X2)= 1822
(C)	WATER BURGE: W.B Jarna W.B Foura W.B Moshak W.B Jalpori		341 341 275 934	(510X2)= 1020 (510X2)= 1020 (510X2)= 1020 (1122X2)= 2244
(D)	BOUY LIFTING VESSEL: B.L.V Ali B.L.V Lusai		403.71 508	(788X2)= 1576 (850X2)= 1700
(E)	POLLUTION CONTROL VESSEL: Bay Cleaner- 1 Bay Cleaner- 2		155 122.88	(455X2)= 910 (738X2)= 1476
(F)	FAST PATROL BOAT: Harbour Security Boat- 1 Harbour Security Boat- 2 Harbour Security Boat- 3 Harbour Security Boat- 4		6.7 6.7 13 13	(355X2)= 710 (355X2)= 710 (300X2)= 600 (300X2)= 600
(G)	ENVIRONMENTAL CLEANING & RESTORETION VEHICLE: ECRV	DREGAR	20.11	(225X1)= 225
(H)	MORING BOATS: Bhaduni-1 Bhaduni-2 Bhaduni-3 N.M.L-1 N.M.L-2 Barkat Shandip Azmat	Mooring Boat " " " " " " " "	52 46 46 20 46 20 20 20	(290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290 (290X1)= 290
(I)	SEARCH AND RESCUE CUM AMBULANCE SHIP: Ambulance			(651X2)= 1302
(J)	Pangaon Express	Cont. Vessel	2195	(292.5X2)= 585
(K)	Pangaon Success	Cont. Vessel	2195	(292.5X2)= 585
(L)	Pangaon Vision	Cont. Vessel	1535	(1300X1)= 1300

Development

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 21-22)

An amount Th 2717.56 crore was allocated in the original & Tk 932.36 crore has been allocated in the revised budget of CPA for implementation of investment during 2021-22. RADP allocation vis-a-vis achievements of the projects are as follows:

Name of the Project	Allocation for the Year 2021-2022 (RADP)			Taka Released	Expenditure upto June-2022 & % of allocation(RADP)		
	Total	Taka	Project Aid (RPA)		Total	Taka	Project Aid (RPA)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
A. SELF FINANCED PROGRAMME:							
1. Construction of Patanga Container Terminal (PCT).	250.00	250.00	-	-	225.4500 (90.18%)	225.4500 (90.18%)	-
2. Enhancement of Navigability in Karnaphuli River through dredging from Sadarghat to Bakoliar Char.	100.00	100.00	-	-	92.8772 (92.88%)	92.8772 (92.88%)	-
3. Procurement of Two High-Power Tug boat (5000 BHP/70 Tons Bollard Pull)	189.00	189.00	-	-	185.8105 (98.31%)	185.8105 (98.31%)	-
4. Procurement of necessary equipment for various yards and terminals of Chittagong Port.	263.18	263.18	-	-	268.0608 (101.85%)	268.0608 (101.85%)	-
5. (A) Matharbari Port Development Project. (CPA Component)	110.18	110.18	-	-	230.7086 (209.39%)	230.7086 (209.39%)	-
Sub Total	912.36	912.36	-	-	1002.9071 (109.924%)	1002.9071 (109.924%)	-
B. ANNUAL DEVELOPMENT PROGRAMME (ADP):							
5. (B) Matharbari Port Development Project: (CPA component)	20.00	-	20.00	-	18.9695 (94.85%)	-	18.9695 (94.85%)
Sub Total:	20.00	-	20.00	-	18.9695 (94.85%)	-	18.9695 (94.85%)
Grand Total:	932.36	912.36	20.00	-	1021.8766 (109.601%)	1002.9071 (109.924%)	18.9695 (94.85%)

3. PROJECTS SUMMARY:

SELF FINANCED PROJECT (CPA'S OWN RESOURCES):

3.1 Project completed in 2021-22:

3.1.1 Construction of Patanga Container Terminal (PCT): To cater the growing container traffic demand the Chittagong Port Authority (CPA) planned to construct a modern container terminal at Patenga. The Patenga Container Terminal (PCT) is expected to increase the container handling capacity of the CPA and contribute to the economic development of the country. Under the project 583 meter long container jetty with necessary backup facilities and 204 meter long Dolphin jetty have been constructed. The annual throughput capacity of PCT is 0.5 million TEUs. This Project has completed in June 2022

3.1.2 Procurement of Two High-Power Tug boar (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 vessel to be called at Materbari and Bay Terminals. This project was completed in June 2022.

3.2. Ongoing Projects (Up to January'23):

3.2 1. Navigability Enhancement in Karnaphuli River by Garbage removal and dredging form Sadarghat to Bakaliar Char: The main objective of the project is to improve the navigability through dredging from Sadarghat to Bakaliar Char in Karnaphuli river channel to ensure navigability for sea-going and inland vessels in th Karnaphuli channel of Chittagong port due to siltation of construction of bridge over Karnaphuli river by Roads and Highways department (RHD). The project was approved to implement from May 2017 to June 2025 at an estimated cost of Tk. 30729.49 lakhs. The capital dredging portion of the project has been completed. Currently, the final survey is being conducted by the consulting firm BRTCK, BUET, Dhaka, and testing/inspection is being carried out. Maintenance dredging work of the project will be started immediately.

3.2.2. Procurement of Necessary Equipments for Various Yards And Terminals of Chittagong Port: The main objective of the project is to increase the capacity of Chittagong Port by ensuring adequacy of cargo/container handling equipment. The project has been approved at an estimated cost of Tk. 91438.00 Lakhs. Project duration was initially scheduled for January 2020 to December 2023. In this project 16 nos. of equipment have been added to CPA's equipment fleet, 19 nos. of equipment being manufactured at the factory (shipment will be done immediately), Contract agreement has been signed for 12 nos. (in process of LC opening), work order issued for 41 nos., 15 nos. under tender approval and 01 nos. under re-tendering process.

3.2.3. Installation of Container Scanner at Export Gate to implement ISPS Code in Chittagong Port: To install two (02) container scanners at the export gate of Chittagong port as compliance of International ship and port facility security code (ISPS), this project has been taken to implement. A work order has been issued to the supplier on 12/12/2022. Necessary steps are being taken to complete the project on time.

3.2.4. Matarbari Port Development Project:

The aim of the project is to enhance the logistics capacity of Bangladesh's maritime sector. The Executive Committee of the National Economic Council (ECNEC) has approved the DPP of the project on March 10, 2020. The total estimated cost of the project is Tk. 17,777.16.13 Lakhs, out of which the Chittagong Port Authority's portion is Tk. 8,955.81.73 Lakhs (Project Aid: Tk. 6,742, 56.79 lakhs and Own fund: Tk. 2,213,24.94 Lakhs). After receiving no objection form JICA, tenders have been invited for three packages. Among them, evaluation of Package-1 (Civil Works for the Port Construction) and Package - 2A (Cargo handling equipment TOS and Security System) is going on. Re-tendering of Package-2b (Tug Boats, Survey Boat, Pilot Boat and VTMS) is going on.

4. Moreover, the following projects have been adopted as future aciton plans-

1. Construction of Heavy Lift cargo jetty with back-up facilities (DPP was approved on 04/10/2022).
2. Construction of break water and Navigational Access Channel of Bay-Terminal.
3. The construction of a bay-multipurpose terminal.
4. Construction of Bay-Container Terminal-1 & 2 on the basis of PPP G2G.
5. PCT Operation on the basis of PPP G2G.
6. Matarbari Port Development Project (Stage-1, Phase-2).
7. Matarbari Port Development Project (Stage-2).
8. Construction of Port Administrative Building (PAB).



YEAR WISE ANALYSIS OF FINANCIAL DATA
(Comparative Statement)

(Taka in Crore)

PARTICULARS	ACTUAL FOR 2021-2022	ACTUAL FOR 2020-2021	ACTUAL FOR 2019-2020	ACTUAL FOR 2018-2019	ACTUAL FOR 2017-2018
REVENUE :					
OPERATING REVENUE	3459.10	2980.27	2841.35	2815.69	2584.56
OTHER REVENUE	613.45	651.56	75.83	77.30	77.20
TOTAL INCOME	4072.55	3631.83	2917.18	2892.99	2661.76
EXPENDITURES :					
OPERATING EXPENSE	1502.06	1464.94	1277.56	1220.87	1117.87
ADMINISTRATIVE & GENERAL EXPENSES	464.54	427.80	431.25	384.64	272.65
TOTAL EXPENSES	1966.60	1892.74	1708.81	1605.51	1390.52
PROVISION FOR CORPORATE TAX	551.00	440.00	480.00	480.00	425.00
NET SURPLUS AFTER TAX	1554.95	1299.09	728.11	807.48	846.24
BALANCE SHEET :					
FIXED ASSETS	13972.67	12767.64	11074.26	9820.13	8116.94
FIXED DEPOSIT	9097.19	8720.73	11482.60	11247.79	11200.18
SHARE OF ICB ISLAMI BANK	2.57	2.15	1.47	1.89	2.57
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	49.62
INTANGIBLE ASSETS	71.05	3.22	0.00	0.00	0.00
CURRENT ASSETS	2004.68	1712.70	1935.16	1859.61	1512.98
CURRENT LIABILITIES	4130.65	4120.77	3548.86	3710.71	3296.99
NET CURRENT ASSETS	(2125.97)	(2408.07)	(1613.70)	(1851.10)	(1784.02)
CAPITAL EMPLOYED	21067.13	19135.29	20994.25	19300.70	17611.30
FIVE YEARS FINANCIAL RATIOS ANALYSIS :					
A. DEBT EQUITY RATIO	0.29	0.32	0.23	0.27	0.26:1
B. CURRENT RATIO	0.48	0.42	0.53	0.50	0.46:1
C. QUICK RATIO	0.48	0.42	0.52	0.50	0.46:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.14	0.13	0.12	0.12	0.13

CHITTAGONG PORT AUTHORITY

DETAILS OF COMMODITIES

Fig. in Lakh M.Ton

SL. NO.	PARTICULARS	BUDGET EST. FOR 2022-2023	REVISED EST. FOR 2021-2022	BUDGET EST. FOR 2021-2022	ACTUAL FOR 2020-2021
A	IMPORT:				
1	FOOD GRAINS	34.36	33.69	70.00	59.89
2	CEMENT CLINKER	296.24	290.43	270.00	332.97
3	COAL	27.42	26.88	15.00	36.07
4	FERTILIZER	20.13	19.74	15.00	14.33
5	Petrol, Oil & Lubricant (P O L)	95.44	93.57	75.00	76.41
6	EDIBLE OIL	22.95	22.50	17.00	21.22
7	OTHERS	414.39	406.26	380.00	453.15
	(A) Total	910.93	893.07	842.00	994.04
B	EXPORT:				
1	JUTE	1.84	1.80	2.23	1.83
2	JUTE PRODUCTS	4.01	3.93	4.83	4.89
3	TEA	0.00	0.00	0.00	0.00
4	HIDES & SKIN	0.31	0.30	0.25	0.29
5	GARMENTS	40.70	39.90	31.53	34.29
6	NEPTHA/F. Oil/G. Oil	0.00	0.00	0.00	0.19
7	FERTILIZER	0.00	0.00	0.00	0.20
8	AMMONIA	1.16	1.14	0.60	0.79
9	FROZEN GOODS	1.07	1.05	1.05	1.51
10	OTHERS	32.65	32.01	22.80	29.69
	(B) Total	81.74	80.13	63.29	73.68
C	INLAND CARGO:				
1	INLAND CARGO	73.50	72.06	55.00	64.10
	(C) Total	73.50	72.06	55.00	64.10
D	I C D (DHAKA):				
1	I C D (DHAKA)	4.96	4.86	5.00	5.04
	(D) Total	4.96	4.86	5.00	5.04
E	PANGAON CARGO:				
1	PANGAON CARGO	2.20	2.16	2.00	0.43
	(E) Total	2.20	2.16	2.00	0.43
	Grand Total	1073.33	1052.28	967.29	1137.29

THE CHITTAGONG PORT AUTHORITY BUDGET AT A GLANCE

Fig. Taka in lakh

SL. NO.	PARTICULARS	BUDGET EST. FOR 2022-2023	REVISED EST. FOR 2021-2022	BUDGET EST. FOR 2021-2022	ACTUAL FOR 2020-2021
A	TOTAL REVENUE INCOME	339536.51	329166.52	311506.89	307036.00
B	TOTAL REVENUE EXPENDITURE (Including Corporate Tax)	288014.57	273541.65	271911.96	264118.42
C	REVENUE SURPLUS	51521.94	55624.87	39594.93	42917.58
D	CAPITAL EXPENDITURE:				
1)	For New Capital Works and Renewals & Replacement related Works	179576.50	494693.50	581693.00	92254.17
2)	Others (including Loan repayment, house building & other Advance)	5500.00	500.00	10800.00	487.08
3)	Self financed Development projects	38070.98	133345.18	193759.00	59861.21
	Total Capital Expenditure	223147.48	628538.68	786252.00	152602.46
E	Financed by:				
1)	Depreciation Reserve Fund (For Renewals & Replacement Works)	23975.50	14234.50	19250.00	4137.63
2)	From Revenue Surplus, Revenue Reserve & Other Pool of Funds	198671.98	613804.18	766202.00	147977.75
3)	From Sinking Fund (Loan Principal)	500.00	500.00	800.00	487.08
	TOTAL Taka	223147.48	628538.68	786252.00	152602.46
F	NET SURPLUS/DEFICIT (D - E)	0.00	0.00	0.00	0.00

Rahman Mostafa Alam & Co.
Chartered Accountants

A Matin & Co. & Consortium
Chartered Accountants

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

Qualified Opinion

We have audited the financial statements of The Chittagong Port Authority ("CPA"), which comprises the statement of financial position as at 30th June, 2022 and the statement of Profit or Loss and other comprehensive income, The statement of changes in equity, The 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 possible effects of the matter described in the Basis for Opinion section of our report, the accompanying financial statements present fairly, in all material respects, the financial position of the CPA as at 30th June, 2022 and its financial performance and its cash flows for the year then ended in accordance with International Financial Reporting Standards (IFRSs).

Basis for Qualified Opinion

- i. The CPA has fixed deposit of Tk. 184.7 crore held with Padma Bank Limited. The Bank has defaulted on paying back due principal and interest amounts in the past. As per document of the bank published in its website (Disclosure on Risk based Capital Requirement under Pillar -3 of Basel III as on 31 December, 2021), as of 31 December 2021, the bank had the following financial position:
 - a. Its Tier-1 capital was Tk. 408.0 crore;
 - b. It had accumulated loss of Tk. 2,696.0 crore; that means it had negative equity of Tk. 2,288.0 crore;
 - c. It had Tk. 5,808.0 crore outstanding loan receivable, of which Tk. 3,905.0 crore (67.2%) was classified loan.
 - d. Against classified loan of Tk. 3,905.0 crore, required specific provision was not disclosed.

However, it had maintained Tk. 1,799.0 crore specific provision and Tk. 530.0 crore general provision (total provision for Tk. 2,329.0 crore was maintained).

Under the circumstance, the bank is unlikely to be in a position to pay back CPA's deposits in the foreseeable future out of its own sources in normal course of business. As a result, it is highly uncertain as to whether, when and to what extent the amount of Tk. 184.7 crore will be recovered or not. However, no provision has been maintained in these financial statements against the net deposit of Tk. 184.7 crore with the bank.

Emphasis of matter

Without qualifying our opinion, we draw attention to the following matters: -

i. Until the previous year ended on June 30 2021, interest accrued on FDR (Note: 03.02, 23.00 and 23.01) had been wrongly transferred to various accounts under the equity capital such as provisions, reserves and funds, and un-appropriated surplus instead of crediting to revenue as interest income. However, in the current year ended on June 30 2022 interest so accrued on FDR has been credited to revenue as interest income (Note No: 23.00) in compliance with IFRS -15 (Revenue from Contract with Customers). Accordingly previous year's interest income has been restated in the Statement of Profit or Loss and Other Comprehensive Income.

Though accrued interest on FDR had been credited to equity capital under various accounts (Note No. 05.00, 06.00 and 08.00) over the years, however, income tax had been all along computed and charged considering such accrued interest as income. As a result, there had been no shortfall in income tax charge/ payment/provision as of 30 June 2021 because of direct transfer of interest accruals to the equity capital account instead of revenue account. Therefore, there is no need to restate equity capital under various heads: reserve and fund (Note No. 05.00), un-appropriated surplus (Note No. 06.00) and Provision Account (Note No. 08.00) in the Balance Sheet as of June 30 2021.

ii. We have not obtained sufficient appropriate audit evidence against the following accounts under Capital Work in Progress :

- a. Tk. 2,194.2 crore on account of Other Projects.
- b. Tk. 1,316.1 crore on account of Patanga Container Terminal (PCT).
- c. Tk. 1,081.4 crore on account of Procurement of Equipment's for NCT CPA.
- d. Tk. 531.9 crore on account of Procurement of Necessary Equipment's for Various Yards and terminal For Chattogram Port.
- e. Tk. 411.4 crore on account of Navigability Enhancement in Karnophuli River by Dredging form Sadaghat to Bakaliar Char.
- f. Tk. 349.4 crore on account of Construction of Bay Terminal.
- g. Tk. 320.2 crore on account of Matarbari Port Development Project.
- h. Tk. 253.9 crore on account of Capital Dredging.
- i. Tk. 188.6 crore on account of Procurement of 02(Two) Nos. TugBoat (70ton BP/5000 BHP).
- j. Tk. 123.5 crore on account of NCT Back-up Facilities Behind Berth No. 4 & 5.

As a result, we could not examine whether or not the above-noted accounts are fairly presented in the financial statements (Note No. 11.00 to the financial statements);

iii. Provisions against various Accounts Tk. 6,565.7 crore

We have not obtained sufficient appropriate audit evidence against the above-noted account; therefore, we could not examine whether or not the amount of provision is fairly presented in the financial statements (Note No. 08.00 to the financial statements);

iv. Sundry Credit Balance (Creditors and Accruals): Tk. 3,295.0 crore

We have not obtained sufficient appropriate audit evidence against the above-noted account; therefore, we could not examine whether or not the amount of the credit balance is fairly presented in the financial statements (Note No. 18.01 to the financial statements).

- v. No impairment test of its assets had been conducted by the CPA for the year 2021-22 according to IAS - 36: Impairment of Assets. Therefore, we can't ascertain whether any asset of CPA has incurred impairment loss or not;
- vi. As per IAS - 12: Income Taxes, CPA is yet to create provision for Deferred Tax Liability and disclose it as a separate line item in the Statement of Financial Position;
- vii. CPA has recorded an amount of Tk. (12,404,459) as prior years' adjustment under Statement of Profit or Loss and Other Comprehensive Income (Note -25). We were unable to verify the amount due to unavailability of related documents. Moreover, according to IAS-10 (Events after Reporting Period) prior years' adjustment should be treated as re-statement of financial statements. Thus, the related IAS-10 is not complied with in this context;

Responsibilities of Management and those Charged with Governance for the Financial Statements

Management is responsible for the preparation and fair presentation of financial statements in accordance with IFRSs, The Chattogram Port Authority Act, 2022 and other applicable laws and regulations and for such internal control as management determines is necessary to enable the preparation of financial statements that are free from material statement, whether due to fraud or error.

In preparing the financial statements, management is responsible for assessing the CPA'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 CPA or to cease operations or has no realistic alternative but to do so.

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

Auditors' 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 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.
- * Obtain an understanding of internal control relevant to the audit 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 CPA's internal control.
- * Evaluate the appropriateness of accounting policies used and the reasonableness of accounting estimates and related disclosures 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 CPA'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 CPA to cease to continue as a going concern.
- * Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.

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.

We also provide those charged with governance with a statement that we have complied with relevant ethical requirements regarding independence, and to communicate with them all relationships and other matters that may reasonably be thought to bear on our independence, and where applicable, related safeguards.

From the matters communicated with those charged with governance, we determine those matters that were of most significance in the audit of the financial statements of the current period and are therefore the key audit matters. We describe these matters in our auditor's report unless law or regulation precludes public disclosure about the matter or when in extremely rare circumstances, we determine that a matter should not be communicated in our report because the adverse consequences of doing so would reasonably be expected to outweigh the public interest benefits of such communication

Report on other Legal and Regulatory Requirements

In accordance with The Chattogram Port Authority Act, 2022 and other applicable laws and regulations, we also report that except the matters described in the Basis for Qualified Opinion Section of our report:

- a) we have obtained all the information and explanations which to the best of our knowledge and belief were necessary for the purposes of our audit and made due verification thereof;
- b) in our opinion, proper books of account as required by law have been kept by the CPA so far as it appeared from our examination of those books; and
- c) the statements of financial position and statements of profit or loss and other comprehensive income dealt with by the report are in agreement with the books of account and returns.

Rahman Mostafa Alam & Co.
Chartered Accountants

A Matin & Co. & Consortium
Chartered Accountants
On behalf of the Consortium

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF FINANCIAL POSITION
AS AT 30 JUNE, 2022

Particulars	Notes	30-06-2022 Taka	Restated 30-06-2021 Taka
SOURCES OF FUND			
Capital Fund	4.00	73,362,383,993	68,664,238,487
Reserve and Fund	5.00	61,562,949,841	53,569,008,894
Unappropriated Surplus	6.00	9,730,112,034	8,868,157,362
Fair Value Reserve on Investment in Share	7.00	(26,744,338)	(30,948,018)
Equity and Fund		144,628,701,530	131,070,456,725
Provision Account	8.00	65,656,412,239	59,847,415,278
Long Term Loan	9.00	386,292,472	435,000,292
		210,671,406,241	191,352,872,295
APPLICATION OF FUND			
Operating Assets (At cost)	10.00	67,738,041,178	62,369,455,707
Capital Work-in-progress	11.00	71,988,694,532	65,306,964,691
Investment in Shares	12.00	25,747,540	21,543,860
Fixed Deposit Receipt	13.00	90,971,913,211	87,207,253,339
Loan to Payra Port		496,200,000	496,200,000
Intangible Assets		710,502,983	32,182,251
		231,931,099,444	215,433,599,848
CURRENT ASSETS			
Interest Receivable on Fixed Deposits		1,420,444,734	1,437,635,152
Stores	14.00	7,307,243	7,307,243
Debtors	15.00	2,798,308,997	2,829,944,890
Advance, Deposits and Pre-payments	16.00	15,314,661,048	12,483,044,906
Cash and Cash Equivalents	17.00	506,088,713	369,076,651
		20,046,810,735	17,127,008,842
CURRENT LIABILITIES			
Creditors and Accruals	18.00	41,306,503,938	41,207,736,395
		41,306,503,938	41,207,736,395
NET CURRENT ASSETS		(21,259,693,203)	(24,080,727,553)
CAPITAL EMPLOYED		210,671,406,241	191,352,872,295

The annexed notes from 01 to 25 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

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

Dated :

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF PROFIT OR LOSS AND OTHER COMPREHENSIVE INCOME
FOR THE YEAR ENDED 30 JUNE, 2022

Particulars	Notes	30-06-2022 Taka	Restated 30-06-2021 Taka
INCOME:			
Dues and Charges:			
On Vessels	19.01	4,967,988,618	4,996,773,637
On Cargo	19.02	29,623,028,994	24,805,941,546
		34,591,017,612	29,802,715,183
Miscellaneous Income	20.00	359,816,419	422,599,576
Rent on Land		500,315,595	301,210,482
		35,451,149,626	30,526,525,241
EXPENDITURE:			
Operating Expenses	21.00	15,020,589,575	14,649,446,552
Administrative and General Expenses	22.00	4,645,443,998	4,278,005,317
		19,666,033,573	18,927,451,869
Net Surplus Operation		15,785,116,053	11,599,073,372
Interest Income	23.00	5,273,436,714	5,788,577,452
Profit/(Loss) on Sale of Operating Assets	24.00	924,200	3,231,998
		5,274,360,914	5,791,809,450
Net Surplus Before Tax		21,059,476,967	17,390,882,822
Provision for Corporate Tax		(5,510,000,000)	(4,400,000,000)
Net Surplus after Provision for Tax		15,549,476,967	12,990,882,822
Other Comprehensive Income:			
Unrealized Gain/(Loss) On Investment In Shares	12.00	4,203,680	6,830,980
Total Comprehensive Income For The Year		15,553,680,647	12,997,713,802
Add: Unappropriated Surplus Brought Forward		8,837,209,344	9,572,476,820
Prior Years' Adjustment	25.00	(12,404,459)	(118,245,543)
		8,824,804,885	9,454,231,277
Net Surplus Available for Appropriation		24,378,485,532	22,451,945,079
Capital Fund		4,160,448,897	4,134,624,345
Revenue Reserve Fund		6,373,490,069	5,913,534,397
Sinking Fund		425,822	1,801,576
Depreciation Provision Account		2,218,642,357	1,799,633,835
Bad Debt Provision Account		9,224,025	32,990,357
Self Insurance Provision Account		244,005,289	87,830,884
Pension Fund		1,668,881,376	1,644,320,341
Unappropriated surplus		9,703,367,697	8,837,209,344
		24,378,485,532	22,451,945,079

The annexed notes from 01 to 25 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

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

Dated :

Rahman Mostafa Alam & Co.
Chartered Accountants

A Matin & Co. & Consortium
Chartered Accountants

**THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED ON JUNE 30, 2022**

Particulars	Capital Fund Taka	Sinking Fund Taka	Revenue Reserve Fund Taka	Pension Fund Taka	Unappropriated Surplus Taka	Total Taka
Balance as at 01 July 2021 (Restated)	68,664,238,487	4,624,755	25,777,903,903	27,786,480,236	8,868,157,362	131,101,404,743
Prior years' adjustments made during the year 2020-21	-	-	-	-	(12,404,459)	(12,404,459)
Net surplus during the year after tax and before appropriation	-	-	-	-	15,549,476,966	15,549,476,966
Appropriation of net surplus during the year	4,160,448,897	425,822	6,373,490,069	1,668,881,376	(12,203,246,164)	-
Appropriation of interest income during the year to provision Accounts (note: 08)	-	-	-	-	(2,471,871,671)	(2,471,871,671)
Transferred from Depreciation provision account	488,988,789	-	-	-	-	488,988,789
Payment made to unfit Labor of DWMB	-	-	-	-	-	-
Payment of principal of Govt. Loan (ADB/CPTFP)	-	(48,707,820)	-	-	-	(48,707,820)
Capitalization of Loan	48,707,820	-	-	-	-	48,707,820
Adjustment / Correction in Balance	-	-	(148,500)	-	-	(148,500)
Transferred to Sinking Fund from Revenue Reserve Fund	-	200,000,000	(200,000,000)	-	-	-
Balance as at 30 June 2022	73,362,383,993	156,342,757	31,951,245,472	29,455,361,612	9,730,112,034	144,655,445,868

Rahman Mostafa Alam & Co.
Chartered Accountants

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Chartered Accountants

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

Particulars	30-06-2022 Taka	Restated 30-06-2021 Taka
A. Cash flows from operating activities		
Cash Received Against Dues & Charges	34,622,653,505	30,200,829,257
Miscellaneous Income	359,816,419	422,599,576
Rent on Land	500,315,595	301,210,482
Interest Income	3,222,171,983	4,691,217,436
Cash Payment Related to Cost and Other Expenses	(18,307,003,537)	(16,534,324,532)
Corporate Tax paid	(5,331,858,255)	(4,563,059,009)
Net Cash Inflow/(Outflow) from Operating Activities	15,066,095,710	14,518,473,210
B. Cash flows from investing activities		
Acquisition of Property, Plant & Equipment	(10,387,172,307)	(10,102,414,726)
Capital Work in Progress	(6,667,777,721)	(5,442,581,241)
Investment	2,173,650,000	-
Sale of Fixed Assets	924,200	3,232,995
Net Cash Inflow/(Outflow) from Investing Activities	(14,880,375,828)	(15,541,762,972)
C. Cash flows from financing activities		
Payment of Principal Amount of Foreign Loan	(48,707,820)	(48,707,820)
Net Cash Inflow/(Out flow) Inter Companies and Others	(48,707,820)	(48,707,820)
D. Net Increase/(Decrease) in Cash and Cash Equivalents(A+B+C)	137,012,062	(1,071,997,582)
E. Opening Cash and Cash Equivalents	369,076,651	1,441,074,233
F. Closing Cash and Cash Equivalents (D+E)	506,088,713	369,076,651

C. F. & A. O

MEMBER (FINANCE)

CHAIRMAN

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

THE CHITTAGONG PORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS **AS AT AND FOR THE YEAR ENDED 30 JUNE 2022**

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 International Financial Reporting Standards (IFRS), International Accounting Standards (IAS), Chittagong Port Authority Ordinance 1976 and other applicable laws and regulations.

2.02 Basis of Reporting

The financial statement are prepared and presented for external users by the organization in accordance with identified financial reporting framework. Presentation has been made in compliance with the requirements of IAS 1 - "Presentation of Financial Statements". The financial statements comprise of:

- a) A statement of financial position as at 30 June 2022
- b) A statement of profit or loss and other comprehensive income for the year ended 30 June 2022
- c) A statement of changes in equity for the year ended 30 June 2022
- d) A statement of cash flows for the year ended 30 June 2022
- e) Notes, comprising a summary of significant accounting policies and explanatory information.

2.03 Application of International Accounting Standards (IASs):

Following IASs and IFRSs are applicable for the Preparation & Presentation of Financial Statements:

- IAS- 01 Presentation of Financial Statements
- IAS- 02 Inventories
- IAS- 07 Statement of Cash Flows
- IAS- 08 Accounting Policies, Changes in Accounting Estimates and Errors
- IAS- 10 Events after the Reporting Period
- IAS- 12 Income Taxes
- IAS- 16 Property, Plant and Equipment
- IAS- 19 Employee Benefits
- IAS- 20 Accounting for Government Grants and Disclosure of Government Assistance
- IAS- 21 The Effects of Changes in Foreign Exchange Rates
- IAS- 23 Borrowing Cost
- IAS- 32 Financial Instruments: Presentation
- IAS- 36 Impairment of Assets
- IAS- 37 Provisions, Contingent Liabilities and Contingent Assets.
- IAS- 38 Intangible Assets
- IFRS-05 Non-current Assets Held for Sale and Discontinued Operation
- IFRS-15 Revenue from Contract with Customers
- IFRS-16 Leases

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Chartered Accountants

2.04 CPA has appointed a consultant (CNS Ltd), who is currently developing the conceptual framework of CPA's Financial Statements in accordance with all applicable International Accounting Standards (IAS) and International Financial Reporting Standards (IFRS). The consultant (CNS Ltd.) had disclosed the matter in INCEPTION REPORT under Para 9 of SCOPE MODULES FOR ENHANCEMENT, DEVELOPMENT AND INTREGRATION.

2.05 Basis of Measurement

These financial statements have been prepared on a going concern basis under historical cost convention.

2.06 Functional and Presentation Currency

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

2.07 Use of Estimates and Judgments

The preparation of the Financial Statements is in conformity with IAS and IFRS requires management 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 underlying assumptions are reviewed on an ongoing basis. Revisions to accounting estimates are recognized in the period in which the estimates are revised and in any future period affected.

Judgements, Assumptions and Estimation Uncertainties

In particular, information about significant areas of estimation, uncertainty and critical judgments in applying accounting policies that have the most significant effect on the amounts recognized in the financial statements is included in the following notes:

Note 10.00	:	Operating Assets
-	:	Intangible Assets
Note 15.00	:	Stores
Note 16.00	:	Debtors
Note 19.00	:	Creditors and Accruals

3.00 SIGNIFICANT ACCOUNTING POLICIES

3.01 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 labor and other costs directly attributable to bringing the assets to a working condition for their intended use.

3.01.02 Consistency

Unless otherwise stated, the accounting policies and methods of computation used in preparation of Financial Statements for the year ended 30 June 2022 are consistent with those policies and methods adopted in preparing the financial statements for the year ended 30 June 2021.

3.01.03 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 the year of addition and deletion of operating assets.

(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:

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

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

3.02 Fixed Deposit

- (a) 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.
- (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 Benefit Schemes

The authority has constituted two recognized provident funds namely General Provident Fund and Contributory Provident Fund & 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 & final approval of pension fund is still pending. According to CPA's practice of Interest income from FDR of pension fund is recorded on cash basis and the gross interest income amount including Excise Duty and Advance Income Tax, is posted in ledger by debiting the Fixed Deposit Receipt (Code-105) and Crediting directly into the Accrued Interest (Code-148) and then the net Interest amount excluding Excise Duty and Advance Income Tax, is posted by debiting the Accrued Interest (Code-148) and Crediting the Pension Fund (Code-203).

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 Advance, Deposits and Pre-payments

Advances are initially measured at cost. After initial recognition, advances are carried at cost less deductions, adjustments or charges to other heads such as Property, Plant and Equipment, Inventory or Expenses.

3.08 Revenue Recognition

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

3.09 Income Tax

Provision for income tax has been made in to the financial statements in accordance with Income Tax Ordinance 1984.

Rahman Mostafa Alam &Co.
Chartered Accountants

A Matin&Co. & Consortium
Chartered Accountants

3.10 Debtors

No provision against debts specifically considered irrecoverable has been made in the accounts, but a general provision of Taka 250.00 Lakhs has been made during the year as per approved budget.

3.11 Interest Income

Until the previous year ended on June 30 2021, interest accrued on FDR (Note: 03.02, 23.00 and 23.01) had been wrongly transferred to various accounts under the equity capital such as provisions, reserves and funds, and un-appropriated surplus instead of crediting to revenue as interest income. However, in the current year ended on June 30 2022 interest so accrued on FDR has been credited to revenue as interest income (Note: 23.00) in compliance with IFRS -15 (Revenue from Contract with Customers).

3.12 Long Term Loan (No: BAN/2147)

This Loan has been taken from Asian Development Bank through GOB against CPTEP 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.

3.13 Measurement of Fair Value

When measuring the fair value of an asset or liability, the entity uses market observable data as far as possible. Fair values are categorized into different levels in a fair value hierarchy based on the inputs used in the valuation techniques as follows.

Level 1: Quoted prices (unadjusted) in active markets for identical assets and liabilities.

Level 2: Inputs other than quoted prices included in Level 1 that are observable for the asset or liability, either directly (i.e. as prices) or indirectly (i.e. derived from prices).

Level 3: Inputs for the assets or liabilities that are not based on observable market data.

If the inputs used to measure the fair value of an asset or liability might be categorized in different levels of the fair value hierarchy as the lowest level input that is significant to the entire measurement.

Share of ICB Islami Bank has been valued at market price as on June 30, 2022.

3.14 General

The figures in these accounts have been rounded off to the nearest taka. Previous year's figures have been rearranged, wherever necessary, to conform to current year's presentation.

3.15 Impairment

There was no impairment Review Performed during the year 2021-2022.

3.16 No information was provided by different departments regarding asset held for sale or discontinued operation.

