



Welcome to INCHCAPE

Company Profile

Tiffe Name	rage No.
Company Introduction	03
Mission	04
Company Details	05
Agency Division Services	06
Port Tariff	07
Agency Commission	08
Chittagong Port Position	09
Location & Description	10
Anchorage	11
Navigation Aids To Guide Ships	12
Berths	13
Port Restriction	15
Guidelines For Master Anchoring	16
Berth Allocation	17
Declaration Of 48-72hrs	20
Documents Required Upon Vessel Arriva	121
Original Vessel Documents	22
Isps Code Implementation	23
Isps Security Contact Details	24
Details Of Chief Executive Officer	25
Hydrographic Data	25
Sister Concern Of Inchagne Group	25



Company Introduction

with a focus on tramp agency operations.

At **Inchcape Shipping Lines Limited**, we specialize in providing various shipping services of global standard,

Our expertise lies in handling various types of cargo vessels, including but not limited to, Bulk, Break-bulk, RO-RO, Container, Liquid, Military (Defense), United Nations, Project, Heavy-lift, Goodwill and Demo Vessels etc. Our highly experienced staffs are dedicated to minimizing our customers' costs, while maximizing the protection of their interests. We offer round-the-clock service for ship agencies, ensuring that your needs are met promptly and efficiently.

Ships Agencies Services

- Charterer's Agents
- Owner's Agents
- Husbandry Agents / Crew Manning
- Logistics Service (Road & River)
- Customs Clearing Agents
- Bunkering
- Repairs and Spare Parts Suppliers
- Indenting (Import & Export Cargo)
- Inspections and Surveys
- CTM Delivery





Mission

Port Agency is a vital component of our business operations.

Our agency services have shown consistent growth and enhancement year after year. Thanks to our strong connections with, port, customs, immigration, and other relevant authorities, we can provide exceptional services to ship owners and vessels alike at a very competitive price. Our team of highly skilled staff members brings extensive experience in the agency 24/7 throughout the year. Furthermore, we strive to promptly deliver a wide range of services, including but not limited to, supply, repair, and technical services to vessels.

In Bangladesh, Inchcape provides a comprehensive range of shipping and port services. Acting on behalf of liner companies or tramp ship operators, Inchcape serves as a representative to facilitate ship arrivals, clearances, loading, unloading, and fee payments at all the ports of Bangladesh and foreign cargo vessels, regardless of their type, including tankers, bulkers, general cargo ships, and tramp vessels, amongst others. Our dedicated and skilled team is available to assist you 24/7 throughout the year.

Our team consists of highly skilled professionals with extensive experience in the agency industry. Additionally, we strive to promptly provide vessels with a comprehensive range of supply, repair, and other technical services as needed.



Company Details

Company Name:- Inchcape Shipping Lines Limited

Head Office:- AKhtaruzzaman Centre (9th Floor), 21-22,

Agrabad C/A, Chattogram -4100 Bangladesh.

Phone:- +8802333-326815 - (PABX)

+8802333-326816 - (Direct)

E-mail:- shazzad@inchcapebd.com

Web:- www.inchcapebd.com

CONTACT PERSONS

Chairman & Managing Director

Mohammad Shazzadur Rahman

Telephone:- +8802333-326815 - (PABX)

+8802333-326816 - (Direct)

Mobile:- +8801755627550, +8801842815159

E-mail:- shazzad@inchcapebd.com





Agency Division Services

- Ships Agency
- Feeder Operation
- NVOCC
- Berth Reservations
- Customs Clearing and Forwarding
- International Freight Forwarding
- Crew Services, such as Crew Joining, Repatriation,
- Medical assistance, Airport Meeting, Transportation,
- and Airport VISA Arrangements.
- Logistics Service in river and road
- Bunkers Supply
- Fresh Water Supply
- Clearance & Delivery of Ship's spares and Stores upon
- arrival or in transit at Dhaka/Chittagong
- All types of Ship and Cargo Surveys, including
- Underwater Inspections
- Ships Repair
- Provision and Stores supply and delivery
- Any other services required by Master/ Owners

Please note that our Disbursement account adheres to government tariffs, which are mandatory for all the agents in Bangladesh Ports.

We are confident in our ability to deliver on the promises outlined above and welcome any inquiries you may have. Please do not hesitate to contact us to discuss how we can assist further.



Port Tariff

*As on date 1st January 2015, it can be subject to change without prior intimation Dues and fees levied under the authority of ports act. 1908 (Act. XV of 1908)

PORT BILL

Port dues:-

Pilotage (Compulsory):-

Berthing/Unberthing:-

VAT:-

Compulsory tug hire:-

Per GRT x \$.0.241 per entry 35.75 per 1000 GRT per entry

(Minimum \$.357.50 per entry)

\$.88.50 fixed per entry

15% only for berthing

GRT 200 to 1000 \$.158 (per tug)

GRT 1000 to 5000 \$.316 (per tug)

GRT 5000 over \$.632 (per tug)

JETTY BILLS

Berth hire:-

Crane charge (non use):-

Crane charge (use):-

Per GRT x 0.025 x per Hrs \$.20.10 Per Crane per Shift

(Not applicable for Steel Cargo)

\$.42.00 Per Crane per Shift

3 shift in a day, per berth 3 crane

CUSTOM CHARGES

Light dues:-

Custom's mot Bill:-

Watchmen (at Jetty):-

Watchmen:-

\$0.12 per NRT

per person \$5.50 per day

Per person\$10.00 perday (Normalday)

Per Person \$20 per day (Holiday)

(Excluding boat and Transportation)

STEVEDORING

Depends on cargo nature, discharging point (Main berth, Outer anchorage), etc.



Agency Commission

(As Per Central Bank Regulations)

OUR AGENCY COMMISSION

 Vessel GRT 1000 to 5000: \$1000

 Vessel GRT 5000 to 10000: \$1500

 Vessel GRT 10000 to 15000: \$2000

 Vessel GRT 15000 to 25000: \$2500

 Vessel GRT 25000 to over: \$3000

 Local tax on Agency Fee: 15% VAT

6% Source Tax

Owners Protecting Agent Fee:- USD1000.00 plus Govt.

VAT & Tax

Only vessels loading export cargoes, must pay freight tax 04% or 08% on total freight value. Bangladesh national flag vessels are exempt which also depend on country which will collect the freight





Chittagong Port Position

PORT DETAILS

Country:-

Sea Por:-

Location:-

Pilot Station:-

Arrival / Departure ship:-

Bangladesh

Chittagong

Latitude: 22°18′45″ N Longitude: 91°46′30″ E

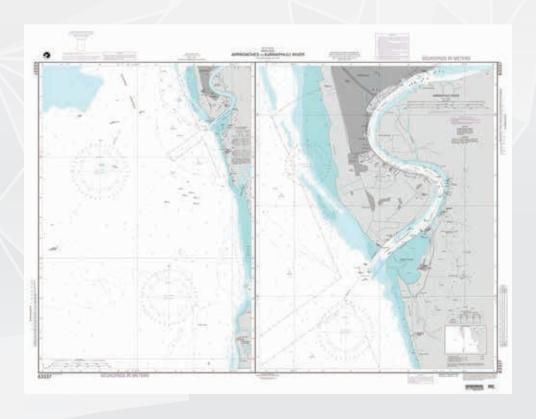
Bay of Bangal Chart: 63337

Harbour Type: RN (River Natural)

LAT 22° 11.9' N LONG 091° 47' E

Line drawing 22° 06' N from land towards sea, a vessel crossing this line will be treated as an arrived ship (North Bound) and departed

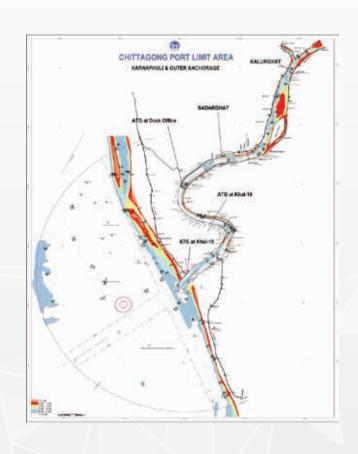
ship (South Bound)





Location & Description

Chittagong Port is the primary port of the People's Republic of Bangladesh, located on the right bank of the Karnaphuli river, approximately 9 nautical miles from the shore line of the Bay of Bengal. The Karnaphuli River originates in the Lushai hills, flowing approximately 12 nautical miles through the Chittagong Hill Tracts and Chittagong district before reaching the Bay of Bengal.







Anchorage

ANCHORAGE "A"

ANCHORAGE "A" is defined by extending two lines up from a point with coordinates latitude 22° 12' 30" N and longitude 91° 47' 00" E. The first line has a bearing 337° 45' and the second line has a bearing of 310° 30'.

ANCHORAGE "B"

ANCHORAGE "B" is situated between the fourth and the fifth lines, with a bearing of 234° extended up to the port limit from the previous point.

ANCHORAGE "C"

ANCHORAGE "C" is located between the fourth and fifth lines with a bearing of 234° and 157° respectively, extended up to the port limit from a point at latitude 22° 12' 00" N and longitude 91° 47'12" E.

PROHIBITED ANCHORAGE

The area between the third and fourth lines is designated as "Prohibited Anchorage".

CRITERION FOR ANCHORING

"A" Anchorage is designated for vessels with a draft over 9.2 metres, with permissible drafts of 11.50 metres during the rainy season and 10.50 metres during winter.

"B" Anchorage is reserved for vessels expected to enter the port within 24 hours.

"C" Anchorage is allocated for vessels involved in lightering operations and other vessels not scheduled to enter port within the next 24 hours.



Navigation Aids To Guide Ships

Navigation Aids play a crucial role in guiding ships to approach the Port of Chittagong. Here are some of the key navigation aids with their respective coordinates and other characterstics:

CHITTAGONG OUTER BAR LIGHT HOUSE

ST. MARTIN'S ISLAND LIGHT HOUSE

Lat 22°13′51.8″N Long 91°48′19.5″E Lat 20° 37' 52" N Long 92° 19' 24" E Flash Group (2) every 30 seconds; Visibility 17 Nautical Miles.

COX'S BAZAR LIGHT HOUSE

KUTUBDIA LIGHT HOUSE (NEW)

Lat 21° 26' 00" N Long 91° 58' 30" E Single flash, every 15 seconds; Visibility of 21 Nautical Miles. Lat 21° 52' 18" N Long 91° 50' 36" E Flash Group (3) every 10 seconds; Visibility 17 Nautical Miles.

NORMAN'S POINT LIGHT HOUSE (NEW)

PATENGA LIGHT HOUSE

Lat 22° 10' 39" N Long 91° 49' 30" E Single flash white, every 10 seconds; Visibility 17 Nautical Miles. Lat 22° 13' 34" N Long 91° 48' 15" E Flash Red every 10 seconds; Visibility 13 Nautical Miles.

Please note that the Principal Officer of the Mercantile Marine Department, Ministry of Shipping, Government of the People's Republic of Bangladesh, is responsible for the maintenance and operation of the Light Houses situated at St. Martin's, Cox's Bazar, and Kutubdia.

REFERENCE

- A. Admiralty Chart No. 84" Approaches to the "Karnaphuli riverr" Bay of Bengal Folio"
- B. Admiralty Chart No. 859 "Elephant point to Matla River": Bay of Bengal Folio.
- C. Bay of Bengal Pilot.



Berths

MAIN JETTY:
CONTAINER BERTH:

12 Berths (6 General Cargo Berths & 6 Container Berths)

08 (CCT-1, CCT-2, CCT-3 & NCT-1 to NCT-5)

OTHER MOORING BERTHS:

CEMENT CLINKER JETTY (CCJ)

This Private Jetty is designated for the unloading of cement clinker using ships' cranes equipped with grabs, for storage for its own factory. Vessels with a length up to 161.00 metres, and a maximum draught of 9.14 metres can berth at CCJ. Vessels with a length of 161.00 metres up to 170.00 metre and a maximum draught of 9.50 metres are also permitted to dock at CCJ, subject to day's permissible draught.

GRAIN SILO JETTY (GSJ)

The Ministry of Food oversees the GSJ berth for the exclusive discharge of Government cargo, specifically bulk wheat, by Grain Schulte vessels. Vessels with a length of up to 186.00 metres and a maximum draught of 9.50 metres are allowed to take berth at this jetty. For vessels longer than 186.00 metres up to 190.00 metres, the vessel must reduce her draught by 0.50 metres less than the day's permissible draught.

TSP JETTY

The BCIC (Bangladesh chemical Industries Corporation) manages the TSP Berth for unloading Rock Phosphate, Rock Sculpture and various fertilizers using grabs for their own factory. Vessels with a length of up to 143.40 metres and up to 175.25 metres and a draught of up to 8.25 metres can dock at TSP. Vessels longer than 143.40 metres and up to 175.25 metres with a draught of 7.90 metres are also eligible to berth at TSP jetty.

DOJ-3

This berth is designated for Tanker vessels to discharge vegetable crude oil by connecting a hose pipe to two custom bonded shore tank terminals. Vessels with a length of up to 183.00 metres and a draught of 7.60 metres are accommodated at DOJ-3.



DOJ - 4 (DOLPHIN OIL JETTY)

This berth is reserved for Tanker vessels to discharge Vegetable crude Oil by connecting hose pipe to three custom Bonded shore tank terminals. Vessels with a length up to 160.00 metres and a draught of up to 9.50 metres can dock at DOJ-4.

DOJ - 5, 6 & 7 (DOLPHIN OIL JETTY)

The above berths are designated for Tanker vessels for discharging Fuel Oil and Lube Oil by connecting a hose pipe to the Custom Bonded shore tank terminals. Vessels of length up to 186.00 metres and a draught of up to 9.50 metres can dock at above jetties. But if vessels' draught exceed 186.00 metres and maximum up to 190.00 metres, the vessels have to reduce their draughts 0.50 metresless then day's permissible draft.

DRY DOCK JETTY (DDJ-1 & DDJ-2)

To carry out repairs and also post repair activities, vessels having a total LOA of 302 metres and a draught of no more than 7.00 metres can be berhed at the Dry Dock Jetties. Please note that Lifting capacity of Dry dock crane is about 40 metric tons SWL.

RIVER MOORING 8

River mooring 8 is designated for Tanker vessels to discharge Vegetable crude Oil by connecting a hose pipe to two Custom Bonded shore tank terminals. Vessel length up to 186.00 metres and a draught of 8.00 metres in allowed to berth at RM - 8.

RIVER MOORING 10

This mooring berth is used as an idle berth for carrying out repair works and maintenance and also can discharge over side by barge. Vessels of a length up to 130.00 metres and a draught of up to 7.80 metres are allowed to berth at River Mooring 10.

KAFCO (AMMONIA & UREA) & CUFL JETTIES

These berths are used for Loading Urea fertilizer and Ammonia Gas. Vessels having an LOA of up to 186.00 metres can load up to a draught of 9.50 metres. However, if vessel's LOA exceeds 186.00 metres and up to a maximum of 190.00 metres, then vessel has to reduce her draught by 0.50 metres less then day's maximum permissible draught.



Port Restriction

- The maximum allowable draught for entering and departing Chittagong Port is 9.50 metres. (Specially for container vsl)
- The maximum permissible length for entering Chittagong Port is 190.00* metres.
- 3 The maximum allowable entry length for night navigation is 175.00 metres.
- The maximum draught permitted for the Main Jetty areas, comprising Jetty No. 2 to Jetty no. 8 is 8.55 metres.
- The entry permissible, however, will be subject to the day's maximum permissible draught.
 - I. The use of 2 (Two) tugs will be mandatory for the berthing and un-berthing of those vessels. In such cases, the permissible draught will be 0.50 metres less than the day's maximum draught.
 - II. 2 (two) Anchors & all bridge navigational equipment, such as Radar, Gyro Compass, Echo Sounder, Ship's Horn etc., must be in working order before entering the channel.
 - III. The agents, on behalf of the ship's owner, will need to submit an undertaking on a non-judicial stamp of Taka 300 (Three Hundred) as per CPA requirements. The wording for this undertaking is available from the marine department of the CPA.
 - IV. The CPA reserves the right to increase or decrease the permissible draught on a given day based on the prevailing circumstances.

For a vessel with a length overall (LOA) between 186 metres and 190 metres prior to berthing, certain conditions may apply depending on the port, regulations and and specific circumstances involved. Here are some common common conditions that may be applicable:

- 1. Berth Assignment: The port authorities will assign a suitable berth that can accommodate the vessel's size within the specific range.
- 2. Pilotage: A pilot will be required to navigate the the vessel safely into the port and berth due to the vessl's size and characterstics.
- 3. 3. Tug Assistance: Tug will be necessary to assist in maneuvering the vessel in tight spaces and or challenging conditions, such as strong currents or winds.
- 4. Mooring Arrangements: proper mooring arrangements must be made to secure the vessel safely at the berth, considering its size and weight.
- 5. Safety Inspections: Port authorities or inspectors may conduct safety inspections to ensure that the vessel complies with all necessary regulations and safety standards.
- 6. Environmental Compliances: The vessel will need to comply with the environmental regulations, such as emissions control or waste management requirements, as applicable to the port.
- 7. Communication Protocols: Clear communication protocols must be established between the vessel's crew, port authorities, pilots and tug operators as afe and efficient berthing operations.
- 8. Emergency Response Plan: An emergency respose plan should be in place to address any unforeseen incidents or emergencies that may arise during the course of the berthing operations.

These are some general conditions that may apply to vessels of the specified size range. It is essential to consult the specific port regulations and guidelines to ensure compliance with all requirements before berthing vessels of the above size.



Guidelines For Master Anchoring

At Chittagong Anchorage

- 1. Anchor at a safe distance from other vessels at anchor.
- 2. If the under keel clearance is less than two metres, then there is a risk of dragging your anchor, especially during spring tides and monsoons when the tide frequently reach speeds of 6 to 7 knots.
- 3. Lightering with other vessels alongside increase the risk of anchor dragging.
- 4. As a precaution, use more chains, keep your engines on standby at all times and try to minimize the number of lighter vessels working alongside at any one time.
- 5. Maintain a vigilant lookout for security and employ onboard watchmen.
- 6. When maneuvering for anchoring or for picking up a pilot, avoid attempting to cross in front of another vessel's bow at close range due to strong currents that never attempt to cross other vessel's bow at close range due to strong currents that may cause you to drift onto their anchor cables.
- 7. Deep-draught vessels lightering at Alpha anchorage should relocate to Bravo anchorage or Charlie anchorage once they reach the required reduced draught in order to make room for the newly arrived deep-draught vessels to anchor safely.
- 8. It is advised not to rely solely on ECDIS (Electronic Chart Display and Information System). Verify information against up-to-date sources.





Berth Allocation

No.	Types of vessels	Types of vessels
01	Main Jetties (GCB) 2 to 13	12 berths
02	CCT- 1 to 3 & NCT 1 to 5	05 berths

1. Food Vessel facility comprises 2 berths, with the following allocation criteria:

- A. 1 berth for Government Food vessel preferable with a preference of & 1 berth for Private Food vessel.
- B. If there is no offer for a Government Food vessel, a private Food vessel will be allocated the berth reserved for the Government Food vessel. In such a case, the Private Food vessel must vacate the berth exceeding the 1 berth reserved for them on a "LAST IN FIRST OUT" basis.
- C. Similarly, a Government Food vessel may be allocated the berth reserved for a Private Food vessel, and in such a case the Government Food vessel must vacate the berth exceeding the 2 berths reserved for them on a "LAST IN FIRST OUT" basis.

2. GI/GL Vessel facility comprises 2 berths, with the following allocation criteria:

- A. One berth is designated for GI/GL bagged cargo with direct delivery cargo like Copra, Maize, Peas, Soda Ash, etc.
- B. One berth is allocated for GI/GL vessels transporting non-direct delivery cargo.
- C. One berth exclusively for GI/GL vessels under conventional Liner Service.

Note: Criteria of conventional Liner Service should be as under

- The service must have demonstrated regularity on the Chittagong route and other specified ports for the past three months.
- Port call schedules should be pre-published and advertised in advance.
- Freight rates should remain stable.
- The service should transport a variety of cargo and packages.
- D. Should carry cargo & packages of heterogeneous nature.

Please note that in cases where both BSC and other national flag carrier vessels request berths simultaneously, priority will be given to BSC vessels.



3. The Container vessels facility offers a total of 14 Berths (08 berths at CCT, NCT, and 06 berths at GCB), with the following allocation guidelines.

- A. Two berths are reserved for Bangladesh Flag vessels, including BSC vessels, which take precedence over other flag vessels.
- B. Nine berths are available for all container vessels on a "FIRST COME FIRST SERVED" basis.
- C. Three berths are designated for Container Gear Less Vessels.

Note:- In Instances where Flag vessels are not present, commn container vessels will be allocated these berths on a "FIRST COME FIRST SERVED BASIS."

4. RORO/24hrs/48hrs/72hrs/Reefer vessels are allocated 1 Berth with the following allocation guidelines.

RORO vessels will be given priority over all others in the category, regardless of the arrival date, provided they reach the outer anchorage at least one hour before the pilot boarding time. Vessels with a 24-hour turnaround time will receive the same priority after the RORO vessel.

5. Perishable cargo vessels are allocated 1 Berth.

This category includes goods like salt, sugar, rape seeds, mustard seeds, onions, and other highly perishable items such as wet dates.

6. Cement Clinker vessels are allocated 1 Berth.

Vessels transporting cement clinker will be assigned to this berth. Handling of cement and fertilizers at CPA conventional berths should be avoided, with such recommended for handling at river moorings, specialized berths, or the outer anchorage.

7. Priority for allocation of vacant berths will be as follows:

A. Food vessels: 01 berth

B. Fertilizer vessels: 01 berth

C. Vessels in any other category on a "first come, first served" basis

8. The designated Moorings and their specific purposes:

1. RM-14 & 15

These two Moorings will be used for handling dry cargo vessels working over side. Cement and fertilizer vessels will be given priority over other types of cargo vessels.

2. DOJ-3, DOJ-4 & DOJ-8

These three jetties will be dedicated to the handling of edible oil and other liquid products that can utilize shore tank facilities.



3. DOJ-5, DOJ-6 & DOJ-7

These three Dolphin Oil Jetties will be used for the handling of POL products and other liquid goods that can be accommodated by shore tank facilities.

4. RM-9

Reserved for mooring BSC vessels under repair.

CPA retains the right to flexibly allocate these moorings for various purposes, including vessel repair, idling, or other operational needs, instead of the designated use indicated for each. It is important to note that at least one mooring from DOJ-4, DOJ-5, and DOJ-6 should always be kept available (although POL/Edible Oil vessels may occupy all three jetties simultaneously for a short period).

Berthing Restriction for HL Cargo Vessels at NCT-3, 4 & 5

The NCT-3, 4 & 5 berths are exclusively designated for container vessels. However, the CPA may occasionally consider allowing HL (Heavy Lift) cargo vessels under the following conditions:

1. Consignee/Receiver must arrange for direct delivery of the cargo from the vessel's hook point using their own low-bed trailers, as there is no available shed space for storage within the port area.

9. Berth allocation at Grain Silo Jetty.

Berths at the Grain Silo Jetty will be allocated by the CPA on a "first come, first served" basis. However, vessels chartered by the Government Food Department will be prioritized over vessels operating under "Liner terms".

10. Berth allocation at other specialized Berths.

The allocation of specialized berths like CCJ, TSP Jetty, DOJ, CUFL Jetty, KAFCO(U), KAFCO(A) jetties will typically follow a "first come, first served" basis for vessels transporting cargo to and from the respective terminals. However, upon special request from the relevant backup terminal or installation, especially for export loading vessels, standard procedures may be adjusted. In cases where these berths are unoccupied, the CPA may assign them for over side working, repair operations, or even to vessels awaiting instructions from their owners etc.

Vessel LOA and Draught: Vessels with a length up 167.65 metres and a minimum speed of 10 knots, having a permissible draught of up to 8.55 metres, are eligible to berth at jetties 01 to 13. Vessels with a maximum length of 186.00 metres and a minimum speed of 12 knots may berth at jetties 1, 10, 13 and the Multi-purpose berth.



Declaration Of 48-72hrs

1. Shipping Agents are permitted to declare vessels for the 48-72 hours quota based on the type of cargo carried, as detailed below:

Vessel Type	Type Of Cargo	Tonnage
48-hour vessel	Mixed General Cargo	800 Tons
48-hour vessel	Iron materials including Steel Cargo	3000 Tons
72-hour vessel	Mixed General Cargo	1200 Tons
72-hour vessel	Iron materials including Steel Cargo	5000 Tons

2. The declaration of vessels in the above categories up to the tonnage stated below against each category may be accepted by the DTM (Ops) considering various factors involved in the discharging operation of the vessel:

Vessel Type	Type Of Cargo	Tonnage
48-hour vessel	Mixed General Cargo	800 Tons
48-hour vessel	Iron materials including Steel Cargo	3000 Tons
72-hour vessel	Mixed General Cargo	1200 Tons
72-hour vessel	Iron materials including Steel Cargo	5000 Tons

- **3.** The declaring vessels falling into the aforementioned categories up to the specified tonnage for each category may be approved by the DTM(ops) after considering various factors affecting the vessel's discharging operation.
- 4. Once the shipping agent's application is approved, a vessel may be considered under the 48/72-hours quota.
- 5. When declaring a vessel under the 48/72-hour quota, the Shipping Agent must consider all factors contributing to the vessel's performance and the timely completion of cargo operations.
- **6.** If the vessel fails to complete the cargo operations within the specified time frame, without any valid reason acceptable to the CPA, then the CPA may consider imposing penalty on the vessel, and the ship also may have to bear consequential loss, if any, of the waiting vessels', which could not take berth due to non vacation of berth by the vessel at fault.
- **7.** These issues with the approval of the competent Authority and will come into effect from 01.8.2000.



Documents Required Upon Vessel Arrival:

Upon the vessel's arrival, the master is required to prepare the following documents for handover to the Agent prepare following documents for hand over to Agent:

- 1. Crew List -06 copies
- 2. Bond Store List -3 copies
- 3. Crew effect declaration -3 copies
- 4. Crew money/ships money declaration -03 copies
- 5. Ships property -3 copies
- 6. Provision list -3 copies
- 7. Deck/ engine inventory -3 copies
- 8. Nil List -3 copies
- 9. Notice of Readiness
- 10. Cargo stowage plan





Original Vessel Documents

When receiving the vessel, the Agent must present the following original valid documents to the local authority to obtain the Port Clearance (PC):

- 1. Last Port of Clearance,
- 2. Certificate of Port of Registry,
- 3. Safety Construction certificate,
- 4. Safety Radio certificate, Form-R
- 5. Safety Equipment certificate, Form-E
- 6. Ship Station License/Mobile License,
- 7. Load Line certificate,
- 8. I.O.P.P., Form -A
- 9. Minimum Safe Manning Certificate,
- 10. SMC,
- 11. DOC,
- 12. Port State Control,
- 13. Cargo gear certificate,
- 14. ISSC,
- 15. CSR,
- 16. EPRIB,
- 17. International Air Pollution Certificate
- 18. International Sea ways Pollution Certificate
- 19. CLC (Bunker Certificate) For General cargo vessel
- 20. Cargo Safety Certificate for tanker vessel.
- 21. P&I and Insurance coverage certificate
- 22. Officer COC As per safe manning certificate
- 23. COE/COR against COC
- 24. Watch ratting As per safe manning certificate.





Isps Code Implementation

The CPA has adopted ISPS Code well ahead of 1 July, 2004. Strict physical security measures are being maintained in accordance with the Port Facility Security Plan approved by the Designated Authority. The CPA has been issued a Statement of Compliance of Port Facility Security certificate on 16th July, 2004. Security information is exchanged with the Port Control station before entering the port limits. Ships calling at the Port of Chittagong are requested to provide the information detailed in the form below:

DECLARATION OF SECURITY

Once the vessel has berthed or if the vessel remains anchored within the port limits without entering the port, the Port Facility Security Officer (PFSO) and the Ship Security Officer (SSO) sign a Declaration of Security (DOS) if both parties operate under different security levels. The DOS serves as a contract between the PFSO and the SSO, outlining their agreement to fulfill security responsibilities related to access control, monitoring restricted areas, cargo handling, ship stores, baggage checks, inspecting cargo transport units, and screening vehicles with legitimate business on the ship, among other duties. The Port facility security Plan specifies the security measures to be implemented at various security levels concerning the mentioned matters.

Declaration Of Security (Between Ship And Port Facility)

Name of ship
Port of registry-
IMO Number-
Name of port facility
Security Level of the ship-
occorny Level of the ship-

ACTIVITIES

- Mooring restricted areas to allow only authorized persons
- Controlling access to port facility
- Conti oiling access to ship
- Monitoring of port facility including berthing areas and areas surrounding the ship
- Monitoring of the ship including berthing areas and areas surrounding the ship
- Handling of cargo
- Delivery of ship's ores
- Handling unaccompanied baggage Ensuring security communications between ship and port facility
- Ensuring performance of all security duties



Isps Security Contact Details

Name and contact details of PFSO:

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

Postal Address : Office of the Director (Security) Chittagong

Port Authority Port Security Office, Saltgola

Road Chittagong-4100, Bangladesh

Telephone (Office) : 88-02-333310884

Telephone (Res) : 88-02-333310898

AOH : 880-01733 228265

VHF Channel : CH-16/12

Fax : 880-31-710593 E-mail : ds@cpa.gov.bd

Port ID No : 18889 UN Location code : BDCGP

Assigned Port Facility No : 0001 - 0012

Name and contact details of Alternate PFSO:

Name : Capt. Zahirul Islam

Postal Address : Harbour Master Chittagong Port Authority

2/13 Bandar Bhaban, Saltgola Road Chit-

tagong-4100, Bangladesh

Telephone (Office) : 88-02-333310839

Telephone (Res) : 88-02-333310869

AOH : 880-1819649584

Fax : 880-31-710593



Details Of Chief Executive Officer

Name : Rear Admiral Mohammad Sohail

OSP. NUP. PPM & PSC

Postal Address : Chairman Chittagong Port Authority 2/F

Bandar Bhaban, Saltgola Road Chit-

tagong-4100, Bangladesh

Telephone (Office) : 88-02-333310870

Telephone (Res) : 88-031-2854066

Mobile : 880-1886 219080

Fax : 88-02-333310889

E-mail : chairman@cpa.gov.bd

Website : www.cpa.gov.bd

Hydrographic Data

The depth at the Jetty Berth ranges from 8 metres to 9.1 metres, while at the Moorings, it ranges from 8.8 metres to 10.5 metres and can exceed. The maximum velocity of the current opposite Khal no.10 is as follows:-

- Spring tides (South West Monsoon) 4.5 to 5.5 Knots.
- Neap tides (South West Monsoon) 2.5 to 3.5 Knots.
- Spring tide (South East Monsoon) 3 Knots.
- Neap tide (South East Monsoon) up to 2 Knots.
- Freshet Ebbs up to 8 Knots.

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Head Office

- AKhtaruzzaman Centre (9th Floor), 21-22, Agrabad C/A, Chattogram -4100 Bangladesh.
- +8802333-326815 (PABX) +8802333-326816 - (Direct)

shazzad@inchcapebd.com



www.inchcapebd.com