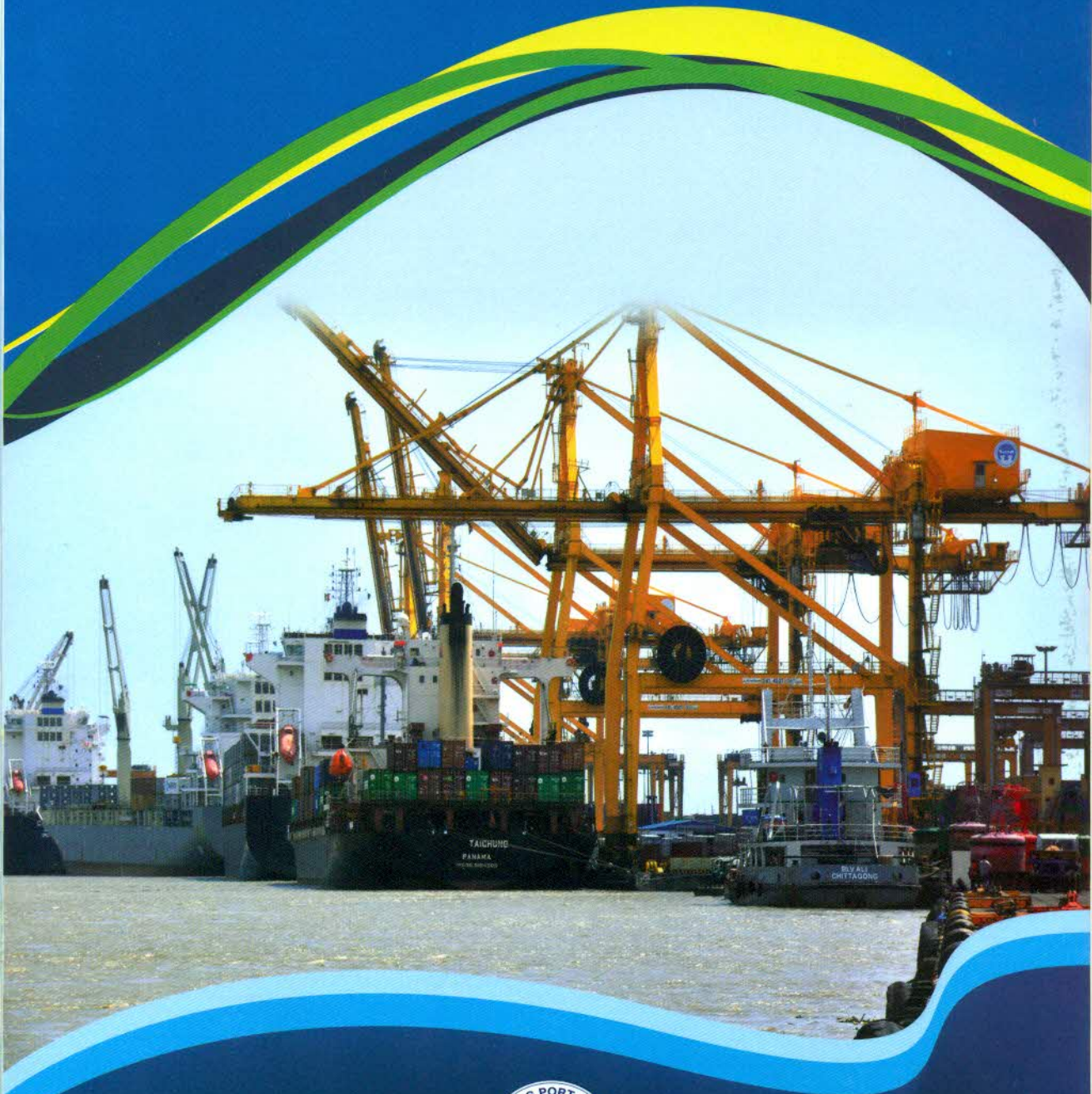


Over View 2017-2018



CHITTAGONG PORT AUTHORITY

1. CHITTAGONG PORT AND ITS ECONOMIC IMPORTANCE

Chittagong port is the major seaport of Bangladesh. It provides the main gateway for the country's trade with the outside world. During the year 2016-2017 Chittagong port handled over 73.1 million metric tons of cargo including 2.34 million TEUs containerized cargo, which is around 92% of total maritime trade of Bangladesh. In order to keep pace with the national GDP growth, the container traffic growth of Chittagong Port in recent years 2016-17 has been 16-17%. Thus Chittagong Port's contribution to the national economy is remarkable. To meet the challenges of globalization and liberalization of world trade and economy, Chittagong Port has under taken many ambitious projects to enhance its capacity, improve efficiency and quality of services and also to develop adequate facilities to turn itself into a world class regional port.

2. HISTORICAL BACKGROUND

The history of Chittagong Port can be traced back to the 4th century BC. During the 9th to 15th century AD, Chittagong was known as 'SHETGANG' to early European mariners. In the 16th century, The Portuguese sailors took great interest in the locality around Chittagong which was then popularly known as 'PORTE GRANDE'. The port was established at its present location in 1887. By 1910, four jetties were constructed to handle 0.5 million tons of cargo annually. Since then the port has grown gradually to its present shape.

3. LOCATION

Chittagong port is situated in the estuary of the river Karnaphuli; being around 14 km inshore from the port's outer anchorage.

4. ADMINISTRATION

The Chittagong Port Authority (CPA) was established through promulgation of The Chittagong Port Authority Ordinance 1976. The CPA now comprises the Chairman and four other Members. The Chairman is appointed by the Government and also is the Chief Executive of the port. The port operates under the administrative control of the Ministry of Shipping of the Government of the People's Republic of Bangladesh.

5. FACILITIES

5.1 JETTIES AND MOORINGS :

5.1.1 For Ocean-Going Vessels :

5.1.1.1 Berths owned and operated By CPA :

	No.
● General Cargo Berths	06
● Container Berths	11

5.1.1.2 Specialised Berths for Bulk handling :

● Dolphin Oil Jetty (for POL)	3
● Grain Silo Jetty	1
● Cement Clinker Jetty	1
● TSP Jetty	1
● CUFL Jetty	1
● KAFCO Urea Jetty	1
● Ammonia Jetty	1

5.1.1.3 Repair Berths

● Dry Dock Jetties	2
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5.1.1.4 Mooring Berths

● River Moorings	5
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5.1.2 For Inland Coasters & Vessels :

● Jetty Berths (for POL)	1
● Concrete Berth (for Grain handling)	1
● Pontoon Berths (for POL)	3
● Pontoon Berth (for Cement)	1
● Single Point Moorings	14

Total 20

Total 33

5.2 CARGO STORAGE SPACE (Break-bulk)

5.2.1 Protected Area	Nos.	Sq. Metres
● Transit sheds 1-9	9	64364.70
● Warehouses D, F, P, O	4	20712.41
● Car Sheds (P Shed & F Shed)	1	8696.63
● Open Dumps	-	90,000
5.2.2 Outside Protected Area :		
● Warehouses	6	25179.36
● Open Dumps	-	2,00,000
● Food Department (Grain Silo), TSP Complex, Cement Clinker Grinding Company and different oil companies have their own storage facilities (covered and open) adjacent to their respective berths.		

5.3 GENERAL CARGO HANDLING EQUIPMENT

		Nos.
● Mobile Crane	10 - 50 ton	41
● Forklift Truck	10 - 20 ton	10
● Forklift Truck	03 - 05 ton	111
● Industrial Tractor	25 ton	09
● Heavy Trailer	25 ton	05
● Light Trailer	06 ton	22
	Total	198

5.4 CONTAINER HANDLING FACILITIES :

● Holding Capacity (GCB+CCT+NCT+NCY)	38917	TEUs
● Yards	22	Nos.
● Container Freight Stations at GCB (05 Nos.)	45064	Sq.m
● Container storage yards at GCB	282239	sq.m
● CFS at CCT	13671	sq.m
● Container Storage Yard at CCT	150000	sq.m
● Container Storage Yard at NCT	225000	sq.m
● Container Storage Yard at NCY	63000	sq.m
● Railway Container Siding	550	m
● Reefer Points	900 (440 volts)	points
● Standby Generator-14 MW (2x7)	14 MW (2x7)	
● Water Reservoir	1,40,000	gallons
● Fire Brigade	1	unit

5.4.1 CONTAINER HANDLING EQUIPMENT

Equipment	Capacity (Ton)	Nos.
● Quay Gantry Crane	40	04
● Rubber Tyred Gantry Crane	40	21
● Mobile Harbour Crane	84	02
● Straddle Carrier (04 High)	40	36
● Straddle Carrier (02 High)	40	02
● Reach Stacker	45	15
● Forklift Truck	42	05
● Forklift (Spreader)	16	17
● Reach Stacker	07	06
● Container Mover	50	05
● Terminal Tractor	50	43
● Terminal Trailer	50	55
	Total	211

5.5 COMPUTERIZATION

Financial Accounts, Pay-Roll Accounts & Different Bills (Vessel Bill, Container Bill & Cargo Bill) are prepared by Computer. Computerized Gate Pass Systems (GPS), Personnel Management Information Systems (PMIS), Hospital Management Systems (HMS) and Port Trader Automation Systems (PTAS), Computerization of Dhaka ICD and Pangaon ICT operation have already been implemented. Internet connection has been provided to port officials. CPA Website (www.cpa.gov.bd), website for Pangaon ICT (www.pict.gov.bd), CPA Boys College (www.cpc.edu.bd), CPA Girl's College (www.cpw.edu.bd) have been developed. Container Terminal Management Information System (CTMS) has been installed for container operation in CPA. VTMS (Vessel Traffic Management Information System) has already been implemented in CPA.

5.6 INLAND CONTAINER DEPOT (ICD)

An Inland Container Depot (ICD) at Dhaka, Kamalapur is in operation since 1987 with an annual handling capacity of 90,000 TEUs. At present two Container Trains run daily each way between Chittagong Port and Dhaka ICD.

Facilities available:

● Container holding capacity	4,067	TEUs
● Yard Area	1,36,954	Sq. m
● Container Freight Station (CFS)	6,508	Sq.m
● Weigh-bridge	2	in Two Gates
● Equipment	Reach Stacker: 2 Nos. (45 ton)	
	Forklift : 4 Nos (42 ton)	
	Reach Stacker: 1 Nos. (7 ton)	
	Low Mast Forklift: 6 Nos. (3 ton)	
	Tractor Trailors : 08 Nos	
	550 Nos	
● Railway Wagons for Container Transportation	1097	m
● Railway Terminal (length of tracks)	1	Unit
● Fire Brigade		

5.7 ICT PANGAON

Container Holding Capacity	3500 TEUs
Yard Area	55000 sq. m.
Container Freight Station (CFS)	5815 sq. m.
Weigh-bridge	1 No
Equipment	
Mobile harbour Crane	1 No
Straddle Carrier	2 Nos
Fork Lift	9 Nos
Tractor Trailors	2 Nos
Cargo Crane	3 Nos

5.8 DREDGER

The CPA has a trailing suction hopper dredger (MV KHANAK) to maintain navigability in its area. The dredger has a hopper capacity of 2,500 cubic metres.

5.9 TUGS: The CPA has a fleet of Tugs up to a maximum bollard pull of 60 Tons.

5.10 ENVIORNMENT FACILITIES :

One oily waste reception & one solid waste reception vessel is available for pollution control service. In addition some of the tugs are equipped with pollution control facilities.

5.11 FIRE FIGHTING ARRANGEMENTS

The CPA maintains a full fledged Fire Fighting Unit within the jetty premises with modern equipments to combat any incidents of fire. The sheds, warehouses and the yards are provided with sprinklers, hydrant system with different types of fire extinguishers and fire buckets. Facilities are also available for combating marine fire with fire fighting vessels.

5.12 SECURITY

1. Security in the port is maintained round the clock by specially trained port security personnel who are armed as required. In addition to port security personnel; Bangladesh Army, Bangladesh Ansar are also deployed for strengthening port security.
2. Personnel access control is maintained with Proximity Access Control System, Archway, Hand Held Metal Detector, baggage scanner etc.
3. Vehicle search is carried out with Fixed Under Vehicle Inspection System. Beside this, Hydraulic Road Blocker is installed at one gate for stopping entry/exit of vehicles on any emergency situation.
4. Trained watchmen are being deployed onboard ships within port limit to ensure further security of the ships.
5. The activities in the port Protected Area are continuously monitored through Close Circuit Television (CCTV) System. An auto generated fire alarm system is also incorporated with CCTV Monitoring System in addition to the regular Fire Service of Chittagong Port. The CCTV System also includes a public address system to announce a general broadcast/emergency message for the people working inside the port.
6. River area patrol is regularly carried out with port's speedboats. In addition, Bangladesh Coast Guard and Bangladesh Navy and Bangladesh Army Security Cell also carry out boat patrol in the vicinity.
7. One Search and Rescue Cum Ambulance Ship is newly incorporated in Port Security arrangement. It is capable of rescuing distressed personnel within the port limit and providing necessary medical support.
8. Color Coded Reflecting Security Waistcoat for staff and Workers of all port users working inside Port Protected Area for safety and security reason has been introduced.
9. The future procurement includes- 100% coverage of CCTV and public address system. Fire Fighting cum Rescue Vehicle, More Mobile X-ray Scanning System, One-way Machine Readable Access Control System for vehicle and personnel, Mobile explosive Detector, Heavy Recovery Vehicle, Modern Fire Fighting Vehicle/Snorkel etc.
10. The Mobile Explosive Detector shall be capable of detecting any explosive, narcotics, stowaway etc. Recovery Vehicle shall recover any damaged/illegally parked/seized vehicle and new Fire Fighting cum Rescue Vehicle shall be capable of rescuing distressed personnel with emergency medical support.
11. CPA is complying with International Ship and Port Facility Security Code (ISPS Code) since 2004 for enhancing safety and security within Port Limit in a manner as desired by the code.

5.13 WEIGH-BRIDGE

There are 7 (seven) computerized road vehicle weigh-bridges (30T-100T) at different jetty gates and North Container Yard (NCY). And one computerized railway wagon weigh-bridge (100T) located at the Railway Transit Yard. There are also 3 nos of computerised truck weighing scales (100T) installed at two stage gate under custom overbridge at GCB area.

5.14 Vessel Traffic Management Information System (VTMIS) :

Chittagong Port and its anchorage areas are covered by modern VTMIS to ensure maritime safety and safety of navigation in the confirmed waters of river Karnafully. It is a radar and camera based vessel Traffic Management and Information system. The introduction of the system has not only enhanced maritime safety but has also reduced the threat of piracy and theft in the anchorage areas. Guiding the pilots in the hours of restricted visibility and navigation during fog is now possible. It is a modern tool in the hands of the mariners.

5.15 SIMULATOR :

Chittagong Port Authority has installed a combined simulator to train the container handling equipment operators and thus create a pool of skilled and efficient equipment operators. Training on combined/integrated operations of Straddle Carrier (SC), Rubber Tyred Gantry Crane (RTG) and Ship to Shore Gantry Crane (STS) are being provided through the simulator program. To cater for the demand of national and international market to develop skilled manpower, provisions have been made to extend the simulator training facilities to the public and private organizations.

6. STATISTICS

6.1 MAJOR IMPORTS & EXPORTS

- **Import :** Food grain, Cement clinker, Sugar, Fertilizer, General cargo, Iron Materials, Cotton, Chemicals, Coal, Edible oil, POL etc.
- **Export :** Ready Made Garments, Knitwear, Fertilizer, Jute & Jute Products, Hides and Skins, Tea, Light Engineering products, Pharmaceutical Products, Naphtha, Molasses, Frozen goods, etc.

Import (In Ton)

Period	Food Grain	Cement	Cement Clinker	Fertilizer	Coal	Salt	Sugar	Edible Oil	Petroleum Oil	Others	Total
July-16 to June-17	5047751	-	19628181	1416115	1364436	551956	2134908	1996578	7027510	17084610	66464285

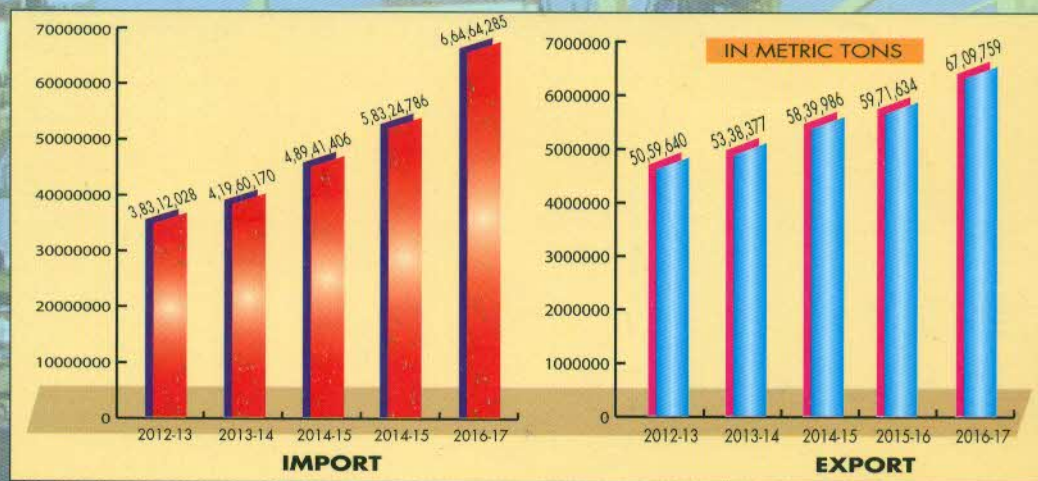
Export (In Ton)

Period	Jute	Jute Products	Leather Goods	Tea	Garments	Frozen Goods	Urea Fertilizer	Naptha	Ammonia	Others	Total
July-16 to June-17	212353	821677	30644	-	2973724	121893	0	104954	15000	2429514	6709759

6.2 CARGO HANDLED (in metric tons)

Year	Import	Export	Total
2012-2013	3,83,12,028	50,59,640	4,33,71,668
2013-2014	4,19,60,170	53,38,377	4,72,98,547
2014-2015	4,89,41,406	58,39,986	5,47,81,392
2015-2016	5,83,24,786	59,71,634	6,42,96,420
2016-2017	6,64,64,285	67,09,759	7,31,74,044

CARGO HANDLED



6.3 CONTAINERS HANDLED

Financial Year	Chittagong Port						Dhaka ICD			
	Import		Export		Total		Import		Export	
	TEUS	TONS	TEUS	TONS	TEUS	TONS	TEUS	TONS	TEUS	TONS
2012-13	7,43,547	99,28,300	7,25,166	46,27,834	14,68,713	1,45,56,134	31,053	3,23,993	31,585	1,33,566
2013-14	8,12,918	1,11,25,348	8,12,591	50,12,427	16,25,509	1,61,37,775	30,177	3,15,118	29,807	1,30,100
2014-15	9,40,827	1,31,32,923	9,26,115	55,35,446	18,67,062	1,86,68,369	18,243	1,93,252	18,588	61,973
2015-16	11,09,355	1,54,98,565	10,80,084	56,42,419	21,89,439	2,11,40,984	34,580	3,61,447	34,427	1,31,913
2016-17	12,11,874	1,70,84,610	12,07,607	63,95,923	24,19,481	2,34,80,533	36,243	3,24,091	36,755	1,53,445

CONTAINERS HANDLED (TUES)



6.3.1 CONTAINERS HANDLED AT PANGAON ICT

Financial Year	Inland Container Terminal Pangaon (ICT)					
	Import		Export		Total	
	BOXES	TEUS	BOXES	TEUS	BOXES	TEUS
2015-16	1173	1465	1006	1183	2179	2648
2016-17	4116	5885	3296	4577	7412	10462

6.4 VESSELS HANDLED

Year	No. of Vessels
2012-2013	2136
2013-2014	2294
2014-2015	2566
2015-2016	2875
2016-2017	3092



NO. OF VESSELS

6.5 CARGO HANDLING INCLUDING INLAND & ICD (in metric tons)

FINANCIAL YEAR	IMPORT (TONS)	EXPORT (TONS)	INLAND (TONS)	ICD (TONS)	GRAND TOTAL (TONS)	GROWTH (%)
2012-2013	3,83,12,028	50,59,640	60,87,947	4,57,559	4,99,17,174	3.95
2013-2014	4,19,60,170	53,38,377	58,33,786	4,45,218	5,35,77,551	7.33
2014-2015	4,89,41,406	58,39,986	64,69,673	4,74,800	6,17,25,865	15.21
2015-2016	5,83,24,786	59,71,634	63,66,607	4,93,360	7,11,56,387	15.28
2016-2017	6,64,64,285	67,09,759	63,30,639	4,77,836	7,99,82,519	12.40

7. CONCESSION ON EXPORT CARGO

- Priority berth is allowed to 100% export vessels.
 - For efficient handling of export through container, 100% stuffing is being done in private depot located near the port.
 - Seven days free time for export cargo/container is allowed as against four days free time on import cargo/container.
- Documentation procedure simplified through introduction of one stop service centre.

8. NAVIGATIONAL INFORMATION

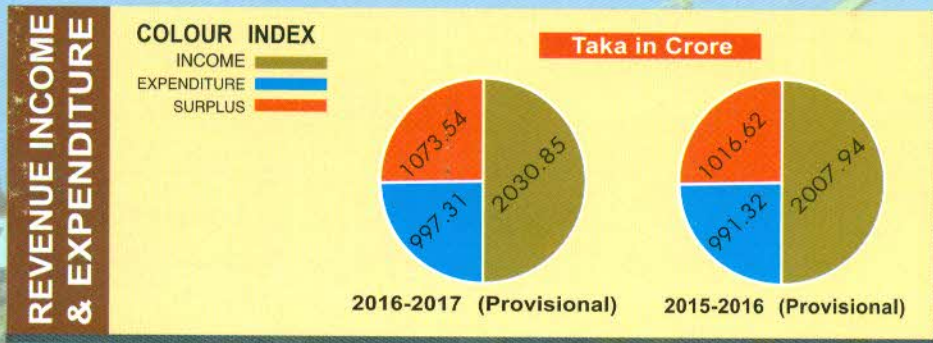
- **Maximum Permissible Draught** of vessels ranges from 8.50 m. to 9.20m.
- **LOA:** Maximum permissible LOA of a vessel is 190 metres.
- **Tidal Range:** Tides are important for navigation as it determines the possibility of crossing the shallow area between Kutubdia points and the Karnaphuli entrance and bars within the Port Limit. Tides are semi diurnal with prominent diurnal effect. The approx. tidal range is between 2.0 and 5.5m

- **Pilotage:** Pilotage is compulsory as per CPA ordinance.
- **Radio communication:** Port Radio Control Room maintains watch on VHF over Channel 6, 12 & 16 round the clock and over 2182 KHZ/SSB transceiver.
- **Anchorage:** Anchorage area is divided to "A" "B" and "C". In addition a special anchorage area has been established for scrap vessels and vessel awaiting employment.
- **Night Navigation:** Inward and outward movement of the ships are limited to 170 metre length over all (LOA).

9. OTHER INFORMATION

- **Handling Capacity:** At present Port is handling over 41 million tons of cargo per year.
- **Repair:** Chittagong Dry Dock can repair vessels up to 16,500 DWT and there are also a number of other private repair yards in and around port installation.
- **Airport:** Hazrat Shah Amanat International Airport is 8 km from the port.
- **Chittagong Export Processing Zone:** Located 3 km away from the port.
- **Korean Export Processing Zone:** Located on the opposite bank of the river Karnaphuli; It is under construction.
- **Karnaphuli Export Processing Zone:** Located 4 km away from the port.
- **Hinterland Transportation:** Port is connected with the hinterland by Road, Rail & River.
- **One Stop Service:** All documentation earlier done at different points regarding Container and General Cargo Clearance has now been brought at one point with on-line banking facilities.
- **Car storage facilities:** Available space for 6,150 unit Vehicle including New Car Shed.
- **CPA** is a regular member of Japan based International Ports and Harbours (IAPH).

10.



11. DEVELOPMENT PLAN

A. RECENTLY COMPLETED PROJECTS :

- Strategic Master Plan for Chittagong Port.
- Chittagong Port Trade Facilitation Project (CPA Component).
- Construction of Back-up Facilities Behind Berth#4 and 5 of New-mooring Container Terminal.
- Installation of Vessel Traffic Management Information System (VTMIS).
- Procurement of One high Power Tug (4500 BHP).
- Procurement of One Sea Going Water Supply Vessel.
- Procurement of 51 Nos. Container and Cargo Handling Equipment.
- Procurement of Three Reconditioned Container Vessels to ply Chittagong-Pangaon Route.
- Installation of Surface Water Treatment Plant.
- Procurement of one Modern Survey Boat with Multibeam Echo-Sounder.

B. ON GOING PROJECTS :

- Construction of CPA Hospital Complex in place of existing Hospital.
- Procurement of Equipment for New Mooring Container Terminal (NCT).
- Shifting and Reconstruction of Services Jetty located near Dock Office to the Upstream of Jetty No. 1
- Procurement of one high power tug boat (3200 BHP).
- Construction of Patenga Container Terminal (PCT).
- Construction of overflow yard at new-mooring colony.

C. FUTURE PROJECTS :

- Construction of 40 Storied CPA Tower Building.
- Construction of Bay Terminal.
- Construction of Terminal at Laldia.
- Construction of Karnafully Container Terminal (KCT).
- Acquisition of a Trailing Suction Hopper Dredger.
- Construction of a Floating Crane.
- Procurement of two nos. cutter dredger.
- Procurement of vessels and crafts.
- Installation of 30 MW power plant with provision to upgrade upto 50 MW in future.
- Procurement of security related equipment.
- Procurement of cargo and container handling equipment.

12. DOWNLOAD

A softcopy of this brochure in PDF format, requiring Adobe Acrobat Reader 7.0 or later may also be downloaded from the CPA website www.cpa.gov.bd.



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