2.1.1 Bangladesh Port of Chittagong

Port Overview

Chittagong Port is considered the heart of the economy of Bangladesh. The geographic location of this port creates the opportunity for easy and cost-effective foreign trade to be carried out through with all South Asian countries as well as other Asian countries. Sufficient and low-cost labour is also readily available here. For these reasons, Chittagong Port holds much potential as a highly promising regional sea-port. The privatisation of port operations, seen around the world and experienced here, has succeeded in increasing efficiency of ship operation and cargo handling. Globalisation, deregulation, logistics integration and containerisation have forced a reshape of the port industry internationally, leading it to redefine its functional role in the supply chain for the sake of creating customer value, and ensuring survival and growth. This wave of change has also impacted all sectors of Bangladesh in general, particularly the maritime sector. Adoption of deregulation policy in the 1980s and open market economic policy in the 1990s has accelerated the trade growth of the country. Consequently, cargo handling through Chittagong Port has not only rapidly increased but cargo type has also diversified. Foreign trade accounts for approximately 38% of GDP. The average maritime dependency factor of the country is about 33% (last five years).

The private sector is playing an increasingly active role in the economic life of the country, while the public sector concentrates more on the physical and social infrastructure. 75% of total investment in the national economy comes from the private sector. To encourage the private sector and create an investment friendly environment, the government has produced the Bangladesh Private Sector Infrastructure Guidelines (BPSIG) to foster private sector participation in the development of infrastructure in the country.

Port website: Port of Chittagong website

Key port information can also be found at: Maritime Database information on Bangladesh

Country: Bangladesh

Province or District: Chittagong

Town or City (Closest location) with Distance (km):
Name: Chittagong
km: n/a

Port's Complete Name: Port of Chittagong

Latitude: 22.21667

Longitude: 91.8
Managing Company or Port Authority (If more than one operator, break down by area of operation)

| Chittagong Port Authority (CPA) |

Management Contact Person

| Md. Omar Faruk  +880-31-2510869 |
| secretary@cpa.gov.bd |

Closest Airport and Frequent Airlines to / from International Destinations

| Airport Name: |
| Shah Amanat International Airport |
| Airlines: BIMAN, NovoAir, Regent Airways, US-Bangla Airways |

Port Picture
Description and Contacts of Key Companies

For information on Bangladesh Port of Chittagong contact details, please see the following link:

4.4 Bangladesh Port and Waterways Company Contact List

Port Performance
Chittagong Port Operation involves many port users and stakeholders. Port users are Ship Owners and Shipping Agents, Stevedoring Agents (Berth Operator), Handling & Lighting Contractors and Clearing & Forwarding Agents.

Maximum permissible droughts of vessels range from 8.5 metres to 9.2 metres. The maximum permissible LOA of a vessel is 190 metres. The tides are important for navigation as they determine the possibility of crossing the shallow area between Kutubdia points and the Karnaphuli entrance and bars within the Port Limit. The tides are semi-diurnal with prominent diurnal effect. The approximate tidal range is between 2.0 metres and 5.5 metres. Various services are also included in the Port Operation.

The Bangladesh Chittagong Port Authority 2017-2018 Annual Report can be accessed at the following link: [2017-2018 Annual Report](#).

### Port Performance 2016 - 2017

<table>
<thead>
<tr>
<th>Performance Type</th>
<th>Year 2016 - 2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vessels Calls</td>
<td>3,092</td>
</tr>
<tr>
<td>Container traffic (TEU's)</td>
<td>2,419,482</td>
</tr>
<tr>
<td>Total Cargo Handling (mt)</td>
<td>73,174,044</td>
</tr>
<tr>
<td>Total Annual Capacity of the Port</td>
<td>41,000,000</td>
</tr>
</tbody>
</table>

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

**Bangladesh Port of Chittagong Additional Information**

### Capacity 2016 - 2017

<table>
<thead>
<tr>
<th>Capacity Type</th>
<th>Bulk (mt/year)</th>
<th>Container (TEU’s/year)</th>
<th>Conventional (mt/year)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Export activity of the Port</td>
<td>-</td>
<td>1,207,608</td>
<td>6,395,923</td>
</tr>
<tr>
<td>Import activity of the port</td>
<td>-</td>
<td>1,211,874</td>
<td>17,084,610</td>
</tr>
</tbody>
</table>

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.

### Discharge Rates and Terminal Handling Charges

<table>
<thead>
<tr>
<th>(MT/Day)</th>
<th>Bulk</th>
<th>Bagged</th>
</tr>
</thead>
<tbody>
<tr>
<td>to warehouse (silo)</td>
<td>3500 – 4000</td>
<td>Bagged cargo is not discharged in bags</td>
</tr>
<tr>
<td>to trucks</td>
<td>Bulk cargo is not discharged in trucks</td>
<td>2000 - 2500</td>
</tr>
<tr>
<td>to rail-wagons</td>
<td>Bulk cargo is not discharged to rail-wagons</td>
<td>750 - 1000</td>
</tr>
<tr>
<td>to barges</td>
<td>Bulk cargo is not discharged to barges</td>
<td>Bagged Cargo is not discharged into barges</td>
</tr>
<tr>
<td>to bagging</td>
<td>Bulk is not bagged at the port</td>
<td></td>
</tr>
</tbody>
</table>

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

**Bangladesh Port of Chittagong 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

<table>
<thead>
<tr>
<th>Port Specifications</th>
<th>Nb</th>
<th>Bulk Min (m)</th>
<th>Bulk Max (m)</th>
<th>Conventional Min (m)</th>
<th>Conventional Max (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berths</td>
<td>31</td>
<td>2.2 m</td>
<td>186 m</td>
<td>2.2 m</td>
<td>190 m</td>
</tr>
<tr>
<td>Anchorages</td>
<td>No limitations</td>
<td>8.5 m</td>
<td>11.5 m</td>
<td>8.5 m</td>
<td>11.5 m</td>
</tr>
<tr>
<td>Draught at anchor</td>
<td>n/a</td>
<td>8.5 m</td>
<td>11.5 m</td>
<td>8.5 m</td>
<td>11.5 m</td>
</tr>
<tr>
<td>Draught at Berth</td>
<td>n/a</td>
<td>8.55 m</td>
<td>9.2 m</td>
<td>8.55 m</td>
<td>9.2 m</td>
</tr>
<tr>
<td>-----------------</td>
<td>-----</td>
<td>--------</td>
<td>-------</td>
<td>--------</td>
<td>-------</td>
</tr>
<tr>
<td>Length Over All</td>
<td>n/a</td>
<td>No limitations</td>
<td>186 m</td>
<td>No limitations</td>
<td>186 m</td>
</tr>
<tr>
<td>Beam (maximum)</td>
<td>n/a</td>
<td>No limitations</td>
<td>No limitations provided length is 186 m</td>
<td>No limitations</td>
<td>No limitations provided length is 186 m</td>
</tr>
</tbody>
</table>

**Berthing Support**

<table>
<thead>
<tr>
<th>Berthing Type</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Berthing Tugs and Mooring Boats</td>
<td>6</td>
</tr>
<tr>
<td>Pilot Boats</td>
<td>Yes</td>
</tr>
<tr>
<td>Water Barges</td>
<td>Yes</td>
</tr>
<tr>
<td>Police Boats</td>
<td>Yes</td>
</tr>
<tr>
<td>Anti-pollution Boats</td>
<td>Yes</td>
</tr>
<tr>
<td>Speed Boats</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**General Cargo Handling Berths**

<table>
<thead>
<tr>
<th>Total Berths</th>
<th>Quantity</th>
<th>Length</th>
<th>Draft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventional Berths</td>
<td>6</td>
<td>190m</td>
<td>8.5</td>
</tr>
<tr>
<td>Container Berths</td>
<td>11</td>
<td>190m</td>
<td>8.5</td>
</tr>
<tr>
<td>Bulk Oil Jetties</td>
<td>3</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Grain Silo Jetty</td>
<td>1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Cement/ Clinker Jetty</td>
<td>1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Fertilizers Jetties</td>
<td>3</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Ammonia Jetty</td>
<td>1</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Dry Dock Jetties (repair)</td>
<td>2</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>River Mooring Berths</td>
<td>5</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Jetty Berths (For (POL))</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Concrete Berth (For Grain Handling)</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pontoon Berths (For POL)</td>
<td>3</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Pontoon Berths (For Cement)</td>
<td>1</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Single Point Mooring</td>
<td>14</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Port Handling Equipment**

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

<table>
<thead>
<tr>
<th>Appliance</th>
<th>Quantity</th>
<th>Capacity (Ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mobile Crane</td>
<td>41</td>
<td>10–50</td>
</tr>
<tr>
<td>Forklift Truck</td>
<td>10</td>
<td>10–20</td>
</tr>
<tr>
<td>Forklift Truck</td>
<td>111</td>
<td>3–5</td>
</tr>
</tbody>
</table>
Low Mast Forklift | 45 | 2.5–5  
---|---|---  
Tractors | 9 | 25  
Trailers – Light | 22 | 6  
Trailers – Heavy | 5 | 25

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

Bangladesh Port of Chittagong Additional Information

Bangladesh Chittadong Port Overview

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>Facility Types</th>
<th>20 ft (TEU’s)</th>
<th>40 ft (FEU’s)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container facilities</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Daily off-take capacity: No of containers/day</td>
<td>600</td>
<td>500</td>
</tr>
<tr>
<td>Container Freight Stations (CFS)</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Number of CFS</td>
<td>04</td>
<td>04</td>
</tr>
<tr>
<td>Capacity of CFS: No of containers/day</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Refrigerated Container Stations</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Number of Reefer Stations (connection points)</td>
<td>13,278 TEUs</td>
<td>13,278 TEUs</td>
</tr>
<tr>
<td>Refrigerated Container Stations</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Number of Stations</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>

### Container Handling Equipment (Existing)

<table>
<thead>
<tr>
<th>Container Handling Equipment (Operational)</th>
<th>Quantity</th>
<th>Capacity (Ton)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ship to Shore Gantry Cranes (SSG)</td>
<td>4</td>
<td>50</td>
</tr>
<tr>
<td>Mobile Harbour Crane</td>
<td>2</td>
<td>84</td>
</tr>
<tr>
<td>Rubber Tyred Gantry Cranes (RTG)</td>
<td>21</td>
<td>40</td>
</tr>
<tr>
<td>Straddle Carrier (04 high)</td>
<td>36</td>
<td>40</td>
</tr>
<tr>
<td>Straddle Carrier (02 high)</td>
<td>2</td>
<td>40</td>
</tr>
<tr>
<td>Forklift Trucks (FLT)</td>
<td>5</td>
<td>42</td>
</tr>
<tr>
<td>Forklift Trucks (Spreader)</td>
<td>17</td>
<td>16</td>
</tr>
<tr>
<td>Reach Stacker (RS)</td>
<td>6</td>
<td>7</td>
</tr>
<tr>
<td>Reach Stacker (RS)</td>
<td>15</td>
<td>45</td>
</tr>
<tr>
<td>Container Mover (CM)</td>
<td>5</td>
<td>50</td>
</tr>
</tbody>
</table>
1. AT CONVENTIONAL BERTHS (GCB): For Containers

**Physical Facilities:**

<table>
<thead>
<tr>
<th>Holding Capacity</th>
<th>9,657</th>
<th>TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yards (22 Nos.)</td>
<td>212,238</td>
<td>Sq.m</td>
</tr>
<tr>
<td>Container Freight Stations (CFS-11Nos.)</td>
<td>86,168</td>
<td>Sq.m</td>
</tr>
<tr>
<td>Container storage yard</td>
<td>282,239</td>
<td>Sq.m</td>
</tr>
</tbody>
</table>

2. CONTAINER TERMINAL (CCT)

**Physical Facilities:**

<table>
<thead>
<tr>
<th>Total Holding Capacity (GCB+CCT+NCT+NCY)</th>
<th>38,917</th>
<th>TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Quay Length</td>
<td>450</td>
<td>M</td>
</tr>
<tr>
<td>CFS</td>
<td>13,671</td>
<td>Sq.m</td>
</tr>
<tr>
<td>Container Storage Yard</td>
<td>150,000</td>
<td>Sq.m</td>
</tr>
<tr>
<td>Railway Container Siding</td>
<td>550</td>
<td>M</td>
</tr>
<tr>
<td>Reefer Points</td>
<td>900 (440 volts) Points</td>
<td></td>
</tr>
<tr>
<td>Vessels</td>
<td>3 Container vessels of accommodating Length</td>
<td></td>
</tr>
<tr>
<td>Standby Generator</td>
<td>14 MW (2x7)</td>
<td></td>
</tr>
<tr>
<td>Water Reservoir</td>
<td>140,000</td>
<td>Gallons</td>
</tr>
<tr>
<td>Fire Brigade</td>
<td>1</td>
<td>Unit</td>
</tr>
</tbody>
</table>

**Inland Container Depot (ICD)**

An inland container at Dhaka is in operation since 1987 with an annual handling capacity of 90,000 TEUs. At present one container train runs twice daily each way between Chittagong and Dhaka ICD.

<table>
<thead>
<tr>
<th>Facilities</th>
<th>2016-2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Container holding capacity</td>
<td>4,067 TEUs</td>
</tr>
<tr>
<td>Yard Area</td>
<td>136,866 m²</td>
</tr>
<tr>
<td>CFS</td>
<td>6,508 m²</td>
</tr>
<tr>
<td>Railway Wagons for Container Transportation</td>
<td>550 nos.</td>
</tr>
<tr>
<td>Railway Terminal (Length of two tracks)</td>
<td>1097 m</td>
</tr>
</tbody>
</table>

**Details**

**Inland Container Depot (ICD)**
An inland container at Dhaka has been in operation since 1987 with an annual handling capacity of 80,000 TEUs. At present, one container train runs daily each way between Chittagong and Dhaka ICD. Bangladesh Railway is considering introducing another train to run daily from either side.

Facilities:

<table>
<thead>
<tr>
<th>Container holding capacity</th>
<th>4,067 TEUs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yard Area</td>
<td>136,954 Sq. m</td>
</tr>
<tr>
<td>CFS</td>
<td>6,508 Sq. m</td>
</tr>
<tr>
<td>Forklift/Top lifters (Private suppliers)</td>
<td>2 x 36 Ton, 1 x 35 Ton, 1 x 28 Ton, 1 x 8 Ton 1 x 5 Ton, 4 x 3 Ton, 2 tractor trailers units</td>
</tr>
<tr>
<td>Railway Wagons for Container Transportation</td>
<td>550</td>
</tr>
<tr>
<td>Railway Terminal (Length of two tracks)</td>
<td>1097 metres</td>
</tr>
</tbody>
</table>

Containerised Cargo (THC)

<table>
<thead>
<tr>
<th>Containerised Cargo Handling Charges</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulars of Charges</td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Wholly using CPA equipment:</td>
</tr>
<tr>
<td>(a) FCL Container</td>
</tr>
<tr>
<td>(b) LCL Container</td>
</tr>
<tr>
<td>(c) Empty Container</td>
</tr>
</tbody>
</table>

Extra Container Movement

<table>
<thead>
<tr>
<th>Extra Container Movement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulars of Charges</td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td>Extra Container Movement:</td>
</tr>
<tr>
<td>(a) Loaded Container</td>
</tr>
<tr>
<td>Per Movement</td>
</tr>
<tr>
<td>(b) Empty Container</td>
</tr>
</tbody>
</table>

Reefer Container Service

<table>
<thead>
<tr>
<th>Reefer Container Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulars of Charges</td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td>Supply of Electricity and connecting and disconnecting reefers, including monitoring.</td>
</tr>
</tbody>
</table>

Change of Status

<table>
<thead>
<tr>
<th>Change of Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Particulars of Charges</td>
</tr>
<tr>
<td>------------------------</td>
</tr>
<tr>
<td>Change of Status</td>
</tr>
</tbody>
</table>
### River Dues (Containerised)

<table>
<thead>
<tr>
<th>Particulars of Charges</th>
<th>Basis of Charges</th>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Not Exceeding 21 ft. length</td>
</tr>
<tr>
<td>F.C.L. container and Contents:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Import</td>
<td>Per container</td>
<td>Tk. 408.00</td>
</tr>
<tr>
<td>(b) Export</td>
<td>Do</td>
<td>Tk. 184.00</td>
</tr>
<tr>
<td>L.C.L. container and Contents:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Import</td>
<td>Per 1000 kg. or part thereof</td>
<td>Tk. 34.10</td>
</tr>
<tr>
<td>(b) Export</td>
<td>Do</td>
<td>Tk. 15.30</td>
</tr>
</tbody>
</table>

### Accounts Officer (Bill Revenue) Empty Container

<table>
<thead>
<tr>
<th>Particulars of Charges</th>
<th>Basis of Charges</th>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Not Exceeding 21 ft. length</td>
</tr>
<tr>
<td>(a) Import</td>
<td>Per container do</td>
<td>Tk. 102.00</td>
</tr>
<tr>
<td>(b) Export</td>
<td>-do-</td>
<td>Tk. 102.00</td>
</tr>
</tbody>
</table>

### Lift on / Lift off Charges

<table>
<thead>
<tr>
<th>Particulars of Charges</th>
<th>Basis of Charges</th>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Not Exceeding 21 ft. length</td>
</tr>
<tr>
<td>Lift on / lift off charge, Loaded container</td>
<td>per container</td>
<td>Tk. 1000.00</td>
</tr>
<tr>
<td>Lift on / lift off charge, empty container</td>
<td>-do-</td>
<td>Tk. 375.00</td>
</tr>
</tbody>
</table>

### Shore handling containerised cargo

**Stuffing/Unstuffing**

<table>
<thead>
<tr>
<th>Particulars of Charges</th>
<th>Basis of Charges</th>
<th>Rates</th>
</tr>
</thead>
<tbody>
<tr>
<td>Stuffing Unstuffing</td>
<td>Per 1000 kg. or part thereof of contents</td>
<td>Tk. 300.00</td>
</tr>
</tbody>
</table>

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

- Bangladesh Port of Chittagong Additional Information
- Bangladesh Chittadong Port Overview
- Bangladesh Port of Chittagong Containerised Cargo & Shore handling list

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.

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

1.3 Bangladesh Customs Information

Terminal Information

Multipurpose Terminal
The 6 berths dedicated to conventional cargo are used as multipurpose terminal.
NB: Log shipping capacities operate from jetties 1 and 2

Grain and Bulk Handling

<table>
<thead>
<tr>
<th>Bagging Machines</th>
<th>Chittagong Port does not have any bagging machines</th>
</tr>
</thead>
<tbody>
<tr>
<td>Silo Facilities</td>
<td>01 Silo Nos.</td>
</tr>
<tr>
<td></td>
<td>100,000 MT</td>
</tr>
<tr>
<td>Vacuators</td>
<td>16</td>
</tr>
<tr>
<td></td>
<td>10 tons an hour</td>
</tr>
<tr>
<td></td>
<td>75</td>
</tr>
<tr>
<td></td>
<td>15 tons an hour</td>
</tr>
<tr>
<td>Available Storage (covered) (in square metres)</td>
<td>52,069 m³</td>
</tr>
<tr>
<td>Transit Sheds 1-9</td>
<td>26,746 m³</td>
</tr>
<tr>
<td>Warehouses A, B, D, F, P, R, O</td>
<td>5,082 m³</td>
</tr>
<tr>
<td>Car Sheds</td>
<td></td>
</tr>
<tr>
<td>Open Dumps</td>
<td>90,000 m³</td>
</tr>
<tr>
<td>Available Storage (open air)</td>
<td>32,500 m³</td>
</tr>
<tr>
<td>Warehouses 6</td>
<td></td>
</tr>
<tr>
<td>Open Dumps</td>
<td>200,000 m³</td>
</tr>
</tbody>
</table>

The Chittagong Silo is situated at north Patenga, Chittagong. It is the biggest silo in Bangladesh with storage capacity of 100,000 mt. It deals with wheat only and is under the administrative control of the Ministry of Food and Disaster Management of the Government of Bangladesh.

The strategy for Chittagong Silo is to use it predominantly for quick clearance of incoming mother vessels carrying imported wheat, for storage of a national buffer stock, to maintain quality of stored grain and quick dispatching to up-country destinations with maximum efficiency.

From an operational point of view, Chittagong Silo can be divided into three sub-systems:

1. Receiving
2. Storage
3. Dispatching

Receiving Sub-system
This Silo has the facilities to receive food grain (particularly wheat) only in bulk through Gantry. The objective of the system is as follows:

a. To start unloading as quickly as possible.

b. To unload grain from carrier within minimum possible time.

c. To record the weight of all incoming grain accurately.

d. To ensure safe storage.

Storage Sub-system
The silo has 88 round bins and 54 star bins. The capacity of each round bin is 1000 mt and the star bin is 225 mt. The silo is provided with a dust control machine. Existing fumigation on pest control systems is provided via a liquid spray system and peeled dispenser system, though it is rarely used due to non-infestation of the grain. The objective of this sub-system is to keep the grain in good quality.

Despatching Sub-system
This Silo has the facilities to dispatch food grain both in bulk and bagged form. In bulk it is mainly delivered by river coaster in Narayanganj Silo and Khulna Steel Silo and through hopper wagon in Ashugonj, Santaher and Narayanganj Silo. The bagged cargo is delivered mainly through railway covered wagon and through truck in almost all CSD and LSD in the country.

Specification of Chittagong Silo

<table>
<thead>
<tr>
<th>Normal Capacity</th>
<th>100,000 MT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Highest Capacity</strong></td>
<td>103.804 mt</td>
</tr>
<tr>
<td>-----------------------</td>
<td>-------------</td>
</tr>
<tr>
<td><strong>Dia of Circular Bins</strong></td>
<td>27'-0&quot;</td>
</tr>
<tr>
<td><strong>Height of Bins</strong></td>
<td>94'-0&quot;</td>
</tr>
<tr>
<td><strong>No. of Star Bins</strong></td>
<td>54 (250 mt)</td>
</tr>
<tr>
<td><strong>No. of Circular Bins</strong></td>
<td>88 (1,000 mt)</td>
</tr>
<tr>
<td><strong>Size of head house floor</strong></td>
<td>34' x 74'</td>
</tr>
<tr>
<td><strong>Height of head house above finished grade</strong></td>
<td>174'</td>
</tr>
<tr>
<td><strong>Height of head house above airport runway</strong></td>
<td>150'</td>
</tr>
<tr>
<td><strong>Depth of head house board pit finished grade</strong></td>
<td>24'</td>
</tr>
<tr>
<td><strong>Pneumatic travelling ship unloading unit</strong></td>
<td>3 (suction rate 600 mt per hour. 1 unit commenced from 2008)</td>
</tr>
<tr>
<td><strong>Pneumatic static ship</strong></td>
<td>1 (Loading/unloading rate 200 mt per hour)</td>
</tr>
<tr>
<td><strong>Receiving belt conveyor</strong></td>
<td>3 (capacity 200 mt per hour each)</td>
</tr>
<tr>
<td><strong>Main Bucket elevator</strong></td>
<td>4 (capacity 200 mt per hour each)</td>
</tr>
<tr>
<td><strong>Basement chain conveyor</strong></td>
<td>8 (capacity 200 MT per hour each)</td>
</tr>
<tr>
<td><strong>Automatic hopper scale</strong></td>
<td>4 (Computerized)</td>
</tr>
<tr>
<td><strong>Truck scale (Weigh bridge)</strong></td>
<td>1 (capacity 40 mt)</td>
</tr>
<tr>
<td><strong>Distribution belt conveyor with tripper</strong></td>
<td>6</td>
</tr>
<tr>
<td><strong>Chemical Protecting sprayer</strong></td>
<td>6</td>
</tr>
<tr>
<td><strong>Sp. Fumigation bins</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>Grain Drier</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Grain cleaner</strong></td>
<td>1 (capacity 25 mt per hour)</td>
</tr>
<tr>
<td><strong>Bagging scale</strong></td>
<td>6 (capacity 8 bags of 85 kg net per minute)</td>
</tr>
<tr>
<td><strong>Temperature indication system</strong></td>
<td>1</td>
</tr>
<tr>
<td><strong>Truck loading (bag)</strong></td>
<td>8</td>
</tr>
<tr>
<td><strong>Rail loading (bunk)</strong></td>
<td>2</td>
</tr>
<tr>
<td><strong>Investment- (a) Civil / (b) Mechanical</strong></td>
<td>US$ 13,098,550/US$ 30,937,681 Total = US$ 16.5 million</td>
</tr>
<tr>
<td><strong>Civil Engineering construction</strong></td>
<td>SKANSAK OF SWEDEN</td>
</tr>
<tr>
<td><strong>Machinery installation</strong></td>
<td>MIAG/BUHLER- a joint venture association of W.Germany &amp; Switzerland</td>
</tr>
<tr>
<td><strong>Electrical installation</strong></td>
<td>LK.NES of Denmark</td>
</tr>
<tr>
<td><strong>Consultants</strong></td>
<td>W.H. Engineers of USA</td>
</tr>
<tr>
<td><strong>Jetty length- (a) Unloading / Loading (b)</strong></td>
<td>(a) 328 meters / (b) 42 meters</td>
</tr>
<tr>
<td><strong>Sub station</strong></td>
<td>3 units (each capacity is 1200 kva)</td>
</tr>
</tbody>
</table>
For information on Bangladesh Port of Chittagong additional information, please see the following document:

Bangladesh Port of Chittagong Additional Information

Bangladesh Chittadong Port Overview

Bangladesh Port of Chittagong Containerised Cargo & Shore handling list

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.

Stevedoring

Stevedoring activities are conducted by private companies. These companies are shortlisted through a public tender process and renewed every 2 years. See the annexes for a list of stevedores and berth operating companies.

Port Security

Security at the ports is usually high since these fall under the high risk category of government installations. Port security is headed by the Director of Security who has a number of Assistant Directors, Officers and Security Guards to assist him in this task. Security in both the main ports is ISPS compliant and is assigned as ISPS level 1. In addition, there is also a contingent of the armed forces who are stationed at the port to address emergencies if they arise. However, no major incidents or security lapses have been reported at the port.

<table>
<thead>
<tr>
<th>Security</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>ISPS Compliant (Yes / No)</td>
<td>Yes</td>
</tr>
<tr>
<td>Current ISPS Level</td>
<td>Normal (1)</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 Chittagong additional information, please see the following document:

Bangladesh Port of Chittagong Additional Information

Bangladesh Chittadong Port Overview

Bangladesh Port of Chittadong Port Security

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 Chittagong contact details, please see the following link:

4.4 Bangladesh Port and Waterways Company Contact List