



ISSN 2708-1338
APRIL 2020, VOL 03, ISSUE 02

MARITIME CAMPUS

A QUARTERLY MAGAZINE OF
BANGABANDHU SHEIKH MUJIBUR RAHMAN
MARITIME UNIVERSITY, BANGLADESH

Maritime vision of Bangabandhu
for harnessing of resources
and economic emancipation

Ocean governance for
sustainable maritime development
in the Bay of Bengal

Bangabandhu-who
articulated the political
destiny for Bengalis

Ship registration
a window of opportunity
for Bangladesh

How shipping got faster

A brief history of the evolution of cargo shipping



8,000 BC

The earliest known boat, the 'Pesse Canoe' is discovered in a peat bog in the Netherlands



10,000 BC

Rock drawings discovered in Azerbaijan show a reed boat manned by people with paddles, the earliest evidence of the use of watercraft by man



4,000 BC

The first papyrus boat is thought to have been made by the Egyptians



1968

New ISO regulations were brought in to standardise the size, terminology and construction of shipping containers



1990

The new generation of high speed catamarans were developed as both passenger and cargo ferries, which can carry 1000 passengers and 150 cars at over 65mph



1966

The first international container ship voyage was made from the US to the Netherlands. It carried 236 containers

2011

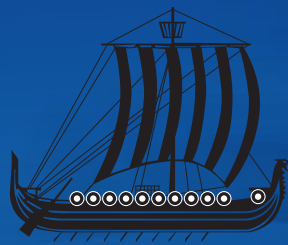
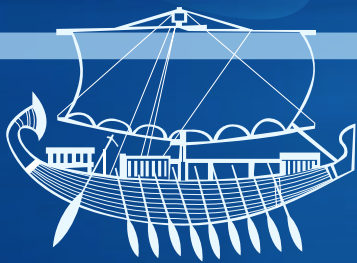
Mærsk Mc-Kinney Møller has a length of 400 metres with a capacity of 18,270 containers and a top speed of 23 knots, making it the most advanced container ship in the world





2,500 BC

The Egyptians used the water as their main form of transport with some large wooden cargo ships capable of carrying more than 500 tons of stone



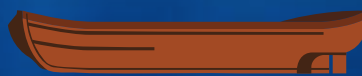
1400

The Chinese 'junk' style boat is developed, and carries Chinese trade around the world



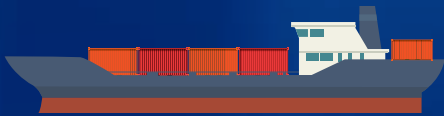
700 AD

The Viking longship brings trade from northern Europe to the UK



1956

Malcom McLean's ship the 'Ideal X' leaves New Jersey loaded with the newly designed standardised shipping container. This marks the start of intermodalism in shipping



1450

Around the same time, vessels capable of carrying large amounts of cargo are being developed by the Europeans, in turn carrying European trade around the world



1766

James Brindley designs the boat 'Starvationer' with 10 standardised wooden containers to transport coal to Manchester via the Bridgewater canal

2019

MSC Gulsun was launched as the world's largest container ship with a capacity of 23,756 TEUs. The shipping sector is expecting a huge evolutionary change with unmanned ships, alternative fuel use and hybrid ship propulsion systems



2017

OOCL, United Kingdom launched a container ship of 400 m long and can carry 21,413 TEUs



ISSN 2708-1338

April 2020, Volume 3, Issue 2

Maritime Campus

A Quarterly Publication of Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



Chief Patron

Rear Admiral M Khaled Iqbal, BSP, ndc, psc
Vice-Chancellor

Advisory Board

Cdre A M Quamrul Huq, (ND), NGP, ndc, afwc, psc, BN
Treasurer

Cdre A Z M Jalal Uddin, (C), PCGM, ndc, psc, BN
Registrar

Cdre Anisur Rahman Mollah, (L), NUP, psc, BN
Dean, FMBS

Inst Cdre M Jashim Uddin, (H1), BN
Dean, FEOS

Cdre M Ziauddin Alamgir, (L), NGP, ndc, psc, BN (retd)
Dean, FMGP

Professor Dr Altaf Hussain
Academic Adviser

Editor

Captain A T G M Sarker, (TAS), psc, BN (retd)
Controller of Examinations

Assistant Editors

Lt Cdr Sushil Barua, BN (retd)
Deputy Controller of Examinations

Raju Ahmmed
Lecturer, Department of English

Ahammad Karim
Asst. Computer Programmer

Md. Salman Sadekin Choyan
Public Relation Officer

Content Development, Design, Printing & Publication:

Enlighten | Vibes

House 04, Road 7/B, Sector 03
Uttara, Dhaka-1230, Bangladesh.
Tel: +02 48956748, +880 1552 355 520
Email: enlightenvibes@gmail.com

Editorial Communique

Plot# 14/06-14/23, Pallabi Mirpur-12, Dhaka-1216
Tel: +880 9666776868, +88 02 58051010,
+8801769721010
Fax: +02 58051010
Email: info@bsmrmu.edu.bd
Web: www.bsmrmu.edu.bd

Editorial

Good ocean governance for the Blue Economy

The human civilization is indebted to the oceans for serving mankind as a major source of food, minerals and energy linking economies around the world. However, the world's oceans require more attention and integrated response. There is a progressive degradation of ocean health caused by IUU fishing, marine pollution and unplanned coastal development. A Blue Economy roadmap is essential to provide an integrated approach to ocean-based sustainable development, which brings together economy, environment and society being closely linked with the UN Sustainable Development Goals 2030 (SDGs). In this regard, our lead story endeavours to analyse how the Bay of Bengal region is responding to the challenges of ocean governance and harvest Blue Economy benefits from the ocean.

The COVID-19 pandemic, also known as the corona virus pandemic, is an ongoing global pandemic of coronavirus disease 2019 (COVID-19), caused by the severe acute respiratory syndrome coronavirus 2 (SARS-CoV-2). In Bangladesh, since 17 March, all the educational institutions in the country have remained closed. To inform our students and readers about the COVID-19 pandemic, we have published an article on health guidelines to ward off the transmission.

Bangabandhu Sheikh Mujibur Rahman first projected a Maritime Vision for Bangladesh by promulgation of 'Territorial Waters and Maritime Zones Act, 1974'. In our 'Academia' section, the article briefly discussed the maritime vision of Bangabandhu for harnessing of resources and economic emancipation by keeping the Bay of Bengal into centre.

The nation is celebrating the birth centenary of the Father of the Nation Bangabandhu Sheikh Mujibur Rahaman. To commemorate his memory and contribution for the independence of Bangladesh, Maritime Campus has been publishing special articles about him. In this issue, Bangabandhu's political struggles as a young and uncompromising politician have been portrayed.

Vessel registration generates revenue from registration fees, annual tonnage fees, certain service charges for vessel certification and many more. Considering its economic importance, we have covered the matter in brief in our 'Panorama' section.

Additionally, the 'Campus Canvas', 'Maritime Bangladesh' and 'Around the World' sections will inform you about all the important maritime events and developments in the first quarter of 2020.

Finally, I would like to express my gratitude to the Chief Patron and Hon'ble Vice-Chancellor for his valuable guidance to bring this issue into light.

I would also like to thank all the departments for the support they have rendered by providing information on the activities of their respective departments. Finally, I appreciate the members of the Editorial Board for their relentless efforts to publish this magazine within shortest possible time.

It is a matter of sorrow that due to the COVID-19 pandemic, this issue had difficulties to be published in scheduled time.

Thanking you

Captain A T G M Sarker, (TAS), psc, BN (retd)

Editor and Controller of Examinations
Email: editor.mc@bsmrmu.edu.bd



06

LEAD STORY

Ocean governance for sustainable maritime development in the Bay of Bengal

The littoral countries of the Bay of Bengal are showing huge trends of economic development due to their increasing importance on the ocean-based economy though development patterns are often undermined and diminished due to lack of appropriate ocean governance measures whereas various policies are either poorly implemented or lacks supervision. There are many challenges in implementing Blue Economy in our country although it brings substantial benefits for the people of developing countries. Now is the time to analyse the facts and figures, to espouse political will and to accumulate financial resources in order to put our country on the blue path.

02

INFOGRAPHICS

Around the ocean and the world

18

FOCUS

Bangabandhu-who articulated the political destiny for Bengalis

Under the initiative of Bangabandhu Sheikh Mujibur Rahman, a strong Riot Resistance Committee was formed as a communal riot broke out in East Pakistan in 1964. He asked the people to stand up and resist communal forces. He also took the initiative to prepare for a united movement against then Pakistani military dictator General Ayub Khan. Sheikh Mujibur Rahman was arrested again 14 days before the 1965 presidential election. He was sentenced to one-year imprisonment and released afterwards by an order of the High Court.

20

INFO BYTES

Anecdotes, information and points to ponder from the vast maritime world

11

NEW WAVES

Contribution of Bangabandhu to tourism in Bangladesh

In November 1972, the Bangladesh Parjatan Corporation (BPC) was founded by a Presidential Order. Bangabandhu established BPC to make plans and policies for tourism in Bangladesh and develop infrastructural facilities like building hotels, motels, resorts, restaurants and procure vehicles and transports.

22

HORIZON

My experiences as Fulbright Fellow at University of Michigan, USA

The goal of the Fulbright programme is to strengthen foreign language instruction while the junior level English teachers can enhance their teaching skills and English language proficiency by working and studying in US universities. Raju Ahmmed, Lecturer, Department of English narrates the experiences he gathered as a Fulbright Fellow.

12

ACADEMIA

Maritime vision of Bangabandhu for harnessing of resources and economic emancipation

Bangabandhu, revived the country's maritime sector by purchasing new dredgers for BIWTA, passenger ships for BIWTC, seagoing vessels for Bangladesh Shipping Corporation and a number of warships for Bangladesh Navy. The inland river survey was also completed during his time. Under his visionary leadership, Bangabandhu passed the Bangladesh Petroleum Act in 1974 that promoted country's oil and gas sector to a new dimension. Bangabandhu-led government was the first in the region to enter the Bay of Bengal for offshore exploration after independence of Bangladesh.

24

CRISIS REPORT

COVID-19 and BSMRMU

In order to prevent the spread of COVID-19, BSMRMU took several important initiatives besides conducting online education.

14

PANORAMA

Ship registration: window of opportunity for Bangladesh

Since independence, an insignificant number of vessels travelled under the Bangladesh flag. Reforming institutional architecture, simplifying the registration process, investment-friendly tax regime and providing policy support, Bangladesh can go a long way to boost the shipping sector with a reasonable number of Bangladesh-flagged vessels.

29

CAMPUS CANVAS

News on BSMRMU events and developments

32

MARITIME BANGLADESH

News on maritime progress and activities in Bangladesh

36

AROUND THE WORLD

Notable news from the global maritime sphere



Ocean governance for sustainable maritime development in the Bay of Bengal

Rear Admiral M Khaled Iqbal

The oceans are the most important sources of many invaluable maritime resources, and contribute to the preservation of the environment and biodiversity. Oceans, being the global economic growth engine, are source, medium and means of poverty eradication by creating sustainable livelihoods. They provide foods and minerals, and continue to support all lives today by recycling nutrients and regulating regional and global climate patterns. To gain access to global markets, international maritime shipping and seaports provide crucial linkages to global supply chains. Situated in the Indian Ocean Region (IOR), the Bay of Bengal is blessed with abundant maritime resources and maritime connectivity. As a coastal country of the Bay of Bengal, Bangladesh can be highly benefitted by sustainably utilising these untapped maritime resources. Therefore, establishing good ocean governance in the Bay of Bengal together with the littorals is instrumental for successful maritime development.

Overview

The world's oceans require more caring attention and coordinated action. The degradation of ocean health is caused by several human drivers like Illegal, Unregistered and Unregulated (IUU) fishing, land-based and ship-borne marine pollution and unplanned coastal development. It is frequently observed that ocean resources are overexploited. The nations should also be careful about the fact that all the marine-related issues are inter-connected because they may share a common space. Ocean governance is the integrated conduct of the policies, actions and affairs regarding the world's oceans for sustainable use of coastal and marine resources, reducing the risk of irreversible damage to our marine eco-systems.

However, in recent years, few developing countries have started formulating economic growth policies based on the concept of the Blue Economy. But making the transition to a Blue Economy would entail fundamental and systemic changes in their policy, regulatory management, and governance framework.

It is time for the developing countries of the Bay of Bengal to draft an Ocean Policy vision by charting a course towards the Blue Economy and formulate a framework for achieving sustainable development.

The Bay of Bengal's strategic significance

The vast maritime-littoral space of the Indian Ocean is of immense geopolitical, geoeconomics and geostrategic significance. Economics and security have always influenced the historical and contemporary discourse in the region. About two-thirds of the world's seaborne oil trade, 50% of world's seaborne container traffic, one-third of bulk cargo and the world's highest tonnage in the seaborne transportation of goods, reportedly involving some 100,000 ships per year, transit through the Indian Ocean and its adjacent waterways. Historically, the Bay of Bengal (BoB) region has played a pivotal role as a maritime highway to the greater Indian Ocean where trade, commerce and cultures were intertwined for centuries. Today, due to geostrategic and geoeconomics factors, it emerges as one of the most significant regions in the Indo-Pacific region. The BoB is an important bridge connecting the Pacific and Indian Oceans. This enables South Asia to be connected with South East and East Asia. The Bay of Bengal also forms crucial entry points to India's North-East and Nepal, Bhutan and Kunming of China. The Bay of Bengal is also confronted with common maritime security issues like human and drug trafficking and other cross-boundary issues, whereas its vicinity to the maritime silk route squarely demands a further strategic focus on this region.

Blue Economy challenges

The oceans, with a current estimated asset value of USD 24 trillion and annual value addition of USD 2.5 trillion, would continue to offer significant economic benefits for the coastal states. But the developing countries have to overcome challenges like unsustainable extraction of marine resources, destruction of marine and coastal habitats, climate change, sea-level rise and marine pollution.

A major challenge is unsustainable fisheries due to IUU fishing. Statistics show that the proportion of marine fish stocks estimated to be underexploited or moderately exploited declined from 40% in the mid-1970s to 15% in 2008, and the proportion of overexploited, depleted or recovering stocks, increased from 10% in 1974 to 32% in 2008.

A newly emerging issue of Ocean Acidification resulted in a 26% increase in the acidity of the ocean affecting carbon accretion in coral reefs causing net decreases in global coral reef coverage and associated species.



Tools, concept and pillars of the Blue Economy presents opportunities for Climate Change adaptation and mitigation (Source: United Nation Economic Commission for Africa, Third regional Technical Meeting Port Louis, Mauritius, 25–26 April, 2016)

Several key coastal habitats such as mangroves, salt marshes and sea grass meadows, also known as Blue Carbon, fix carbon at a much higher rate per unit area than terrestrial forest ecosystems. But mangroves have been reduced to 30-50% of their historical cover and 29% of seagrass habitats are estimated to have been lost in the last 150 years.

Blue Economy and sustainable maritime development

The Blue Economy is a developing world initiative relevant to all coastal states and countries with an interest in sustainable maritime development. It aims at enhancing livelihoods for the poor, creating employment opportunities and reducing poverty. Blue Economy was first prominently addressed during the Rio+20 UN Sustainable Development Conference in 2012. The National Maritime Foundation, an active Indian think tank, has adopted the following definition of the Blue Economy: "Marine-based economic development that leads to improved human wellbeing and social equity, while significantly reducing environmental risks and ecological scarcities". However, a global definition devised by the Economist Intelligence Unit (2015) is "A sustainable ocean economy emerges when economic activity is in balance with the long-term capacity of ocean ecosystems remain resilient and healthy". However, the difference between 'ocean economy' and 'Blue Economy' is that the former provides no measure or indication of sustainability. But the Blue Economy concept promotes the sustainable development of the ocean economy.

Promises of Blue Economy

A brief overview of the state of various maritime sectors and industries would give us a clear indication of the enormous prospects and potential of the Blue Economy:



Aquaculture is the fastest-growing global food sector

a. Marine fisheries

The volume of fish traded by developing countries is estimated at USD 25 billion making it their largest trading item whereas 1 billion people in developing countries depend on seafood for their primary source of protein. There are about 475 species of fish found in EEZ of Bangladesh compared to 250 sweet water species.

b. Aquaculture

Integrated multi-tropic offshore aquaculture is the fastest-growing global food sector, now providing 47% of the fish for human consumption.

c. Marine biotechnology

One of the fastest emerging high-technology sectors in Blue Economy is marine biotechnology with a market of an estimated USD 4.6 billion. It has wide-ranging applications in industrial sectors including pharmaceuticals, cosmetics, nutritional supplements, enzymes and agro-chemicals.

d. Offshore energy and deep-sea mining

The largest chunk of developing countries' ocean economy can be sourced from offshore energy exploration and mining. The seabed

currently provides 32% of the global supply of hydrocarbons, up from 20% in 1980.

e. Marine tourism and leisure

Globally, coastal and marine tourism represents 5% of world GDP. The increasing involvement of local communities in the value chain can contribute to the development of local economies and poverty reduction.

f. Shipping, port and maritime logistics

About 80% of global trade by volume and over 70% by value is carried by sea and handled by ports worldwide. Smart and deep-water ports, efficient shipping and logistics industries will be instrumental for the development of the Blue Economy.

g. Shipbuilding, marine manufacturing and ship recycling

Marine manufacturing consists of construction, repair and maintenance of boats, ships, fishing vessels, yachts, floating structures and other marine technology which is an important sector of the Blue Economy. Shipbreaking or ship recycling is also another growing industry in developing countries.

h. Marine renewable energy

Renewable energy enjoys almost 22% share of the global energy mix. There are various forms of marine renewable energy:

- (1) Offshore solar energy
- (2) Offshore wind energy
- (3) Wave energy
- (4) Tidal energy
- (5) Ocean thermal energy
- (6) Salinity gradient
- (7) Ocean current energy, and
- (8) Energy from marine biomass

Sustainable maritime development in Bangladesh

This is a very important time for Bangladesh when we are witnessing unprecedented economic growth and remarkable development in social and economic indicators with substantial investment in regional connectivity, seaports, special economic zones, coastal

Ocean economy can be built on offshore energy exploration and mining





The increasing involvement of local communities in tourism sector can contribute to the development of local economies and poverty reduction

industries, energy clusters and offshore oil and gas exploration. As a major Blue Economy initiative, Bangladesh Delta Plan 2100 for the next century has been prepared by the government which would focus on sustainable delta management, integrated water resources management, long term land reclamation and adaptation to climate change etc. Besides, Vision 2041, a long-term perspective plan for a developed Bangladesh, has identified Blue Economy as one of the essential drivers for sustainable development. Moreover, the goals of SDG 2030, especially SDG Target 14 i.e. Life Below Water is being implemented with various maritime development agenda in Bangladesh.

However, in the past, certain maritime activities were not coordinated and thereby suffered from duplication of efforts, whereas some maritime sectors were totally ignored. Various maritime industries were neither controlled nor were their performance supervised.

In recent years, under the leadership of our Hon'ble Prime Minister Sheikh Hasina, Bangladesh has peacefully resolved the long-standing maritime boundary disputes with neighbours: India and Myanmar gaining a huge sea area of 1,18,813 sq km.

The government has formed an independent Blue Economy Cell to ensure proper coordination of Blue Economy activities among all government and private sector maritime stakeholders in the country. Moreover, Bangladesh Ocean Research Institute has been established whereas Bangabandhu Sheikh Mujibur Rahman Maritime University with specialised maritime faculties has been set up in 2013 for higher education and research on maritime related subjects.

Bangladesh made three voluntary commitments during UN Ocean Conference in June 2017 in New York. First one is to declare 5% of marine areas as Marine Protected Area (MPA) of about 7,500 sq km by 2020 (Target 14.2). Mentionable that the Sundarbans which is one of the largest mangrove ecosystems in the world is a declared World Heritage Site. Next is to effectively regulate IUU fishing and destructive fishing practices in marine areas (Target 14.4). The third commitment is to prevent and significantly reduce marine pollution of all kinds, particularly from land-based pollution (Target 14.1).

In the present economic context of the globe, a port is not only a corridor for export and import rather it can lead to the overall development of a nation. Therefore, the vision of port-led economic development is followed by many to reduce logistics cost and contribute to economic growth by establishing economic corridors,

Special Economic Zones (SEZs), port-based industries, deep seaports, Energy Clusters, FSRU (Floating Storage Regasification Unit) etc. However, following the examples of Shenzhen Port of China and Sagarmala Project of India, the logistics-intensive industries, efficient port, seamless connectivity and requisite skill base would be necessary.

Maritime security of the Bay of Bengal

It is now evident that sustainable Blue Economy is not possible without ensuring maritime security, preventing piracy, human trafficking, smuggling and all kinds of terrorism in the maritime areas. Given the current global and regional security environment, a comprehensive maritime security structure needs to be formed recognising the Bay of Bengal as a common security space.

Ocean Policy for sustainable maritime development

The approach for an Ocean Policy has to be inter-disciplinary with historians, lawyers, economists and political scientists working with engineers, biologists, chemists and physicists on common ocean interests. In case of Bangladesh, the overall vision of the Ocean Policy should be to ensure a healthy sustainable ocean; nurtured, understood and harnessed wisely for the benefit of all to achieve Vision 2021, Vision 2041 and the Delta Plan 2100. The main elements of Ocean Policy would be as follows:

- a. Conservation of marine biological diversity
- b. Regional marine planning
- c. Maintenance of ecosystem integrity
- d. Multiple ocean use
- e. Marine protected areas

Way Ahead

The way forward for the regional countries would be to chart a roadmap at the national and regional level through proper policy formulation and implementation. Some suggested options are as follows:

- Develop systems to measure and monitor the performance of the ocean economy, work out the statistics of the ocean's natural capital, develop an 'ocean account' and identify the country's ocean economy industries.

Marine biotechnology has wide-ranging applications in pharmaceuticals, cosmetics, nutritional supplements, enzymes and agro-chemicals



// Lead Story //



Smart and deep-water ports, efficient shipping and logistics industries will be instrumental for the development of the Blue Economy

- A coordinated policy planning process with common objectives and information sharing will be essential for all relevant public agencies under a Ministerial level watchdog for better coordination.
- Capacity-building needs to be planned according to governance and institutional framework, academic and research institutions, managerial–technical–technological capabilities and qualified skills.
- Each country should weigh the relative importance of various sectors of the Blue Economy and prioritise sectors based on its domestic needs and demands of the global market.
- Maritime Spatial Planning (MSP) process can be developed to provide a judicious response for resolving conflicts and multiple ocean uses.

- It has become imperative to put in place a comprehensive Ocean Policy based on a shared regional vision for integrated ocean planning and management.
- The Blue Economy makes its strongest gains when it adopts a holistic strategy anchored in partnership integrating regional policy and governance frameworks.
- The private sector must play a key role in the Blue Economy as a way to enhance capacity building.
- The promotion of higher maritime education at the university level is important to create maritime experts in the country.
- The ocean is universal and needs regional collaboration for technical assistance, technology transfer and capacity building.

End thoughts

Today, the coastal countries of the Bay of Bengal are showing huge trends of economic development due to their increasing importance on the ocean-based economy. But our development patterns are often undermined and diminished due to lack of appropriate ocean governance measures, whereas various policies are either poorly implemented or lacks supervision. There are many challenges in implementing the Blue Economy in our country, although it brings substantial benefits for the people of developing countries. Now is the time to analyse the facts and figures, to espouse political will and to accumulate financial resources to put our country on the blue path. So, a regionally integrated management and governance system is the demand of the day to ensure sustainable maritime development in the Bay of Bengal region.

Rear Admiral M Khaled Iqbal, BSP, ndc, psc

Vice-Chancellor

Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



Contribution of Bangabandhu to tourism in Bangladesh

Dr Syed Rashidul Hasan

After a 9-month long bloody war against the Pakistan army, Bangladesh was liberated on 16 December 1971. The greatest leader of all time, Father of the Nation Bangabandhu Sheikh Mujibur Rahman returned to independent Bangladesh on 10 January 1972 from Pakistani custody. Bangabandhu formed his government amidst war rampages.

According to Time magazine, in the aftermath of the Pakistani army's rampage, a special team of inspectors from the World Bank observed that some cities looked "like the morning after a nuclear attack." An estimated 6,000,000 homes had been destroyed, and nearly 1,400,000 farming families had been left without tools or animals to work their lands. Transportation and communications systems were disrupted. Roads were destroyed, bridges were out of service and inland waterways were blocked. The army also destroyed banknotes and coins to make us suffer from a severe shortage of ready cash. Bangladesh did not have, in a real sense, a civil administration, police, army, financial system and own currency. Besides, the new government faced severe challenges with the rehabilitation of millions of people coming back from India after independence by organising shelter, food, health aid and other necessities.

It is quite surprising that in this anarchical situation, how a person can think about tourism and take a major decision regarding it. But Bangabandhu was a farsighted politician and a statesman. He could foresee the enormous potential of tourism sector of Bangladesh. Just telling the truth, tourism was not supposed to be considered at that time as any of the urgent issues that should be brought to discussion for any policy-making in government. But Bangabandhu did. In November 1972, the Bangladesh Parjatan Corporation (BPC) was created by a Presidential Order. The BPC was established to make plans and policies for Bangladesh tourism and develop infrastructural facilities like building hotels, motels, resorts, restaurants and procure vehicles and transports. Apart from these activities, recognising the need for training in all areas involved with tourism development, the National Hotel & Tourism Training Institute (NHTTI) was established in 1974 under Bangladesh Parjatan Corporation. To develop professionalism and provide a cadre of skilled and trained human resources to meet the increasing demands of the trained personnel for Hotel & Tourism Industry both at home and abroad, this Institute offers various courses of different duration.

The Bangladesh Parjatan Corporation is run by a Board. According to the Bangladesh Parjatan Corporation Order 1972, the purposes of the board are:

- To promote and develop tourism, provide facilities, undertake measures and carry out all forms of activities connected with or ancillary to tourism.

- To promote tourist undertakings and to control and regulate tourist installations and services.
- To organise reception and information facilities in or outside Bangladesh.
- To create tourism awareness among the people.
- To establish institutes for instruction and training of potential tourism personnel.

The corporation performs the following functions:

- Tourism promotion and development
- Tourism infrastructures establishment in Bangladesh
- To provide facilities to undertake measures and carry out all kinds of activities connected with tourism
- To acquire, establish, construct, arrange, provide and run hotels, restaurants, rest houses, picnic spots, camping sites, theatres, amusement parks and facilities for water skiing and entertainment
- To establish institutes for instruction and training of potential tourism personnel

In this way, we can say that the father of the nation, Bangabandhu Sheikh Mujibur Rahman's creation of Bangladesh Parjatan Corporation in 1972 (in operation 1973) has been playing the pivotal role to flourish Bangladesh's tourism industry since thereafter.

Dr Syed Rashidul Hasan

Professor

Dept. of Maritime Tourism & Hospitality Management

Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



Maritime vision of Bangabandhu for harnessing of resources and economic emancipation

Professor Dr Aftab Alam Khan

Bangabandhu Sheikh Mujibur Rahman first gave a 'Maritime Vision of Bangladesh' through promulgation of the 'Territorial Waters and Maritime Zones Act, 1974'. Bangladesh Shipping Corporation was established in February 1972 in view of the importance of inland water and overseas communication. Bangabandhu revived the country's maritime sector by purchasing new dredgers for BIWTA, passenger ships for BIWTC, seagoing vessels for Bangladesh Shipping Corporation and a number of warship. Besides, he established a number of naval bases for Bangladesh Navy. The inland river survey was also accomplished during his time. Under his visionary leadership, Bangabandhu enacted the Bangladesh Petroleum Act in 1974 that promoted country's oil and gas sector to a new dimension. After independence of Bangladesh,

Bangabandhu-led government was the first in the region to enter the Bay of Bengal for offshore exploration. After the formation of Oil & Gas Development Corporation (Now PetroBangla), Bangladesh in the shortest possible time could engage six International Oil Companies (IOCs) in eight offshore blocks by formulating model PSC and inviting the first bidding round. In 1974 the government awarded offshore blocks in one of the largest shallow water continental shelves in the world to six international oil companies. Six IOCs came under this act and signed Production Sharing Contract (PSC) with newly formed PetroBangla from earlier Oil & Gas Development Corporation (OGDC). Under the PSC, all the international oil companies conducted detailed 2D seismic survey by the most reputed seismic companies such as Prakla Seismos, CGG and other

companies in the Bay of Bengal. Continental shelf of Bangladesh is the southward extension of the main Bengal Basin which covers a large area of the exclusive economic zone in the Bay of Bengal. Although the Bengal Basin has been proved to be a potential petroliferous basin, it is ironic that region within the maritime boundary of Bangladesh has remained a least studied area in the region. Oil and gas exploration activities in the off-shore region of Bangladesh located between latitudes 20°-22°N and longitudes 89°E – 92.5°E started in the year 1974 under Bangladesh Petroleum Act 1974 through the participation of six international oil companies such as Ashland, ARCO, Canadian Superior Oil, Union Oil, BODC of Japan and Ina Naftaplin of Yugoslavia. Total coverage of multiple fold 2D seismic data was little over 31,000 line-km along with approximately 18,000 line-km gravity data (Petrobangla, 2000). Most of the 2D seismic data contain tremendous valuable geological information pertaining to the georesource potentials including gas hydrates in the offshore area of Bangladesh. After seismic survey, four companies such as ARCO, BODC, Union Oil and Ina Naftaplin drilled seven wells in their respective blocks in the offshore. All these wells exhibit tremendous high formation pressure at drilling depths with gas show. But after unfortunate assassination of Bangabandhu along with most of the members of his family in August 1975, the IOCs left Bangladesh one by one without interpreting and study of such huge quantity high quality data leaving behind with PetroBangla. Since then we have failed to resume offshore exploration with the same intensity ever since. However, initial indications e.g. the presence of suitable source rocks, high-pressure zones, 'dim spot' and 'flat spot' and velocity sag in reef complexes in the offshore basin tend to favor hydrocarbon prospect. Under the visionary leadership of Hon'ble Prime Minister Sheikh Hasina, the successful delimitation of the maritime boundary with our neighboring countries has endowed Bangladesh with a huge sea area of 118,813 sq km. Immediate after resolution of maritime boundary dispute between Myanmar and Bangladesh by ITLOS, Petrobangla reorganized the blocks taking into account the new boundary. It is learnt that PSCs have been signed with ONGC Videsh India, Oil India & BAPEX under Joint Venture, with Santos, KrisEnergy and BAPEX under Joint Venture, and with DAEWOO-POSCO. But, simply signing PSCs with multinational companies will not give any benefit to the country unless the



Bangabandhu and Indian Prime Minister Indira Gandhi initiated Bangladesh-India cooperation on Inland Protocol Route, Joint Rivers Survey and Bilateral Trade

objective of discovering new gas deposits in the offshore of Bangladesh is achieved. However, this has opened a wider horizon of 'Blue Economy' and scope for development of our coastal belt and maritime industries. As a major Blue Economy initiative, Bangladesh Delta Plan 2100 for the next century has been prepared by the government that would focus on sustainable delta management, integrated water resources management and adaptation to probable climate change claimed by UN. Meanwhile Vision 2041, a long-term perspective plan for a developed Bangladesh, has identified the Blue Economy as one of the essential drivers of the country's economic emancipation.

Professor Dr Aftab Alam Khan

Dept. of Faculty of Earth and Ocean Science
Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh

Portrait of a leader of mass people



Ship Registration: Window of opportunity for Bangladesh

Md Mostafa Aziz Shaheen



Overview

Registration is a prerequisite for a ship to operate on the high seas. Like a person, each and every vessel must belong to a nation that brings her under the law of the state and the international convention ratified by the state concerned. Registration offers a flag to a vessel and provides access to the high seas and ports worldwide. Vessel registration generates revenue from registration fees, annual tonnage dues, certain service charges for vessel certification and many more. Currently two types of registration – closed and open – are practiced globally. The closed registration restricts flagging to nationals only who owns the ship while open registration provides ease of access to foreign ship-owner termed as 'Flag Of Convenience' (FOC). The FOC owes its origin to the 1920s when American ship-owners

registered their vessels to Panama and Honduras instead of US flag. However, the term 'FOC' was first coined in 1958 at a U.S. Senate Committee hearing of the United Fruit Company who registered its fleet under Honduran flag.

The six features that have been identified in FOC countries are:

- 1) Permits foreign ownership
- 2) Unrestricted transformation of ship registration
- 3) No or low local taxes on income
- 4) Dependence of FOC countries on ship registration for their significant portion of national income
- 5) Manning of flag ships by non-citizen seafarers



6) Keeping interference of governmental or international regulations directing the shipping companies to a minimum

Global ship registration scenario

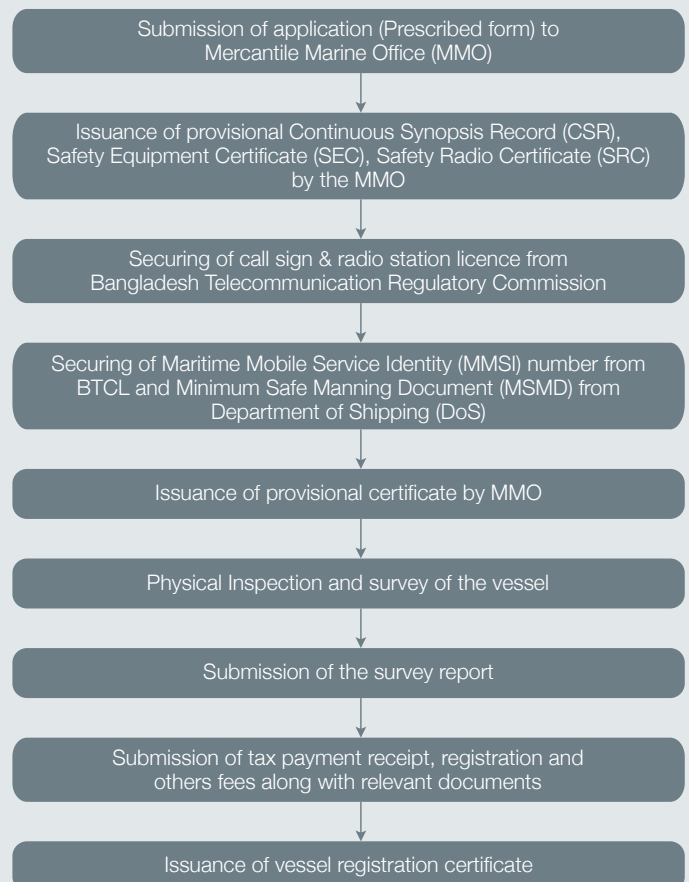
Beginning of 2019 witnessed the global merchant fleet comprised of 96,295 vessels, each of which exceeds 100 gross tonnages (GT), with a combined dead-weight tonnage (dwt) of 1.97 billion. The global merchant fleet's tonnage has more than doubled over a period of 15 years. Despite initiatives by some shipping nations to promote their national flags, number of foreign-flagged vessels soared. More than 70% of the ship tonnage is registered in open ship register countries. Top ten open registry flags close to one billion dwt. Panama stands out as the world's largest flag state with 333 million

dwt (17% of the world's tonnage) followed by the Marshall Islands with 245 million dwt (12%) and Liberia with 243 million dwt (12%). Together, these top three registries hold 41 % share of the world merchant fleet's tonnage. In modern shipping, FOC countries aren't maritime power rather small LDC countries. In addition, FOC generates sizable sums of revenue contributing to these nations' economy. In 1969, revenue generation and employment creation was the prime motive for establishing Singapore as FOC state. The Singapore Registry of Ships (SRS) responded with several financial incentives that encourage ship owner to register and operate their fleet in Singapore. In the late 70s, unemployment was no longer a problem in Singapore, rather they faced labour deficiency and was demanding foreign workforce.

Bangladesh Flag Vessels Ordinance

Traditionally, Bangladesh is a maritime nation. The country started her journey in shipping with only two ships which now rose up to 60 ships. As a state party, Bangladesh adopted the Merchant Shipping Ordinance, 1983 allowing Bangladeshi ship owners with more than fifty per cent capital share for vessel registration under Bangladeshi flag. The ship registered under the ordinance is entitled to get all the rights and privileges declared by the government of Bangladesh. Thus, Bangladesh had ratified the Liner Convention in 1975 and enacted the Bangladesh Flag Vessels (Protection) Ordinance, 1982 aims at protecting ships bearing Bangladeshi flag. The ordinance

Vessel registration process under Bangladesh Flag



Source: based on data from MMO, Chattogram

also made provision so that at least fifty per cent of the sea-borne cargoes relating to the country's foreign trade are carried by Bangladesh flag vessels.

Seafarers' unemployment

Bangladesh's steady growth in export-import may be accounted for an improved port performance of Chattogram port. Furthermore, the establishment of port at Payra offers extended facilities to catch up with future demands. For compliance with the STCW-95 Convention and Code, Bangladesh is placed on 'IMO white list' consequently seaman certificates issued in Bangladesh is accepted and recognised worldwide. In spite of acceptance by IMO, a good number of Bangladeshi seafarers remain unemployed. Absence of bilateral agreements with countries (i.e. Marshal Island, Honduras, Malta etc.) together with procrastination in issuance of visa in some countries such as Singapore and UAE act as roadblocks for employment of seafarers. According to Government shipping office,

around half of the newly passed cadet and more than a half of the registered seaman are currently unemployed.

Maritime delimitation and hybrid ship registration

Settlement of the maritime boundary with India and Myanmar opens up new opportunities for Bangladesh in exploring prospects of Blue economy. The country also set her visions of being a middle-income country by 2021 and a developed country by 2041. Step up to the target, the main challenge is to keep country's money inside the country and lift up foreign income. To translate it into reality, Bangladesh needs to initiate diversified sector. A provision of open ship registration along with existing ship registration (commonly known as hybrid registration) can be the possible solution by allowing foreign owned vessel under Bangladeshi flag. It will generate foreign revenue by vessel registration. It can also be a solution for seaman unemployment problem. Allowing foreign vessels will generate remittance by escalating employment of Bangladeshi

Comparison of registration fees between Bangladesh and Panama

VESSEL SPECIFICATIONS	
Building year	2006
Type	Bulk Carrier
Gross Tonnage (GRT)	32,379
Net Tonnage (NRT)	19,353
Vessel (Contracted price)	BDT 924,000,000 (assumption)

Cost of Registration (Bangladesh)		Cost of Registration (Panama)	
Type of Fee	BDT	Type of Fee	USD
Provisional Registration (for collecting MMSI, Call Sign and Station Licence)	4,000	Registry fee (S 0.10 per GRT up to a max fee of S 6,500)	USD 6,500
Provisional CSR (for collecting MMSI, Call Sign and Station Licence)	4,000	Annual Tax (S0.10 per NRT)	USD 1,935
Provisional SEC (for collecting MMSI, Call Sign and Station Licence)	4,000	Annual Consular fee (More than 15,000 GRT)	USD 3,000
Provisional SRC (for collecting MMSI, Call Sign and Station Licence)	4,000	Annual Inspection fee (More than 15,000 GRT)	USD 1,200
Final Registration (More than 15,000 CT)	1,75,000	Annual Investigation fee (More than 10,000 GRT)	USD 500
VAT 15% (On Final Registration)	26,250	+3% of net tonnage	USD 581
Maritime Tanning (Gross ton*1.2)	38,855	Sub-Total (Second-hand vessel)	USD 13,716/ BDT 1,15,2144
Carving and Marking Note	1,000	-A discount of 60% for a new building	-USD 8,229.60
Registration Cover Fee	1,000	Total (USD 1 = BDT 84)	USD 5,486.40/ BDT 4,60,858
Registration Supervision Fee (0.1% on countracted price)	9,24,000		
Total	BDT 1,12,105		

Source: Based on the data from MMO, Chattogram (Bangladesh Part), Consulate General of Panama in New York and Toronto (Panama part)



BANGLAR AGRAJATRA, a Chemical/Oil tanker built in 2019, is currently sailing under the flag of Bangladesh.

seafarers. Plenty of seafarers are working abroad maritime industry as a commercial expert in the shipping company, classification society, survey authority, port authority and many more. Also, many skilled captain and chief engineers are sitting idle after taking early retirement from sea life. It is very much possible to introduce hybrid registration by using their expertise. To develop registration policy, registration system should be reformed by allowing complete foreign ownership. Appropriate incentives and marketing strategy are to be developed to get its full output. The way of hybrid registration has the prospect to contribute a remarkable share to our country's GDP in future, developing Bangladesh as a major shipping nation worldwide.

Challenges of present ship registration system in Bangladesh

The challenges militating against prevailing ship registration for enhanced capacity building in Bangladesh include the rigid legal frame and institutional architecture, complicated registration process, huge tax, inadequate incentive and insufficient investment.

Conclusion

Ship registration is evidenced to the world by the flying of the flag and ship's papers (Documentation). The flag of a vessel is also the visible evidence of nationality. Nowadays, the shipping market focuses not only its prime job of cargo carriage but also emphasises from a commercial and strategic view. Ship-owner tends to transfer their vessel registration in a state where they get flexibly and commercially rewarding. With this in mind, major vessel registers arrange business-friendly policy and flexible fee structure to attract ship-owners, thereby, holding a remarkable share of vessel registry market in terms of vessel number and deadweight tonnage. Since independence, an insignificant number of vessels travelled under the Bangladesh flag. Moreover, it could not seize the opportunity of their

local seaborne cargo share as the majority of the freights are transferred to foreign vessel operator depriving the country of revenue earnings, employment generation and business opportunities. The limited capacity of MMO, high taxes at several stages, complexity in the registration process and inadequate policy support have reduced the number of Bangladesh-flagged vessels. Reforming institutional architecture, simplifying the registration process, investment-friendly tax regime and providing policy support can go a long way to boost the shipping sector with a reasonable number of Bangladesh-flagged vessels.

Md Mostafa Aziz Shaheen

Lecturer

Dept. of Port & Shipping Management

Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



Sheikh Mujibur Rahman, the young student leader (standing at the back) and Huseyn Shaheed Suhrawardy with Mahatma Gandhi in Kolkata. They were there to support Mahatma Gandhi's protest against the Hindu-Muslim communal riots (1947)

The quarterly campus magazine of BSMRMU, the Maritime Campus, has taken the initiative to publish four articles in four issues on the Father of the Nation Bangabandhu Sheikh Mujibur Rahman on the occasion of his birth centenary celebration. This article is the second one of a four-part series. In the first issue, we tried to focus on his early life as a teenager, his political orientation and activities till the 1947 partition. Here, Bangabandhu's political struggles as a young and unbending politician have been portrayed.

Bangabandhu-who articulated the political destiny for Bengalis

Maritime Campus Desk

Bangabandhu Sheikh Mujibur Rahman and Huseyn Shaheed Suhrawardy made a move for a United Independent Bengal as the third free state along with India and Pakistan in 1947. Subsequently, the movement became the foundation of Mujib's vision of an independent Bangladesh. After the partition, he did not rush to East Pakistan, instead stayed in Calcutta for a few weeks and joined Mahatma Gandhi's Peace Mission along with his political mentor Huseyn Shaheed Suhrawardy.

Sheikh Mujibur Rahman took admission to the Department of Law at the University of Dhaka where, on 4 January 1948, he founded the East Pakistan Muslim Students' League, the first opposition student organisation in Pakistan.

On 23 February 1948, Chief Minister Khawaja Nazimuddin declared in the Constituent Assembly that the people of East Pakistan must accept Urdu as their state language. Sheikh Mujib immediately started overt activities to build a strong movement against the Muslim League's declaration of making Urdu the only state language of Pakistan. A meeting was held at Fazlul Huq Muslim Hall on 2 March 1948, and it approved a resolution placed by Sheikh Mujib to

form an All-Party State Language Action Committee. He was arrested along with some political workers on 11 March, while they were demonstrating in front of secretariat building in observance of the 'State Language Bangla Day.' The student community of the country became restive following his arrest. Later, the Muslim League government was forced to release Sheikh Mujib and other student leaders on 15 March 1948.

In 1949, Sheikh Mujibur Rahman extended his solidarity to a movement for the rights and job security of the Class 4 employees of the University of Dhaka. On 19 April 1949, he was arrested from the Vice-Chancellor's residence for leading a demonstration. The East Pakistan Awami Muslim League (present Awami League) was formed on 23 June 1949 while he was in prison and he was elected as a joint secretary.

Then Prime Minister of Pakistan Khawaja Nazimuddin declared on 26 January 1952 that Urdu would be the only state language of Pakistan. While in jail, Sheikh Mujibur Rahman issued key directives and kept constant contact with leaders of the movement to recognise Bangla as one of the state languages.



United Front Cabinet members - in the bottom row from left, Khairat Hossain, Sheikh Mujibur Rahman, Sher-e-Bangla A.K. Fazlul Huq, Ataur Rahman Khan, Saratchandra Majumdar, Mahmud Ali. In the top row from right, M. Mansur Ali, Dharendra Nath Dutta, Mashur Rahman, Monoranjan Dhar and Abdur Rahman Khan (1954)

Sheikh Mujibur Rahman started a hunger strike from 16 February 1952 that lasted for 11 days. He was released on 27 February. On 21 February 1952, students came out on street in defiance of a curfew enforced by the authorities in order to suppress their demand to make Bangla as one of the state languages of Pakistan. Salam, Barkat, Rafiq, Jabbar, Shafiur and many others became martyrs when police opened fire on a rally. In a statement released from jail, Sheikh Mujibur Rahman expressed deep grief for those who lost their lives and protested against the unjust police shooting. In the same year, he visited China to attend the World Peace Conference, where he delivered a resounding speech in Bangla, taking the cause of the Mother Language Movement to a global audience.

In 1953, Sheikh Mujibur Rahman was elected as the General Secretary of Awami Muslim League at the council meeting and he continued to gain prominence as a Bengali leader.

The first election in East Bengal was held on 10 March 1954. The United Front (widely known as Jukto Front) won 223 seats out of 237 Muslim reserved seats. The Awami Muslim League alone obtained 143 seats. Sheikh Mujib won the election in Gopalganj constituency and took oath on 15 May as minister for Co-operative and Agricultural Development in the new provincial government.

The central government of Pakistan arbitrarily dismissed the United Front cabinet on 30 May 1954, and as Sheikh Mujib landed in Dhaka from Karachi on the same day he was immediately arrested. He was released on 23 December 1954.

The Awami Muslim League was renamed Awami League in 1955 under the leadership of General Secretary Sheikh Mujibur Rahman. That move opened the doors of the party to all, regardless of religion.

In September 1956, Sheikh Mujibur Rahman joined the provincial Awami League government headed by Khan Ataur Rahman as a minister for 9 months. Sheikh Mujibur Rahman voluntarily resigned from the Cabinet on 30 May 1957 in order to build Awami League as a platform for the Bengalis.

On 7 October 1958, Major General Iskander Mirza took power for three weeks as president of Pakistan, imposed martial law and

banned all political activities. Later, he was toppled down by Army Chief General Ayub Khan and expelled from the country. On 11 October 1958, Sheikh Mujibur Rahman was arrested. Afterwards, he was continuously accused of false cases. He was released from prison after fourteen months, but was arrested again immediately at the jail gate.

Sheikh Mujibur Rahman was released from jail in 1961 when the High Court declared his detention unlawful. He formed an underground network called 'Swadhin Bangla Biplobi Parishad' (Revolutionary Council for Independent Bangladesh) with leading student leaders in order to liberate Bangladesh from Pakistani occupation.

Sheikh Mujibur Rahman was again arrested by the Ayub government on 6 February 1962. He was freed on June 18, following after the four-year-long decree of martial law being lifted on 2 June 1962. He travelled to Lahore on 24 September 1962 and formed the National Democratic Front (NDF) with Huseyn Shaheed Suhrawardy and other opposition parties.

At the Dhanmondi 32, the residence of Sheikh Mujibur Rahman, a special meeting of party leaders, including presidents and secretaries of district committees was held on 25 January 1964. The decision to leave the National Democratic Front (NDF) and revive the activities of the Awami League was taken in that meeting. At its council meeting held from 6-8 March 1964, proposals on the right of the general people of the country to vote and elect their own parliamentary government were accepted. Maulana Abdur Rashid Tarkabagish and Sheikh Mujibur Rahman were elected as President and General Secretary, respectively in the same meeting.

Under the initiative of Sheikh Mujibur Rahman, a strong Riot Resistance Committee was formed as a communal riot broke out in East Pakistan in 1964. He asked the people to stand up and resist communal forces. He also took the initiative to prepare for a united movement against then Pakistani military dictator General Ayub Khan. Sheikh Mujibur Rahman was arrested again 14 days before the 1965 presidential election. He was sentenced to one-year imprisonment and released later by order of the High Court.

During the mourning rally in memory of the Language Martyrs, Sheikh Mujibur Rahman with Maulana Abdul Hamid Khan Bhashani, Mohiuddin Ahmed and Tajuddin Ahmed (February 21, 1964)



INFO BYTES



About 5,000 years ago, the first major trade routes were formed between modern-day India and Pakistan along the Arabian Sea. Due to bandits attacking caravans, land travel became dangerous and mariners began to travel by sea. They used an astrolabe to navigate the waters. An astrolabe is an instrument that predicted the position of the sun, moon, planets and the stars.

About 5,000 years ago, the Romans developed fleets that could cross the Mediterranean Sea in about a month. They carried low-value goods such as grain and construction materials. It was much cheaper to transport these goods by sea than by land. Romans soon expanded their trade routes to travel across the Indian Ocean.



During the 7th – the 13th centuries, the Arab Empire began to develop trade routes through Asia, Africa, and Europe. The rivers in the Islamic regions were not easy to navigate so sea travel was necessary. These advanced vessels, called qaribs, greatly shortened the time needed to transport goods.



During the Age of Discovery in the 15th – the 19th centuries, advances in navigation and shipbuilding enabled Europeans to cross the Atlantic. This opened up trade routes to Virginia and Maryland for tobacco and Mexico and Peru for silver.

In the 19th and 20th centuries, the Suez Canal opened up shipping between Europe and Asia without going around Africa. The Panama Canal connected the Atlantic and Pacific Oceans.



Cruise ships were designed to carry people across the world in the 19th and 20th centuries. At the end of 20th century, container shipping developed, leading to the shipping industry we see today.





My experiences as Fulbright Fellow at University of Michigan, USA

Raju Ahmmed

Last year (2019-2020 session), I had the opportunity to obtain the Fulbright fellowship offered by the US Embassy, Bangladesh. Around 400 language teachers from 50 different countries of the world took part in this prestigious programme. I was the only awardee from Bangladesh and worked for two semesters as a Fulbright Foreign Language Teaching Assistant (FLTA) at the University of Michigan. I taught the undergraduate students of the Department of Asian Languages and Cultures. The goal of the Fulbright programme is to strengthen foreign language instruction while the junior level English teachers can enhance their teaching skills and English language proficiency by working and studying at US universities.

I will remember the things that surprised me the most during my stay in the US. The first thing that surprised me in the US was class size. Each class was very small, usually from eight to fifteen students although there were a few large classes in the social science departments. Initially, I often felt that I am not in the class; it is a part of a class; where the others are gone! However, I recovered from this feeling after a few weeks. The second aspect that I liked was the way the students addressed the teacher. US students call their teachers by their last names and use 'Dr' or 'Professor' to show respect. Whether a teacher is a lecturer or assistant professor, they address as a professor, and they never use the word 'sir'. That 'sir' was a colonial word was much clear to me because some of my colleagues discouraged me when I used it. However, in Bangladesh, if someone is not addressed as 'sir', s/he may feel offended. The third aspect was the assessment system. Unlike the Bangladeshi examination system, the universities in the US rely on assignment. Students' scripts are examined and graded by the class teacher whereas, in the public universities in Bangladesh, we appoint two teachers to grade the same scripts, which ultimately make the assessment process lengthy. Besides, the students can submit their assignments and quizzes through the online system (they call it 'canvass'). As a result, due to the outbreak of COVID-19, the US universities were not much affected. As they already had an online system, the classes were conducted by the apps (Blue Jeans), and students were graded by their submitted assignments. The fourth aspect is the exciting student events on the campus. The university has an international centre which organises activities for international students. All of these events often provide free foods, snacks and sometimes souvenirs to the students. I have been to many such events, ate free foods, met new people, and talked to them about their countries and cultures. One such mentionable event was international students' lunch hours in which students come, grab their lunch, talk to new students and make new friends. The speciality of such events was that anyone could feel the diverse cultures of the world.

The online system impressed me so much. If I needed a book to collect from the library, I could order it online. The library officials would find the book and then send it to the reception desk. Then I would get an email that the book was ready to be checked out. This saved much of the time. Even their busses could be tracked online as all their transports had the tracking system. So, if I needed to go anywhere, I would often ask google and could get the best options like the number of buses and their schedule at different times of the day. Surprisingly, I found all the transports, including the state buses free for the students.

During my stay, I was invited to talk about Bangladeshi culture in different schools. I experienced how the kids in the US ask matured questions. They like to participate in the class discussions, unlike the Bangladeshi students who are very shy to talk in the class. I once cooked *Khichuri* and served it to the eight graders after my presentation at Howell Middle School, Michigan. The students were surprised after tasting it, and some of them asked me how I cooked it. As they told me, they would try the Bangladeshi cuisine at home or ask their moms to try it or watch a YouTube video about it!

The weather is a significant factor for the US lifestyle. The weekends

were very lovely in the summer. The students often had big parties on campus. Most of the outdoor activities such as picnic, bonfire, and tour to interesting spots happened in the summer. However, in winter the temperature was in negative degree Celsius, and we could not go out for outdoor activities although there were many indoor events. I never saw snowfall in my life. When it snowed for the first time in winter, I was so amazed and happy to see how the white particles were falling from the sky. But these snows make the pavements slippery, and the pedestrians have to be very careful. Otherwise, they would slip and get hurt. I had to buy a snow boot to walk during the snow.

My experience in the US would significantly impact on how I view different aspects of my country now. In our country, we often depend on others for our necessary daily staff. For example, we keep a driver to drive our cars and a maid to cook foods or clean our houses. In the US, none can think of assigning someone in these daily chores because the expense for these services would be as high as any other official jobs. So, people in the US drive their cars, prepare their foods, clean their house by vacuum cleaners, and wash their clothes by washing machines. They just do not need to depend on others, maybe because the cost for that is too much.

Indeed, my teaching experience in the US would make me a more efficient teacher. Now I can devise many more student-friendly teaching techniques that I have seen the US professors use in their classes. I also believe that my English proficiency has increased from my previous level due to my stay in an English-speaking country. Now I can give more practical examples of English society and their cultures in the class and teach English courses to the students in a more effective way.

Raju Ahmmed

Lecturer

Department of English

Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh

COVID-19

Coronavirus Disease 2019

BE AWARE.

COVID-19 is a new respiratory illness that was first discovered in Wuhan, China. It is transmitted **from person to person**.

Symptoms*

common symptoms

- Runny nose
- Cough
- Sore throat

severe cases

- High fever
- Pneumonia
- Severe respiratory disease

*Symptoms may appear 1 to 12 days following exposure to the virus



Who is most at risk of becoming seriously ill?

- People over age 60
- People with pre-existing conditions such as diabetes and heart disease



How is it transmitted?

- Through close contact with an infected person
- By an infected person coughing or sneezing
- By touching contaminated objects or surfaces and then touching your mouth, nose or eyes



Currently there is no vaccine or specific treatment. We can only treat the symptoms. **Serious cases** may require oxygen and ventilatory support.

PREPARE.



Make sure you get your information from a reliable source.



Wash your hands regularly with soap and water or use an alcohol-based gel.

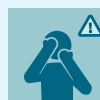


Cover your mouth with the inside of your elbow when you cough or sneeze or use a tissue and dispose of used tissue immediately and wash your hands.

ACT.



Avoid close contact with people who have flu-like symptoms.



Avoid touching your eyes, nose or mouth with unwashed hands.



Avoid sharing cups, plates or other personal items and disinfect all surfaces that are touched frequently.



If you have traveled to areas where COVID-19 is circulating or have been in contact with someone who has it and you experience fever, cough or difficulty breathing, seek medical attention immediately. Do not self-medicate.

COVID-19 and BSMRMU

The COVID-19 pandemic, also known as the coronavirus pandemic, is an ongoing global pandemic of coronavirus disease 2019 (COVID-19), caused by Severe Acute Respiratory Syndrome Coronavirus 2 (SARS-CoV-2). The outbreak was first identified in December 2019 in Wuhan, China. The World Health Organisation declared the outbreak a Public Health Emergency of International Concern on 30 January 2020 and a pandemic on 11 March.

Globally, 1.2 billion learners or 68% of the world's total enrolled learners were affected due to the education institute closure in 144 countries. In Bangladesh, since 17 March 2020, all the educational institutes in the country have remained closed. Undeniably, the direct and most immediate impact of the COVID-19 on the education sector is the loss in learning opportunities. As a youth-based country, more than 36 million students (including 17.0 million in the primary) are now out of educational institutes. Finance Minister Mr AHM Mustafa Kamal MP, in his budget speech in the national parliament said that COVID-19 has essentially caused discontinuation of the regular academic curriculum of around 40 million students across the country.

A broader and deeper consequence of the COVID-19 pandemic on the education sector might emerge from the economic downturns being ignited by the pandemic control measures. The government of Bangladesh took huge initiatives to counter the impact of COVID-19 in all sectors. The Ministry of Education and University Grants Commission (UGC) encouraged online education and provided support to the students so as to complete their respective syllabus in time as well as to minimise the loss of the students due to COVID-19. Moreover, online education helps to keep the students on track by creating an academic environment. Besides, online classes help to build up more harmony and mutual bondage between students and teachers and that is a new phenomena. In line with that, Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU), at the outset of COVID-19 outbreak, took several initiatives to conduct the academic activities online, which includes the decision of providing electronic gadgets to the teachers and students. Furthermore, it was decided that steps would be taken to provide laptops to the students on easy installments, who have financial constraint. Meanwhile, students are provided adequate internet data to facilitate their academic activities. Besides, a number of measures have been taken to minimise the impact of COVID-19 as far as possible, which includes installation of disinfectant chamber, installation of hand sanitisation and hand washing arrangement at the entry point. Apart from that, the Medical Officer of BSMRMU regularly gives directives to all on how to stay safe amid the pandemic.



// Perspective //

Beyond the narrow domestic walls

Kaniz Fatima

As we spend our daily lives through the same monotonous routine, quite often we feel like a caged bird with the gate open but held back by shackles on the leg. To taste the freedom of life and replenish our souls now and then we should break the chain and return to the Mother Nature leaving all the worries behind. Beyond the barren, concrete jungle that is our capital city, lies unimaginable splendours. To grasp the raw beauty of Bangladesh truly, it's best to stray off the beaten path; one such way leads to Dolian Para, Thanchi, surrounded by lush green mountain peaks and inhabited by some truly wonderful people. Situated in the Bandarban district of Chittagong Hill Tracts, it is one of the remotest parts of our country.

In the Winter of 2019, the opportunity came to visit Dolian Para, and I accepted with both hands. I intended to enjoy the raw nature of the mountains as well as getting to know the culture and lifestyle of the local tribal community. We had a group of eight people, and we reached Bandarban town from Dhaka by the early hours of the morning. We had our breakfast and tea and started for Thanchi by 'Chander Gari' (A local name for the open-roofed Jeep) from Bandarban. I enjoyed every moment of the four-hour journey, soaking in the bright sunshine and cloudless sky. What particularly amazed me was the deep blue sky, something that is unimaginable in the hazy, dusty Dhaka city. The road was narrow and with dangerous turns and deep canyons on one side. But it was breathtaking to see such beauty, the clouds and the sunshine. The road was empty with an occasional group of 3-4 people, on their way to the local bazaar, which was a relief away from the hustles and bustles of Dhaka city.

After reaching Thanchi Bazar, we took a local guide and registered our name in the local military camp, which is a routine regulation in the Chittagong Hill Tracts districts to proceed towards Remakri Falls.

We reached Thanchi around Noon. We packed our bags with some dry foods, drinking water and necessary supplies for the

journey ahead. The paved road ends here, and the exciting boat journey through the Sangu river starts. I was eagerly anticipating the boat ride, but the unimaginable beauty of nature was far beyond of my anticipation.

No words would be good enough to describe this heavenly beauty of nature. Attractive hills surrounded both sides of the Sangu river with strips of vegetation and rice fields on the river bank. The reflection of the mountain peaks on the crystal clear Sangu waters seemed like a teenager's merry dance.

About three hours of fascinating boat ride finished with a blink of an eye; the Remakri falls were reached. Then the hill trekking started towards the Dolian para. It was an amazing but exhausting experience. I trekked through beautiful ethnic villages, river streams, forests, jhiri path and witnessed some jaw dropping views.

We passed through the fantastic Nafakhum falls on the way and rested and freshened up there. After four hours trekking, at last, we arrived at Dolian Para.

The total people of the village is approximately 300(+), and the number of house is about 40. Most of the people are tribal Bawm people and they practice Christianity. There are a Church and a school. Usually, the local people of Dolian Para earn their livelihood by selling agricultural products such as sugarcane, pineapple, bananas, sweet potatoes etc. and providing homestay as well as food service to the tourists.

We took our residence at the house of Lallian Sang Bawm, who is a local farmer for five days. The innocence, simplicity and hospitality of the landlord and his family truly amazed us. I passed my time by enjoying the local culture, lifestyle of the local people and by gossiping with them. I visited their farmlands, their local markets, water collecting area and their church.

I also tasted the delicious local food cooked by the local people. So it can be said I experienced a slight test of community-based tourism there though they are not fully complying the rules of



community-based tourism system. Community-based tourism is tourism in which residents (often rural, poor and economically marginalised) invite tourists to visit their communities with the provision of overnight accommodation. I believe that tourism should benefit not only visitors, but also local communities.

There are huge potential resources of community-based tourism in Dolian Para and adjacent areas, but the saddest part is still now no initiative has been taken for establishing community-based tourism. The amazing people, food and nature make a complete package for such type of tourism. There are also adventurous hill trekking sights nearby Dolian Para. There is the Zowtlang hill which is unofficially 2nd highest peak of Bangladesh, as well as Nafakhum and Amiakhum Falls.

I would also like to share one concerning aspect which I've experienced there. The culture of hunting wild animals still exists in the local community. The people of Dolian Para are not aware of the conservation of local tourism assets.

I have seen they consume the meat of 'Dhonesh' bird which is a rare species of bird and they also hunt deer. If these types of activities continue, the precious environment will be destroyed, and wildlife will vanish one day. What I understand is they are doing these types of



// Perspective //

activities only for their livelihood and for lack of awareness. Because some of the greedy tourists don't care about the environment and they offer lucrative money for these exotic species of animal. Steps should be taken to raise more awareness among the locals and tourists for the conservation of nature.

To improve the livelihood of the local community without losing the balance of the ecosystem and harming the ecosystem, we can adopt Community-based tourism concept for this particular locality. Based on my experience, I would like to make the following recommendations:

- To create awareness of the local community about the value of tourism assets.
- To conserve tourism assets by involving the local community.
- To ensure proper distribution of tourism earnings.
- To ensure the use of renewable energy such as solar or wind for continuous electricity.
- To ensure proper safety for all tourists and make arrangements for foreign tourists also.
- To ensure better healthcare, sanitation and education facility for locals.

Community-based tourism is an essential factor in Bangladesh. Because Bangladesh has 45 different tribal groups across the country. We can ensure sustainable tourism sights, protect old tradition, cultures and lifestyle of tribal groups by establishing community-based tourism as this is a viable way of tourism.



After five exciting days, the time had arrived to return. I wish I could spend some more days with these amazing people, but it was not meant to be. I returned with many good memories of their kindness, hospitality, innocence and overall of the beautiful nature. I wish their innocent smiles remain forever.

Kaniz Fatima

Student of Master in Maritime Tourism and Hospitality Management
Dept. of Maritime Tourism and Hospitality Management
Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



BSMRMU pays tribute to Father of the Nation at Tungipara



A delegation of Bangabandhu Sheikh Mujibur Rahman Maritime University led by the Vice-Chancellor Rear Admiral M Khaled Iqbal paid tribute to the Father of the Nation Bangabandhu Sheikh Mujibur Rahman in Tungipara on 17 January 2020. The delegation paid homage to Bangabandhu by placing a floral wreath to his grave. The delegation then stood a few minutes in solemn silence as a mark of profound respect to the memory of the Father of the Nation. The Treasurer, Faculty Members, Officials, Staffs and Students of the university were present among the delegation. The delegation then offered a special prayer for the eternal peace of Bangabandhu and other members of his family martyred on 15 August 1975. Later, the delegation visited Bangabandhu Museum, Library and Exhibition Centre. The delegation also distributed warm clothes and blankets among the destitute.

The Martyrs' Day and International Mother Language Day-2020



BSMRMU observed the Martyrs' Day and International Mother Language Day-2020 at the campus located in Pallabi, Mirpur on 21 February 2020. In the beginning of the day, the Hon'ble Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal paid homage to the language martyrs at the Central Shaheed Minar. He was accompanied by Treasurer, Deans, Registrar, Faculty members, Officers and Students of the university. Later, in the light of Language Movement and International Mother Language Day, essay and recitation competitions were held in the university. The Vice-Chancellor graced the programme as the Chief Guest. In the last phase of the programme, the Chief Guest distributed prizes among the winners of the competitions. In the concluding part, prayers were sought for the martyrdom of the language martyrs, the universal use of Bangla language and the prosperity of the country and the university.

Orientation at BSMRMU



On 12 January 2020, BSMRMU, the first maritime specialised public university of the country organised an orientation programme at Shaheed Moazzam Hall for the 3rd batch of BSc in Naval Architecture and Offshore Engineering (NAOE), 4th Batch of BSc in Oceanography, 2nd Batch of both BBA in Port Management & Logistics and LLB in Maritime Law and 1st Batch of Marine Fisheries. The Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal, graced the occasion as the Chief Guest. Treasurer, Registrar, Deans, Faculty members, Officers, Staffs, Students and their guardians attended the programme. The

students were provided guidelines about the discipline, security and environment of the university. The Chief Guest welcomed the students and expressed his hope that the students would contribute to the socio-economic development of the nation by building their career as skilled maritime professionals at home and abroad.

// Campus Canvas //

Visit to the historic Suhrawardy Udyan



A delegation of BSMRMU led by the Vice-Chancellor Rear Admiral M Khaled Iqbal visited the Suhrawardy Udyan on 7 March 2020 to observe the historical 7th March address by Bangabandhu. On this particular day, Father of the Nation Bangabandhu Sheikh Mujibur Rahman called upon the Bengali

people to prepare for the war of liberation at a huge public rally of the then- Race Course Maidan (now Suhrawardy Udyan). This day was a turning point in the history of our independence. During the visit, Treasurer, Registrar, Deans, Teachers, Students and Officials of the university accompanied the Vice-Chancellor. Students witnessed the Sikha Chiron-ton (Eternal Flame), Museum of Independence and Swadhinata Stambha (Monument of Liberation) during the visit.

Moot Court to benefit the students



Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh organised a 'Moot Court' as a part of the course 'ML 508: Law Clinic & Moot Court-2' at its temporary campus at Pallabi, Mirpur on 20 February 2020. Hon'ble Justice of the Admiralty Bench of Bangladesh Supreme Court AFM Abdur Rahman conducted the Moot Court. The Vice-Chancellor Rear Admiral M Khaled Iqbal, Dean of the Faculty of Maritime Governance and Policy, Commodore M Ziauddin Alamgir (ret'd), resource persons, faculty members, participants and concerning officers of the university were present during the event. By organising Moot Courts, the students of Maritime Law acquired practical knowledge on how a Court performs while solving the maritime dispute. The participating students expressed satisfaction saying that the event immensely benefited them.

BSMRMU celebrates Birth Centenary of Father of the Nation



The Birth Centenary of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman was celebrated on 17 March 2020 by BSMRMU on a limited scale and following health guidelines due to global COVID-19 outbreak. Vice-Chancellor of the university Rear Admiral M Khaled Iqbal graced the occasion as the Chief Guest. During the event, Mahbub Uddin Ahmed, Bir Bikram attended as the Special Guest and the Guest Speaker. A documentary film screening and discussion were held. Besides, a Special Magazine dedicating to the lifespan of Father of the Nation was uncovered during the occasion.

Seminar on International Humanitarian Law



A seminar on 'International Humanitarian Law' was jointly organised by the Faculty of Maritime Governance and Policy of BSMRMU and International Committee of the Red Cross (ICRC) on 10 February 2020. The Treasurer, Commodore A M Quamrul Huq, (ND), NGP, ndc,

afwc, psc, BN graced the occasion as the Chief Guest. Mr Masrur Bin Ansari and Mr Muhammad Shahnoor Rahman presented key note papers as resource persons of the seminar. Commodore M Ziauddin Alamgir (retd), Dean, Faculty of Maritime Governance and Policy presided over the seminar.

Ocean Odyssey

Ocean trash facts



Oil spills aren't the biggest problem

Headline-grabbing oil spills account for just 12% of the oil in our oceans. Most of it is carried out to sea via runoff from our roads, rivers and drainpipes.



More plastic than fish

Eight million metric tons: That's how much of plastic we dump into the oceans each year. That's about 17.6 billion pounds — or the equivalent of nearly 57,000 blue whales — every single year. By 2050, ocean plastic will outweigh all of the ocean's fish.



Five garbage patches

There's so much junk at sea, the debris has formed giant garbage patches. There are five of them around the world, and the largest — the Great Pacific Garbage Patch — includes an estimated 1.8 trillion pieces of trash.



Plastic poses a double danger

Ocean trash can be broken into smaller pieces — known as microplastic — by sun exposure and wave action, after which it can find its way into the food chain. When it eventually degrades (which takes 400 years for most plastic), the process releases chemicals that further contaminate the sea.

// Maritime Bangladesh //

Bangladesh expects USD 50 billion in investment from Saudis

SAUDI INVESTMENT POTENTIAL

- Bangladesh seeks, up to, **\$50B** investment in projects
- Saudi companies want **1,000** hectares of land
- 5** priority projects:
 - Chattoogram-Cox's Bazar Railway link
 - Dhaka-Barisal-Payra Port Railway Link
 - Aerospace Industrial Area with industries
 - Development of 5G network
 - Setting up of investment fund

Investment is set to top the priority list as two days of talks between Bangladesh and Saudi Arabia begin at Economic Relations Division (ERD) from 12 February 2020.

The meetings are of a Joint Economic Commission formed by the two countries. It encompasses a 40-member Saudi delegation, led by a deputy minister for labour and social development and including 10 representatives from 7 conglomerates.

The entities are Saudi Aramco, ACWA Power, Honey and Health, Engineering Dimension Com, Aljomaih Energy and Water Company, Albwani Water and Power, and Red Sea Gateway Terminal (RSGT).

Bangladesh wants to mobilise USD 50 billion in investment from the Saudi investors and there is a scope to get at least USD 15 billion for the energy sector. Besides, Saudi Crown Prince Mohammed Bin Salman is heading a USD 250 billion Public Investment Fund and has undertaken a "Look East" investment policy against the backdrop of the region's recent economic developments.

The Saudi government is keen on investing in Bangladesh and the question is over how much the latter could absorb. It is keen on making investments under public-private partnership to develop Bangladesh's port infrastructure and maritime sector. Last August it proposed investing in infrastructure and technical developments of the Chattogram, Mongla and Payra ports. Meanwhile, Saudi Aramco is keen on working on an oil refinery, a petrochemical complex and associated storage.

Damen and Bangladesh sign MoU to develop shipbuilding and repair industry



Gentium and Damen Shipyards Group have signed a Memorandum of Understanding (MoU) with the Ministry of Industry of Bangladesh in Dhaka with an aim to establishing and developing a shipbuilding and ship

repair industry in Bangladesh.

The goal of the MoU is to establish and develop a shipbuilding and ship repair industry in Bangladesh. The aim is to build ships in Bangladesh, for Bangladesh, with a long-term view of serving export markets. The partners in the MoU will undertake a number of tasks in this direction.

First amongst these will be the establishment of a shipbuilding and repair facility built to globally recognised environmental and building standards. The standard of the facility will be sufficient for the construction and delivery of seagoing vessels able to compete in the global marketplace.

As part of their role in the MoU, Gentium-Damen will facilitate a transfer of technology and knowledge to help Bangladeshi personnel develop the skills required to serve the international maritime industry with training and employment opportunities within Bangladesh.

Thailand – Bangladesh direct sea route under FTA Agreement



Free Trade Agreement between Thailand and Bangladesh is agreed in principle during the 5th Joint Trade Committee (JTC) meeting between the two nations on 8 Jan 2020 in Bangkok. Thailand is ready for Free Trade Agreement talks and required FTA joint feasibility study.

Bangladesh is Thailand's third-largest trade partner in South Asia after India and Pakistan, with annual bilateral trade worth USD 1.25 billion in 2018, down 4.4% from the previous year.

So far, Thailand is having a significant trade surplus, with exports to Bangladesh amounting to USD 1.2 billion and imports worth just USD 59.24 million.

Thailand exports from Bangladesh cement, plastic pellets, chemical products, textiles, steel, tapioca products, air conditioners, cosmetics, and automobiles and parts; importing a small amount of garments, scientific and medical gear, fresh and frozen aquatic animals, and machinery and parts.

Thailand's direct investment in Bangladesh totalled USD 1.5 billion from 2006 to 2019, mainly in agriculture and processed agricultural industries, construction, and hotels and related services, while Bangladesh's investment in Thailand was worth USD 1.12 million during the period.

All import/export goods are transported to/from Bangkok and Laem Chabang ports, via transit ports in Malaysia, mainly Port Klang, and Singapore, delivery time being some 7-12 days.

There is an alternative route, which excludes transit ports and transshipments, project being mulled over for quite some time. It's a direct route between Chattogram port and Thailand's Port of Ranong in Andaman Sea. Delivery time will be shortened to some 5 days.

Bangladesh Marine Academy receives Centre and Course Recognition from MNTB, UK



The Merchant Navy Training Board (MNTB), UK has awarded the Bangladesh Marine Academy (BMA) Centre and Course Recognition as its bid to raise global maritime training standards.

The Centre and Course Recognition accolades were developed last year by the MNTB to provide an independent assessment of maritime training around the world.

BMA was awarded Centre and Course Recognition for achieving the quality mark for the provision of gold standard seafarer training offered at their Training Centre in Chattogram.

MNTB Centre and Course Recognition scheme provides independent verification for 'best in class' training centres, whilst also serving as a valuable quality improvement process in its own right.

To achieve recognition, a centre must meet a detailed series of good practice criteria set by the MNTB, whilst also being an institution capable of providing effective training that meets identified industry needs.

Commandant SAJID HUSSAIN DSc MSc CEng CMarEng FIMarEST is leading 'Bangladesh Marine Academy (BMA)' since 2009 and he said, "The government-owned Bangladesh Marine Academy – having a partnering relation with WMU Sweden and recognised by EU EMSA, IMarEST & NI and MPA Singapore – is tuned with 'developing world-class maritime leaders' and so ensures quality cadets' (nautical & engineering) entry into seafaring for around six decades. International image-building for our Academy is our prime concern for ensuring employment of our academically talented and professionally competent Cadets. We are committed to retain and develop our Cadets' competitiveness."

The MNTB Recognition Service was initially trialled in the United Kingdom, but, interest from training and educational establishments seeking recognition outside the UK has increased and the Recognition Service is now available to international training centres.

Bangladesh eyes Blue Economy cooperation with Norway



Bangladesh and Norway have agreed to work together on achieving ocean-related targets including fighting marine litter and to collaborate in maritime sector through sustainable

development of ocean resources. Both countries will also take initiatives to significantly reducing environmental risks and ecological scarcities.

Bangladesh proposed an MoU on cooperation in the Blue Economy sector and shared a draft with the Norwegian side in this regard.

Bangladesh and Norway discussed the issues of cooperation at the second political consultations held at State guesthouse Padma.

Bangladesh was represented by Foreign Secretary Masud Bin Momen, while Secretary General of Norwegian Foreign Ministry Tore Hattrem represented Norway in the consultations.

Recalling Norway's early recognition of the independence of Bangladesh on 4 February 1972 and the country's long-standing support to Bangladesh's development by the Foreign Secretary of Bangladesh set the tone for the deliberations between the two sides in the consultations that covered the entire gamut of Bangladesh-Norway bilateral relations.

Maersk to launch trade finance services in Bangladesh



Danish conglomerate Maersk is set to introduce trade finance services in Bangladesh to make capital available for its customers in Bangladesh. The

digital trade finance solution of Maersk Group, the world's largest container shipping company, is available as working capital for the traders in a number of countries worldwide.

The funding facility is already being provided in many countries in the form of pre-shipment export finance, in-transit export finance, export finance (non-recourse), import finance (advance payment), in-transit import finance, and importer credit-payables finance (supplier early payment).

"...we also intend to introduce our trade finance services to our customers in Bangladesh, thus integrating financial services as well within our logistics services," said Steve Felder, A P Moller-Maersk's managing director for South Asia.

"We are in the process of finalising all the plans on trade finance (in Bangladesh)," he said.

The service is now available for its customers in Singapore, United Arab Emirates, India, Spain, the Netherlands, South Africa, United Kingdom, Switzerland, Hong Kong, and various states in the United States of America.

Over 707 million dollars for Mongla port modernisation



The government has approved 707.67 million dollars to improve the country's second largest maritime port, Mongla port, located in the south-western district of Bagerhat.

The Executive Committee of National Economic Council headed by Prime Minister Sheikh Hasina at a meeting in Dhaka gave the go ahead to the project along with few other development schemes involving total of USD 1.6 billion.

Under port development project, the authorities will modernise the amenities and increase the cargo handling capacity of Mongla port.

The port will be able to handle additional 15 million tons of cargo and 400,000 Twenty-foot Equivalent Units of containers after the completion of the project.

The port upgradation project was drawn considering the other mega development projects that include the Dhaka-Mawa-Mongla Highway, the special economic zone adjacent to the Mongla port, Padma Bridge construction, Khan Jahan Ali International Airport, Extension of Mongla EPZ and the construction of Rooppur Nuclear Power Plant.

The Mongla port, which was known as Chalna port on the Poshur river at the time of its founding in 1950, has 11 jetties and 8 warehouses at this moment. A major road was constructed to connect with the southern city of Khulna in the past years.

Under the new project, the government will construct container terminal with modern facilities at Jetty Number 1 and 2, construction of container handling yard and container delivery yard with all facilities.

It includes construction of service vessel jetty, shed and office, extension of port building, construction of Mongla Port Authority tower, port residential complex with community facilities, mechanical workshop, equipment yard, and marine workshop complex among others.

Prime Minister Sheikh Hasina in the meeting stressed the need for planting trees along both sides of the roads and highways as well as keeping water bodies and water reservoirs in case of constructing large-scale infrastructures. She also suggested installation of more scanner machines at the ports and in other areas where it is necessary, ensure a strong waste management system as well as setting up of Central Effluent Treatment Plants (CETPs) where it is necessary alongside constructing modern slaughter houses in the cities and towns.

The Indian government will provide a Line of Credit worth about USD 524.87 million while Bangladesh government will provide the rest USD 182.80 million. Once the development work is completed, neighbouring India, landlocked Bhutan and Nepal will be able to use the port facilities for their trading.

Two ships made in Bangladesh handed over to India



Bangladesh has achieved remarkable progress in the shipbuilding sector, brightening the image of the country as a shipbuilding nation in the world, Commerce Minister Tipu Munshi said on 10 January 2020.

The minister spoke at the handover ceremony of two new ships to India at Chattogram port. Western Marine Shipyard Limited built the two ships for Jindal Steel Works, an Indian company.

At the programme, Tipu Munshi handed over the ships to Indian High Commissioner Riva Ganguly Das.

Speaking as the chief guest, the commerce minister said, "If Bangladesh allows the neighbouring countries, including India, Nepal and Bhutan, to use the port, our economy will benefit. And if the neighbouring countries use our ports, the people of those countries will also be benefitted."

"It is now time for global partnership for business. If we can use our maritime routes, the cost of business will come down. We can get more benefits and facilities from India, but we need to change our mindset towards the deals with India," he said.

Jindal Steel Works gave the work orders to Western Marine Shipyard to build four ships in 2015. Two other ships were handed over in 2017.

Speaking as special guest, Indian High Commissioner Riva Ganguly said, "We are now going through a golden period of relationship between Bangladesh and India. Transit through Chattogram port is one of the major examples of our good relationship. The friendship among the peoples of the two countries will become stronger in the future."



Mongla to get 10MW floating solar power plant



A process is underway to set up a 10MW floating solar power plant at Mongla as a Mujib Borsho gift for the people of the area. The Power Division has initiated the move to implement the project as soon as possible. A technical committee has been evaluating a proposal of an Indo-Bangla consortium in this regard. The Mongla Municipality will be an equity partner of the

consortium by giving its water-body for the project.

Officials said the consortium of Indian and Bangladeshi companies moved its proposal to the Power Division recently, expressing its interest to set up the project.

As per the proposal, the municipality will provide the water-body while the two companies will invest money to set up the project as an Independent Power Producer (IPP).

The Bangladesh Power Development Board (BPDB), on behalf of the government, will purchase electricity from the project for 20 years.

Once the proposal is accepted and the project implemented, it will be a good gift of the Mujib Year which the government officially announced to celebrate the birth centenary of Father of the Nation Bangabandhu Sheikh Mujibur Rahman.

The government has planned to generate 10% or 2000MW electricity from renewable energy sources by 2020, which is 405MW at present. The country's current capacity for power generation is about 22,000MW and it has a target of generating 24,000MW of electricity by 2021, 40,000MW by 2030, and 60,000MW by 2041.

Bangladesh retains top spot in global ship recycling industry



The NGO Shipbreaking Platform, a Belgium based advocacy organisation, has published data on ships dismantled worldwide in 2019.

Bangladesh has taken the lead by dismantling some 234 ships in 2019, according to the list published on 4 February 2020.

According to the platform which ensures the safe and environmentally sound dismantling of end-of-life ships

worldwide, 674 ocean going commercial ships and offshore units were sold to scrap yards in 2019. Of these vessels, 469 large tankers, bulkers, floating platforms, cargo, and passenger ships, were broken down on only three beaches in Bangladesh, India and Pakistan, amounting to nearly 90% of the gross tonnage dismantled globally.

According to 'Review of Maritime Transport 2019' published by the United Nations Conference on Trade and Development (UNCTAD), Bangladesh secured the top position in ship breaking by dismantling 47.2% vessels of the world in 2018.

According to the report, India dismantled 25.6% of ocean going vessels, Pakistan 21.5%, Turkey 2.3%, and China 2% in 2018.

In 2017, the top four ship breaking countries were India, Bangladesh, Pakistan, and China.

ECNEC approves Matarbari Port Development Project

The Executive Committee of the National Economic Council (ECNEC) approved Matarbari Port Development Project worth BDT 17,777.16 crore on 9 March 2020.

The approval came from the weekly ECNEC meeting held at the NEC conference room with ECNEC Chairperson and Prime Minister Sheikh Hasina in the chair.

The Chattogram Port Authority and the Roads and Highways Division under the Ministry of Shipping will implement the Matarbari Port Development Project by December 2026.

The main objective of the project is to enhance the cargo handling capacity of Bangladesh through constructing this Matarbari Port including link road fulfilling the demand of international trade as well as facilitating speedy port services with the neighbouring countries. The Matarbari deep sea port would be the country's 4th port after Chattogram, Mongla and Payra build to the growing pressure of economic activities. This is another 'dream' project for the country and it will further strengthen our journey towards the ocean as well as boost our trade and commerce.

The total project cost of BDT 17,777.16 crore for the Matarbari project, BDT 2,671.15 crore would be provided by the Government of Bangladesh, BDT 2,213.24 crore comes from the CPA while the rest of BDT 12,892.76 crore comes from Japan International Cooperation Agency (JICA). Matarbari Port would fulfill the government's aspirations for a deep sea port side by side creating opportunities for anchoring container-laden vessels, open goods-laden vessels and oil tankers at the port jetty.

Besides, this port would minimise the pressure on the Chattogram port alongside meeting the growing demand of the country's import and export activities. Goods transportation to and from the potential industrial estates at Matarbari and Moheshkhali will also be facilitated once this port is established.

The Matarbari port will have two separate terminals having 300 m and 460 m length where ships having 8,000 TEUs containers could anchor due to 16 m depth at the port channel.

The main project operations include construction of a multipurpose terminal and a container terminal, procurement of necessary cargo handling equipments and construction of 26.7 km link road.

Virtual reality enables efficiency in solving operational challenges



Shipowners are adopting e-learning, while providers are developing VR-based training to help managers overcome operational challenges. Training providers are using digital technology to ensure seafarers have the skills they need to complete their work safely, reliably and effectively. E-learning provider Videotel has opened dedicated virtual reality (VR) suites in its London and

Singapore offices to enhance seafarer knowledge.

"[VR is] the new frontier," says Videotel managing director Raal Harris, adding "The moment I tried it I knew we had to explore what it could do for maritime training."

This title focuses on wall-wash inspection, a means of measuring the effectiveness of tank cleaning by applying a solvent to selected areas of the cargo tank's bulkheads and analysing the solvent to assess quality. If not performed correctly, the vessel may have to undergo additional tank cleaning, costing both money and time.

"By immersing the learner in the VR environment, it is possible to give them a deeper understanding of the processes and procedures required to undertake a wall wash test effectively. The user has 360° visualisation with haptic motion controllers, providing an unrivalled simulation of the real-world task a competent seafarer must perform," says Mr Harris.

E-learning is useful for recertification, revision and checking seafarers' knowledge on the flag, port state requirements and operator procedures. Computer-based training can also update mariners and superintendents on new and upcoming regulations.

For example, as the shipping industry prepares to tackle environmental challenges, e-learning courses will increasingly cover requirements and methods for improving energy efficiency, says IMO technical officer for the marine environment division John Calleya. Various organisations are producing e-learning courses covering energy efficiency aimed at helping the shipping industry reduce emissions and fuel consumption, says Mr Calleya.

Maritime cybersecurity training launched

ClassNK Consulting Service Co., Ltd.(NKCS) has launched a maritime focused cybersecurity e-learning training service developed in cooperation with KDDI Corporation (KDDI) and KDDI Digital Security Inc. (KDS).

Increased use of many solutions utilising Big Data and IoT technologies has brought benefits, but it has also introduced cyber risks among maritime industries. Under these circumstances, training for those who are engaged in ship operation and other related industries is an essential first step toward cyber safety.

NKCS' new programme, available anywhere and anytime via smart device and PC, supports Japanese and English and provides a certificate of completion after a comprehension test. This certificate can be used for an education record of Cyber Security Management System.

The programme is certified by ClassNK in compliance with the Guidelines on Cyber Security Onboard Ships Version 3, produced and supported by BIMCO (The Baltic and International Maritime Council).

India approves model pact with foreign countries for seafarers' competency certificate



On 22 January 2020, the government of India approved a model pact with foreign countries for recognition of seafarers' competency certificates. The decision was taken at a meeting of the Union Cabinet chaired by Prime Minister Narendra Modi. This will pave the way for mutual recognition of maritime education and training of seafarers by the countries involved.

The proposed bilateral MoU will enable India and another country to mutually recognise maritime education and training, certificates of competency, endorsements, documentary evidence of training and medical fitness certificates, issued to the seafarers who are citizens of respective countries.

Under the MoU, Indian seafarers will be eligible to be placed on ships under the flag of that country for employment, thus leading to increased employment opportunities. The bilateral MoU would, therefore, make the seafarers of both the countries to be eligible for work on ships of either party based on the certificates so recognised. India being a seafarer supplying the nation with a large pool of trained seafarers, will stand to be benefitted.

According to Indian Shipping Minister Mansukh Lal Mandaviya, initiatives taken in the last four years have increased in the number of Indian seafarers to 2.08 lac, and the count will reach 5 lac in the coming years.

First female maritime educator of Liberia



For the first time since Liberia began its maritime program in 1948, the country has gotten a female Maritime Educator.

Mrs Miatta Sonie Sherif obtained a Master's of Science degree in Maritime Education and Training in 2019 from the World Maritime University in Sweden to become the first Liberian woman to achieve such feat.

This achievement comes at a time when the world second-largest shipping registry nation is struggling to train its next generation of a maritime professional who would manage the country's marine assets for the greater good of the citizenry and the economy.

As part of requirements to acquire the degree, Mrs Sherif presented a dissertation on the topic: "The development of Maritime Education and Training in Liberia: a historical perspective".

According to the first female Maritime Educator, it is now hard times that policymakers see the need to invest in building the capacity of Liberians especially the young ones to take charge of Liberia's maritime resources given the fact that the few professionals in the sector are ageing. "Giving our Maritime sector to foreigners to manage is a risk we don't want to toy with," she stressed.

The maritime education and training specialisation has been designed for people engaged in marine human resource management, the management of maritime-related knowledge and leadership in both academic and non-academic organisations. It provides the experience essential for the optimisation of maritime education under international law, the creation, acquisition and transfer of knowledge across maritime knowledge clusters and the optimum leadership of contemporary organisations.

Greece promises 'year of change' for shipping

The Greek government has vowed, "2020 will be a year of change for Greek shipping".

The country's Shipping and Island Policy Minister Ioannis Plakiotakis said the changes would come through a "comprehensive plan already drawn up, and that "no investment opportunity will be missed".

Plakiotakis told at the ReFuture Shipping finance conference in Athens that "in view of the challenges facing shipping today there is a need to strengthen the Greek registry support maritime education and capitalise on the investment interest being shown in Greek ports".

Strengthening a more competitive Greek flag is a government priority. Plakiotakis said the flag would be made more competitive "by adopting good practices, cutting red tape and developing e-processes, including an interface linking the ministry with the tax authorities and ministry of Development, as well as all other public services required by shipowners to register ships under the Greek flag smoothly and swiftly".

Further, he said approval of the USD 680 m master plan for the development of Cosco-operated Piraeus port and the investment programme for the port of Thessaloniki, currently underway, along with the selling-off of services in 10 other of the country's largest ports will be promoted as they present "great investor interest".

Japanese company to build the world's first zero-emission bunker tankers

Japan's Asahi Tanker Company has announced plans to build the world's first two zero-emission electric bunker tankers.

The vessels are being designed by e5 Laboratories, Inc. and will be powered by large-capacity lithium-ion batteries. They will be delivered between March 2022 to March 2023, and the first will enter service in Tokyo Bay as bunker vessel.

Besides, digitalisation, automation and Internet of Things (IoT) technology will reduce crew workload and improve operational efficiency.

The shipyard building the vessels was not announced, but the news comes as Imabari Shipbuilding and Japan Marine United, Japan's most extensive and second-largest shipbuilders, announced last week that they would establish a joint company on 1 October to design and sell commercial ships. The joint venture is expected to help Japan increase its competitiveness against South Korean and Chinese rivals.

The new company, Nihon Shipyard Co., will be established on 1 October. It will handle commercial ships excluding LNG carriers.

Vessel specifications

Dimension: LOA 62m / Beam 10.30m / Draft 4.15m

Classification: ClassNK

Cargo: heavy oil

Gross tonnage: Approx. 499 tons

Speed: about 11 knots

Tank capacity: about 1,300m³

Propulsion: Azimuth thruster 300kW x 2

Side thrusters: 68kW x 2

Battery capacity: 3,500kWh



ICS issues new COVID-19 guidance for the shipping industry



The International Chamber of Shipping (ICS) has issued brand new direction for the global shipping industry to help combat the spread of the Coronavirus (COVID-19). The comprehensive 22-page document has been produced in collaboration with prominent international bodies, including:

- The World Health Organization (WHO)
- The International Maritime Organization (IMO)
- The European Centre for Disease Prevention and Control (ECDC)
- The International Maritime Health Association (IMHA)

Among a raft of measures highlighted in the guidance the document contains advice on managing Port Entry Restrictions, offers practical Protective Measures Against COVID-19 for Seafarers, including an Outbreak Management Plan. The

guidance document also provides information around essential topics including Port Entry Restrictions, Pre-boarding Screening, Education and what to do in Suspected Cases of Infection. There is also straightforward advice on Hygiene Measures for Seafarers on Ships, Managing High-Risk Exposure, Case Handling, Isolation and Cleaning, Disinfection and Waste Management. The guidance also comes with posters which can be printed out and placed on board ships as well as a Sample Pre-Boarding Passenger Locator Form and a WHO COVID-19 Support and Logistics Supplies List.

The guidance document has been designed to support all types of ships which operate in international waters with the most up to date and useful information needed to limit the spread of the Coronavirus. It will be distributed to seafarers through the International Chamber of Shipping's network of national member associations, is free to download from the ICS website www.ics-shipping.org. The International Maritime Organization is circulating the ICS guidance on COVID-19 as an annexe to an IMO circular letter, and other shipping organisations are also encouraged to distribute the direction to ensure that it receives the most extensive distribution possible.

An MoU is signed between Columbia Shipmanagement and Cyprus Marine and Maritime Institute



On 9 January 2020, Columbia Shipmanagement Ltd (CSM) and the Cyprus Marine and Maritime Institute (CMMI) signed an MoU to launch Digital Waves, which constitutes a comprehensive joint innovation programme to explore the digitalisation of specific domains of the maritime industry. The programme includes research and innovation in fields such as the gathering of data on ships and other stakeholders, coupled with the latest trends in connectivity and artificial intelligence (AI).

Digital Waves will have a global perspective and address domains including the sensorisation of ships, augmented and virtual reality, the gathering and grooming of data using 5G & edge-cloud technologies combined with modern trends in machine learning and cognitive artificial intelligence. Parts of such technologies have already begun to be implemented in the maritime sector as

well as in the manufacturing sector through the Industry 4.0 revolution.

Digital Waves will explore these modern technological trends and combine them into a holistic programme which is expected to contribute to significant efficiencies, cost savings, and strategic transformation. The programme will also analyse the value-chain of the maritime sector and investigate potential changes of the business model.

CSM and CMMI have assembled a team of international experts who will investigate the current market and innovate with new products and services which will in turn be offered to the sector through targeted solutions. Digital Waves' joint innovation programme has already started and has been divided into three phases. To gain a deeper understanding of the Present Mode of Operation (PMO), the first phase involves a strategic analysis of central issues faced by the maritime industry stakeholders. The second phase will include testing and implementation in real-time maritime environments. The final step will be the development of digital products and solutions.

This strategic partnership will enable CSM and CMMI to extend their services to other areas of mutual interest. Both companies are committed to making the shipping industry safer and more sustainable.

Abu Dhabi Maritime Academy to advance logistics education with the national association of freight and logistics



In line with the UAE's 2030 vision to foster a knowledge-based economy, the Abu Dhabi Maritime Academy (ADMA) has signed a memorandum of understanding (MoU) with the National Association of Freight and Logistics (NAFL) to further the logistics education and training standards offered in the UAE.

Both organisations will work closely together to create and introduce new professional development programmes in the field of freight and logistics, while also offering globally recognised degrees, such as the International Federation of Freight Forwarders Associations (FIATA) Diploma.

The agreement was signed by Captain Maktoum Al Houqani, Managing Director, Abu Dhabi Maritime Academy and Nadia Abdul Aziz, President of NAFL at ADMA, during an event-filled day that included a seminar showcasing the new courses on offer and a workshop highlighting the freight forwarding and logistics service market.

In addition to offering the International FIATA Diploma and courses in freight and logistics, the two parties will collaborate on formulating awareness programmes that will highlight the benefits of the market for prospective students in search for a rewarding career within an evolving and critical industry.

Under the terms of the agreement, ADMA will focus its efforts on marketing and delivering the new programmes, while NAFL is expected to develop and provide the specialised trainers to head up the courses and issue the related certifications and diplomas upon completion.

1 trillion dollar problem of the shipping industry

The global shipping industry must spend at least USD 1 trillion on new fuel technology if it is to meet UN emissions targets by 2050.

According to a new study by experts from University College London (UCL) and the Energy Transitions Commission, UK, the minimum average that would need to be spent every year from 2030 is USD 50 bn.

Global shipping is responsible for about 2.2 per cent of the world's carbon dioxide emissions. The International Maritime Organisation has set itself the target of reducing emissions by 50 per cent by 2050.

If the sector were to fully decarbonise by 2050, an additional USD 400 bn of investment would be needed over the 20 years.

Roughly 87 per cent of the investment would be in land-based infrastructure and production facilities for low-carbon fuels. The remainder would be used for upgrades to the ships themselves.

Tristan Smith, the reader at UCL's Energy Institute, said: "Our analysis suggests we will see a disruptive and rapid change to align to a new zero-carbon system, with fossil fuel aligned assets becoming obsolete or needing significant modification."

In December last year, the sector submitted a proposal to form a USD 5 bn research and development fund for decarbonising the industry. The fund, which will operate over ten years, is designed to accelerate the development of commercially viable net-zero ships by the early 2030s.



The International Maritime Research and Development Board (IMRB), as the fund will be known, will be financed by the payment of a mandatory USD 2 for every ton of fuel a shipping company buys.

The study comes as the global shipping sector gears up for rising costs and new rules on the maximum amount of sulphur that will be allowed in their fuel. The legislation from the IMO, which comes in to force on 1 March, is an attempt to reduce sulphur emissions by 80 per cent.



**Bangabandhu Sheikh Mujibur Rahman
Maritime University, Bangladesh**

Web: www.bsrmu.edu.bd

