



Shipbuilding in Bangladesh **Rewriting history of a golden past, a potential future**

Women in the maritime sector: where Bangladesh stands

Piracy issue in maritime security and reform options

Mirsarai Economic Zone becoming visible

Saving Karnaphuli is saving the economy

Korea-Chittagong direct shipping begins

Women and the sea

1493



Christopher Columbus wrote in his journal that he saw mermaids. There were several

other claims about seeing mermaids in the sea between the period of 15th and 17th century. In 1608, Henry Hudson and in 1610, Captain Whitbourne saw mermaids during their voyages of exploration.

1720



Notorious Pirates Anne Bonny and Mary Read were captured.

1745

English woman Hannah Snell joined the army in 1745 under the name of a male, James Gray. Later she joined the navy as a cook's assistant and then became a common seaman, spending a total of nine years at sea. She fought in naval battles and was considered a courageous sailor.

1759

1759: Mary Lacy wrote that in 1759 ". . . a thought came into my head to dress myself in men's apparel and set off by myself." Taking the name William Chandler and signing on to HMS Sandwich, Lacy became the servant to the ship's carpenter and learned a good deal about ship construction.

1830

In this decade, women became lighthouse keepers for the first time.

1833

Mary Ann Hathaway Tripp (1810-1906) was born into a seafaring family from New York, and in 1833 she sailed to China with her husband on the Oneida—an unusual undertaking at a time when fear of disease and other dangers generally kept women from sailing to distant lands.

1838

The British coastal steamer Forfarshire was overtaken by a storm as it steamed by the Farne Islands and struck the rocks of Big Harcar Island. Forty-three passengers and crew were lost. William Darling, keeper of Longstone Island Light, and his twentythree-year-old daughter Grace made two trips to the wreck and rescued nine survivors stranded on the rocks. Grace was awarded the gold medal of the Humane Society and received several awards of money from Queen Victoria.

1856



Abby Burgess tended the lights while her father was away in a storm.

1882

Callie French worked with her husband aboard a floating theater.



1886

Kate Walker, a German immigrant, learnt to tend the light from her husband who was a lighthouse keeper of Sandy Hook Light. When Walker was later appointed keeper of Robbins Reef Light, Kate was named his assistant and paid \$350 per year.

1890

In 1890, at the age of forty-two, Philomene Daniels earned her pilot's license so that she could run a steamboat with her husband on Lake Champlain. When her husband died, she took over management of Daniels Steamboat Line, which specialized in carrying iron ore and passengers.

1906

Georgia married Captain Phineas Banning Blanchard, they honeymooned at sea aboard the Bangalore, a square-rigged ship bound for San Francisco, loaded with coal. Captain Blanchard bought his wife a sextant for the voyage and taught her how to navigate.

1920



M. B. "Joe" Carstairs attempted to break the speedboat record.

1923

Kate A. Sutton became manager of the Providence Steamboat Company in 1923 after the death of her husband, Captain Hard Sutton, and three of her sons who were involved in the business.

1925



Fannie Salter became keeper of the Turkey Point Lighthouse in Maryland.

1938

Mary Parker Converse (1872-1961) attended the American Merchant Marine Academy at King's Point, New York, and was the first woman to be commissioned in the Merchant Marine.

1975

Naomi Christine James took up sailing in 1975 and only five years later broke the women's record in the Observer Transatlantic Single-Handed Race.

1977

Beatrice Taylor and Catherine Via took over Payne's Crab House after their father's death.

1979

Beverly Gwyn Kelley became the first woman to command a U.S. military combatant vessel.

1981

Kathleen Saville of Providence, Rhode Island, and her husband Curtis set out to cross the Atlantic in an unusual way: by rowing. They left the Canary Islands off the west coast of Africa on March 18 and arrived in Antigua in the West Indies on June 10.

1982

Lieutenant Colleen Cain was a helicopter pilot and the first female Coast Guardsman killed in the line of duty. Her helicopter crashed during a rescue mission off Hawaii.

Evolution has brought civilization a long way since the first day men sailed boats on the seas, and since then, women's roles have continue to change with it.

1804



Mary Anne Talbot published a pamphlet on her life in the British navy.

1808

British Naval Regulations forbade women aboard ships.

1811

Dr. William Paul Crillon Barton, a young navy surgeon, recommended that female nurses be included among navy personnel. His proposal was ignored.

1815

American marine Louisa Baker supposedly wrote her narrative about life aboard the USS Constitution (also known as Old Ironsides, is a wooden-hulled, three-masted heavy frigate of the United States) as a warning to other young women. But historians now believe that Louisa Baker never existed, and that the story of the female marine was created by publisher.

1857



Ida Lewis and family moved into Lime Rock Lighthouse, Rhode Island, USA.

She was noted for her heroism in rescuing people from the seas.

1862

Sisters of the HolyCross nurses served on board the Union navy's first hospitalship, the USS Red Rover.



1865

Helen Clark was a spinster schoolteacher who after a difficult journey from New York, through the Isthmus of Panama, and by steamer to San Francisco, finally reached Honolulu and joined her husband aboard the whale ship Oriole.

1880

In the 1880s, a Norwegian immigrant named Thea Christansen Foss supplemented her family's income by renting rowboats to fishermen and duck hunters. Before long Foss Maritime Company owned nearly 200 boats and began transporting timber as well. The company is still in business today.

1908

Irma Bentley's image was used as model for a figurehead. The U.S. Navy Nurse Corps was established on May 13.

1910

Mabel Bacon and her husband, members of the Kennebec Yacht Club in Maine, raced their 46.5-foot cabin cruiser Yo Ho in the Bermuda Race.

1912

Stewardess Violet Jessop survived the sinking of the RMS Titanic.

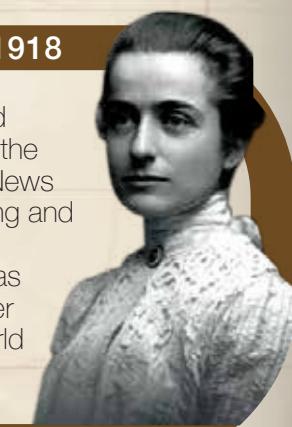


1917

The U.S. Navy authorized the enlistment of women under the rating of yeoman (F).

1918

Rose Weld worked at the Newport News Shipbuilding and Dry Dock company as an engineer during World War I.



1944

President Franklin Roosevelt approved the navy's plan to admit African-American women.

1945

Women begin working at the Newport News Shipyard and Dry Dock Company as welders and machinists.



1948

On June 12, President Harry Truman signed the Women's Armed Services Integration Act, abolishing the Women's Auxiliary Reserve.

1973

Britain's Claire Francis was the first woman to compete in the Whitbread Round the World Race. She had trained to be a ballerina, but it was sailing that sparked her passion and made her famous.

1991

Nance Frank became the first woman skipper to enter an ocean sailboat race with an all-female crew. In the same year, Captain Allison Ross became the first female pilot at the Maryland Pilots Association and the East Coast.

1992



Dawn Riley competed in the America's Cup.

1994

Englishwoman Lisa Clayton had read about other women's attempts to sail solo around the world and decided to take up the challenge herself. She became the first woman to sail entirely around the world by herself.

1995

Dawn Riley became captain of the America's Cup racer America True.



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Editorial

The goal of this year's shipbuilding industry is Increase in Production

We live in a global society run by a global economy that clearly could not work if it were not for shipping and the shipbuilding industry. In Bangladesh too, shipbuilding is an age-old craftsmanship which is just turning in a new leaf nowadays. As in today's world, shipbuilding is an Asian industry with three giant shipbuilding nations i.e. China, South Korea and Japan who are actually more attentive towards larger vessels leaving the remaining of the task to the other developing nations like India, Vietnam, Pakistan, Philippine and Bangladesh. Shipbuilding in Bangladesh has already achieved global recognition for their quality. The golden days seem not too far as the booming industry has once again begun to rewrite their history in full throttle.

On women empowerment, Bangladesh stands on the forefront of the world, except in the field of the maritime sector. Women have served as captains of merchant ships as well as battleships but the overall participation, just 2 percent, still has a long way to cover up, before they come on par with their masculine compatriots. Only 26 percent of women are employed in senior management posts in the maritime sectors in BRIC (Brazil, Russia, India and China) countries. Positioned at 47th in a global context gender gap, Bangladesh is still the highest in South Asia. Prime Minister of Bangladesh Sheikh Hasina has given special directives in this regard and several measures have already been made to encourage the women. More on this has been elaborated in our story, inside, on women in maritime Bangladesh.

We have also included a feature explaining the law enacted by the authority for a risk-free livestock trade that now requires all imported animals to go through a compulsory health check before they are delivered within the country. In addition, there is another essay on the piracy at sea and what we can do to resist this menace.

Congratulations, to our new Chairman Commodore Zulfiqur Aziz who has taken charge of the Chittagong Port Authority who also happens to be a proven commander of the port administration for years, having a first-hand experience of the port driven activities. We sure expect to see a dynamic growth and expansion of the port under his guidance.

There are positive progressions in other areas of maritime developments that you will come to know from the regular news byte and other sections in this magazine.

Thank you very much for showing interest in us. We have always appreciated your suggestions and advice in making this publication even more communicative and resourceful.

Thanking you,

Zafar Alam

Editor



We value your thoughts

CPA news is open to submissions exclusively from the maritime enthusiast writers. We are looking for strong, authentic and thought-provoking articles on maritime issues.
email your views to bandarbarta@gmail.com



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International laws are disseminated and have various random directions. Therefore, a common and well-coordinated universal law can be formed against piracy and terrorism and the law should be ratified within a short period of time by the developing countries to face the challenge and to make the ocean safe for sound navigation.

Horizon

12 Livestock Quarantine Station

Animal Product Quarantine Law 2005 requires the importers to inform the relevant department 15 days prior to the actual import. Similar rules are in place for export items as well. Imported animals go under thorough health check before they are even unloaded from the vessel. Random samples are put on test to gather a general impression of their status.

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History of Shipbuilding set off in Bengal back in the ancient times. After a long downturn during the British rule, the shipbuilding revived in the region in the beginning of the twentieth century. In 2008 the country entered the world market for the first time after independence. The growing shipbuilding industry of the country has a huge potential, as demand from both the domestic and the international market is increasing faster than ever before.

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Women in the Maritime sector where Bangladesh stands

Future Roads



Women continue to be on par with men all over the globe but they are still in dark in terms of working in the maritime industry. Although there is a wide range of restrictions and limitations, women have been given marks in different parts of the maritime industry from days of sailing ships.

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New Chairman of CPA takes office

Dominion



Commodore Zulfiqar Aziz, (E), PSC, BN took charge as the new Chairman of Chittagong Port Authority on 29 January, as the chief director of the country's main economic gateway- Chittagong Port. Prior to that, he had been serving as a Board Member (Engineering) of the Chittagong Port Authority since 2012.



Shipbuilding work at Western Marine Shipyard. The shipyard has exported 31 ships in 12 different countries till 2017

Shipbuilding in Bangladesh

Rewriting history of a golden past, a potential future

CPA News Desk

Shipbuilding in Bengal: a thousand-year-old tradition

History of Shipbuilding set off in Bengal back in the ancient times. Inscriptions of varieties of ships have been found on the ancient temple walls of the Indonesian Java, which were built in the lower part of Bengal; their users came from Sri Lanka, Java, Sumatra and Japan. These ships were used in the expedition of new colonies, for commercial transactions or in religious preaching. In his discourse, Moroccan traveller Ibn Battuta mentioned about the great trade ships and warships seen in the 14th century Bengal ports.

European traveller Caesar Frederick said in his account that in the middle of the 15th century, one of the world's leading names in the construction of ocean-going ships was Chittagong. Ma Huan, the famous chronicler and interpreter of Zheng He (also called Cheng Ho) voyages, during the Ming dynasty, studied boat building in Bengal during the early 15th century (1400-1410). From Bengal, the Turkish Sultan made a complete fleet of warships for his navy. The construction of ships in Bengal became even more prosperous during the Mughal period. During the recession in the shipbuilding industry at the beginning of the industrial revolution, there were 4,500 warships and 415 commercial ships in Bengal fleet, whose total weight stood at 22,312,500 tons. At the beginning of the industrial revolution in 1760, the imitation of the 'flush-deck' design of Bengal's paddy ships spread around the world by the hands of the East India Company. Britain's Royal Navy made warships from Chittagong, which was used in the famous battle of Trafalgar in 1805.

Colonial era: U-turn from a golden history

Since the middle of the seventeenth century, shipbuilding industry of Bengal went through three phases. When Europe's commercial ships gradually began to dominate the trade of Indian Ocean, Bengal's

Inscriptions of varieties of ships have been found on the ancient temple walls of the Indonesian Java, which were built in the lower part of Bengal.



In recent times, shipbuilding has emerged as a well-turned-out industry particularly in developing countries. In the 1950's and 1960's, Japan started to change their industries radically. Down the following years, Europe eventually lost its shipbuilding market to Japan. Once again history began moving towards the reverse direction as the golden past of shipbuilding returned to the east. In 1970, South Korea recognized shipbuilding as a vital industry. Presently, China has emerged as the world's largest shipbuilding country. During the global financial crisis of 2008-10, China toppled South Korea in the construction of medium and small-scale ships. Currently, major shipbuilding companies include China State Shipbuilding Corporation, South Korea's Hyundai HI, Daewoo Shipbuilding and Samsung HI. The resurgence of the shipbuilding industry has happened in Bangladesh too and already is flourishing as one of the most promising sectors.

shipbuilding industry started to decline in the second half of the seventeenth century. The second half of the eighteenth century, when the East India Company took over the rule of Bengal, the regional water went completely to colonial dominion. At that time, the shipbuilding industry was almost destroyed. But after realizing the economic importance of the shipbuilding industry, the company soon started patronizing the sector.

Later, the shipbuilding industry started again and that continued until the second decade of the nineteenth century. During the first half of the nineteenth century, British port workers expressed objection about Indian ships, because British workers were losing jobs to the Indians. They started putting pressure on the East India Company so that the company would halt using Indian ships. To curb down the domination of the Indian ships, Sir Robert Peel was made chairman and a committee was constituted by the British Parliament. Based on the committee's report, a new law was passed in 1814.

According to the law, only British-made ships can enter England. Initially, this rule was somewhat relaxed, but strict implementation began in 1863. At the same time, the steam engine powered shipbuilding technology put an end to the golden chapter of the shipbuilding industry of Bengal.

The revival of the shipbuilding industry in Bengal

From the beginning of the twentieth century, the resurgence of the shipbuilding industry in the region started. From that time till the independence of Bangladesh, more than 50 shipyards established in Dhaka, Chittagong, Narayanganj, Barisal and Khulna regions, where the main work was to build internal coastal communication and fishing vessels.

Among the current shipyards, Dockyard and Engineering Works Limited, Narayanganj is the oldest. It was established in 1922. The Shipyard is located on the banks of the Shitalakshya River. It was firstly managed by the Royal Indian Marine Service. After the independence of Bangladesh, it came under the management of Bangladesh Steel and Engineering Corporation (BSEC). Later, in 2006, Bangladesh Navy took the charge of the company that was suffering from losses. It took only a



Khulna Shipyard has already made two LPCs for the Bangladesh Navy and has already made the way for warships

few years to make it profitable. DEWL achieved the ICMA Best Corporate Award in 2014 and 2015. The shipyard has a slipway with 13 shops and 13 rails. In 2014-15, for the first time, the shipyard built four aluminium harbor patrol boats with the jet propulsion systems for Coast Guard forces. It has already built a number of vessels for Bangladesh Army, Navy, BIWTC, BIWTA as well as Mongla, Payra and Chittagong Port. There has also been a widespread development in the yard infrastructure sector. Slipway capacity has been increased from 700 tons to 1,500 tons, 20 tons and 30 tons capacity jetty and portable crane have been added to the equipment list.

Khulna Shipyard started its operation in 1957. The Shipyard is located on 69 acres of land on the banks of Rupsha river and was built by a West German company named Stulcken Sohn. Initially, it was managed by the German and British management. More than 60 ships were built in Khulna Shipyard during the period of 1957 to 1970. After independence, firstly BIDC and later the BSEC took the charge of Khulna Shipyard. The restoration began again in 1999 when the Navy took charge of the failing Khulna Shipyard. There was a carriage, whose main work was to hoist up and down the ships from the water which had not been repaired since 1957. Navy engineers completely reconstructed the nearly

Ma Huan, the famous chronicler and interpreter of Zheng He (also called Cheng Ho) voyages, during the Ming dynasty, studied boat building in Bengal during the early 15th century (1400-1410). From here, the Turkish Sultan made a complete fleet of warships for his navy. The construction of ships in Bengal became even more prosperous during the Mughal period.

700 ton capacity doored machine. In a joint venture with China, KSL already has made 5 sophisticated patrol crafts and 2 large patrol crafts. Two modern submarine handling tugboats with 60 tons of bollard pull capacity has been built in collaboration with Malaysia.

However, due to some limitations, the capacity of Khulna Shipyard is not fully utilized. Some of them are the limited capacity of the carriage, shallow channel and the low height of the Rupsha bridge. Recently, the Khulna Shipyard expansion has been started on 162 acres of land in Taltoli of Barguna district to overcome these limitations.

Chittagong Dry Dock was built in 1981 by the technical assistance of Yugoslavia government. The trial operation started in 1981. Later, in July, 1985, Chittagong Dry Dock started its commercial operation under the BSEC. Located at the mouth of Karnaphuli, the country's largest shipyard is able to offer 22,000 ton capacity of docking facilities to the ships. On December 23, 2015, the Chittagong Dry Dock, suffering with loans, was handed over to the Bangladesh Navy. Then, in all the cases, extensive reform projects were taken. For the first time, two vessels of 158 TEU container capacity for BIWTC were built. The shipyard has also been working to build a number of pontoons. The 342 meter long jetty of Chittagong Dry Dock has been fully operational after the necessary repair.



Berthing draft for the ship has been upgraded from 7 meters to 9 meters through dredging. In the year 2017, the CDDL received ISO certificate as the ship designer and constructor.

Present scenario

To qualify as a shipbuilding country, four essential requirements have to be met. There should be international standard shipbuilding practices, quality management, necessary shed and skilled manpower, plus the country has to be coastal and riverine. With the fulfilment of these conditions, 130 shipbuilders are registered and operational in Bangladesh. All are privatized except those three shipyards run by Bangladesh Navy. Notable shipbuilders are Western Marine Shipyard Limited (WMSL), Ananda Shipyard and Slipways Limited (ASSL), Karnaphuli Shipyard Limited, Dhaka Dockyard and Engineering Works Limited, Narayanganj Engineering and Shipbuilding Limited, Chittagong Shipyard Limited, Bashundhara Steel and Engineering Limited, High Speed Shipbuilding and Engineering Works Limited, FMC Dock Yard Ltd, Meghna Group and Radiant Shipyard Limited. Among them, ASSL and WMSL are exporting ships and contributing to the economy of Bangladesh.

Anand Shipyards and Slipways Limited has gained remarkable skill in building ships. Ananda Shipyard was established on the banks of Buriganga in Dhaka in 1983. As the business grew, it was reinstalled near the Meghna Bridge in 1985. This 20-acre shipyard has achieved many national and international recognition as well as a gold medal in export. It has introduced modern shipbuilding in Bangladesh and a capacity of building ships using 30,000 tons of steel per year. It can produce 10 units of 15,000 DWT ships annually. The shipyard was awarded "Century Golden Award", "World Maritime Day" Award and "GL Excellence in quality e Maris" in 2008 and "Stella Moon" in 2010 to Stella Shipping AS in Denmark.

ASSL exported a ship named Stella Maris in Denmark in 2008. This decade-old first export was the milestone for Bangladesh since the country entered the world market for the first time after independence.

Western Marine Shipyard, a leading shipbuilder of Bangladesh, started

Western Marine Shipyard has recently received two certificates from the international classification society Bureau Veritas. One is OHSAS 18000 for health and safety and ISO 14000 for the environment. The shipyard received ISO 9001 certification from GL for its quality standards. These make the Western Marine Shipyard the only company in Bangladesh which is IMS (Integrated Management System) certified.

building inland vessels in the eastern bank of river Karnaphuli in Chittagong in the year 2000 over a land of 1.5 acres. Now the shipyard has 42 acres of land, hi-tech & heavy tech machinery. It is an employment source of 3,500 manpower including skilled, semi-skilled labors. More than five hundred professionals are working in the shipyard including marine, mechanical, and electrical engineers, naval architects & experts on other fields.

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Significant export-oriented constructions of Western Marine Shipyard Limited are the 8,000 DWT mini-bulk carrier, eight 5,200 DWT multipurpose cargo vessels and a 49.8 M double ended car ferry (ro-ro). These are the largest ships made in Bangladesh in recent times.

First foreign investment in the shipbuilding sector of Bangladesh came from Japan. In 1979, Mitsui Engineering and Shipbuilding Industry



Chittagong Dry Dock is now dreaming of building frigates

established a shipyard in Fatullah, Narayanganj, in collaboration with the High Speed Shipyard of Bangladesh.

The current shipyards of Bangladesh can be classified into four categories-

Class A: These shipyards are able to build small and medium marine vessels according to the international standards.

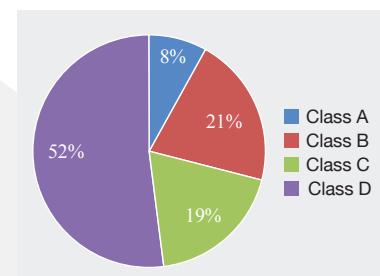
Class B: After some reconstruction and expansion they will be able to build small and medium ships according to the international standards.

Class C: Proposed shipyards, which are going to start small and medium shipbuilding according to the international standards.

Class D: The rest of the shipyards are covered under this category. They build vessels for inland waterways.

The private shipyards have been developed mainly around Dhaka, Chittagong, Barisal, and Khulna. Of these, 70 percent are located on the banks of Buriganga, Shitalakkhya and Meghna rivers in Dhaka and

Categorization of shipyard in Bangladesh shown in the Pie-Chart.



Narayanganj areas while 20 percent around the Karnaphuli river bank in Chittagong. Six percent of them are in Khulna by the Rupsha river and the remaining 4% are in Barisal. Almost 100 percent of the vessels we see within the country or the coastal areas were built by these shipyards and they are also carrying out the responsibilities of the maintenance and repair-job of these vessels.

Advantage of Bangladesh

The shipbuilding industry is a labor-intensive sector that is directly involved in the construction of ships. Only those countries which have a significant number of low-cost manpower can dominate the industry. Therefore, Bangladesh too has a bright future in the shipbuilding industry due to her competitive workforce.

But Bangladesh is lagging behind the productivity of the workers in comparison to the countries like Japan, USA and Europe. Although there are opportunities to increase this productivity through proper training and job automation. On the other hand, labor cost in Bangladesh is one of the lowest in the world. A drawn comparison of the cost and productivity of few shipbuilding countries and Bangladesh reveals that India and China, the nearest competitors, are 2.5 times away and Korea is 4 times away in terms of labor cost alone.

Bangladesh will be ahead in shipbuilding because- 1. It's a riverine country and holds a glorious history of shipbuilding 2. Geopolitical location, regional communication and the wide range of accessibility facilities 3. A number of training centers are developed under various initiatives and projects to create skilled manpower 4. The abundance of the skilled labor force at low cost 5.

The comparative picture of labor costs of different countries

Country	Average hourly rate of wage (in USUSD)
Bangladesh	0.5
India	1.0
China	1.5
Singapore	3.0
South Korea	6.0
Japan	12.0
Italy	13.0
France	13.0
Norway	14.0
Finland	15.0

Country	Weighted labour rate	Weighted productivity	Weighted average output cost
Bangladesh	0.5	1.0	0.50
India	1.5	1.2	1.25
China	1.5	1.4	1.07
Korea	6.0	3.0	2.00
Singapore	4.0	2.0	2.00
Germany	15.0	5.0	3.00

Cost-effectiveness of shipbuilding in different countries

Ten percent government incentives to export 6. Similar quality production but 15 percent cheaper than China and 7. Investment-friendly environment, rich domestic market and sustaining economic growth.

Bangladesh honing skilled manpower for shipbuilding

One of the main differences between the construction of other heavy industries (such as the car manufacturing industry) and shipbuilding industry, is that ships do not come in a single model. All cars of the same model or design look and work similar. But each ship is unique as it is built according to its particular purpose and needs. Even though the basic design is analogous, the dimension, competence, and operational effectiveness can be different from one vessel to another. Hence, each ship is a new challenge in the process of its construction.

Multi-disciplinary skilled professionals having technical training are generally engaged in the shipbuilding process. Among them are naval architects, electrical engineers, mechanical engineers, skilled welding workers etc. We have various educational and technical institutions to build such skilled manpower in shipbuilding.

As a pioneer in the field of engineering education, Bangladesh University of Engineering and Technology (BUET) has been enrolling students in Naval

BUET, Military Institutes of Science and Technology, Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU) and Sonargaon University offer different subjects of Naval Architecture, Marine Engineering and Offshore Engineering. Besides, a four-year diploma course in shipbuilding has been introduced by Bangladesh Institute of Marine Technology in Narayanganj.

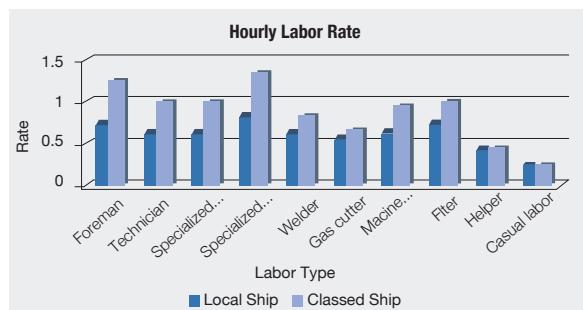
Architecture and Marine Engineering since 1971. There are other opportunities to pursue a post-graduate degree in the same subject. From the designing of the ship, BUET offers different aspects of studying resistances, propulsions, fluid mechanics etc. Curriculum, equipped with electrical, mechanical, civil and metallurgical engineering, creates skilled and potential manpower in this sector. Military Institutes of Science and Technology offers an honors degree in Naval Architecture and Marine Engineering. Keeping in mind the current demand for offshore drilling and conventional shipbuilding engineering, Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU) has opened the department of Naval Architecture and Offshore Engineering in 2017. Among private universities, Sonargaon University offers Naval Architecture and Marine Engineering degrees.

In our country, there are scores of other public and private universities which offer courses on electrical, mechanical and civil engineering which are also essential in the shipbuilding industry. After studying engineering in any of these departments, one can get a decent job in the shipbuilding sector.

A four-year diploma course in shipbuilding has been introduced by Bangladesh Institute of Marine Technology in Narayanganj. Besides, the Mangrove Institute of Technology in Khalishpur, Khulna offers diploma in shipbuilding. There are 49 government and 221 private polytechnic institutes registered under the Technical Education Board in the country and students have the opportunity to study diploma in electrical, mechanical, civil, power and so on. BN Dockyard Technical School run by the Bangladesh Navy offers six-month-long work-oriented training. At the end of the course, students with good results get jobs in the civilian posts of the dockyard and in Bangladesh Navy.

Efficient labor force lies at the core of the prosperity of an industry. Palli Karma Sahayak Foundation (PKSF) is working to develop technologically educated manpower for other technology-based industries like shipbuilding. The organization is working at grass root levels with their

Hourly Labour rate (in USD) for shipbuilding industry in Bangladesh





Skills for Employment Investment Program (SEIP) with the help of the Ministry of Finance of the Government of Bangladesh. Persons aged 15 years or above and having primary education can enroll in PKSF's Technical Training School.

Beyond this, shipyards also play a crucial role in creating skilled manpower for the shipbuilding industry. In a shipyard, trained professionals and others with specialized education in the field can directly participate in the shipbuilding process.

International market and our capability

In the first half of the financial year 2017-2018, the shipbuilding industry of Bangladesh had a remarkable achievement, compared to the same period of last fiscal year. The growth of the shipbuilding industry sees a 456.88 percent hike. Bangladesh's revenues of shipbuilding from July to December of this year were USD 30.35 million, it's a sharp increment from the same period last year, which was only USD 5.45 million.

According to global economic data analysis agency Business Wire, by 2026, more than 20,000 new vessels will be built globally at the cost of USD 650 billion and most of them are small to mid-sized ships. The main focus will be to build environment-friendly vessels. All ships carrying single hull tanker will be replaced by double hull under the strict conditions of IMO.

All shipyards of Japan, South Korea and China are already booked with advance orders for the construction of large ships for the next 10 years. Therefore, to build small and medium ships, buyers are moving towards the emerging shipbuilding countries like Bangladesh. Conferring to WTO, the world's annual market for small shipbuilding is USD 400 billion. If Bangladesh can get only one percent of the global market to build ships, the country will be able to earn 4 billion dollars in a year. If it is properly planned, with our current infrastructure we can earn 2 billion dollars of foreign currency in a year by exporting ships. For example, in the next 10 years, India will be seeking 600 ships for her infrastructural development. It is speculated that India will make 100 ships in Bangladesh. It is reported in media that India has already selected some

Therefore, to build small and medium ships, buyers are moving towards the emerging shipbuilding countries like Bangladesh. Conferring to WTO, the world's annual market for small shipbuilding is USD 400 billion. If Bangladesh can get only one percent of the global market to build ships, the country will be able to earn 4 billion dollars in a year. If it is properly planned, with our current infrastructure we can earn 2 billion dollars of foreign currency a year by exporting ships.



Dockyard and Engineering Works Limited in Narayanganj, the oldest shipyard in Bangladesh

of the shipyards of Bangladesh to build those ships.

Recently, Bangladesh has won the unique glory of success. Western Marine has built a high-tech offshore patrol vessel called 'Doria' for Kenyan government. Workboat World recognizes it as the 'Best Large Patrol Boat Builder 2017 in the world' on the basis of unique construction and performance. Besides, Bangladesh is also creating environment-friendly ships and LNG vessels.

In the last eight years, the shipbuilding industry earned USD 170 million for ship-export. Bangladesh exported 4 ships in 2017- one to the UAE and one to Kenya and two to India. The demand for the Bangladesh-made ship is increasing rapidly in the global market. At present, Bangladesh's shipbuilders have got orders for USD 500 million worth of vessels for foreign buyers.

Types of vessels are being built in Bangladesh

Capacity wise, the vessels operating on the waterways of the globe are usually divided into three categories, smaller up to 15,000 DWT, medium up to 35,000 DWT, and higher than 35,000 DWT is considered as a large vessel.

Considering the capacity of existing and potential entrepreneurs, it is possible that we can build many types of ocean-going small-scale ships. At the same time, with our technical expertise and existing infrastructure, it is possible to build maximum 10,000 DWT ships in Bangladesh.

Under the context, Bangladesh mainly builds various types of small vessels. Ships built here include multipurpose vessel, fast patrol boat, container vessel, cargo vessel, tanker, dredging barge, ferry, passenger vessel, landing craft, tourist ship, tugboat, supply barge, deck loading barge,

Ananda Shipyard exported the first ship after the independence of Bangladesh



pleasure craft/hatch, crane boat, speed-boat, deep sea trawler, self-propelled barge, inspection ship, cargo coaster, troops carrying ship, double-decker passenger vessel, hydrographic survey boat, pilot boat, hospital ship, water taxi, and so on.

With a view to the current trend of the world, at present, Bangladesh should build cargo ships combining the small and medium class vessels, 15,000 DWT multi-purpose ships and oil tankers, and if possible, the country should be able to focus on building 35,000 DWT ships.

2008 to 2017, Bangladesh has exported 41 ships in 15 different countries. The revenue earned by these exports is USD 170 million.

Support required for a strong foothold

A prospective future for our shipbuilding industry is gradually

unfolding before us. But we need to take certain moves to make the most of these existing opportunities. To affirm a strong foothold in the global market for the Bangladeshi shipbuilders, we should first take into account some unique features and aspects of this sector, specially, while pondering on a policy related to it. A shipyard with a lifetime of 200 years is a long time investment which usually requires an investment in the range of 100 million dollars. It would be a big boost if the entrepreneurs can gain this loan at low interest rate from financial authorities than which is in place now. In addition, public and private initiatives need to collaborate and work in cohesion to win over other competitors in the market. At present we have an employment of about 1.5 lac of workers engaged in shipbuilding. To comply with the current and imminent demand this needs to be



Several new shipyards come forward to build ships with international standard

more than double. We also need to establish new training centers to train up the semi-skilled or un-skilled work force. To fine-tune things at the ground level and encourage the shipbuilders, there should be inter-ministerial collaboration to ensure unconstrained infrastructure facilities like lands, water and power supply.

Call of golden possibilities

Bangladesh has 1,18,813 sq. km of sea area and a 710km long coastline. On the other hand, 700 rivers and 24,000 kilometers of waterways are dispersedly coming down from the three border areas of the country. There are 10 thousand active vessels in the country's inland waterways and coastal areas. These are continuously transporting 90 percent of the oil products, 70 percent of the cargo and 35 percent of the total passengers. At least 2 million people are directly or indirectly dependent on this sector.

Bangladesh is now on the way to become a developing country. The GDP growth is 7 percent for last 10 years. The country is developing its infrastructure fast. We need to build heavy engineering workshops, jetties and various types of specialized ships and vessels. The construction of the LNG Terminal is now possible in our shipyards by using Gravifloat technology. Apart from that, every year 8.7 million tons of goods have been entering into the country through the sea route. Since we don't have enough ships, we are bound to spend the transportation cost for foreign ships, which is USD 6 billion per year. Apart from this, we need to find our unexplored resources in huge sea area, therefore, our shipbuilders can build necessary survey ships and

Year, quantity and types of ships built by ASSL and WMShL and names of countries they are exported to

Year	Type of Ship	Qty.	Owner/Buyer	Country	Builder
2008	One Ro-Ro Ferry, One Landing Craft, One Passenger Cargo vessel and Three Water Taxis	6	End User: Ministry of Transport & Communications, Mozambique. Buyer: JGH Marine A/S, Denmark.	Mozambique	ASSL
2008	2900 DWT Ice-Class Multipurpose vessel	2	Stella shipping A/S	Denmark	ASSL
2012	Wooden Boat	2	End user: Maldives Government	Maldives	ASSL
2010	Floating Reception vessel	1	LAMOR Corp. AB	Finland	WMShL
2011-13	5200 DWT Ice-Class Multipurpose vessels	8	Grona Shipping GmbH Co. KG	Germany	WMShL
2011	Passenger Carriers	2	Karachi Port Trust	Pakistan	WMShL
2013	49.8M Double Ended Car Ferry (Ro-Ro)	1	Hundested Roervig Faergfart A/S	Denmark	WMShL
2014	Aluminium Body Catamaran Pax Vessel	1	End User: Tanzania Electrical, Mechanical and Electronics service agency. Buyer: JGH Marine A/S, Denmark	Tanzania	WMShL
2015	3800 DWT Ice-Class Multipurpose Vessel	1	Transnave Ecuadorian Navy Co.	Ecuador	WMShL
2015	Car ferry (Ro-Ro)	1	End User: Uganda National Roads Authority Buyer: JGH Marine A/S, Denmark	Uganda	WMShL
2015	Unrestricted Int'l SOLAS Pax Ship	1	New Zealand Ministry of Foreign Affairs and Trade	New Zealand	WMShL
2016	One Tugboat and Ten HD Barges	11	End User: Gambia Groundnut Corp. Buyer: JGH Marine A/S, Denmark	Gambia	WMShL
2017	54m High Speed Offshore Patrol Vessel	1	End User: Kenyan Ministry of Fisheries and Livestock, Kenya. Buyer: JGH Marine A/S, Denmark	Kenya	WMShL
2017	8000 DWT Mini Bulk Carrier	2	Jindal Steel Works	India	WMShL
2017	65m Self Propelled Twin-Screw Landing Craft	1	Al-Rashid Shipping	UAE	WMShL

Bangladesh exported 41 vessels in 15 countries from 2008-2017

With pride, we are going to revive ourselves as a shipbuilding nation. Bangladesh's global connection is increasing fast. Already STX of France, Fincantieri of Italy, China shipbuilding and offshore international company, Netherlands's Damen Shipyard and South Korea's Daewoo have shown interest to work with Bangladesh. In the year 2017 the slogan of our shipbuilders was, Let's Turn Around, and the theme of 2018 is Increased Production.



workboats for various research purposes. In order to increase fishing capacity or economic utilization of the special economic zones and continental shelf areas of the sea, we have to take effective steps for infrastructural development including construction of advanced fishing vessel. To meet the coming demand, we need 300 vessels in the next two years. Construction of 100 vessels is already underway. Consequently, shipbuilding industry of Bangladesh can skillfully participate in these development projects and make the breakthrough.

With pride, we are going to revive ourselves as a shipbuilding nation. Bangladesh's global outreach is expanding fast. Already STX of France, Fincantieri of Italy, China shipbuilding and offshore international company, Netherlands's Damen Shipyard and South Korea's Daewoo have shown interest to work with Bangladesh. In the year 2017 the slogan of our shipbuilders was, Let's Turn Around, and the theme of 2018 is Increased Production.

Since the country has begun exporting Bangladesh-made ships, it has emerged as a prestigious shipbuilding nation in the global forum. In fact, through the entry into the world market almost a decade ago, the door of infinite opportunities and limitless possibilities for export-oriented shipbuilding has been opened before the country. Therefore, this is the exact moment for paying special attention to this sector.

Development of this potential industry means gaining huge foreign investment and the possibility of vast employment within the country. Its prosperity also means the journey from downfall to the return of the glory of being the world's top shipbuilder nation once again to rewrite history.

Special Thanks:

Md. Sakhawat Hossain
MD, Western Marine Shipyard Ltd.

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Livestock Quarantine Station

The public health issue we dare not to ignore



Newly built Livestock Quarantine Station at Chittagong Port

Every port has quarantine stations where certain export-import cargoes are kept for security checkup and to ensure that they are safe to enter. Bangladesh has a total of 24 livestock quarantine stations at the airports, land-ports, and seaports. As the principal gateway of the country, Chittagong Port now handles over 92 percent of the EXIM that includes ever-growing import of poultry, milk product, and livestock. Quality of these items has huge potential to impact our society and safekeeping must be in place to ensure they are free from harmful virus or other menaces. We are obliged to maintain this all along for the healthy growth of our poultry industry and livestock farming. To ensure this over a foolproof check back system, the port authority has established a livestock quarantine station at the 3rd Jetty Gate area covering an area of 0.27 acres under the supervision of the livestock department.

Animal Product Quarantine Law 2005 requires the importer to inform the relevant department 15 days prior to the actual import. Similar rules are in place for export items as well. Imported animals go under a thorough health check before they are even unloaded from the vessel. Random samples are put on test to gather a general impression of their status. A modern lab has been established beside the station. The quarantine officer controls everything at the station from keeping the birds and the livestock to their test and final delivery. He decides on the duration, executes all the required steps and later issues certificates. He certifies only on the basis of safety. Animals that are found not curable are declared as unacceptable and the fate of which is subject to the sole

discretion of the quarantine officer. The common list of export-import animals or relevant items includes, among others, dogs, cats, hare, guinea pig, horse, cow, buffalo, pet birds, commercial birds, bees, frozen semen, poultry, hatching eggs, table eggs, various animal products, feed additives, vitamin premix, animal and bird feed, vaccines etc.

A health certificate is required for animal and birds while fitness certificate is required for animal products. The finance ministry has fixed upon a charge to be paid for the purpose. It is as follows, BDT 500 for every cat or dog, BDT 150 for each rabbit-guinea pig, BDT 1,000 for every horse, BDT 500 for every cow-buffalo, BDT 200 for each pet bird, BDT 2,500 for a single lot (up to 50 nos.) of commercial birds, BDT 5,000 for each lot (above 50 nos.), BDT 1,000 for a single lot of bees, BDT 1,000 for frozen (deep) semen of a bull, BDT 5,000 for a single lot of poultry, BDT 2,500 for each lot of hatching eggs, BDT 1,000 for each lot of table eggs and BDT 1,000 for each lot of vaccines.

To expand the operational sphere of the quarantine station, a new set of equipment has been procured while an initiative to include more human resource is underway. A full swing operation of this station can ensure a healthy environment across the food and livestock market of the country in addition to an enhancement of the EXIM.

Omar Faroque Emon
Reporter, Bandarbarta & CPA News

Thanks to, Dr. Md. Zaker Ullah, Deputy Director (live reserve), Livestock Department



New CPA Chairman takes office

Commodore Zulfiqur Aziz, (E), PSC, BN took charge as the new Chairman of Chittagong Port Authority on 29 January, as the Chief Director of the country's main economic gateway- Chittagong Port. Prior to that, he had been serving as a Board Member (Engineering) of the Chittagong Port Authority since 2012. Commodore Zulfiqur Aziz is the 39th Chairman of Chittagong Port, in the context of desertion of the previous port commissioner's post since the formation of Port Trust in 1960. As the Board Member (Engineering) Commodore Zulfiqur Aziz has been the longest serving important member of Chittagong Port.

Concurrently, the appointment as the Chairman of Chittagong Port added one more milestone in his career. When the former Chairman of the port and the current Naval Chief Admiral Nizamuddin Ahmed NBP, OSP, BCG, NDC, PSC had initiated the continuation of port development, Commodore Zulfiqur had been taking responsibilities as a Member (Engineering). As a result, he has accrued a prodigious experience in the development and management of the port. We believe he will be playing a critical role in proceeding the development of Chittagong Port.

Short Biography

Commodore Zulfiqur Aziz (E), PSC, BN was born on 18 October 1963, in Pabna. After passing HSC from Notre Dame College, he joined the Bangladesh Navy as a cadet in January 1984. He passed with 1st class in BSc in Mechanical Engineering from BUET in 1989. Later he got a post-graduate degree in Mechatronics.

He took special training in Staff College and Bangladesh Navy. In 1992 he attained the Marine Engineering Specialization Degree in India, and in 2016 he took special training in Port Management from Ireland. Conferring to his professional career, he successfully performed various tasks with different departments, including the Navy office, various ships, dockyard, Khulna Shipyard and DGDP. In his personal life, he is a father to one child.

Welcome!

CPA Board Member (Engineering) Captain Khandakar Akter Hossain



On January 29, Naval officer Captain Khandakar Akter Hossain (E) PSC, Ph.D., BN joined as a Board Member (Engineering) of Chittagong Port Authority. He has been appointed as a replacement of former Member (Engineering) of the Port Authority and current Chairman, Commodore Zulfiqur Aziz (E), PSC, BN.

Captain Khandakar Akter Hossain joined the Bangladesh Navy as a cadet in 1988 and got commissioned in the Engineering Department in 1990. Later, he passed BSc and MSc Engineering from Bangladesh University of Engineering and Technology (BUET) in first-class securing the first position. He earned his PhD from California University in the United States. Besides earning an MBA degree, he also participated in various technical courses in different countries including USA, UK, China, and Germany. These include Fire Fighting and Damage Control Courses in the UK, Shipyard Management Courses in the United States. In Germany he took courses in main engine, generators and propulsion plant Courses. He also took shipbuilding and missile courses in China and Commercial Shipbuilding, Management and Trainers Course in International Maritime Organization (IMO).

Captain Khandakar Akter Hossain has spent a long career as Chief Engineer in almost all kinds of ships including five frigates of Bangladesh Navy. He had been working for 10 years in various important establishments including the Navy Sadar, Khulna Shipyard, Narayanganj Dockyard and Chittagong Drydock.

In China, he spent three years as the Chief Engineer and the Architect for the construction of missile corvettes for Bangladesh navy.

Captain Khandakar Akter Hossain has almost fifty-five empirical publications in renowned international technical journals. He is an honorary fellow of Bangladesh Engineering Institute (IEB) and Royal Naval Architecture Institute.



Women in maritime sector where Bangladesh stands

Ferdous Ara

Women over the world are quite on par with the men in almost every other field but the maritime sector. Down the line of history, women have left their marks even in the face of severe restrictions and limitless limitations. Although very few in numbers, they opt on serving as lighthouse guards and at other times as caretaker of the deck, or the captain's mate. However, even this success record could not encourage the other women of the twenty-first century to follow their footsteps. Today, women's glorious empowerment is happening in all sectors, while only 2 percent of the maritime jobs are occupied by the women. This inadequacy of women is a clear proof of the irreversible discrimination and adversity they usually face in the maritime sector.

Bangladesh stands in the forefront in terms of women empowerment in the world. Regarding women's progress, the country stands out as a vivacious example. Various surveys conducted by the Bureau of Bangladesh Statistics (BBS) show that women's contribution to the mainstream sectors of Bangladesh's economy is increasing steadily. At present, women's contribution in the country's GDP is 20 percent.

It's a matter of pride for Bangladesh that the Prime Minister of Bangladesh, the opposition leader and the parliament speaker, all three are women. In case of women empowerment, Bangladesh has secured the highest place in South

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Asia. World Economic Forum's Gender Gap index shows its name at the 47th position in 2017 that was 72nd in 2016.

However, the maritime sector of Bangladesh observes very little female employment. The country does not have enough women in the career of mariners. The government has taken several initiatives to increase the entry of women in maritime education and related professions to overcome this stagnancy.

In spite of various likely obstacles, such as the male dominance of a typical patriarchal social system, family and cultural barrier, and lack of patronage, women are coming forward in greater number to build a career in the maritime sector.

Position of women in the port and related workplace

The lifeline of the economy in Bangladesh is the port sector which makes an important contribution to national development. However, the participation of women in that contribution is insignificant. Chittagong Port handles 92 percent of foreign trade while only 517 women are working there. Out of that number, 55 women are working in the administration, operations, schools and hospitals, and only seven are working in different maritime divisions. In Mongla port, there are 63 female employees but only six women are working in maritime divisions. In Bangladesh Shipping Corporation, the number of women officers and staff stood at seven and eight respectively.

Besides, the number of women working in other maritime companies has not reached even two digits. It is necessary to say that to consolidate women's empowerment, there should be more opportunities to encourage women's participation in this sector.

Female officers and sailors in Bangladesh Navy

Among the armed forces, Bangladesh Navy is the pioneer to appoint female officers in January 2000, when the first batch of women cadets joined the Bangladesh Naval Academy. Till now, 126 female cadets have been commissioned. They are currently working on various ships brightening the image of the forces with their talent and skill. In this continuation, Navy has been appointing women sailors since 2016. The number of women mariners in the first batch was 44. Besides, the Navy's women officers joined the United Nations peacekeeping mission for the first time in 2011. Already 12 female officers of the Navy have successfully completed the United Nations peacekeeping mission. Currently, two women officers are working in the mission.

Female cadets in Bangladesh Marine Academy

Bangladesh Marine Academy (BMA) is the top educational institute for producing mariners (navigating officer and marine engineer) in Bangladesh. 'Mercantile Marine Academy' established in Chittagong in 1962, was reestablished and redesigned as

'Bangladesh Marine Academy' in 1972 by the Father of the Nation Bangabandhu Sheikh Mujibur Rahman. BMA was selected as one of the 14 wide-ranging branches of the World Maritime University that is located in Sweden and run by the IMO. The academic training standards of this academy have been recognized as 'international standard' by the European Union in 2011, by Australian Maritime College in 2012 and by Port Authority of Singapore Training Division in 2015. Every year 300 cadets are passing out from the academy yet there is no scope for the admission of women cadets. In order to ensure equal rights of women's education, empowerment and women's society, and with the guidance of Hon'ble Prime Minister, admission of 20 female cadets per year has begun since 2012. In relation to that, 16 female cadets took admission for the first time in the 48th batch of the Marine Academy. Already 52 female cadets in 5 batches have successfully

completed their training. With the training of Bangladesh Marine Academy, they have become skilled manpower in the maritime sector.

A long way to go

That the girls of Bangladesh are roaming over the seas, could have been a reality by this time, however, it did not happen. Women, as marine cadets of the country, have taken all the necessary education and training of international standards to run ships. These invincible women have also been able to conduct experimental maritime ship operation. Yet they are not getting the opportunity to show that competence as they are not being employed. The women of the naval force have a chance to move out on the sea on a regular basis. On the other hand, the only chance for the women (merchant) mariners was in 2014 when the BSC ships had sailed from Colombo to Chittagong with rice exports. For the first time, 11 women cadets from

However, the maritime sector of Bangladesh observes very little female employment. The country does not have enough women in the career of mariners. In spite of various likely obstacles, women are coming forward in greater number to build a career in the maritime sector.



Secretary General of IMO Kitack Lim welcomed the inclusion of female cadets in the maritime sector in Bangladesh citing it as a significant progress towards woman empowerment

BMA joined the convoy to complete a 12-month sea-time course taking practical training on the two ships.

Mariners' main workplace is the ships owned by public and private shipping companies. For a long time, no new vessel had been added to the BSC fleet and the old ships already lost their feet. The two ships they are having now do not sail beyond the maritime

The three top women officers working in the maritime sector of Bangladesh speak on the potential of women in this industry

Sadeka Begum

Director (Administration), CPA



After completing my studies in Economics, I joined the Dock Worker Management Board in 1987. Later, I served as its Acting Chairman. The previous caretaker government abolished this board. At that time every moment was challenging. We had to do everything with determination.

The vital point is to ensure secure environment for women by respective organizations. As the number of existing women personnel is too low, the families are hesitant to allow their female members to join in this sector. However, the port authority does not discriminate between men and women in the workplace. Since the decades of the 90s, women have been roaming in different parts of the port.

If more and more women come to this profession, they can play a major role in the country's economy. Women usually stay away from corruption and irregularities and most of them are industrious and devoted. And those qualities can be profitable for the organization as well.

There should be no discrimination against women. If one has the talent and the mentality to take challenges, she can play a vital role in various departments of the port activities.

Regarding employment at the port, female applicants are eligible for any position. Still, the number of women in the maritime industry is much lower, thanks to the lack of awareness and publicity in this sector. This shows women will have to come forward with more determination and courage.

Hasina Arzu

Deputy Traffic Manager (Administration), CPA



After passing an MA in Public Administration, I applied for a job at the port. 1600 candidates had applied for the job of which fewer than 100 were women. On the oral exam day, I found I was the only female of the 43 candidates. In the final examination of the recruitment, I became third on the merit list. In 1996, I joined the port and became Bangladesh's first woman Traffic Officer. During 1996-99, I worked as a Traffic Officer in Chittagong Port jetty.

I have always loved taking challenges. Traffic management work is totally different yet the thought of a woman working with the men didn't really bother me.

In 2008, I was designated as Assistant Traffic Manager (Accounts and Administration) and later was promoted as Deputy Traffic Manager (Operation) in 2013. Since 2016, I have been serving as Deputy Traffic Manager (Administration).

Sadly, people still do not know that there is a variety of job opportunities for women in the maritime sector. Generally, after HSC, students choose popular subjects like IT, computer science, and medicine. Usually, girls do not develop a career in this sector because of the lack of any role model.

Maritime sector is a male-dominated industry. Women do not want to come to this profession either because of the lack of security or fear of harassment. But the fear is baseless. On the contrary, this profession is very prestigious and quite safe. If more women enroll in this industry, this will have effects on the policy making level. Naturally, policymakers will be more inclined to protect the women interests, nurture a women-friendly environment and all the relevant rights in the workplace.

Halima Begum

Manager, Bandar Training Institute, CPA



In 1986, as an Assistant Research Officer, I joined the Planning Department of Chittagong Port. Later, I worked as Assistant Research Officer in the Ministry of Shipping, Administrative Officer of the Port Training Institute, Instructor (Operation), Senior Training Officer (Operation), Planning Commission Senior Transport Economist, Assistant System Analysis and Senior Training Officer at the port. Currently, I am working as Manager of Port Training Institute. I also share my teaching and training experience as a guest speaker in various academies and universities of Bangladesh.

I joined this sector to fulfil my passion for this profession. A noble job, pleasant and safe surroundings, no concern for transfers, tensions about schools for the dependents, hospitals, housing, and all the facilities- a combination of all of this actually encouraged me to join here.

There should be urgent steps and realistic approaches to increase the participation of women in the maritime sector. At the same time, women, besides traditional education, should take part in the positive change by engaging themselves to exceptional professions like the maritime sector.

Firstly, the port is a technology dependent institution hence there is no alternative to keep yourself updated to contemporary technologies. Secondly, the port is an institution with many stakeholders involved, so, you should have an all-round knowledge of the relevant factors. Thirdly, women should be mentally and morally able to take the challenges. Fourthly, there should be a professional attitude towards work; success will automatically follow.



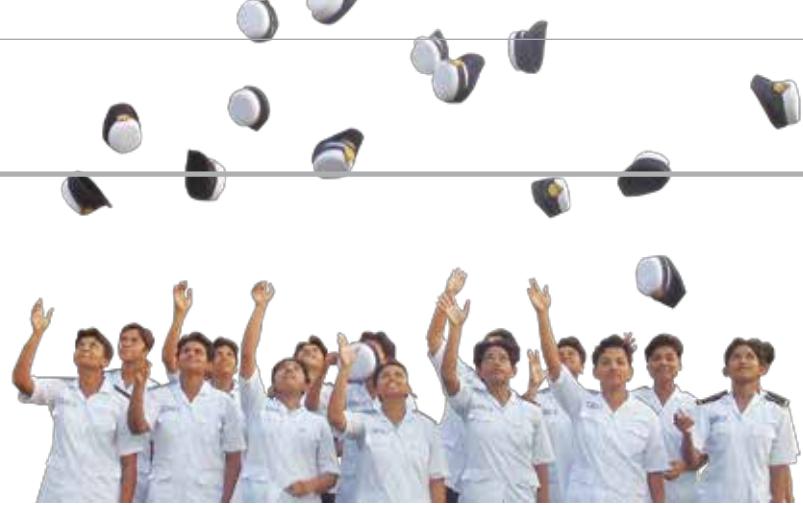
border of Bangladesh and at best, the women are getting opportunities to work in these two ships only.

The number of private-owned ocean-going vessels in Bangladesh is currently 37. These are employed to transport goods on various international routes. Although Bangladeshi male mariners have been working in it for years, there was no place in it for any female mariners. Private craft companies in Bangladesh are giving male mariners sea-time facilities leaving out the women ones. There are applications for jobs in different shipping establishments, yet women are not being called for interviews. Although notified by the department of shipping several times, the private shipping companies have not taken due initiatives to appoint women mariners. No matter how much they prove themselves to be equally skilled in almost all the curricula of the academy, they are being deprived of the jobs.

However, there is no lack of the government's sincerity in this regard. Honorable Prime Minister, Shipping Minister and Secretary of the Ministry, all are quite keen to solve this problem. Besides, within 2025, there are plans to collect 26 sea-going ships for the BSC, out of them six are ready to join the fleet in 2018-19 of which three have already been procured. Meanwhile, the good news is that, recently, after overcoming from recessions, foreign ship companies have also asked to take mariners from Bangladesh. As such, there is a good possibility of huge employment opportunities in which more mariners will be needed than the number of mariners that exists now.

Commander of Bangladesh Marine Academy, Sajid Hossain has been playing a leading role in providing international quality mariners in Bangladesh and guiding them in their employment. The Chartered Marine Engineer was optimistic and said, women have the opportunity to work not only as a mariner but also as researchers into broader spectra of maritime world. At the Bangabandhu Sheikh Mujibur Rahman Maritime University, cadets are completing four years of education and earning two degrees simultaneously, 'Pre-sea Nautical Science or Pre-sea Marine Engineering' from Academy and 'Bachelor of Marine Science (Honors) degree' from Maritime University. A navigating officer or marine engineer can join the 'sea-based' charter with 'Pre-sea' certificate. Upon holding 'Bachelor's Degree', they will be able to study law, port management, maritime law, maritime science and

That day is not too far when the women of our country will build a successful career in the maritime sector. To tackle the challenges of access to the maritime economy of Bangladesh, the plan should be to take the lead with the equal role of women. Initially, there might be issues like adaptation; however, the adverse situation would be settled gradually. As captains of the ships, women will herald the new days.



As foreign ships are showing interest in employing Bangladeshi mariners, this would unlock opportunities for the female mariners as well

post-graduate studies on shipping in Maritime University. As a result, there will be a lot of opportunities for female employment in the ship management, shipping agency, shipbuilding, marine courts and ports.

It is to be noted that at present, in Bangabandhu Maritime University, there are 33 women out of 105 students on the graduate level and 35 women out of 77 students on the post-graduate level. There are several women including Deputy Registrar Naznin Nahar holding administrative posts and as faculty. These things encourage us to be optimistic about getting a fair maritime sector in the future.

The commandant further also noted that an Australian ASP Ship-Management Company has selected a female cadet who is currently studying in her 2nd year, for their sea-going ship. If everything goes well, she will be the first Bangladeshi women cadet working on a foreign ship.

In order to encourage women in the maritime sector, the Indian government has relaxed the fee by 50 percent and reduced two years from the minimum age limit. As a result, the number of women cadets has increased in the field of naval training in India. In 1999, Sonali Bandyopadhyay of Calcutta joined a sea-going ship in India as the first Indian female. She is also distinguished as the first female Bengali mariner (Marine Engineer) of India. Currently, she is serving as the Chief Engineer. In 2004, Kavita Minatura and Jyotikumari (now Chief Engineer) joined this profession. Since then, the number of women mariners in India is continuously growing. We can arrange such incentives for Bangladeshi women cadets here too, encouraging them to choose a career in the sector.

The new sun will rise from the deep blue ocean

That day is not too far when the women of our country will build a successful career in the maritime sector. To tackle the challenges of

Lovely Das

Female cadet of the first batch, Bangladesh Marine Academy

I was admitted to the marine academy with a big dream, the dream of anchoring ships in different ports of the world. Although I felt that my parents would not agree, I applied for the admission test. Even after passing out from an international quality maritime education institute, I never thought that I had to face the pain of collapsing my dream.

In spite of the sincere desire of Honorable Prime Minister Sheikh Hasina, when the women are also getting the opportunity to be educated in maritime education, private shipping companies are heading in the opposite direction. They are not recruiting women for their ships owing to their conservative mindset, therefore, after obtaining certificates for 1-year sea-time training in a oceangoing vessel and a Certificate of Competency (COC) with five years validity, we have been deprived of employment opportunities in ships. We have sent a memorandum to the Honorable Prime Minister in this regard. Hopefully, with the precise instruction of the Prime Minister, the first generation of professional mariner women of Bangladesh will soon be waving flags of victory in the maritime industry.

access to the maritime economy of Bangladesh, the plan should be to take the lead with the equal role of women. Initially, there might be issues like adaptation; however, the adverse situation would be settled gradually. As captains of the ships, women will herald the new days. The path is not all set, it has to be created- is the axiom that is driving the spirit of the women who are willing to make their marks in the ever-growing maritime sector of Bangladesh.

Ferdous Ara Journalist

Thanks to, 1. Dr. Sajid Hossain, Commandant, Bangladesh Marine Academy. 2. Suraiya Yasmin Jui, Traffic Officer, Chittagong Port Authority.

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Piracy issue in maritime security and reform options

Mohammad Azizul Moula

Seafarers, mariners, or seamen have always been the frontline of piracy issues. That is why the problems of piracy against merchant ships pose a serious threat to the shipping industry.

The term "Piracy" implies a criminal violence, more particularly an act of robbery in a ship or vessel. In legal definition, piracy is an act of depredation or violence on the high seas. Such vicious act is done by a group of people called pirates. They are known as independent criminals or rogue operators at the sea who hijack vessels, steal cargoes or carry out assault or cruelty against seafarers.

The issues of piracy existed since the 14th century BC when a group of ocean raiders was ambushing the vessels of the Mediterranean and Aegean civilizations. Since then, pirates have been invading some of the world oceans, causing extreme rampage to many mariners and seamen.

The unfavorable effects of piracy are not only arising in the maritime field. In fact, such act of crime has been elevating risks to the economy, heightening the pressure on the governments to critically address the trouble of piracy not only in the shipping industry but also to everyone around the world.

Almost all seafarers worldwide have to live with risk while working onboard the ship due to the possibility of piracy. When vessels are under attack, these mariners go through the stress of being offended in physically, mentally, and emotionally.

The international government is encountering numerous challenges in leading these modern raiders to justice. Especially, that these intrusions often take place in the international waters. Some countries utilize naval forces to guard private vessels against the act of piracy. Some private ships take advantage of armed security guards, sound cannons, high-pressure hoses, radars and other innovative means to repel pirates and prevent potential dangers at sea due to piracy.

The legal and policy instruments of international security law

UNCLOS

The United Nations Convention on the Law of the Sea (UNCLOS) lays down a comprehensive regime of law and order in the world's oceans and seas to establish rules which govern all uses of the oceans and their resources. UNCLOS defines the rights and responsibilities of all nations with

respect to their use of the world's oceans, it establishes rules for trade, environment, and the management of natural marine resources. (Oceans & Law of the Sea)

SUA-Convention for the Suppression of Unlawful Acts against the Safety of Maritime Navigation

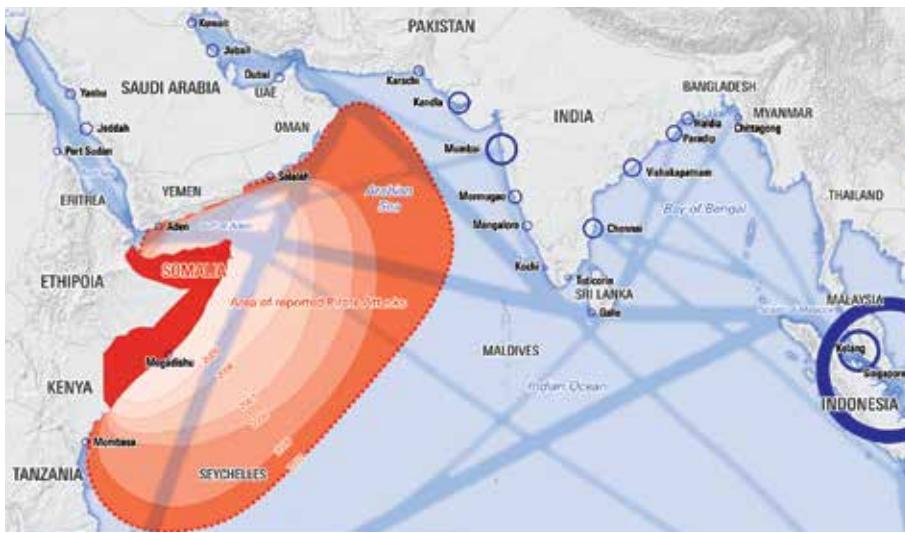
In 1986, Austria, Egypt & Italy together proposed that IMO should prepare a Convention targeting specifically the jurisdiction issue. A convention was adopted for suppressing unlawful activities against the Safety of Maritime Navigation (SUA) with the relevant protocol on March 10, 1988. The main purpose of SUA is to ensure that appropriate action is taken against persons committing unlawful acts against ships. (Dalaklis, 2017)

Securing vessels (International Convention for the Safety of Life at Sea (SOLAS)

The marine safety convention was adopted after the Titanic disaster of 1914. The main aim of the SOLAS is to establish minimum standards for the construction, equipment, and operation of ships. This can be extended to the implementation of maritime security procedures within SOLAS and its family of regulations like ISPS, ISM, etc. ISPS Code is also playing an important role in maritime security. (Simon O. Williams)

ISPS Code

The International Ship and Port Facility Security Code (ISPS Code) is a comprehensive set of measurements to enhance the security of ship and port facilities. It was developed in response to the perceived threats to ships and port



Piracy off the coast of Somalia

facilities after the 9/11 attacks in the United States. (www.imo.org)

Current international developments as anti-piracy initiatives

International Maritime Bureau (IMB)

International Maritime Bureau (IMB) is a specialized division of the International Chamber of Commerce (ICC). IMB's main task is to protect the integrity of international trade by hunting down frauds and malpractices (International Maritime Bureau). (IMB Piracy Reporting Centre)

ReCAAP

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against Ships in Asia (ReCAAP) is the first regional government-to-government agreement to promote and enhance cooperation against piracy and armed robbery against ships in Asia.

The roles and activities of the ReCAAP ISC consist of the following three pillars.

- Information sharing
- Capacity building
- Cooperative arrangements: ReCAAP has signed documents of cooperation with like-minded organizations such as IMO, INTERPOL, and BIMCO (About ReCAAP).

Djibouti Code of Conduct

The Code of Conduct concerning the Repression of Piracy and Armed Robbery against Ships in the Western Indian Ocean and the Gulf of Aden (the Djibouti Code of Conduct) provides a framework for capacity building in the Gulf of Aden and Western Indian Ocean to counter the threat of piracy. (Djibouti Code of Conduct)

Yaounde Code

To facilitate the implementation of this Code of Conduct, the signatories intend to keep each other fully informed concerning their respective applicable laws and guidance, particularly those pertaining to the interdiction, apprehension, investigation, prosecution, and disposition of persons involved in marine piracy and armed robbery. (CODE OF CONDUCT)

Best Management Practices (BMP4) for Protection against Somalia Based Piracy

The BMP4 booklet is designed with suggested planning and operational practices for ship operators, and masters of ships, transiting the High-Risk Area of the Gulf of Aden and the Arab Sea. 3 fundamental tasks of BMP are:

- To register at MSCHOA

- Report to UKMTO and
- Implement SPMs.

(BMP4 Best Management Practices for Protection against Somalia Based Piracy, 2011, August- 4th version)

The definition of piracy should be reformed

The definition of piracy consists of any of the following acts:

1. Any illegal acts of violence or detention, or any act of depredation, committed for private ends by the crew or the passengers of a private ship or a private aircraft, and directed:

- On the high seas, against another ship or aircraft, or against persons or property on board such ship or aircraft;
- Against a ship, aircraft, persons or property in a place outside the jurisdiction of any State;

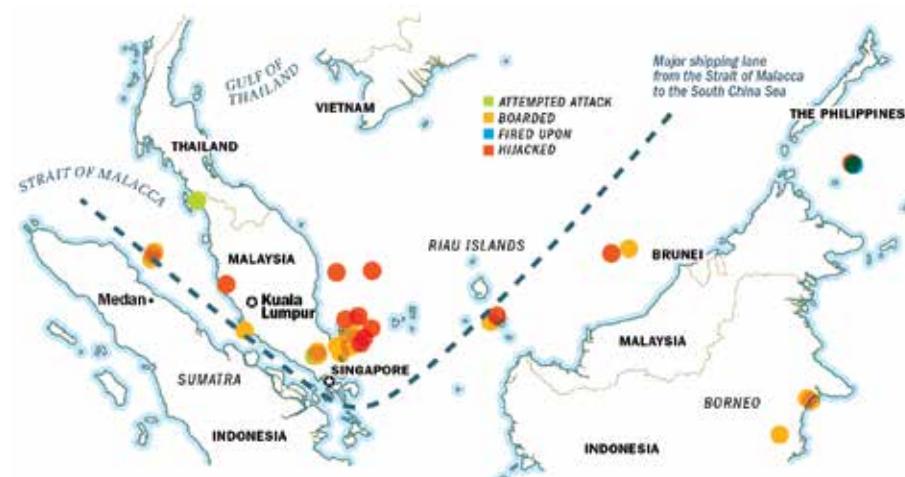
2. Any act of voluntary participation in the operation of a ship or of an aircraft with knowledge of facts making it a pirate ship or aircraft;

3. Any act of inciting or of intentionally facilitating an act described in subparagraph (a) or (b). (UNCLOS - United Nations Convention on the law of the sea, Article-101, 1982)

Piracy by a warship, government ship or government aircraft whose crew has mutinied the acts of piracy, as defined in article 101, committed by a warship, government ship or government aircraft whose crew has mutinied and taken control of the ship or aircraft are assimilated to acts committed by a private ship or aircraft. (UNCLOS, Article-102, 1982)

From the definition of piracy, it is noticeable that the few keywords like the high sea, two ships, private ends speak a lot. Any illegal acts of violence committed by the crew on

Major Shipping line of South-East Asia with Piracy



high seas will be treated as a piracy according to UNCLOS. But, if the violence is committed in the territorial water of a state it will not fall under the definition of piracy. It would be treated as armed robbery if it happened by force. Besides, if a violence is not committed between two ships rather by one ship, it will not be aligned with the definition of piracy, although a violence is always a crime and an illegal act. Therefore, it is difficult to act or to take initiative with UNCLOS since some incidents don't match with the piracy definition.

For an example, the hijacking of the Italian cruise ship Achille Lauro 1985 did not happen for the private ends rather selfish political act 'designed' to weaken the leadership of Yasir Arafat of the Palestine Liberation Organization. (Achille Lauro hijacking ends)

Another example is the Avrasya- a ro-ro ferry that was hijacked in the Black Sea Hostage Crisis of 1996. (Ferry Hijacking Raises Turkey-Russia Tension)

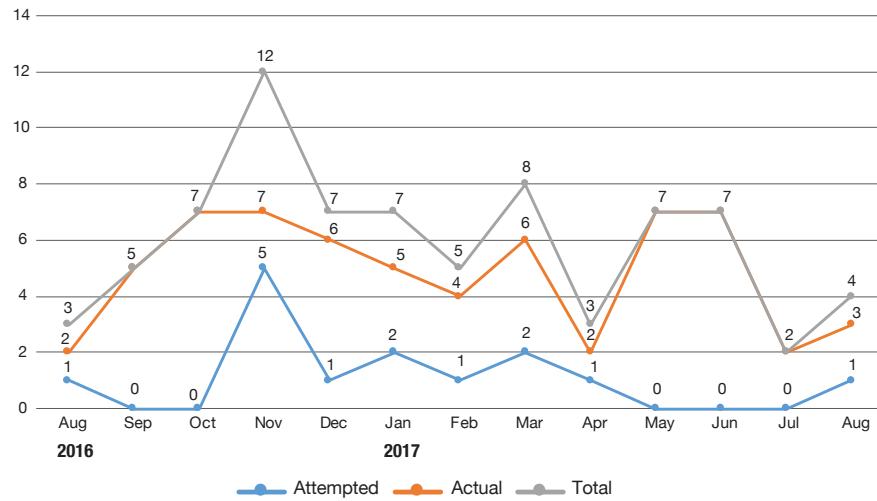
The style of attack in the Limburg resembled the suicide bombing of the US warship Cole in Yemen's Aden port in 2000 where 17 American sailors were killed. (Yemen ship attack 'was terrorism')

This lack of uniformity raises the dilemma that an attack at sea would be considered piracy in one jurisdiction but not in another, despite the fact that the wordings of the criminal statutes are substantially similar. This unequal treatment could potentially jeopardize the procedural rights of suspected pirates. (Gardner, 2012)

The current situations regarding piracy and arms robbery in ReCAAP member countries and particular needs of action

Compared to the past four years (2012-2015) a significant improvement has been achieved in the situation of piracy and armed robbery against ships in Asia in 2016. The total number of incidents reported in 2016 has decreased by 58% compared to 2015. A total of 85 incidents were reported in 2016 compared to 203 incidents in 2015. In 2016, only 2 incidents happened in Bangladesh whereas Indonesia had 29 incidents according to the report, while the overall statistics show a significant decrease in a number of incidents in 2016. (ReCAAP ISC Annual Report 2016, 2016)

According to ICC International Maritime Bureau (IMB), the first half of 2017 saw a total of 87 incidents reported to the IMB Piracy Reporting Centre compared with 97 for the same period of time of the previous year. Nevertheless, over the first six months of the following year, 2 seafarers were murdered by the pirates, 3 were injured, 63 were taken hostages and 41 kidnapped



Number of Incidents happened in South East Asia (August 2016 to August 2017)

from their vessels. (Piracy declines, but threat remains, Sep/Oct 2017)

Piracy at the Bay of Bengal

For over a century, Bengal was ravaged by pirates who raided vast territories, carried away thousands into slavery, and severely choked commerce. Pirate warships and nimble riverboats would suddenly descend upon the coastal towns and villages—and even upstream cities of the Gangetic delta. The Marauders were Portuguese, operating in India since 1498 CE, and the Magh people of the Mrauk-U kingdom. This coastal kingdom covered present-day Rakhine coast of Burma. It had both Buddhist and Muslim citizenry and was quite paranoid and warlike due to its bloody origins and precarious location. The threat was finally contained through a mix of stratagem and military campaigns by a very able Mughal governor.

Bangladesh's geopolitical and socio-economic conditions make piracy a viable alternative for some individuals seeking employment. Although the number of piracy attacks world-wide has declined over the past two years, Bangladesh is still suffering with piracy and armed robbery. The ICC's International Maritime Bureau (IMB) reports that Bangladesh's territorial waters are at risk for armed robbery aimed at ships. According to IMB, a total of 180 incidents of piracy and armed robbery against ships were recorded last year in the world and the number of attacks in Bangladesh jumped to 11 in 2017. To address this burning crisis, authorities including Bangladesh Navy, Chittagong Port Authority and Bangladesh Coast Guard Force have increased surveillance in the Bay of Bengal and its coastal regions. Recently, several armed robbers and pirates were taken into the custody of law for their illegal acts.

Recommendations & Conclusions

International laws are disseminated and have various random directions. Therefore, a common and universal law should be formed against piracy, armed robbery, and terrorism for sea and that law should be ratified within a short period of time by the developing countries in order to face the challenge of making the ocean safe for navigation.

Piracy is not only happening in high seas, rather it also happens in contiguous and territorial waters. Now, there is an urgent need to revise and reform the definition of piracy to act with proper laws. Developing countries should reform their national laws aligning with the international laws in order to solve judicial difficulties.

The definition of piracy, armed robbery, and terrorism should be specific and precise so that criminals can be punished by the laws.

Moreover, the pirates are using the modern device such as mobile synchronizing software and other devices and technologies like GPS to commit a crime. Therefore, a clear law should be introduced in order to challenge the cyber threats. Developing countries like the Philippines, Indonesia, and Somalia have been facing piracy and arms robbery threat. However, it is essential to enhance defenses and initiate timely operational responses for victim ships. They should develop the reporting center so that the coast guards of particular countries can act with national laws. Finally, to reduce the piracy and armed robbery, financial incentives for capacity building can be another solution.

Mohammad Azizul Moul

Deputy Secretary, Chittagong Port Authority, Bangladesh.



► Nepal wants to use Chittagong Port

Nepal wants to export its products in different countries of the world including the Middle East, Europe, and America using the Chittagong Port. The country says it will benefit both countries. Nepalese businessmen and diplomats emphasize improving rail and road infrastructure for this. On January 20, they shared this interest during a view exchanging meeting with the Chittagong Port officials.

The 25-member delegation led by Nepal's ambassador to Bangladesh Chop Lal Bhusal consists of businessmen and diplomats. The exchange meeting held at the Conference Room of Bandar Bhaban was attended by senior officials of the port including the new Chairman Commodore Zulfiqur Aziz.

The ambassador of Nepal said, "There is a good prospect of exporting different kinds of marigold products from Nepal to these countries using Chittagong Port."

According to the port officials, the export of Nepalese goods will not require fresh storage facilities as trucks from Nepal can directly reach the Kamalapur Container Depot in Dhaka. The container can be transported to Chittagong through the railway and then loaded on to the outgoing ships. Handling of the Nepalese export would not pose any extra pressure on the port, officials opined.

► PM inaugurates construction of Matarbari Coal Power Plant



Prime Minister Sheikh Hasina has inaugurated the construction of coal-based power plant in Maheswari of Maheshkhali. She inaugurated the project through a video conference from Gonobhaban on 28 January. The JICA vice president, Japan's Prime

Minister's special envoy, and Japanese delegation were present at the inauguration ceremony. While in Moheshkhali, there was another set of Japanese delegates, including the Japanese ambassador participated in the inauguration ceremony.

During the inauguration, the Prime Minister said, "We want to build Bangladesh as a prosperous country by 2021. Today 90 percent of people are getting electricity. Out of this, 46 million are using solar-powered electricity."

She further said, "To be in pace with the economic prosperity of the people, the demand for electricity is increasing."

Bangladesh Coal Power Generation Company is constructing the power plant with Japan International Cooperation Agency (JICA) funding. In August 2015, the government approved a project of BDT 36 billion for the construction of the power plant in Matarbari. JICA will provide BDT 29 thousand crores to the project, the government of Bangladesh will bear the rest.

This power project is being constructed in Matarbari and Dhalghata union of Maheshkhali with 1,441 acres of land. Approximately 17 percent of the work related to the building of roads, construction of townships in the project area has already been completed. The government has a plan to build a power-hub at Matarbari. Besides, 90 km pipeline for transporting imported LNG from floating vessels in the sea has also been completed.

► Prime Minister receives Lloyd's List Certificate



On January 3, Shipping Minister Shahjahan Khan, MP and the outgoing Chairman of the port authority Rear Admiral M Khaled Iqbal handed over Lloyd's List Certificate of Chittagong Port to Prime Minister Sheikh Hasina as

the port achieved 71st rank in the list.

Since 2009, Chittagong Port has advanced 27 steps in the prestigious Lloyd's List being at the 71st position now. This position was determined by the London-based Lloyd's List to calculate the number of containers handled by the port in 2016.

Lloyd's List deputy editor Linton Nightingale gave the two certificates to Chittagong Port Authority in a special ceremony in Dhaka on 19 December last year.

► Government to launch Chittagong to South Africa and Morocco direct shipping

Shipping Minister Shahjahan Khan said in a briefing at his office on January 25 that steps have been taken to launch direct shipping services from Chittagong Port to Durban, Cape Town, and Morocco's Tangier Port. This will create markets for the ready-made garment and others. The Press Briefing was organized to share the experience of his visit to different ports in South Africa and Morocco.

Shipping minister said, "Since 2009, Chittagong Port has advanced 27 steps in the globally-recognized Lloyd's List by attaining the 71st position at present. We are willing to further the capability of Chittagong Port." The Minister expressed hope that Patenga, Bay and Laldia Terminal would start operation by 2020.

The parliamentary standing committee members Talukder Abdul Khaleque, Begum Momtaj Begum, the outgoing chairman of the Chittagong Port Authority Rear Admiral M Khaled Iqbal and Chairman of Payra Port Authority Commodore Jahangir Alam was also present at the briefing.

► Chittagong City Corporation to build Roads and bus-truck terminal

Each day, four to five thousand small-large trucks, covered vans, Lorries enter or exit the port of Chittagong. At the same time, a large number of inter-district buses including some of them heading for the three Chittagong Hill Tracts districts and Cox's Bazar, commute through Chittagong city. As a result, the traffic congestion is increasing at an alarming pace. To alleviate the problem Chittagong City Corporation (CCC) took the initiative to build a terminal. According to the city's master plan, Mayor AJM Nasir Uddin has directed for the construction of two terminals in the area of Kulgaon of Oxygen Area and Toll Road area.

CCC had sent the DPP to the Ministry for the construction of terminals after completion of the necessary homework. It is expected to be approved by ECNEC by June next year.

► The Mirsarai Economic Zone becoming visible



Mirsarai Economic Zone, spread across an alluvial land, will be visible in Mirsarai in Chittagong this year. In the meantime, the local and foreign industry organizations have offered investment

of BDT 830 billion in this economic zone. Among the organizations, PHP, KSRM, BSRM, Bashundhara and China's Zhejiang-Jindun are notable. It is expected to be one of the most planned modern industrial towns in the country. According to Bangladesh Economic Zones Authority (BEZA), the Mirsarai Economic Zone, the largest in the country, is going to be the next industrial capital of Bangladesh.

Prime Minister Sheikh Hasina unveiled the foundation stone of the 1150-acre EPZ in Mirsarai Economic Zone through video conferencing from the Bangabandhu International Conference Center (BICC) on January 24, 2018, at BEPZA International Investors Summit. This economic zone, currently under construction, has become the center of interest for the investors.

Already 50 applications have been submitted to the authority to get plots. However, technology-based and heavy industries will be preferred over ready-made garments, said BEPZA.

There will be 25 separate zones in 30 thousand acres of land in the Mirsarai Economic Zone. BEZA has developed a 19-kilometer road in that area. Another 10-kilometer road is being constructed from Dhaka-Chittagong Highway to Mirsarai EZ that has been named after Prime Minister Sheikh Hasina. The government, besides, has undertaken a project to construct Marine Drive from Cox's Bazar to Mirsarai Economic Zone. Work on construction of gas, electricity, water and other infrastructure along with the development of the land is in progress.

► Danish company to verify the feasibility of Sitakunda terminal construction



One of the biggest economic zones in the country is being developed in Mirsarai. The Chittagong Port took the initiative to construct a terminal at Sea of Muradpur Union around Sitakunda. The Port Authority signed a deal with a Danish company on January 3 at the Bandar Bhaban to verify the technical and financial feasibility of implementing the project within the next six months.

The project is crucial to realizing the prospects of the economic zones in Mirsarai.

According to the instructions of the Prime Minister's Office in 2016, the initiative to construct a terminal around Mirsarai Economic Zone took off. Next, the Chittagong Port Authority examined the initial viability and called for tenders to verify the feasibility of the project.

29 local and foreign companies participated in it. Of these, Ramboll Denmark AS, Development Design Consultant of Bangladesh and Japan's Padeco Company were jointly selected for the project.

► No congestion at the outer anchorage

After coming to outer anchorage, a container ship takes four days to reach Chittagong Port jetty while it takes only a day for ordinary goods transporting ships or bulk ships. The picture was quite different only a month ago. Ships are now waiting for one day to transfer the goods in the jetty. This is the result of the new initiative taken by the Port Authority. The cost of transportation of imported goods has also decreased due to the reduced time spent on the jetty.

The port authority says, "Three main factors have caused this success. Firstly, the fixation of the highest time limit for leaving the jetty for cement clinker and by increasing the speed of loading; Secondly, the opportunity of berthing of timber and stone ships at Chittagong Dry-dock jetty, and thirdly giving consent to night navigation system."

The port, in the first eight months of the current financial year from July of last year to February this year, handled 5 crores 98 lakh tons of cargo. In the 2016-17 fiscal year, the total amount of handling was 5 crore 24 lacks which shows a 14 percent increase.

► Saving Karnaphuli is saving the economy



The small and diverse Karnaphuli is not just a river but the lifeline of the country. Not only the port depends on Karnaphuli but also the trade is also largely dependent on this river. This river has sustained the oil transportation in the country. To keep Bangladesh's economy operational the Karnaphuli will have to be kept alive. If Karnaphuli survives the country will live on.

The speakers said this at the seminar titled 'Karnaphuli river is the heart of Bangladesh's economy: illegal occupation free, pollution free, active, and environment-friendly Karnaphuli' organized by the Chittagong Port Authority held at the Shaheed Mohammad Fazlur Rahman Munshi Auditorium on 22 March.

After inaugurating the seminar, the Chairman of the port authority, Commodore Zulfiqur Aziz said, "there are about 3,000 foreign ships coming here from the different parts of the world every year. The Port of Chittagong now ranks at 71 on Lloyd's List of the world's top 100 containers port, not an easy job."

Member of Port Md. Zafar Alam conducted the seminar. Business leader Mahfuzul Haque Shah, Dr. Parvez Sajjad Akhtar, Chief Hydrographer of the Port Commander Arifur Rahman and Deputy Manager (Estate) Zillur Rahman also spoke on the occasion.

Md. Zafar Alam said, "WASA has been in Chittagong since the sixties, yet it could not develop a sewerage system. Water from the canals is directly falling in Karnaphuli. The area lying in front of us is the most polluted area. We cannot allow it to be another Buriganga since it is our lifeline."



► Ship-arrival and revenue going up in Mongla port



The revenue earnings of Mongla Port increased during the first seven months of the current fiscal year compared to the same of the last fiscal year.

In the first seven months (June-January) of the fiscal year 2017-18, revenue earning of Mongla Port reached BDT 156 crore 17 lakh 53 thousand, while it was BDT 128 crore 64 lakh and 29 thousand in last fiscal year showing an increase by 21.82 percent.

The 22.16 percent growth in number of ship arrivals actually played a crucial role in this economic growth.

► Consultancy firm submits the progress report of Matarbari seaport feasibility

Consultancy firm that had been running the feasibility study of the Matarbari seaport submitted their progress report. The port will primarily begin operation over the construction of a container jetty and a multipurpose jetty.

The progress report of the study was handed over to the authority on 5 February. It has mentioned that construction of the Matarbari seaport is viable to be successful in terms of economic revenue. Initially, the 18-meter draft will be available in Matarbari channel while 30-meter draft will be available in the bordering sea, thus uplifting it to the status of the deep sea port. The report suggests that at the primary phase emphasis should be on the building of two jetties, a 450-meter container jetty, and a 300-meter multipurpose jetty, along with a 750-meter backward facility.

The JICA wants to complete the signing procedures by June to commence work and expects to see ships berthing by 2024.

► Four marine academies and seamen training institutes to be constructed in the country



Shipping Minister Shajahan Khan on 5 February told at a parliament session that the government has taken several initiatives to increase revenues from river ports of the country. To develop skilled manpower in maritime sector construction of new marine academy and navigational training institute are already underway.

While Deputy Speaker Advocate Md. Fazle Rabbi Mia presided over the session, the ruling party member Nurunnabi Chowdhury raised the question. In reply, the minister also said that in the fiscal year 2008-2009, the revenue collected from the internal river ports was BDT 54 crore 30 lakh. While in 2013-14, the revenue earned from the same sector stood at BDT 77 crore 8 lakhs. The construction of four Marine Academies in Pabna, Barisal, Sylhet, and Rangpur is in the final stage. There is also a plan to set up naval training institutes in each division of the country.

► Singapore to invest in the port and energy sector of Bangladesh

Singapore's Prime Minister Lee Hsien Loong said that Singapore-based institutions are interested in investing in the port and energy sector of Bangladesh. In a meeting with Bangladeshi Prime Minister Sheikh Hasina, he said, "One of Singapore's largest investor organizations, Sembcorp is interested in expanding its business in the energy sector of Bangladesh and the Singapore Port Authority (PSA) is interested to expand business in Chittagong Port."

Prime Minister of Singapore said, "Bangladesh is located at the center of South Asia. As a result, the country is in a good position to communicate with the ASEAN and other neighbors. The Bay of Bengal is associated with Southeast Asia, India, and Sri-Lanka."

The meeting of the two Prime Ministers was held on March 12. On that day, two Memorandums of Understanding (MoU) were signed between the two countries. These are the MoU on Public-Private Partnership (PPP) and Air Services Management.

► Korea-Chittagong direct shipping begins



Direct shipping from Korea to Chittagong Port had started. On March 24, the program was inaugurated by the Chittagong Port Authority (Transportation) Golam Sarwar

and Managing Director of Hyundai Machine Marine Company Kim Shin. The first vessel on this route MV Sentosa docked at the jetty in the morning. This service started with 5 vessels in Korea-China-Bangladesh Route. However, this opportunity is available only to Hyundai Company Containers.

The new route was named Korea-China-Bangladesh (KCB). The ships would be coming to Chittagong with the container directly from Korea. Only the Hyundai Company's container would be transported through this route. The new service will bring the container from Korea to Chittagong Port in 14 days, reducing the time by 25-30 days.

Ships will sail every week on this route. This will enable the raw material of the garments industry to reach the importer's door within the shortest possible time.

► Government to rebuild Kutubdia Lighthouse

Shipping Minister Shajahan Khan said, "The present government is trying its best to protect the life and property of the coastal people from natural disasters. In its continuation, efforts have been made to rebuild Kutubdia's established lighthouse."

He said this on 16 March, at the inaugural ceremony of the construction work of 250 feet high Kutubdia Batighar (lighthouse) and the coastal radio station at a cost of BDT 60 crore.

The modernization of the lighthouse and new coastal radio station is being done under the 'GMDSS and Integrated Maritime Navigation System' project of the department of shipping.

► Dhaka eager to use Kolkata port to speed up trade



Bangladesh seeks import-export facilities through the Port of Kolkata with a view to increasing Indian investment in special economic zones in the border areas of Bangladesh. In this context, a bilateral meeting between the two countries was held in February. If the proposal is implemented, it will have a big impact on the BBIN (Bangladesh, Bhutan, India, and Nepal) sub-regional initiative. Currently, Nepal and Bhutan are connected directly to the different ports of India and through India those countries are connected to the ports of Bangladesh by roads. Bhutan communicates with the ports of Bangladesh using the roads and the internal waterways. On the other hand, the northeastern states of India are already using Chittagong Port via Tripura.

► Chittagong Chamber calls for the Netherlands investment in Bay Terminal

Chittagong Chamber of Commerce and Industry (CCCI) urged the Netherlands to invest in the construction of Bay Terminal, one of the biggest undertaking projects by Chittagong Port. In a meeting, Chamber President Mahbubul Alam urged the Head of Economic Affairs and Development Affairs of Netherlands Embassy in Bangladesh at the World Trade Center on March 15.

The chamber president said, "Bangladesh has become a model in the field of development. Ample opportunities for investment exist in the construction of the Bay Terminal by engaging the expert and technical expertise of the Netherlands."

► Max container handling in one year

Chittagong Port Authority has handled the maximum number of containers in the year 2017. At present, the amount of container handling is 25 lakh 66 thousand 597 TEU. In 2016, the amount of container handling was 23 lakh 46 thousand 909 TEU.

Container handling in Pangaon terminal increased significantly in the last one year.

In 2016, the growth rate of container handling of Chittagong Port was 10.15 percent. On the other hand, a review of the container handling over the last three years of Chittagong Port has seen an increase of 300,000 TEU per year.

► Call for Japanese investment in Chittagong

Referring to Japan's involvement in socio-economic development initiatives including construction of infrastructure in Bangladesh, the country has called for more investment for utilizing the geographical advantages of Chittagong.

Chittagong Chamber of Commerce and Industry (CCCI) President Mahbubul Alam urged the delegation of Japan-Bangladesh Chamber of Commerce and Industry (JBCCI) and the Japanese Embassy officials for this while in a meeting. A 12-member delegation led by JBCCI President Salahuddin Qasim Khan and First Secretary of the Japanese Embassy, Takashi Shimokioda, attended the meeting with the Chittagong Chamber leaders at Bangabandhu Conference Hall at the World Trade Center 4 February. The CCCI President hoped for Japan's cooperation in the construction of a deep seaport and the Bay Terminal. He also stressed the importance of increasing Japanese investment in the Chittagong region for utilizing the geographical advantages including the port and urged Japanese investors to build a special economic zone there.

► Foundation stones for three establishments layout at the Chittagong Port



The outgoing Chairman of Chittagong Port Authority, Rear Admiral M Khaled Iqbal laid out foundation stones for three establishments at Chittagong Port on January 29, the day of his farewell. The

establishments include Sadarghat Passenger Jetty, Chittagong Port Swimming pool Complex and a special school for children with special needs. Port Authority's incumbent Chairman Commodore Zulfiquar Aziz, member of the board Zafar Alam, Kamrul Amin, Commodore Shahin Rahman, Directors, Departmental Heads, and deputies were present at the ceremony.

► Customs auction shed launching soon

Customs auction shed at Chittagong Port Authority is going to start operation soon. The decision has been taken to settle fast all pending issues between port and customs as well. Besides, emphasizing the coordination between these two organizations, a joint committee was formed to make matters more dynamic and easier. These measures were taken at a high-level meeting held in the presence of Shipping Minister M Shajahan Khan and other senior officials of both organizations at Bandar Bhaban on 15 March.



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