IFC International Finance Corporation WORLD BANK GROUP

PPP PROJECT BRIEFS

Bangladesh: Laldia Container Terminal

A green, climate-resilient terminal to relieve the gateway for nearly all of Bangladesh's trade.



$760M
PRIVATE INVESTMENT
largest European FDI in Bangladesh

900,000
TEUs PER YEAR
added handling capacity

33 years
CONCESSION
+15-year renewal option

5,000
JOBS
across the three terminals

Bangladesh's growth — averaging 6% a year for two decades — rests largely on ready-made garments, 85% of total exports. Yet Chittagong Port, which handles 92% of traded goods and 98% of containerized trade, ranked 364th of 400 in the 2025 Container Port Performance Index. Limited capacity, outdated infrastructure and climate risks were causing congestion as container trade is projected to grow from 3.2 million TEUs in 2023 to 14 million by 2045.

The Government of Bangladesh, through the Chittagong Port Authority (CPA) and the Invest Bangladesh Authority (IBA), engaged IFC to advise on concessions for the Patenga, New Mooring and greenfield Laldia Container Terminals. In November 2025 APM Terminals (Maersk) signed a 33-year concession for Laldia, which has reached financial close with US$760 million mobilized. Together the three projects are expected to mobilize over $1 billion and create 5,000 jobs.

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DONORS SARIC AUSTRALIA DFAT funded project preparation and due diligence

THE CHALLENGE

Over capacity
Riverine terminals handle 3.2M TEUs against a designed capacity of 2M.

Shallow draft
A 9.2 m draft limits vessels to 3,000 TEUs; tides allow a 4-hour access window a day.

Slow cranes
8–12 container cycles per hour versus an optimal 22–28.

Costly dwell time
Cutting dwell time by one day could raise exports by 7.4%.

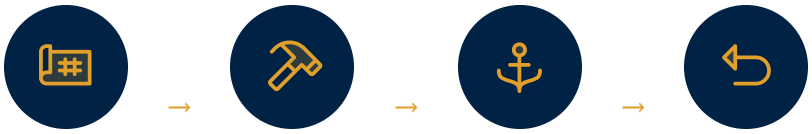
Climate exposure
Flooding, cyclones, storm surge and heat make resilient design essential.

IFC'S ROLE

1. **Due Diligence**
   Mandated in June 2024; covered technical, commercial, E&S, climate, legal and financial issues.
2. **Model & Structure**
   Built the financial model to optimize revenue-sharing, tariffs and returns, and designed the transaction.
3. **Negotiate to Close**
   Supported negotiations under Bangladesh's 2017 G2G PPP policy, with Denmark nominating APM Terminals.
4. **Build CPA Capacity**
   Applied lessons from the 2023 Patenga concession and trained CPA, Ministry of Shipping and IBA officials.

TRANSACTION STRUCTURE

A 33-year PPP with APM Terminals, a subsidiary of A.P. Moller-Maersk and one of the world's largest terminal operators, renewable for 15 years on meeting KPIs.



- **Green port:** world-class technology and safety, night navigation and larger vessels.
- **900,000 TEUs a year** added to CPA's overall handling capacity.
- **Revenue to CPA:** an upfront fee plus a monthly concession fee per TEU handled.

Negotiation: IBA ran a structured process for transparency and predictability; IFC supported several rounds of direct negotiation, leading to signing in November 2025.

KEY OUTCOMES

$760M
private capital — largest European FDI in Bangladesh

900,000 TEUs
added annual handling capacity

$1B+
expected across the three terminals

5,000 jobs
in construction and operations

Green port
climate-resilient, world-class operations

CONCESSION SIGNED
November 2025

FINANCIAL CLOSE
June 2026

5,000 DIRECT JOBS
across three concessions

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