

ANNUAL REPORT

2019-2020



Chittagong Port Authority





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CHAIRMAN'S DESK

I am delighted to present the Annual Report 2019-2020 of Chittagong Port Authority (CPA) and believe that the information contained in this report will be useful to our valued users, development partners and readers in particular.

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

Chittagong Port is the main gateway and economic nerve center of Bangladesh. It handles about 92% of international trade of Bangladesh. Nation's economic picture is reflected through the rising trend of international trade and handling activities of this port. During financial year 2019-2020 Chittagong Port handled 101.56 million tons of cargo, 3.004 million TEUs of container, and 3764 no. of vessels.

To handle more ships and cargoes present government has already taken various dynamic steps and is very keen in taking sustainable reform initiatives. To continue growing maritime cluster and capturing new opportunities Chittagong Port enhancing its capacity by taking many development projects like Matarbari Port, Patenga Container Terminal, Bay Terminal, Procurement of significant number of Equipment's, Enhancement of navigability in Karnaphuli River through dredging from Sadarghat to Bakalia Char etc. In addition to that VTMS, CCTV Monitoring, Access Control System, CTMIS, Digital Berthing System, Vehicle Management System have already been introduced by CPA that enhances its images and efficiency.

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

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

Rear Admiral Mohammad Shahjahan

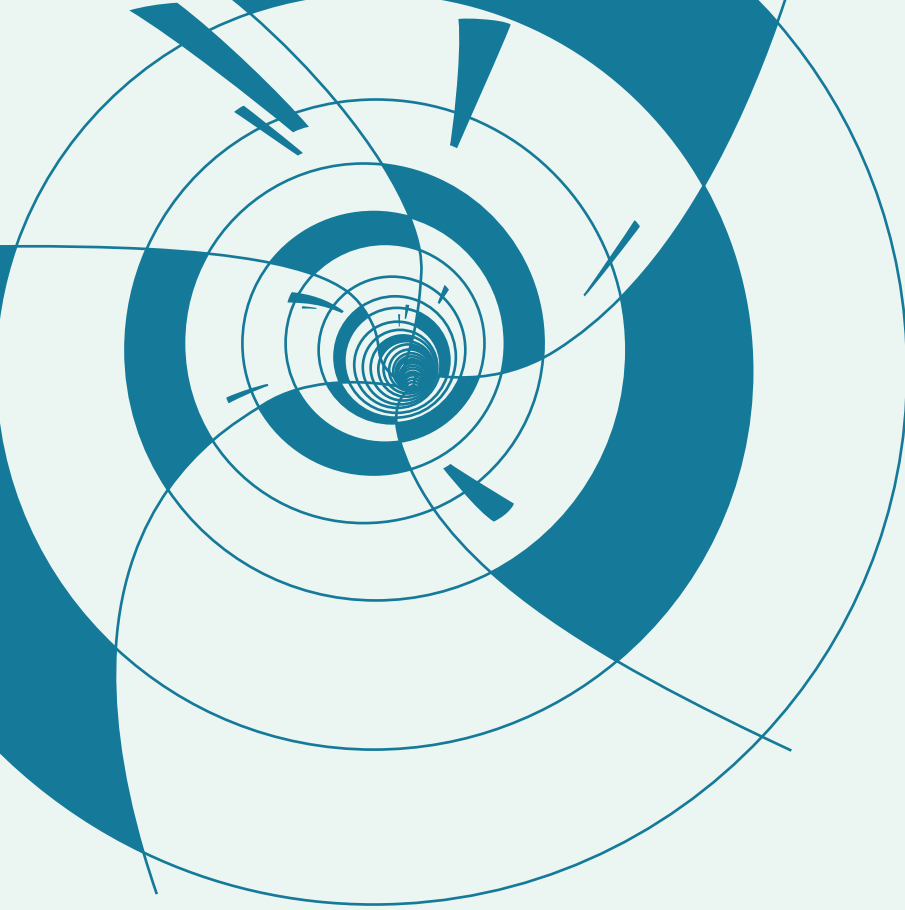
Chairman
Chittagong port Authority

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 exercised / done by the Authority. The fund of the Authority is to be utilized by the Authority to meet the charges in connection with its functions under the Ordinance.

Chittagong Port Authority is a service organization under the aegis of the Ministry of Shipping, Government of the People's Republic of Bangladesh. The Board in discharging its functions is guided on questions of policy by such directions as may be given to it, from time to time, by the Government.

The Board of the Authority consists of a Chairman and not more than four other members to be appointed by the Government. They are full-time officers of the Authority and hold office on such terms and conditions as are determined by the Government.

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

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





THE CHITTAGONG PORT AUTHORITY

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

FUNCTIONS OF THE AUTHORITY

The functions of the authority shall be

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

POWERS OF THE AUTHORITY

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.

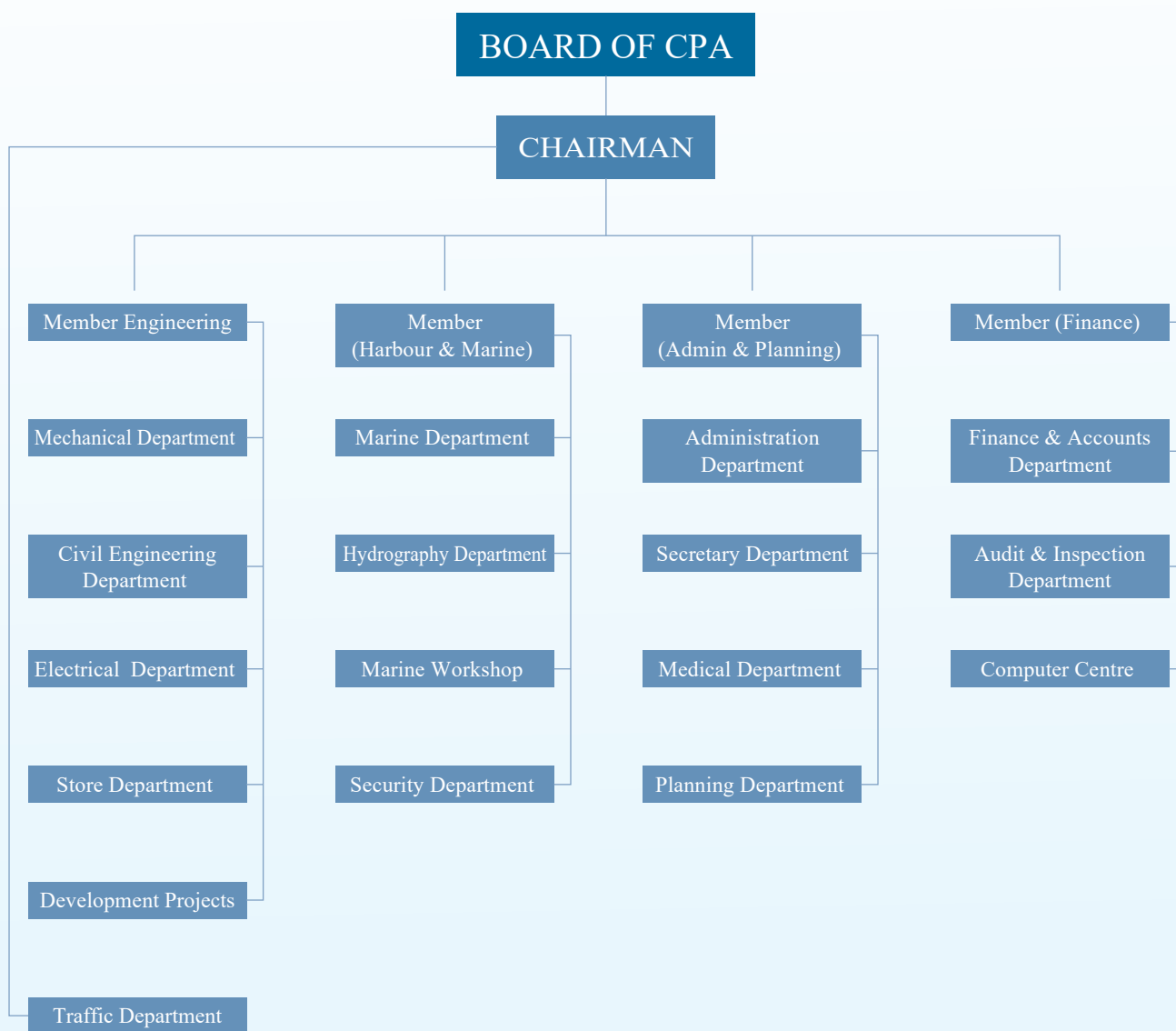


- (h) to construct, maintain and operate vessels for the wing or rendering assistance to vessels saving life and property or recovering any property lost, sunk or stranded.
- (i) to supply fuel or water to vessels.
- U) to provide fire and security services within the Port.
- (k) to require, hire, procure, construct, erect, manufacture, provide, operate, maintain or repair anything whatsoever required by the Authority for the purposes of this Ordinance.
- (l) to control the erection and use of docks and any other works, whether above or below the high water-mark, within the port or the approaches to the port.
- (m) to acquire any undertaking affording or intending to afford facilities for the loading and discharging or warehousing of goods in the port or for the bunkering of vessels.
- (n) to enter into any contract, bond or agreement of any kind whatsoever for the purpose of this Ordinance.



EXISTING ORGANOGRAM

MINISTRY OF SHIPPING



THE CHITTAGONG PORT AUTHORITY BOARD



Rear Admiral Mohammad Shahjahan
NPP, BCGMS, ndc, psc
Chairman



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



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



Commodore Md. Mostafizur Rahman
(TAS), NGP, afwc, psc, BN
Member (Harbour and Marine)



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

THE CHITTAGONG PORT AUTHORITY MANAGEMENT

(As on Publication date)

Chairman	: Rear Admiral Mohammad Shahjahan, NPP, BCGMS, ndc, psc
Member (Administration & Planning)	: Md. Zafar Alam, Joint Secretary, GOB
Member (Finance)	: Md. Kamrul Amin, Joint Secretary, GOB
Member (Harbour & Marine)	: Commodore Md. Mostafizur Rahman, (TAS), NGP, afwc, psc, BN
Member (Engineering)	: Captain Mohammad Mahbubur Rahman, (E), psc, BN

1. Administrative Department:

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

2. Traffic Department:

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

3. Finance & Accounts Department:

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

4. Marine Department:

Name: **Capt. Faridul Alam**
Designation: Dy. Conservator
• Responsible for Marine operation & maintenance thereto.

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 precaution to report such measures to the breach of the Security measures and 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 (E & M)

- 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: **Bindu Smriti Chakma**
Designation: Controller of Stores

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

13. Audit & Inspection Department:

Name: **M. Habibur Rahman**
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: **Md. Shoaib**
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

1. Matarbari Port Development Project

Name: **Mir Zahid Hasan**, Joint Secretary, GOB
Designation: Project Director.
Responsible for overall project implementation and Supervision.

2. Procurement of Necessary Equipment for Various Yards and Terminal for Chittagong Port

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

3. Bay Terminal Land Development and Causeway Construction

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

4. Capital Dredging and Bank Protection Project

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

5. Construction of Patenga Container Terminal (PCT)

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

6. Procurement of Two High power Tug Boat (5000 BPH/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 refresher courses to improve cargo, container and vessel handling performance, working conditions and practices. safety and the port customers. Besides it conducts tailor made courses for various government and private organizations.

Every year participants of NDC, AFWC, PSC and BCS course visit Chittagong Port as a part of their course curriculum. CPATI arranges briefing session for them. CPATI also provides facilities to the students of different universities for internship program and industrial attachment to the technical and vocational institutes.

The CPATI has installed a combined simulator of container handling equipment (STS, RTG and SC) to train operators like the developed ports of the world. Through this simulator Ship to shore Gantry Crane (STS), Rubber Tyred Gantry Crane (RTG) and Straddle Carrier (SC) operation courses are being conducted to improve efficiency of the operators, CPATI has taken a plan to provide this training facility to the young people to meet the job requirement of skilled equipment operator at home and abroad, 277 nos. equipment operators have already been trained till June 2020.

In addition to the inhouse training at CPATI, officials are sent to undergo management and trade training/courses at various institutes at home and abroad.

During 2019-2020 CPATI conducted 40 nos. courses where 2,876 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 the seventies 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) 2020

1	Cargo handled	103209724 M/Tons
2	Import Cargo handled	96499666 M/Tons
3	Export Cargo handled	6710058 M/Tons
4	Container handled	2839977 TEUs

(FISCAL YEAR) 2019-2020

1	Cargo handled	101565272 M/Tons
2	Import Cargo handled	94767318 M/Tons
3	Export Cargo handled	6797954 M/Tons
4	Food grain handled	6839179 M/Tons
5	No of Ship handled	3764 Nos.
6	Container handled	3004142 TEUs
7	Ship's turn around time (days)	2.86 days

MONTHWISE BEST PERFORMANCE

1	Maximum Cargo handled	10896468 M/Tons	In January -2020
2	Maximum Import Cargo handled	10244647 M/Tons	In January- 2020
3	Maximum Export Cargo handled	663011 M/Tons	In March-2020
4	Maximum food grain handled	1035560 M/Tons	In January -2020
5	Maximum No of Ship handled	366 Nos.	In March -2020
6	Maximum Container handled	292455 TEUs	in September-2019

THE CHITTAGONG PORT AUTHORITY

RECORD PERFORMANCE OF THE CHITTAGONG PORT

DURING LAST 05 YEARS

STATISTICS AT A GLANCE (CALENDAR YEARS)

ITEM	2020	2019	2018	2017	2016
IMPORT (MT)	96499666	95957992	89186873	78178566	70641665
EXPORT (MT)	6710058	7119744	7124351	7068382	6614066
TOTAL (MT)	103209724	103077736	96311224	85246948	77255731
CONT. (TEUS)	2839977	3088187	2903996	2667223	2421880
VESSELS	3728	3807	3747	3370	3014

STATISTICS OF CONTAINER HANDLED (CALENDAR YEARS)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUs	M/TONS	BOX	TEUs	M/TONS	BOX	TEUs	M/TONS
2016	829228	1221420	16970601	815103	1200460	6184091	1644331	2421880	23154692
2017	902605	1338948	18520365	891957	1328275	6906494	1794562	2667223	25426859
2018	972000	1461700	19441453	963498	1442296	6926571	1935498	2903996	26368024
2019	1064254	1587343	20251923	1007962	1500844	6867020	2072216	3088187	27118943
2020	982502	1491228	19629008	892694	1348749	6445723	1875196	2839977	26074731

THE CHITTAGONG PORT AUTHORITY

RECORD PERFORMANCE OF THE CHITTAGONG PORT

DURING LAST 05 YEARS

STATISTICS AT A GLANCE (FISCAL YEAR)

ITEM	2019-2020	2018-2019	2017-2018	2016-2017	2015-2016
IMPORT(M/Tons)	94767318	91236030	85775649	73119015	65052840
EXPORT(M/Tons)	6797954	7004625	7147579	6863504	6103547
TOTAL(M/Tons)	101565272	98240655	92923228	79982519	71156387
CONT.(TEUs)	3004142	2919023	2809354	2504476	2189439
VESSELS	3764	3699	3664	3092	2875

STATISTICS OF CONTAINER HANDLED (FISCAL YEAR)

YEAR	IMPORT			EXPORT			TOTAL		
	BOX	TEUs	M/TONS	BOX	TEUs	M/TONS	BOX	TEUs	M/TONS
2015-2016	752152	1109355	15498565	732611	1080084	5642419	1484763	2189439	21140984
2016-2017	848052	1254462	17408701	845531	1250014	6549668	1693583	2504476	23958369
2017-2018	948907	1414933	19385567	934211	1394421	7030854	1883118	2809354	26416421
2018-2019	979032	1465292	19424584	972031	1453731	6786236	1951063	2919023	26210820
2019-2020	1034773	1546676	19599932	979766	1457466	6525948	2014539	3004142	26125880

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 up to 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 up to 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 up to 145.00 M. LOA draft 7.5 M. for repair of vessel / laying off.



LIST OF CONTAINER AND CARGO HANDLING EQUIPMENT

A. Existing Container Handling Equipment (As on April 2021):

SI No.	TYPE OF EQUIPMENT	CAPACITY (Ton)	TOTAL NOS	REMARKS
01	Quay Gantry crane	40	14	
02	Rubber Tyred Gantry Crane	40	41	
03	Rail Mounted Yard Gantry Crane	40	01	
04	Mobile Harbour Crane	84	05	
05	Straddle Carrier (04 High)	40	44	
06	Straddle Carrier (02 High)	40	01	
07	Reach Stacker	45	17	
08	Forklift (Spreader)	16	04	
09	Reach Stacker	07	09	
10	Container Mover	50	08	
	Total	-	144	

B. Existing Cargo Handling Equipment (As on April 2021):

SI No.	TYPE OF EQUIPMENT	CAPACITY (Ton)	TOTAL NOS	REMARKS
01	Mobile Crane	10 - 50	28	
02	Forklift Truck	10 - 20	20	
03	Forklift Truck	1.5 - 05	122	
04	Industrial Tractor	25	11	
05	Heavy Trailer	25	05	
06	Light Trailer	06	30	
07	Telehandler	10	04	
08	Car Carrier	06 Cars	02	
09	Pipe Handier	30	01	
10	Variable Reach Truck	16	03	
11	Bagging Machine	-	02	
12	Pneumatic Conveyor	-	01	
	Total	-	229	

D. Procurement of 29 Nos Container and Cargo Handling Equipment (Project):

The objective of the project is to enhance port operational capacity I 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 JETIES:

- i) L. J. No.1-permanent cement concrete Jetty with 122 M. Jetty (ace 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	
Shed	3808.00	5428.00	
Total	60,650.77	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.

ELECTRICAL POWER SUPPLY FACILITIES:

SI No.	TYPE OF EQUIPMENT	CAPACITY	TOTAL NOS	REMARKS
01.	Stand by Diesel Generator Set.	2.0 MW, 11 KV Output	07	For continuous uninterrupted Power Supply throughout the Port area in case of power failure froms BPDB sources.
02.	Stand by Diesel Generator Set.	2.5 MW, 11 KV Output	01	For continuous uninterrupted Power Supply throughout the Port area in case of power failure froms BPDB sources.
03.	Solar Panel Power System	18KW with 4hrs Output	1 Set	For Lighting system of PAB Main Building.
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	440 V	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 648427 Metric tons, 24620725 Metric tons, and 871769 Metric tons respectively during the 2018-2019 fiscal year and 697260 Metric tons, 26119944 Metric tons, and 653938 Metric tons respectively during the 2019-2020 Fiscal year.

Fiscal Year	Rail	Road	River	Total
2018-2019	648427	24620725	871769	26140921
2019-2020	697260	26119944	653938	27471142

EFFICIENCY INDICATORS (FISCAL YEAR)

INDICATORS	2018-2019	2019-2020
A. Ship's turn-around time (days)	2.88	2.86
B. Dwell time of container (days)	10.78	9.99
C. Berth occupancy (in %)	90.55	89.42
D. Equipment availability (in %)	45.64	45.03

COMMODITY WISE IMPORT HANDLED (FISCAL YEAR)

(Figures in Metric Tons)

COMMODITY	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Food Grain	4067468	5144504	7076726	5696038	6839179
Cement	0	0	0	0	0
Cement Clinker	16962003	19628181	21492163	24826699	24049822
Fertilizer	1743790	1416115	1777825	1679034	1585682
Coal	2226397	1364436	1527312	2947457	4303434
Salt	324760	551956	778178	365434	431120
Sugar	21600041	2233954	2527610	2333499	2328285
Edible	2456364	2001688	2508948	2753222	2904818
P O L	5655407	7027510	7788517	7628657	6785871
Others	29456610	33750671	40298370	43005990	45539107
TOTAL	84492840	73119015	85775649	91236030	94767318

COMMODITY WISE EXPORT HANDLED (FISCAL YEAR)

(Figures in Metric Tons)

COMMODITY	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020
Jute	157635	212353	206480	153828	154840
Jute products	706938	821677	722800	551418	476070
Leather Goods	30211	30644	35912	32273	27000
Tea	48	0	0	43	165
Garments	2788000	2973724	3422571	3514113	2884526
Frozen Goods	94299	121893	110555	111008	100429
Fertilizer/Urea	0	0	0	0	21
Naphtha	68256	104954	18500	32890	0
Ammonia	40800	15000	39083	41249	69125
Others	2217360	2583259	2591678	2567803	3085778
TOTAL	6103547	6863504	7147579	7004625	6797954

COMMODITY WISE IMPORT HANDLED (CALENDAR YEARS)

(Figures in Metric Tons)

COMMODITY	2016	2017	2018	2019	2020
Food Grain	5117577	6256748	5879807	6336279	6853882
Cement	0	0	0	0	0
Cement Clinker	19185629	19591547	24010721	25680976	26528874
Fertilizer	1557431	1623828	1814808	1646047	1406391
Coal	1437169	1514027	1993225	3982570	4067789
Salt	494636	758058	392920	426514	347109
Sugar	1991986	2569748	2168227	2246258	2647861
Edible	2018376	2279297	2835106	2570359	2556745
P O L	6838913	7085879	8011491	7622239	6368644
Others	31999948	36499434	42080568	45446750	45722371
TOTAL	70641665	78178566	89186873	95957992	96499666

COMMODITY WISE EXPORT HANDLED (CALENDAR YEARS)

(Figures in Metric Tons)

COMMODITY	2016	2017	2018	2019	2020
Jute	202754	228439	159427	169747	184101
Jute products	730588	803666	642685	538027	471316
Leather Goods	31058	32223	32772	35440	22527
Tea	0	0	13	195	0
Garments	2806158	3209783	3592989	3320490	2957975
Frozen Goods	95047	133719	103583	104974	111787
Fertilizer/Urea	0	0	0	21	0
Naphtha	120256	56454	15000	17890	0
Ammonia	29800	23000	42457	54975	63325
Others	2598405	2581098	2535425	2877985	2899027
TOTAL	6614066	7068382	7124351	7119744	6710058

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 of 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 up to 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 Personnel 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 Dredge, Tug Boats and other utility vessels and crafts.

Sl.No	NAME of	TYPE	GRT		CAPACITY
(A)	TUG BOATS:				
	M.T. KANDARI-I	MOTOR TUG	329	BHP -1675X2	3350
	M.T. KANDARI-2	“	354	BHP -1400X2	2800
	M.T. KANDARI-7	“	314	BHP -1200X2	2400
	M.T. KANDARI-8	“	314	BHP -1000X2	2000
	M.T. KANDARI-10	“	343	BHP -1600X2	3200
	M.T. KANDARI-II	“	375	BHP - 2570X2	5140
	M.T. KANDARI-12	“	196	BHP -1200X2	2400
(B)	PILOT BOATS:				
	P.V. DISHARI-2	PILOT BOAT	137	BHP-750X2	1500
	P.V. DISHARI-6	“	137	BHP-940X2	1880
	P.V. DISHARI-7	“	141	BHP - 940X2	1880
	P.V.RAKSHI	“	146	BHP - 911X2	1882
(C)	BOUY LIFTING VESSEL:				
	B.L.V ALI		404	BHP -788X2	1576
	B.L.V LUSAI		508	BHP- 850X2	1700
(D)	WATER BURGE:				
	W.BMOSHAK			BHP - 510X2	1020
	W.BJARNA			BHP - 510X2	1020
	W.B FOURA			BHP - 510X2	1020
	W.BJALPORI			BHP -1122X2	2244
(E)	FAST PATROL BOAT:				
	P -1		6.7	BHP-355X2	710
	P-2		6.7	BHP - 355X2	710
(F)	POLLUTION CONTROL VESSEL:				
	BAY CLEANER- 1		155	BHP -455X2	910
	BAY CLEANER- 2		122.88	BHP-738X2	1476
(G)	ENVIRONMENTAL CLEANING & RESTORETIO N VEHICLE:				
	ECRV	DREGAR	N/A	BHP - 225X1	225
(H)	SEARCH AND RESCUE CUM AMBULANCE SHIP:				
	AMBULANCE SHIP		N/A	BHP-651X2	1302
(I)	MORING BOAT:				
	BHADUNI-I	MORING BOAT		BHP- 290X1	290
	BHADUNI-2	“		BHP- 290X1	290
	BHADUNI-3	“		BHP- 290X1	290
	N.M.L-1	“		BHP- 290X1	290
	N.M.L-2	“		BHP- 290X1	290
	BARKAT	“		BHP- 265X1	265
	SHANDIP	“		BHP- 265X1	265
	AZMAT	“		BHP- 265X1	265
(J)	PANGAON EXPRESS	CONT. VESSEL	2195	BHP- 292.5X2	585
(K)	PANGAON SUCCESS	CONT. VESSEL	2195	BHP- 292.5X2	585
(L)	PANGAON VISSION	CONT. VESSEL	1535	BHP- 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.

ANNUAL DEVELOPMENT PROGRAMME (ADP 2019-20)

An amount Tk. 169105.00 lakh was allocated in the original budget & Tk 43598.00 lakh has been allocated in the revised budget of CPA for implementation of investment and TA project during 2019-20. RADP allocation vis-a-vis achievements of the projects are as follows:

Name of the Project	Allocation for the Year 2019-2020 (RADP)				Taka Released	Expenditure upto June/2020 & % of allocation (RADP)		
	Total	Taka	Project Aid (RPA)			Total	Taka	Project Aid(RPA)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
A. SELF FINANCED PROGRAMME:								
1. Construction of Patanga Container Terminal (PCT).	200.00	200.00	--	--	200.00 (100%)	200.00 (100 %)	--	--
2. Enhancement of Navigability in Karnaphuli River through dredging from Sadarghat to Bakoliar Char.	30.00	30.00	--	--	41.5255 (138.42 %)	41.5255 (138.42 %)	--	--
3. Shifting and Re-construction of Services Jetty located near Dock Office to the Upstream of Jetty No.1	25.00	25.00	--	--	25.00 (100%)	25.00 (100%)	--	--
4. Procurement of 02 Nos.Mobile harbour Crane	93.50	93.50	--	--	93.5105 (100.01%)	93.5105 (100.01%)	--	--
5. Procurement of 02 Nos. Cutter Suction Dredger	0.01	0.01	--	--	--	--	--	--
6. Procurement of Two High-Power Tug boat (5000 BHP / 70 Tons Bollard Pull	0.01	0.01	--	--	0.0120 (120%)	0.0120 (120%)	--	--
7. Construction of 2nd New Mooring Container Yard	84.26	84.26	--	--	82.7784 (98.24%)	82.7784 (98.24%)	--	--
8. Procurement of necessary equipment for various yards and terminals of Chittagong port.	2.00	2.00	--	--	2.38 (119%)	2.38 (119%)	--	--
Sub Total	434.78	434.78	--	--	445.2064 (102.39%)	445.2064 (102.39%)	--	--
B . TA Project :								
9. Strengthening the Chittagong Port Authority Training Institute (CPATI)	1.20	--	1.20	--	1.8886 (157.38 %)	--	1.8886 (157.38 %)	--
Sub Total :	1.20	-	1.20	--	1.8886 (157.38 %)	--	1.8886 (157.38 %)	--
Grand Total:	435.98	434.78	1.20	--	447.095 (102.55%)	445.2064 (102.39%)	1.8886 (157.38 %)	--

3. RESUME OF ONGOING PROJECTS

SELF FINANCED PROJECT (CPA'S OWN RESOURCES):

3.1 Shifting & Re-Construction of The Service Jetty Located Near Dock Office to the Up-Stream of Jetty No- 1:

The main objective of the project is to construct a dedicated berth/jetty facilities to anchor and berthing CPA's own vessels fleet comprising of Tug boats, Water Barges, Waste Reception vessels, Survey boats, Dredger, Pilot vessels, Security speed boats etc. These vessels provide services to the vessels calling at Chittagong port. The project also envisages jetty facilities for the handling of CPA's own conservancy channel buoys and mooring maintenance materials. The project has been completed on December 2020.

3.2 Navigability Enhancement in Karnafuli River by Garbage Removal and Dredging from Sadarghat to Bakaliar Char:

The aim of the project is to carry out garbage removal and Dredging from Sadarghat to Bakaliar Char to ensure Navigability in Karnafuli River. Under the project it is estimated to dredge 42 million cubic meters to maintain 4 meters draft in the targeted area. The project has been revised due to change of scope. As per revised schedule the project will be completed by June 2025.

3.3 Construction of Patenga Container Terminal:

To cater the growing container traffic demand the Chittagong Port Authority (CPA) planned to construct a modern container terminal at Patenga. The proposed Patenga Container Terminal (PCT) will also keep the container handling operation of CPA uninterrupted during construction of the KCT (by dismantling GCBs in phases). The proposed PCT is expected to increase the container handling capacity of the CPA (by over 0.40 million TEUs), and contribute to the economic development of the country. Under the project 570 meter long container jetty with necessary backup facilities and 200 meter long Dolphin jetty will be constructed. The project will be completed by December/2021.

3.4 Procurement of Two High Power Tug Boat (5000 BHP/70 Tons Bollard Pull.)

The main objective of the project is to strengthen the maritime logistic capacity of Chittagong Port. The project also aims to cuter the enhanced demand of high power Tug boat to handle large vessels to be called at Matarbari, and Bay Terminals. There two high power Tug boat will be procured as ready Tug. In this regard necessary works are under process.

3.5 Procurement of Necessary Equipment 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. According to the objective, it will be possible to meet the following targets: Availability of cargo / container handling equipment will be increased from 60% to 80%. The waiting time of the ship can be reduced from 60 hours to 48 hours. Port lead time in readymade garments will be significantly reduced. The equipments will be added to the equipment fleet of Chittagong port.



3.6 Matarbari Port Development Project

To ensure the sustainable economic growth of Bangladesh and to enhance the economic cooperation between Bangladesh and Japan, in September 2014, a concept of “BIG-B” (The Bay of Bengal Industrial Growth Belt) was jointly announced by Hon’ble Prime Ministers of Bangladesh. ‘Matarbari Port Development Project’ is an outcome of the concept.

The objective of the project is to strengthen the port logistics capacity of Bangladesh by constructing a new commercial port & a port connecting road with national highway (N1) at Matarbari, Moheshkhali and Chakoria area in Chittagong Division, thereby contributing to acceleration of logistics with neighboring countries. The Project will Consists of a multipurpose berth with a length of 300m and back up area 11.8ha, Development of container berth of 460m and back up facilities of 20.2 ha. Designed of an 14.3 km approach channel, width 350m and the depth will be CDL-16.0m. The Cost of the project is 8955.8173 Crore Taka (PA Tk. 6742.57 crore + CPA’s own fund Tk 2213.25 Crore). On June 14, 2018, a loan agreement of 2655 million yen was signed in between JICA and Bangladesh Govt. for Engineering Services of the project and Signing of the original loan of 36 billion 8 million yen was held on May 29, 2019.

To achieve the vision of 2041, Matarbari port will handle 40 per cent of the total container handling of the country that is 4 million TEUS. The multipurpose terminal can handle 7 lakh tones of consumer goods (wheat, rice, onion, sugar, etc.) and 12 lakh tones of steel products annually. Work is currently underway to design the project.

4. FUTURE PROJECT

1. Construction of Bay Terminal.
2. Matarbari Port Development Project(Stage-1, Phase-2)
3. Construction of Multi-Purpose Terminal at Jetty No. 1-9 in GCB area of Chittagong Port.
4. Construction Of Sitakunda Port
5. Expansion of Chittagong Port’s yard facilities with truck terminal
6. Matarbari Port Development Project(Stage-2)
7. Procurement of various types of tugs, pilot vessels and utility service providers for new future Projects of the expanded port limit of CPA.
8. Construction of breakwater and Navigational Access Channel of Bay Terminal.



YEAR WISE ANALYSIS OF FINANCIAL DATA
(Comparative Statement)

PARTICULARS	ACTUAL FOR 2019-2020	ACTUAL FOR 2018-2019	ACTUAL FOR 2017-2018	ACTUAL FOR 2016-2017	ACTUAL FOR 2015-2016
REVENUE:					
OPERATING REVENUE	2841.35	2815.69	2584.56	2327.75	1977.88
OTHER REVENUE;	83.73	77.30	77.20	79.90	51.37
TOTAL INCOME	2925.08	2892.99	2661.76	2407.65	2029.25
EXPENDITURES:					
OPERATING EXPENSES	1285.72	1220.87	1117.87	1064.09	831.72
ADMINISTRATIVE & GENERAL					
EXPENSES	431.25	384.64	272.65	288.45	234.11
TOTAL EXPENSES	1716.97	1605.51	1390.52	1352.54	1065.83
PROVISION FOR CORPORATE TAX	480.00	480.00	425.00	425.00	445.00
NET SURPLUS AFTER TAX	728.11	807.48	846.24	630.11	518.42
BALANCE SHEET:					
FIXED ASSETS	11074.26	9820.13	8116.94	6510.29	5711.55
DEFERRED EXPENDITURE	71.56	32.36	25.99	24.15	17.04
FIXED DEPOSIT	11482.60	11247.79	11200.18	10356.59	9239.62
SHARE OF ICB ISLAMI BANK	1.47	1.89	2.57	2.84	3.00
LOAN TO PAYRA PORT	49.62	49.62	49.62	49.62	49.62
CURRENT ASSETS	1863.60	1859.61	1512.98	1358.47	1356.34
CURRENT LIABILITIES	3548.86	3710.71	3296.99	2336.98	1954.62
NET CURRENT ASSETS	(1685.26)	(1851.10)	(1784.01)	(978.51)	(598.28)
CAPITAL EMPLOYED	20994.25	19300.70	17611.30	15964.98	14422.54
FIVE YEARS FINANCIAL RATIOS ANALYSIS:					
A. DEBT EQUITY RATIO	0.23	0.27	0.26:1	0.21:1	0.20:1
B. CURRENT RATIO	0.53	0.50	0.46:1	0.58:1	0.69:1
C. QUICK RATIO	0.52	0.50	0.46:1	0.58:1	0.69:1
D. TURNOVER OF TOTAL ASSETS (TIMES)	0.12	0.12	0.13	0.13	0.12

CHITTAGONG PORT AUTHORITY

DETAILS OF COMMODITIES

Fig. Taka in lakh M.Ton

SL. NO	PARTICULARS	BUDGET EST. FOR 2021-2022	REVISED EST. FOR 2020-2021	BUDGET EST. FOR 2020-2021	PROVISIONAL FOR 2020-2021
A	IMPORT:				
1	FOOD GRAINS	70.00	68.91	70.00	67.67
2	CEMENT CLINKER	270.00	260.39	255.00	240.50
3	COAL	15.00	40.00	40.00	43.03
4	FERTILIZER	5.00	11.76	22.00	15.86
5	Petrol, Oil & Lubricant (P O L)	75.00	68.88	95.00	67.86
6	EDIBLE OIL	17.00	15.34	32.00	29.05
7	OTHERS	380.00	341.54	425.00	408.78
	Total (A)Taka	842.00	806.82	939.00	872.75
B	EXPORT:				
1	JUTE	2.23	2.19	1.50	1.57
2	JUTE PRODUCTS	4.83	4.74	6.00	4.78.
3	TEA	0.00	0.00	0.00	0.00
4	HIDES &SKIN	0.25	0.24	0.40	0.27
5	GARMENTS	31.53	30.90	45.00	29.00
6	NEPTHA	0.00	0.00	0.00	0.00
7	FERTILIZER	0.00	0.00	0.00	0.00
8	AMMONIA	0.60	0.39	0.80	0.69
9	FROZEN GOODS	1.05	0.93	0.70	1.04
10	OTHERS	22.80	23.80	32.60	29.10
	Total (B) Taka	63.29	63.19	87.00	66.45
C	INLAND CARGO:				
1	INLAND CARGO	55.00	52.75	85.00	69.66
	Total (C) Taka	55.00	52.75	85.00	69.66
D	I C D (DHAKA):				
1	I C D (DHAKA)	5.00	3.45	7.00	4.89
	Total (D) Taka	5.00	3.45	7.00	4.89
E	PANGAON CARGO:				
1	PANGAON CARGO	2.00	2.00	2.00	1.90
	Total (E) Taka	2.00	2.00	2.00	1.90
	Grand Total	967.29	928.21	1120.00	1015.65

CHITTAGONG PORT AUTHORITY

BUDGET AT A GLANCE

Fig. Taka in lakh

SL. NO	PARTICULARS	BUDGET EST. FOR 2021-2022	REVISED EST. FOR 2020-2021	BUDGET EST. FOR 2020-2021	PROVISIONAL FOR 2020-2021
A	TOTAL REVENUE INCOME	31 1506.89	288597.58	335314.16	292498.04
B	TOTAL REVENUE EXPENDITURE	271911 .96	266087.89	267158.16	219134.75
C	REVENUE SURPLUS	39594.93	22509.69	68156.00	72763.29
D	CAPITAL EXPENDITURE:				
1	For New Capital Works and Renewals & Replacement related Works	581693.00	304528.13	360589.50	81463.50
2	Others (including Loan repayment, house building & other Advance)	10800.00	1300.00	1300.00	657.52
3	Self financed Development projects	1 93759.00	149735.30	97903.74	57521.82
	Total Capital Expenditure	786252.00	455563.43	459793.24	139642.84
E	Financed by:				
1	Depreciation Reserve Fund (For Renewals & Replacement Works)	19250.00	23413.50	27807.50	21665.51
2	From Revenue Surplus, Revenue Reserve & Other Pool of Funds	766202.00	431349.93	431185.74	117319.81
3	From Sinking Fund (Loan Principal)	800.00	800.00	800.00	657.52
	TOTAL Taka	786252.00	455563.43	459793.24	139642.84
F	NET SURPLUS/DEFICIT (D - E)	0.00	0.00	0.00	0.00

Ahmed Zakar & Co.
Chartered Accountants

Khan Wahab Shafique Rahman & Co.
Chartered Accountants

Independent Auditor's Report

To the Board of the Chittagong Port Authority

Report on the Audit of the Financial Statements

Our Opinion

We have audited the Financial Statements of The Chittagong Port Authority ('the Organization'), which comprise the Statement of Financial Position as at 30th June, 2020 and the Statement of Profit or Loss and other Comprehensive Income, Statement of Changes in Equity and Statement of Cash Flows for the year then ended, and notes to the Financial Statements, including a summary of significant accounting policies.

In our opinion and to the best of our information and according to the explanations given to us the Financial Statements conform with the accounting and reporting standards as applicable in Bangladesh and give the information required by the Chittagong Port Authority Ordinance, 1976 and other applicable laws, in the manner so required and respectively give a true and fair view of the state of the Organization's affairs as at 30 June, 2020 and of the profit, comprehensive income, its cash flows and the changes in equity for the year then ended.

Basis for Opinion

We have conducted our audit in accordance with International Standards on Auditing (ISAs). Our responsibilities under those standards are further described in the Auditors' Responsibilities for the Audit of the Financial Statements section of our report.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our qualified opinion.

Independence

We are independent of the organization in accordance with the International Ethics Standards Board for Accountants' Code of Ethics for Professional Accountants (IESBA Code) together with the ethical requirements that are relevant to our audit of the financial statements in jurisdictions, and we have fulfilled our other ethical responsibilities in accordance these requirements and with the IESBA Code and the Institute of Chartered Accountants of Bangladesh (ICAB) Bye Laws.

Emphasis of matter

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

- a. As disclosed under note no 2.04 the Organization is under process for presenting its FSs on accordance with IAS & IFRS which includes among others providing provision for Deferred Tax as required by IAS 12, Accounting for Income Taxes and FRC notification no. 146/FRC/SS/2019/181 dated 11-04-2019.
- b. The Fixed Asset schedule under note includes both Tangible & Intangible assets (Software) without classifying and separately reporting in the FSs in accordance with IAS 38: Intangible Assets, para 118 & IAS 1: Presentation of Financial Statements, para S4.
- c. No evidence was made available for verification to ensure that an impairment test had been conducted by the Authority for the year according to IAS 36: Impairment of Assets, para 9 and FRC Notification no. 146/FRC/SS/2019/181 dated 11-04-2019.
- d. Assets classified as held for sale has not presented separately on the face or the statement of financial position according to IFRS-5: Non current Assets Held for Sale and Discontinued Operation, para 38, Auction sale.
- e. Pension Fund's FDR interest has not been recognized on Accrual Basis complying with IAS 8: Accounting Policies, Changes in Accounting Estimates and Errors, para 13.
- f. The FSs consists with Tk. 3228,058964 under Debtor [Note No. 16 Accounts Code 1220 & 1240] and Tk. 11,484,001,920 under "Advances, Deposits and Prepayments" [Note No. 17, Accounts Code 1250, 1260 & 1280] where Tk. 104,065,774 and 2,074,082,393 of those head respectively have been lying pending for settlement/adjustment since long.
- g. A total Debit balance of Tk. 927,765,071.11 and Credit Balance of Taka 10,386,306,781.38 in the Statement of Financial Position end total Debit of Tk. 5,253,739,121.98 and Credit of take 23,985,423,800.59 in the statement of Profit or Loss and Other Comprehensive

Ahmed Zakar & Co.
Chartered Accountants

Khan Wahab Shafique Rahman & Co.
Chartered Accountants

Income has been recognized under accounts Sub-code: 42000 without adequate evidence and the purpose of such recognition was found unclear during the verification.

Other Matter

the financial statements of The Chittagong Port Authority for the year ended 30th June, 2019, were audited by another auditor who expressed an unmodified opinion on those statements on 20th July, 2020.

Impact of COVID-19 on Business

On 11 March 2020, World Health Organization (WHO) declared a global pandemic due to corona Virus related respiratory disease commonly called as COVID-19. It has a big impact on imports, other procurement, production, export, import and other activities of the Global business. The government of Bangladesh has declared general holidays from 26.03.2020 to 30.05.2020 and majority of Business Entities of our country was compelled to reduce their business at that period. To contain the spread of this disease, along with many other countries of the world, Government of Bangladesh has also taken a number of measures such as declaration of general holiday, enforcement of lock down, social distancing etc. In the financial statements, Chittagong Port Authority is likely to be impacted by the COVID-19 coronavirus pandemic, and the increased economic uncertainty and risk may have significant financial reporting implications because of being a service oriented organization and the whole world have faced economic slowdown and uncontrollable abnormal cost during the period of March 2020 to June 2020. However, the potential impact of COVID-19 related matters on the Organization's operation and financial results cannot be reasonably assessed due to interruption of operation, As we were provided information by the management that, there was no stoppage of Port Operations during the lockdown and they have disclosed the comparative information between March 2019 to June 2019 with March 2020 to June 2020, which indicates a decrease in income by 9.650% and we were also provided a list of expenditure for Covid-19 purpose, which include amount of 205.06 (Lakh Taka). Even though we have seen, a significant spike in operating expense (6.43%) paralleled to Operating income (1.19%) from last year.

Our Information

Management is responsible for the other information. The other information comprises of such other financial or non-financial information included in an entity's annual report (other than a financial statement on the auditor's reports thereon). Our opinion on the financial statements does not cover the other Information, and we do not express any form of assurance conclusion thereon.

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

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

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

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

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

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance, but is not 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 Organization'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 Organization's ability to continue as a going concern. If we conclude that a material uncertainty exists, we are required to draw attention in our auditor's report to the related disclosures in the financial statements or, if such disclosures are inadequate, to modify our opinion. Our conclusions are based on the audit evidence obtained up to the date of our auditor's report. However, future events or conditions may cause the Organization to cease to continue as a going concern.
- Evaluate the overall presentation, structure and content of the financial statements, including the disclosures, and whether the financial statements represent the underlying transactions and events in a manner that achieves fair presentation.
- obtain sufficient appropriate audit evidence regarding the financial information of the entities or business activities within the organization to express an opinion on the financial statements. We are responsible for the direction, supervision and performance of the organization's audit. We remain solely responsible for our audit opinion.

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

Report on officer Legal and Regulatory Requirements

In accordance with the Generally Accepted Accounting Principle, The Chittagong Port Authority Ordinance, 1976 and other applicable laws and regulations, we also report the following:

- 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 accounts as required by law have been kept by the organization so far as it appeared from our examination of those books;
- 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 accounts and returns.
- d. the expenditure incurred and payments made were for the purposes of the organization's business.

Chattogram

Dated: August 18, 2021

Ahmed Zakar & Co.

Chartered Accountants

Signed By

Partner

Arup Chowdhury FCA (F-893)

DVC: 2108180893AS765269

Khan Wahab Shafique Rahman & Co.

Chartered Accountants

Signed By

Senior Partner

Muhammad Shaheed FCA (F-1016)

DVC: 2108171016AS290932

THE CHITTAGONG PORT AUTHORITY

STATEMENT OF FINANCIAL POSITION

AS AT 30th JUNE, 2020

Particulars	Notes	Amount in BDT	
		30th June, 2020	30th June, 2019
SOURCES OF FUNDS:			
Capital	4.00	63,939,635,028	57,534,359,838
Reserve and Fund	5.00	80,923,262,514	72,850,112,803
Unappropriated Surplus Transferred from SOCI		9,610,255,818	10,398,593,234
Fair Value Reserve on Investment in Shares		(37,778,998)	(33,575,318)
Equity and Funds		154,435,374,362	140,749,490,557
Provision Account	6.00	55,023,479,299	51,725,084,537
Long Term Loan (ADS/BAN 2147)	7.00	483,708,112	532,415,932
		209,942,561,773	193,006,991,026
APPLICATION OF FUNDS:			
NON CURRENT ASSETS:			
Operating Fixed Assets	8.00	56,857,340,780	52,783,608,830
Capital Work-in-progress	9.00	53,885,213,385	45,417,735,352
Deferred Expenditure	10.00	715,642,437	323,644,075
Investment in Shares	11.00	14,712,880	18,916,560
Fixed Deposit Receipts	12.00	114,826,048,844	112,477,910,722
Loan to Payra Port		496,200,000	496,200,000
		226,795,158,326	211,518,015,539
CURRENT ASSETS			
Interest Receivable on Fixed deposit Receipts	13.00	2,422,479,114	2,647,222,368
Stores	14.00	60,382,616	60,382,616
Debtors	15.00	3,228,058,964	2,901,964,411
Advance, Deposits and Prepayments	16.00	11,484,001,920	11,950,613,994
Cash and Bank Balances	17.00	1,441,074,233	1,035,940,559
		18,635,996,847	18,596,123,948
CURRENT LIABILITIES			
Creditors and Accruals	18.00	35,488,593,400	37,107,148,461
		35,488,593,400	37,107,148,461
NET CURRENT ASSETS		(16,852,596,553)	(18,511,024,513)
CAPITAL EMPLOYED		209,942,561,773	193,006,991,026

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

C. F. & A.O

MEMBER (FINANCE)

CHAIRMAN

Signed In terms of our separate report of even date annexed

Chattogram
Dated: August 18, 2021

Ahmed Zakar & Co.
Chartered Accountants
Signed By
Partner
Arup Chowdhury FCA (F-893)
DVC: 2108180893AS765269

Khan Wahab Shafique Rahman & Co.
Chartered Accountants
Signed By
Senior Partner
Muhammad Shaheed FCA (F-1016)
DVC: 2108171016AS290932

THE CHITTAGONG PORT AUTHORITY

STATEMENT OF COMPREHENSIVE INCOME

FOR THE YEAR ENDED 30th JUNE, 2020

Particulars	Notes	Amount in BDT	
		30th June, 2020	30th June, 2019
INCOME:			
Dues and Charges			
On Vessels	19.00	4,650,575,371	4,361,350,849
On Cargo		23,762,893,440	23,795,505,851
		28,413,468,811	28,156,856,700
Miscellaneous Income	20.00	290,533,380	299,369,116
Rent on Land		342,750,704	248,776,393
		633,284,084	548,145,509
		29,046,752,895	28,705,002,209
EXPENDITURE:			
Operating Expenses	21.00	12,775,635,202	12,208,698,029
Administrative and General Expenses	22.00	4,312,489,850	3,846,358,049
		17,088,125,052	16,055,056,078
Net Surplus from Operation		11,958,627,843	12,649,946,131
Interest Income	23.00	204,057,401	183,298,204
Profit/(Loss) on Sale of Operating Assets	24.00	(81,575,739)	41,594,206
		122,481,662	224,892,410
Net Surplus Before Tax		12,081,109,505	12,874,838,541
Corporate Tax Expenses		4,800,000,000	4,800,000,000
Net Surplus After Tax		7,281,109,505	8,074,838,541
OTHER COMPREHENSIVE INCOME:			
Unrealized Gain/(Loss) on Investment in Shares		(4,203,680)	(6,830,980)
Total Comprehensive Income for the Year		7,276,905,825	8,068,007,561
Unappropriated Surplus Brought Forward	-	10,365,017,918	10,615,392,819
Prior Year Adjustment	25.00	(69,446,921)	(318,382,464)
		10,295,570,995	10,297,010,355
NET SURPLUS AVAILABLE FOR APPROPRIATION		17,572,476,820	18,365,017,916
APPROPRIATION			
Transfer to Capital Fund		4,000,000,000	4,000,000,000
Transfer to Revenue Reserve Fund		4,000,000,000	4,000,000,000
Unappropriated surplus		9,572,476,820	10,365,017,916
		17,572,476,820	18,365,017,916

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

C. F. & A.O

MEMBER (FINANCE)

CHAIRMAN

Signed In terms of our separate report of even date annexed

Chattogram

Dated: August 18, 2021

Ahmed Zakar & Co.

Chartered Accountants

Signed By

Partner

Arup Chowdhury FCA (F-893)

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Chartered Accountants

Signed By

Senior Partner

Muhammad Shaheed FCA (F-1016)

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THE CRITTAGONG PORT AUTHORITY
STATEMENT OF CHANGES IN EQUITY
FOR THE YEAR ENDED 30th JUNE, 2020

Particulars	Capital Fund	Sinking Fund	Revenue Reserve Fund	Pension Fund	Unappropriated Surplus	Total
	Taka	Taka	Taka	Taka	Taka	Taka
Balance as on 01st July, 2019	57,534,359,838	95,018,079	48,091,022,837	24,664,071,887	10,398,593,234	140,783,065,875
Interest earned during the year 2019-20	192,667,425	5,220,740	2,642,346,669	1,474,290,122	-	4,314,524,956
Prior years' adjustments made during the year 2019-20	-	-	-	-	(69,446,921)	(69,446,921)
Net surplus during the year after tax and before appropriation	-	-	-	-	7,281,109,505	7,281,109,505
Appropriation of net surplus during the year	4,000,000,000	-	4,000,000,000	-	(8,000,000,000)	-
Transferred from Depreciation provision account	2,163,899,945	-	-	-	-	2,163,899,945
Payment made to unfit Labour 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
Equity and fund as on 30.06.20	63,939,635,028	51,530,999	54,733,369,506	26,138,362,009	9,610,255,818	154,473,153,360

THE CHITTAGONG PORT AUTHORITY
STATEMENT OF CASH FLOW
FOR THE YEAR ENDED JUNE 30, 2020

	30-06-2020 Taka	30-06-2019 Taka
A. Cash flow from Operating Activities		
Cash received against dues & charges	28,087,374,258	27,880,777,320
Miscellaneous Income	290,533,380	299,369,116
Rent on Land	342,750,704	248,776,393
Interest Income	5,332,396,857	4,821,894,316
Corporate Tax paid	(4,108,228,053)	(4,638,561,877)
Payment against Expenses	(19,035,006,015)	(19,171,352,877)
Net Cash Flow from Operating Activities	10,909,821,131	9,440,902,391
B. Cash flow from Investing Activities		
Acquisition of Fixed Assets	(8,587,878,930)	(4,758,247,945)
Capital Work-in-Progress	(2,627,773,426)	(5,485,393,406)
Sale of Fixed Assets	32,860,034	41,763,206
Investment (net)	770,000,000	725,765,489
Deferred Expenditure	(43,187,315)	(15,559,613)
Net Cash used in Investing Activities	(10,455,979,637)	(9,491,672,269)
C. Cash Flow from Financing Activities		
Payment of Principal of foreign Loan	(48,707,820)	(48,707,820)
Net Cash used form Financing Activities	(48,707,820)	(48,707,820)
D. Net Cash inflow/(Outflow) for the year (A+B+C)	405,133,674	(99,477,698)
E. Opening Cash & Bank Balance	1,035,940,559	1,135,418,257
F. Closing Cash & Bank Balances (D+E)	1,441,074,233	1,035,940,559

Ahmed Zaker & Co.
Chartered Accountants
Signed By
Partner
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THE CRITTAGONG PORT AUTHORITY

NOTES TO THE FINANCIAL STATEMENTS

FOR THE YEAR ENDED JUNE 30, 2020

1.00 BACHGROUND AND OBJECTIVES

The Chittagong Port Authority was established with the promulgation of the Chittagong Port Authority Ordinance (Ordinance no. LII of 1976) by taking over the assets, liabilities and operations of Chittagong Port Trust for development of Chittagong port and for the matters connected therewith or incidental there to the Chittagong Port. Under the Ordinance the Chittagong Port Authority is a body corporate having perpetual succession and common seal.

The Authority is a Self-Financing organization administered by the Ministry of Shipping, Government of Bangladesh.

The functions of the Authority are to provide the port services, regulate and control berthing and movement of vessels and navigation within the port.

2.00 BASIS OF PREPARATION

2.01 Basis of Accounting These Financial Statements have been prepared in accordance with Generally Accepted Accounting

Principles (GAAP), International Financial Reporting Standards (IFRS). International Accounting Standards (IAS), Bangladesh Accounting Standards, 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 organisation in accordance with identified financial reporting framework. Presentation has been made in compliance with the requirements of IAS - "Presentation of Financial Statements. The financial statements comprise of

- a. A statement of financial position as at 30 June 2020
- b. A statement of profit or loss and other comprehensive income for the year ended 30 June 2020.
- c. A statement of changes in equity for the year ended 30 June 2020
- d. A statement of cash flows for the year ended 30 June 2020.
- e. Notes, comprising a summary of significant accounting policies and explanatory information.

2.03 Application of International Accounting Standards (IASS)

Following IASs 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 Employees benefits

IAS-21 The effects of changes in foreign exchange rates

IAS-20 Accounting for Government Grants and Disclosure of Government Assistance.

IAS-23 Borrowing Cost

IAS-36 Impairment of Assets

IAS- 37 Provisions, contingent liabilities and contingent assets. IAS 38 Intangible Assets

IFRS-16 Leases

IFRS-05 Non-current Assets Held for Sale and Discontinued Operation

IFRS-15 Revenue from contract with customers

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 Pera 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 BD Taka, which is the Authority's functional currency

2.07 Use of estimates and judgments

The preparation of financial statements requires managements to make judgments, estimates and assumptions that affect the application of accounting policies and the reported amounts of assets, liabilities, income and expenses. Actual results may differ from these estimates. Estimates and assumption are reviewed on an ongoing basis.

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

B. Depreciation :

Depreciation is charged on all operating assets with the exception of freehold land and capital work-in-progress so as to write off the operating fixed assets over their expected useful lives. Straight-line method of depreciation has been consistently applied and the amount of depreciation is transferred to depreciation provision account from where expenditure of renewals and replacement are usually met.

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

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

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

3.02 Fixed Deposit Receipts

- This represents 566 numbers of FDRs made on different dates with different scheduled banks for the tenure of one year. Total FDR includes the deposit of balance in different funds such as Revenue Reserve fund, Depreciation Reserve Fund, Reserve for Bad debts, Self Insurance Fund, Sinking Fund, Pension Fund and Capital Fund.
- Interest accrued on Fixed Deposits Receipts are not added with deposits i. e. the amount of Fixed deposits shown on Statement of financial position is the amount of aggregate face value of those Fixed deposits only.

3.03 Stores:

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

3.04 Employee benefits schemes:

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

3.05 Pension Fund:

No objection regarding implementation of pension scheme has been issued by Finance Division. Ministry of Finance vide letter no: 07.00.0000.126.00.071 2012-174, Dated: 22/08/2013. But no separate Fund has been constituted & 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 Revenue Recognition:

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

3.08 Income tax:

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

3.09 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.

3.10 Interest Income:

Interest accrued on FDR has been consistently apportioned towards provisions, reserves and funds and un-appropriated surplus at the ratio of their opening balances and the remaining amount has been transferred to Statement of comprehensive income as Interest income.

3.11 Long term Loan: (No. BAN /2147)

This Loan has been taken from Asian Development Bank through COB against CPTFP Project of CPA. The Loan amount is 12.7168 million USD. Duration of Loan payment is 20 years. The first installment of principal paid during financial year 2014-2015. The rate of interest is 6% & payment of interest started from June, 2010

3.12 Investment in Shares:

Share of ICB Islami Bank has been valued at market price as on June 30, 2020.

3.13 General:

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

Note

