2.1.2 Bangladesh Port of Mongla

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Bangladesh Port of Mongla

Port Overview:

Mongla is the second largest port of the country.
Even if, in theory, there should be a ratio of 60 – 40% between Chittagong and Mongla, the reality os far from that with Chittagong currently totalizing 92% of the country’s international trade. Mongla port development was more or less stopped during years and even its operations were significantly reduced. Obvious operational problems were noticed in the past; especially regarding bulk cargo, with significant leakages … Labour problems (mainly with the stevedores) also occurred. It seems that the second problem could be solved; meanwhile the first one still needs to be fully addressed.
Nevertheless, in connection with the sub-regional discussions ongoing with the Indian, Nepalese and Bhutanese governments aiming at developing regional operational corridors, it seems that the current government has decided to start again the development of the Mongla port. A 3-phased development plan has been drafted and is about to be funded by the national authorities; and senior management was appointed in this regard.
Key port information can also be found at: Maritime Database information on Bangladesh

### Port Location and Contacts

<table>
<thead>
<tr>
<th>Country</th>
<th>Bangladesh</th>
</tr>
</thead>
<tbody>
<tr>
<td>Province or District</td>
<td>Khulna District</td>
</tr>
</tbody>
</table>
| Town or City (Closest location) with Distance (km) | Name: Khulna  
km: 45 minutes from Khulna |
| Port’s Complete Name | Port of Mongla     |
| Latitude         | 22.48867            |
| Longitude        | 89.59283            |
| Managing Company or Port Authority (If more than one operator, break down by area of operation) | Mongla Port Authority |
| Management Contact Person | n/a              |
| Closest Airport and Frequent Airlines to / from International Destinations | Airport Name: n/a  
Airlines: n/a |

### Description and Contacts of Key Companies

The Port is under the administrative control of the Ministry of Shipping, Government of Bangladesh. The Chairman is the Chief Executive of the Port Authority. There is a Board consisting of the Chairman and three Members (Operation, Finance and Engineering & Development.). The Board formulates the policy of Operation, Administration, Finance and Development of the Port.

For information on Bangladesh Port of Mongla contacts information, please see the following link:

4.4 Bangladesh Port and Waterways Company Contact List

### Port Performance

<table>
<thead>
<tr>
<th>Handling Figures</th>
<th>Year 2010 - 2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessel Calls</td>
<td>302</td>
</tr>
<tr>
<td>Container Traffic (TEUs)</td>
<td>27.123</td>
</tr>
</tbody>
</table>

### Discharge Rates and Terminal Handling Charges

For information on Bangladesh Port of Mongla additional information, please see the following document:

Bangladesh Port of Mongla Additional Information

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

### Berthing Specifications

For information on Bangladesh Port of Mongla additional information, please see the following document:
Bangladesh Port of Mongla Additional Information

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

General Cargo Handling Berths

For information on Bangladesh Port of Mongla additional information, please see the following document:

Bangladesh Port of Mongla Additional Information

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

Port Handling Equipment

Is the port equipment managed by the government or privately? n/a

For information on Bangladesh Port of Mongla additional information, please see the following document:

Bangladesh Port of Mongla Additional Information

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

Container Facilities

<table>
<thead>
<tr>
<th>Facilities</th>
<th>20 ft</th>
<th>40 ft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container Facilities Available</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Container Freight Station (CFS)</td>
<td>yes</td>
<td>yes</td>
</tr>
<tr>
<td>Refrigerated Container Stations</td>
<td>yes</td>
<td>yes</td>
</tr>
</tbody>
</table>

Other Capacity Details

- **Daily Take Off Capacity (Containers per day)**: 40
- **Number of Reefer Stations (connection points)**: 120
- **Emergency Take-off Capacity (Give an indication)**: n/a
- **Off take capacity of gang shift (in Containers per shift)**: 40 30

Customs Guidance

For information on Bangladesh Port Network Customs guidance, please see the following links:

1.3 Bangladesh Customs Information

Terminal Information

For information on Bangladesh Port of Mongla additional information, please see the following document:

Bangladesh Port of Mongla Additional Information

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

Grain and Bulk Handling

For information on Bangladesh Port of Mongla additional information, please see the following document:

Bangladesh Port of Mongla Additional Information

Main Storage Terminal
The Mongla Port hasn’t been equipped for the bulk grain handling. There are no vacuators, silo facilities and bagging machines.
No Silo terminal
It is mainly for that reason that the WFP agencies have decided to channel all their shipping activities through the Chittagong Port.

Port Security

BIWTA provides in-house security at all river ports in Bangladesh. Security guards employed with BIWTA are responsible for port security. These security guards function under the supervision and control of the port officer who is responsible for port operations.
Police from local police stations as well as Ansars are also deployed for maintaining law & order and providing security.
The port area has been restricted for security reason. The Mongla Port Authority can provide a pass for the restricted area.

<table>
<thead>
<tr>
<th>Security</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ISPS Compliant</td>
<td>Yes</td>
</tr>
<tr>
<td>(Yes / No)</td>
<td></td>
</tr>
<tr>
<td>Current ISPS Level</td>
<td>Level 1 = Normal, Level 2 = Heightened, Level 3 = Exceptional</td>
</tr>
<tr>
<td>Police Boats</td>
<td>n/a</td>
</tr>
<tr>
<td>Fire Engines</td>
<td>n/a</td>
</tr>
</tbody>
</table>

For information on Bangladesh Port of Mongla additional information, please see the following documents:

Bangladesh Port of Mongla Additional Information
Bangladesh Port of Mongla Berth Info
Bangladesh Port of Mongla container facilities
Bangladesh Port of Mongla Pussur Channel

Note: The information provided in the attached documents, which has been taken from the old DLCA, does not match the structure of the new LCA and is therefore provided separately.

For information on Bangladesh Port of Mongla contacts information, please see the following link:

4.4 Bangladesh Port and Waterways Company Contact List