

SWOT Analysis of Stand in Geopolitics of Bangladesh's Maritime Sector in Achieving Vision 2041

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Abstract

Vision 2041, a continuation of Digital Bangladesh Vision 2021 and a development path aimed by Bangabandhu has begun to be implemented by eliminating the existing demand gap while meeting the new demand ahead. Bangladesh has 1,47,570 square kilometers of land and 2,07,000 square kilometers of sea area to implement findings to achieve 2041. Surrounding this vast sea area of Bay of Bengal, directly influential countries like Srilanka, India, Bangladesh, Myanmar, Thailand, Malaysia and Sumatra of Indonesia share their shores, and Bangladesh has direct influence over landlocked regions of India's seven sisters- Assam, Meghalaya, Tripura, Mizoram, Manipur, Nagaland, and Arunachal Pradesh- Nepal, Bhutan. These direct and indirect interests through littoral, and landlocked regions make Bangladesh geopolitically important in the BOB region. All those Conventional ocean forces of these regions and beyond continue to work together to maintain a balance of power across maritime areas, but the archipelago's role in shaping new security architecture as well as the basement is often overlooked. Developing regional cooperation among the neighboring countries may build the geopolitical influences in order to handle the issues such as- security concerns, drug prevention, piracy and robbery, natural calamities, sea-level rise etc. As the geopolitical salience of the ocean increases, maritime development will come to assume a critical role. Aside from Bangladesh, many of the other littoral countries are acquiring a more pronounced maritime orientation and developing closer links with one another. Geographical relevance, it is said that in geopolitics, geography plays a vital role in influencing peace and security in the region. Bangladesh needs effective maritime governance and maritime domain awareness by all littoral states. It needs soft power geopolitics practices together with regional integration – a strategic alliance. These can be achieved bridging through dialogues. Based on this condition, swot

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analysis of Bangladesh's maritime sector was needed to find out its strengths, weaknesses, opportunities and threats. Large sea area, Surrounding landlocked, directly and indirectly influenced regions, geopolitical neutrality are identified as strengths; Security threats, costly ports, Economic slowdown, poor presence in global Associations and lower lands are identified as weaknesses; possibility of becoming hub of economic corridors, land bridge to seven sisters Nepal and Bhutan, energy and mining, trade agreements, indirect pressurizing possibilities are identified as opportunities; Competitions in economic corridors, missing economic goals, less pressure in seaports, inequitable sharing of benefits, sinking of southern regions are identified as threats. Evaluating those analyzed points, few strategies- Budget Increment, Ocean research and oil gas production, regional cooperation, skilled maritime human resources, diplomatic opportunity- are developed to achieve Vision 2041. In this journal, it endeavors to resolve how Bangladesh is responding to the challenges of maritime governance and harvest from the sea to reach the vision 2041 implementation.

Keywords: Bay of Bengal (BoB), SWOT analysis, Vision 2041, Geopolitics, Maritime Area.

Introduction

The rapid development of the world's governmental system and trade has introduced us to the true potential of Maritime boundaries (MB), geographical and geopolitical advantages around it. The environmental changes are making governments thoughtful about saving their landmass from the rapidly increasing sea levels. The ocean area of the earth covers around 71% of the surface of the earth. (Wikipedia, n.d.) Moreover, with the rapid development in transportations and sea vessels, large ocean water bodies play a crucial role in geopolitics and trade. Countries with shorelines & ports can influence the landlock & neighboring regions. Countries with maritime boundaries get a geopolitical advantage on international grounds.

Bangladesh has 1,47,570 sq. km. As its land area (Macrotrends, n.d.) and based on the UNCLOS-III report, approximately 2,07,000 square kilometers of sea area- 1.4 times greater than its total land area. (Belal 2009, 2). Both land and Maritime boundary changed over the years. However, the maritime boundary has changed dramatically compared to land boundaries.

Bangladesh had a landmass of 1,48,460 sq. km. from 1971-2013; that decreased 0.56% and became 1,47,630 sq. km. in 2014 and stayed till 2017. In 2018, it saw an increase of 0.24% and became 1,47,977. Now, it has a landmass of 1,47,570, with a 0.28% decrease since 2018. (Macrotrends, n.d.)

Bangladesh's substantial 421 km coastline gives it an important key opportunity by increasing its maritime area by influencing the distance from shorelines. Bangladesh and Myanmar, in 1974, two countries reached an understanding regarding the delimitation of their respective territorial seas to a distance of 12 nautical miles from their coastlines. (Ghani 2012) That 12 nautical miles are now the previously mentioned 2, 07,000 square kilometers in 2009 & still we are keeping that.

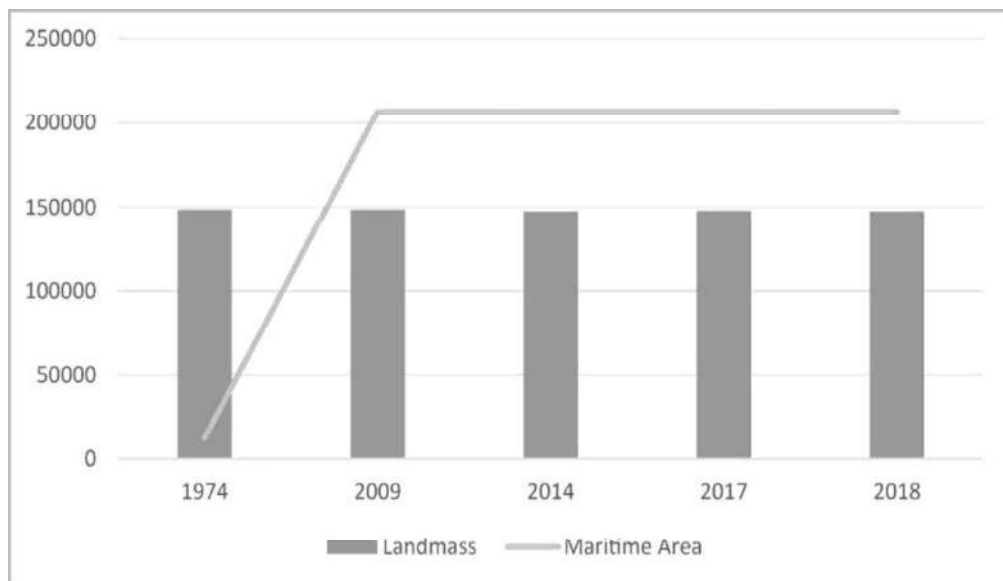


Figure 1: Bangladesh's Maritime & landmass Growth Comparison (Developed by Authors, 2021)

Bangladesh shares land borders with India to the west, north, east, Myanmar to the southeast and the Bay of Bengal. It is narrowly separated from Nepal and Bhutan by the Siliguri Corridor and from China by the Indian state of Sikkim in the north, respectively. (Wikipedia, n.d.) India and Myanmar have surrounded their large maritime boundaries. Nevertheless, geopolitically, rather than surroundings, influence is crucial. Bangladesh directly influences India's seven sisters- Assam, Meghalaya, Tripura, Mizoram, Manipur, Nagaland, and Arunachal Pradesh- Nepal, Bhutan, Myanmar's Rakhine region. With any geopolitical anomaly, Bangladesh's position can change its fate. However, accessing this directly influences the region's Bay of Bengal (BoB) plays an important role as the gateway. To control or indirectly influence these regions & major straits- Palk, and Malacca strait- through Bangladesh, India, China, Myanmar, Sri Lanka, Malaysia, Indonesia, Thailand has an indirect interest in the

Maritime Boundaries of Bangladesh. (See figure 2) These direct & indirect interests make Bangladesh geopolitically important in the BoB region.

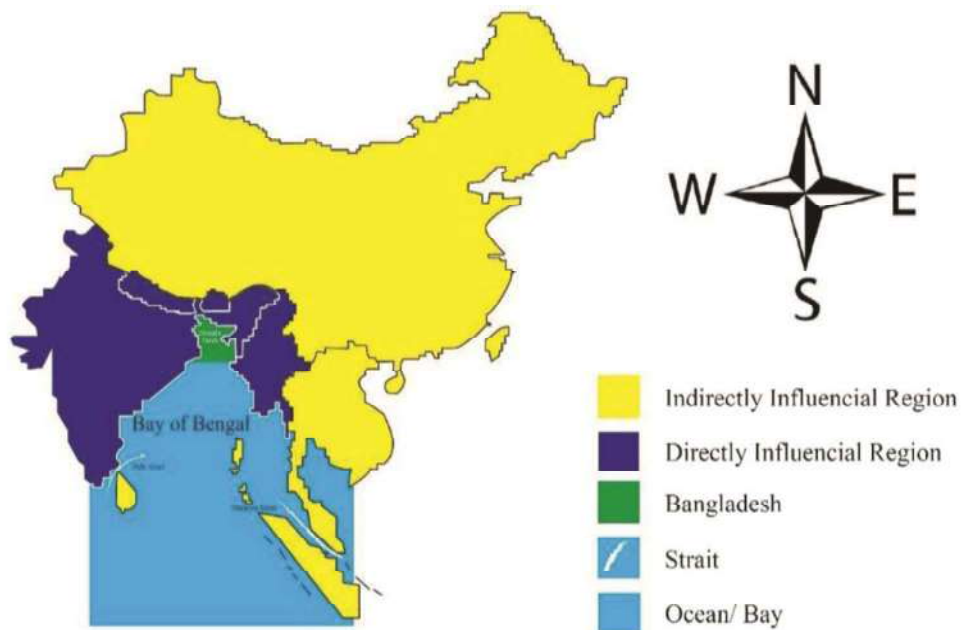


Figure 2: Geographical Influential Regions of Bangladesh (Developed by Authors, 2021)

Bangladesh is on the road of high progress in terms of GDP growth in the last decade by maintaining 6.8% GDP growth where GDP growth from 2010-2019 were 5.57%, 6.46%, 6.52%, 6.01%, 6.06%, 6.55%, 7.11%, 7.28%, 7.9%, 8.15%. (World Bank, n.d.) According to an earlier timeline set by the CDP, Bangladesh was set to leave the LDC category in 2024. (Bhattacharya 2021). Nevertheless, due to the COVID-19 situation, the GDP growth rate has declined to 2.375%. However, the national fleet has seen steady growth for steadily increasing trade volume in BoB & Bangladeshi ports. Bangladesh had 627 fleets in 2005, 975 fleets in 2010, 2013 fleets in 2015, and 3278 fleets in 2020, with a growth rate of 33.5%. (United Nation Conference on Trade and Development, n.d.) All the data shows good prospects and probability of generating greater trade influence over Bob through providing greater value and Maritime Geopolitics.

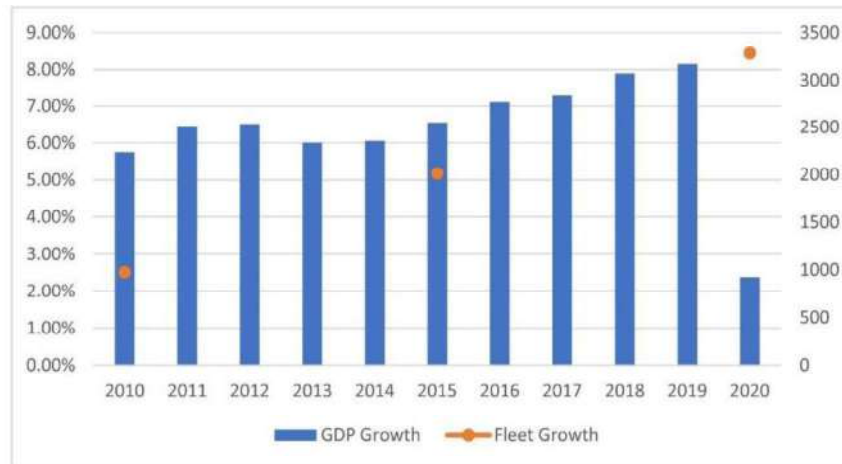


Figure 3: GDP Growth in Relation with National Fleet Growth (Developed by Authors, 2021)

Bangladesh Vision 2041 set its major Vision of entering into the developed countries arena. However, for achieving the Vision, the Government of Bangladesh (GoB) has set 12 goals- 1. Per Capita Income of 12500, 2. Eradication of Poverty, 3. Maintain 9% GDP till 2031, 4. Increasing Tax revenue to 15% of GDP, 5. Export Diversification, 6. Increase Export Earnings to 300 Billion, 7. Increase Life Expectancy to 80 Years, 8. Extend universal health care to 75% of the population, 9. Increase adult literacy rate to 100% by 2031, 10. Reduce population growth to less than 1%, 11. Implementation of effective taxation and expenditure policies, 12. Decentralization of economic and administrative power. (Wikipedia, n.d.; General Economics Division 2020, 3-210) As Bangladesh has achieved most of the goals and is still on the path of achieving others, they will achieve Bangladesh Vision 2041 by 2041 and will get more influential on geopolitical grounds.

As the background suggests, a bunch of information has been taken from multiple literature reviews and secondary sources. Major information for proceeding ahead is already mentioned in the Introduction, geographical background, and prospects. On the way of picking up this authentic information, English maritime journals, geographical and political news, and judgments, and security statements were the high priority.

As our goal is to show how the strength, weaknesses derive from the Bay of Bengal, based on those, the opportunity and strength will be identified with a well-known analysis tool, SWOT. It shows the efficient way of picking the strategy that will show the best return in the long run. Also, many organizations carry out SWOT analysis at a strategic planning stage, try to identify and examine the existing resources, both internally and externally, investigating their trends and patterns that may have either positive or negative impacts on businesses. (Namugenyi, Nimmagaddab, and Reinersc

2019, 1145). Identified Strengths (S) and weaknesses (W) are the thinking points, and the opportunities (O) & threats (T) are the action points. (See figure 4) Making strategies based on the action points by mentioning strategy will provide Bangladesh few recommendations for achieving Vision 2041 in an efficient manner.

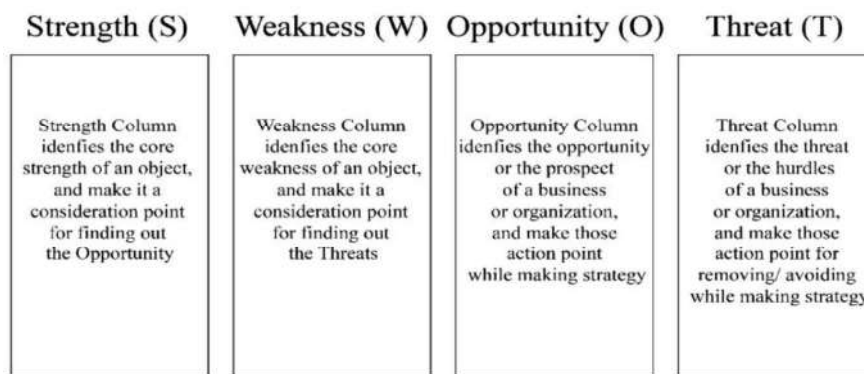


Figure 4: SWOT Analysis Diagram (Developed by Authors, 2021)

In a nutshell, this paper will evaluate existing literature reviews and other authentic sources, then collect data from them. With those data, it will show the most important action and thinking points through SWOT analysis that will assist in developing strategy in achieving Vision 2041. (See figure 5)

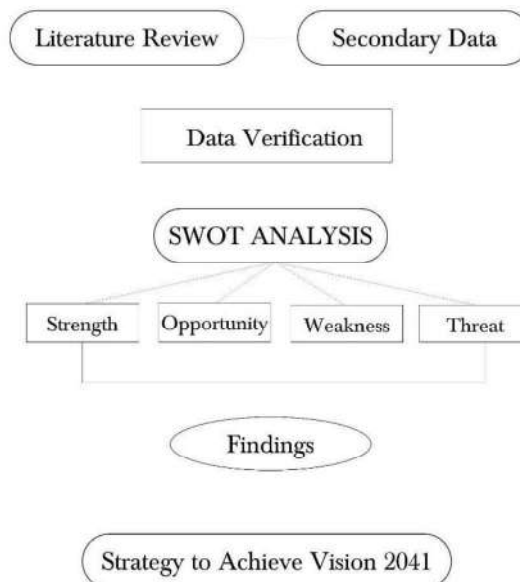


Figure 5: Procedure of the Study (Developed by Authors, 2021)

SWOT of Geopolitics of Bangladesh's Maritime Sector Strengths

S1- Broad Sea Bounds

Bangladesh has a 710 km long coastline with an exclusive economic zone of 200 Nautical Miles inside the Bay of Bengal. Marine fisheries contribute 19.40 percent of the total fish production of the country. (Bangladesh Bank 2021) Not only marine fish, but it also has blocks for ocean research, energy, and islands for tourism. This vast region becomes Bangladesh's strength when it can search for interested parties. With this interest, Bangladesh can easily influence its decision-making.

S2- Three Surrounding Landlocked Regions

Nepal and Bhutan are two poor, landlocked Himalayan nations, sandwiched between democratic and a tyrant one-party state India and China alongside the seven sisters of India, which are the state of India (European Parliament, n.d.) The situation between China and India has not been at peace for a few years. The relation between Nepal and India started to crack down, and Bhutan is in its neutral state. For these reasons, the supply chain for foreign imports for seven sisters, Nepal, Bhutan is going to change in the near future. As we have the vast maritime grasp in BoB, and those are our neighbors. We have the potential to be their supply route & make them dependent on us. This will help us to influence this region geopolitically with the help of our Maritime Sector.

S3- Outright Subjugated Regions

As mentioned above, Bangladesh has four direct influential regions- India, Myanmar, Nepal, and Bhutan. (See figure 2) With our geographical position of land & maritime area, we can influence their decision making. Because if we allow China to infiltrate, then India might lose their seven sisters. On the other hand, if we allow India to supply their goods through Bangladesh, their seven sisters will get a pace in development. Nepal, Bhutan also need access to the sea. If we provide them that access, then they can import things way cheaper by reducing transportation costs. Therefore, our single step can majorly influence these areas. Moreover, Bangladesh has tensions between our southern region and Myanmar's Arakan region due to the Rohingya Crisis- The Rohingya people have faced decades of systematic discrimination, statelessness, and targeted violence in Rakhine State, Myanmar. (United Nation Office of Human Affairs, n.d.) So, any military intervention can change the faith of that region.

S4- Mediate Influenced Regions

Bangladesh's indirect influence is majorly based around BoB. The southeast Asian countries and China's economic trades go through two major straits- PALK and Malacca. (See figure 2) So, as the major shareholder of BoB, Bangladesh can influence its path and also can play a major role in keeping its maritime security intact. Also, Maritime security cooperation through BIMSTEC also provides another wide-angle benefit—a potential inroad into the Southeast Asian (SEA) countries. (The Institute for Policy, Advocacy, and Governance, n.d.) So, though the vast BoB's Bangladeshi region makes Bangladesh indirectly influential to these countries.

S5- Geo Politically Non-allied presentment

Emajuddin Ahmed pointed out that "Bangladesh desires peace not only for the sake of peace but also for the strategic consideration of national development and security" (Huzen 2019). Therefore, Bangladesh is on geopolitically neutral ground. With the rapidly developing clash between India and China, neighboring countries can use Bangladesh's ports as hub ports if Bangladesh increases its facilities. Therefore, to ensure the jetty facility of Deep Draft Vessel, a priority project has been taken up for construction of the seaport at Matarbari. (Milad 2020) With successful Matarbari project completion and the rapid increase in port usages, Bangladesh can geopolitically influence those countries.

Opportunities

O1-Turning out to be a 'Hub' of the Indo-Pacific Economic Corridor

The Indo pacific Economic corridor is one of the best opportunities for Bangladesh. Southeast Asia is a major part of the U.S. to export and trade. In 2014, the United States exported more than \$100 billion worth of goods and services to South and Southeast Asia, and about seven percent of our imports (valued at \$179 billion dollars) come from those regions. (USAID 2015)

The region of Indo pacific economic corridors consists mainly of the Bay of Bengal coastal countries and their neighbor countries like China, Maldives, Nepal, Bhutan, Etc. So, Bangladesh can be a business hub for this indo pacific economic hub as Bangladesh has Ports and a neutral ground of market in the world economy, so it is a great chance for Bangladesh to establish itself as a hub of this region.

O2-Asian Highway to associate with seven sisters

The Asian Highway is one of the possible opportunities for Bangladesh to trade in ASIA (Daily Star, n.d.). It can connect the seven sisters with the export route. Bangladesh can influence India to use the Chattogram port connecting the seven sisters with the Feni district. This could be helpful for Bangladesh to rebuild the Tista and similar contracts.

O3-Energy & Mining

Bangladesh has a big resource under the Bay of Bengal. This maritime energy consists of fisheries, chemicals, sea plants, shrimp, oil and gases, mining resources, Etc. (Daily Star. n.d). Also, renewable energy like wave energy, offshore wind, saltiness, Etc., the resources under the land will finish in the near future. So, the world is moving towards renewable energy. Bangladesh has a great resource for making renewable energy and making the world dependent on it. Making drills into the sea also increases the research facility and feasible ground for offshore platforms.

O4-Getting Hold of Commercial Bargains

International and regional trade, especially with South Asian and East Asian neighbors, is critical for Bangladesh to create more and better jobs for the 2 million youths entering the labor force every year. (World Bank, n.d.) Furthermore, Bangladesh's expected graduation from the LDC category is in 2024. (SDG Knowledge Hub, n.d.) As a result, Bangladesh's many sectors will lose custom-free entrance in their export. By giving South East Asian countries their desired place of work in BoB, Bangladesh can go for trade agreements, and that can result in employment opportunities and increased income from export.

O5-Margining Sea Level Increment

Due to the Greenhouse effect and Carbon dioxide emission, the average temperature is rising. As well as the ice caps melting and the sea level rising. (Environmental Justice Foundation, n.d) Coastal lowland regions vulnerable to sea-level rise include substantial parts of the U.S. Gulf Coast and Eastern Seaboard (including roughly the lower third of Florida), much of the Netherlands and Belgium (two of the European Low Countries), and heavily populated tropical areas such as Bangladesh. (Britannica, n.d.) Therefore, by providing the major benefits through BoB, we can influence most carbon emission countries to reduce it or can give sanction in their trade-in BoB by making cooperation between directly and indirectly influenced countries.

Weaknesses

W1- Security Concerns

In spite of having vast potential in maritime affairs, the bay area is open to numerous security issues. Coast Guard is competent, but lack of proper equipment and effective human resources cause significant trouble for them. (Institute for policy, Advocacy, and Governance, n.d.) For Bangladesh, governing an active maritime border, countering coastal threats, and ascertaining marine security are herculean tasks. As it is impossible to put a fence along the sea-line and around the seashore, it is difficult for the maritime nations to put voluntary look-out and effective physical surveillance in place. The resulting gap puts the coastlines and seashores vulnerable to several sea-bound crimes.

W2-Costly Port Priced with Poor Infrastructure

Many issues that emerge regarding port monitoring in Bangladesh are operations and maintenance inefficiency, weak security system, infrastructural barriers, reverse transit system, insufficient ICT knowledge, the entire financial system, Etc. (Ashikur 2021, 09). The most important issues about operations and maintenance inefficiency are the lack of customs clearance, human resources scarcity, institutionally informal practices within the port, weak digitization, Etc. So, the whole system is breaking.

W3-Economic Slowdown

As previously mentioned in the information, there is a constant fluctuation of Bangladesh's GDP growth rate. Over the span of 10 years, only an 8% GDP growth rate can be seen in 2019. However, in 2020, the percentage dropped to 2.3 % that makes a drastic change in the GDP growth rate. Linking up with countries like Malaysia, Indonesia, Etc., to improve Bangladesh's economy by nine percent can implement of achieving the vision 2041 of Bangladesh. These advantages can help to make labor exportation that will lead to a basic GDP rate strongly.

W4-Dull appearance in Global Trade Associations

There are many reasons for the poor presence globally. Absence of comprehensive maritime policy, Weak tradition of Cooperating and handling the organizations, of professionalism esp. in govt sector, Lack of specialized training facilities, Bureaucracy & paper Benefits documentation procedures, Unofficial handling issues are the most noticeable drawbacks of the maritime sector. (Begum, 12)

W5-Difficulties of Bottommost lands

Two-thirds of Bangladesh is less than five meters above sea level. By 2050, with a projected 50 cm rise in sea level, Bangladesh may lose approximately 11% of its land, affecting an estimated 15 million people living in its low-lying coastal region. (Environmental Justice Foundation, n.d.)

The process of salinization has been exacerbated by rising sea levels. Bangladesh is most vulnerable to the effects of climate change and sea-level rise due to the low elevation of the land areas, the low gradient of the rivers, and exposure to the sea vastly. (Begum 2009, 01)

The whole criticality makes a significant effect on the climate condition of Bangladesh.

Stamping Out the Weaknesses

As the southern part is lower (Weakness 5) and Bangladesh have a low impact on the global business (Weakness 4), so it can be overcome by utilizing the strength four as becoming geopolitically neutral and creating pressure on the business partner countries to make them feel about the importance of Bangladesh and create some islands and as well as developed position in the world economy. The economic slowdown (Weakness 3) will be overcome gradually by the process done to eradicate weaknesses 4 & 5. Being the three landlocked countries (strength 2) and creating a hype in the marketplace of the world economy, it will be easier to remove the security issue (Weakness 1). The improvement on the port (Weakness 2) will be removed by the strength 3 and 4.

Threats

T1- Competition from Other Corridors

As Bangladesh has a developing maritime sector, there is visible competition from other developed or developing countries. High-income countries like China, holding a top position in the maritime sector, place significant investment in R&D, giving attention to technology, innovation, and engineering capabilities for the whole marine shipbuilding ecosystem, which could drive themselves into the top 10 gradually. (Maritime Cyprus, n.d.) As a lot of rising competition is arising circuitously, it has turned into a cabalistic threat for Bangladesh.

T2- Hurdles of Achieving Financial Stability

In its 45-year history as an independent state, Bangladesh has never built a new port. While \$60 billion of annual trade currently pours through the country's two existing seaports, Chittagong and Mongla, both are too shallow for large container ships and require costly load transfers to smaller vessels to get the cargo in and out — an added

step that can cost an additional \$15,000 per day and severely decreases the ports' global competitiveness. (Shepard 2016, 2) So it has become clear that the economic vision is far away from the realities.



Figure 6: Chittagong Port's Slowdown (Developed by Authors, 2021)

T3- Apathy towards the Sea Ports of Bangladesh

Decision-making delays, lack of planning, politics, corruption, and other factors have traditionally acted as a brake on logistic projects implementation in Bangladesh. (The Journal of Commerce Online, n.d.) Besides, vessel delays have become quite a regular occurrence. Uniformly, Bangladesh has to bring down its logistic cost to construct both in and out competitiveness.

T4- Inequitable Sharing of Benefits

In 1974, Bangladesh and Myanmar reached an agreement regarding the delimitation of their respective territorial seas to a distance of 12 nautical miles from their coastlines. (Ghani 2012) Where Bangladesh deserved previously mentioned 2,07,000 sq. km.

Bangladesh failed to demonstrate efficiency in agreements with foreign countries. Due to its failure to improve infrastructural quality as a strong country, Bangladesh could not build a good relationship globally. Therefore, Bangladesh cannot ensure equitable distribution in global treaties.

T5- Threat of Immersion in southern regions

For being a low-lying country, Bangladesh has to go through drastic climate changes. More specifically, people from southern regions are being driven from their land by more frequent and severe hazards. Sea level rise, landslides, storms, floods, cyclones, erosion, drought, and salinization are already dislocating a vast portion of people. It has been estimated that by 2050, one in every seven people in Bangladesh will be displaced by climate change. Up to 18 million people may have to move because of sea-level rise alone. (Environmental Justice Foundation, n.d.)

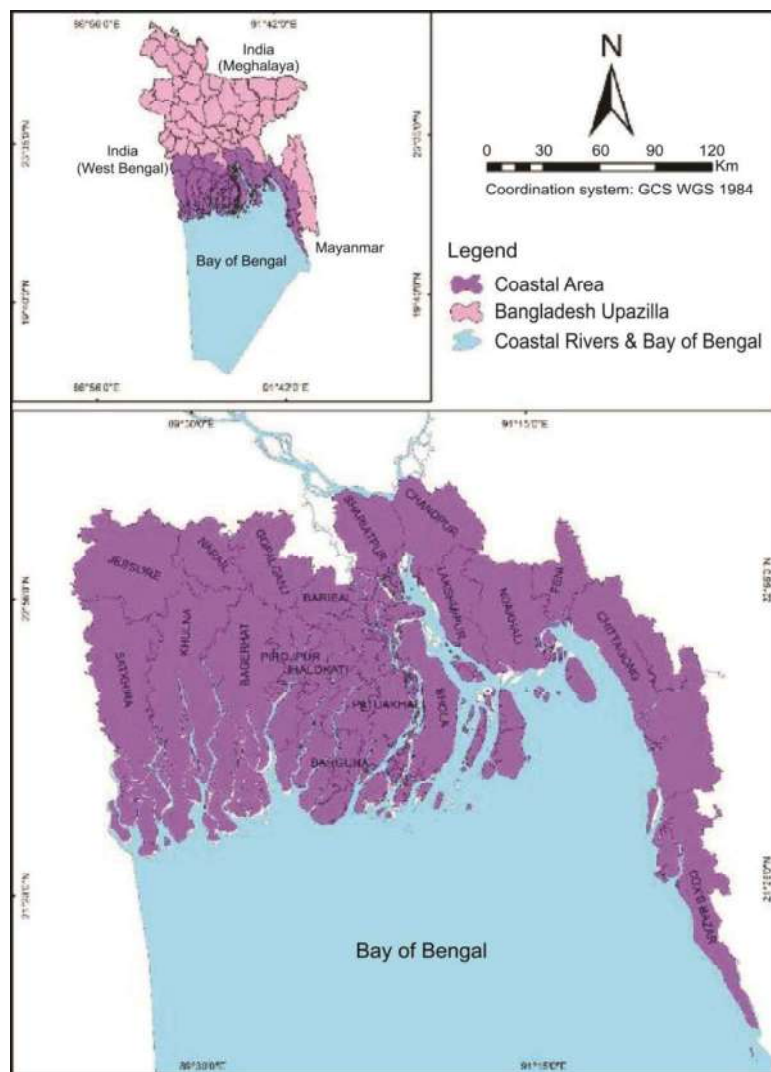


Figure 7: Maritime Region of Bangladesh (Ashikur, and Rupom 2020, 210)

Taking Aside Threats at a Nutshell

Becoming a hub in the indo-pacific will gradually increase the other countries to access the port (T3) as well as the infrastructural development in the ports (T4). As a result, the overall business will gradually increase, and Bangladesh will be able to pass its competitors behind soon. (T1). The lower land problem (T5) has already been discussed in the removal of the weakness section, and that is to make some islands in the sea. If Bangladesh is able to do this work properly, Vision 2041 will be easy to achieve. (T2)

Framework to Achieve the Vision 2041

Having some strengths, weaknesses, opportunities, and threats, Bangladesh needs to set up a wise strategic plan to achieve vision 2041. These strategies will benefit Bangladesh from economic, security, and development standpoints. Suggested policies will not encourage building up tensions in boundaries and keep the peace as its utmost priority.

Budget Increment

As mentioned before, having a sea area of 2,07,000 sq k.m- That is larger than the land area of Bangladesh. The blue economical resource can be countries' second source of income shortly. However, the budget in the maritime sector is not enough for According to. Its need. So, the increment of the budget. Maybe The best option. To get rid of the problems. The budget increment Will also help set up the infrastructure of the port. Developed and well-furnished infrastructure influences other countries to invest here. Moreover, they became dependent on this region, and Bangladesh will have a good position in the world economy. Thus, Bangladesh will be able to achieve the 1,2,3,6 & 12th points of vision 2041.

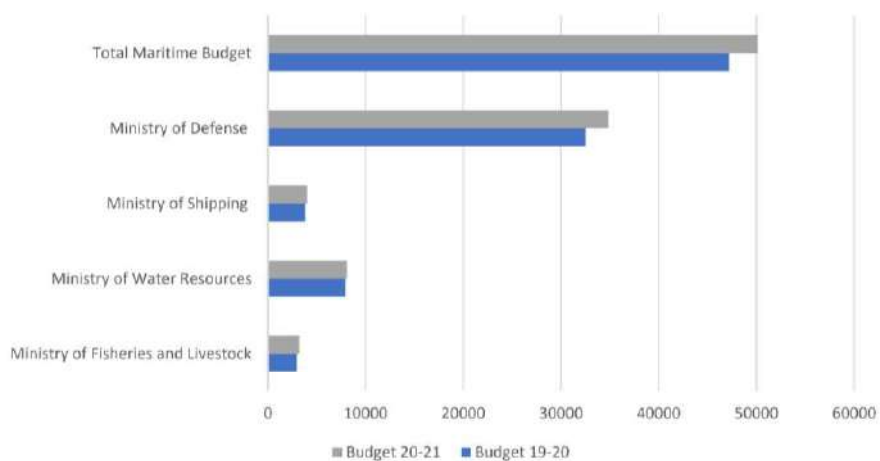


Figure 8: Maritime Budget Breakdown: Amounts in Corer (Developed by Authors, 2021)

Ocean Research and Oil Gas Production

Bangladesh has a huge resource under the sea. Like natural gas (Wikipedia, n.d.), there are huge possibilities of oil, uranium, and other chemical products (Daily-sun, n.d.). Fisheries, sea livings Etc. have a huge portion under the sea. However, enough research is not done yet. The failure of enough equipment & human resources Bangladesh is still out of these resources. Here Bangladesh can make some agreements with foreign countries who will do the research in the ocean for chemical and other mining resources with the cooperation of a domestic country from Bangladesh. The fishing and aquaculture blocks are still out of reach from Bangladesh's hand. A big hope is lying under the BoB fishing and aquaculture block in Bangladesh. So, if Bangladesh influences other well-established countries to research the fisheries and aquaculture block, they will be interested in investing here more, and their dependency on Bangladesh will increase.

Regional Collaboration

Bangladesh has a huge resource under the Bay of Bengal. Plenty of fields where the BoB countries can help each other with cooperation. Some of the important fields of cooperation are - Oil, Gas, Energy, and carbon dioxide emissions, Infrastructure, tourism Etc. (The Lawyers and Jurists, n.d.) Regional cooperation may be set up with the maritime border countries like India, Myanmar, Thailand, Sri Lanka. This connection might be based on the security purpose for the BoB region. Like human trafficking, drug business, Robbery. A statistic shows that moving to Europe through the Bay of Bengal rate is highest. Also, other neighborhood countries face the same problem, more or less. Also, some other problems like an environmental, natural disasters. Because these countries often use the same route for sea transportation. This will help Bangladesh to achieve the 4,5,6,11,12th point of the vision 2041.

Skilled Maritime Human Resource

In comparison to our maritime area, Bangladesh's maritime skilled people are less. Also, the scope of study in maritime sectors is less too. Today 90 percent of the local and global trade compiles through the BoB. (Ministry of Fisheries and Livestock, n.d.) Bangladesh needs more people in the maritime sector. Skilled maritime people can be exported to the neighboring coastal country. Like in Thailand, Indonesia Etc. It will make Bangladesh a dominant factor in the world maritime sector. As well as it will increase the dependency of other coastal countries. It fulfills the 1,2,3,7,8,9,11,12th point of vision 2041.

Diplomatic Opportunity

The Southern part of Bangladesh is lower land. Because of global warming and excessive emission of carbon dioxide gas, the average temperature is rising. Also, the ice caps are melting, and the sea level is rising. It is a matter of big concern for Bangladesh that the southern part of Bangladesh might sink under the water. So, Bangladesh can get the upper hand by creating diplomatic pressure from the neutral ground of the international marketplace. To find a proper neutral ground for marketing every developed country will help Bangladesh both politically and economically. So, Bangladesh will be the business hub shortly. Also, for other factors like low labor cost, market-friendly weather, and a huge blue economic possibility, Bangladesh can build artificial islands of their own. This diplomatic behavior will be able to achieve the 1,2,3,4,5,6,12th point of achieving vision 2041.

Conclusion

It is time for Bangladesh to draft a Maritime management Policy vision by sketching a pathway towards a geopolitical horizon and create a framework for achieving the maritime development of vision 2041. The strategy indicates a great transition to the maritime sector of Bangladesh. Designing this strategy towards the implementation of vision 2041, Bangladesh can make a development by optimizing its strengths, opportunities, and weaknesses, and threats with efficient use of its geopolitical and maritime policies. Throughout the strategic development of maritime policy, Bangladesh can reach vision 2041 as soon as possible.

Recommendations

Bangladesh, having a huge possibility of a blue economy, is lagging because of proper planning. Some weaknesses and threats are minor factors. Proper planning and strategic approach using its strength and opportunities can give Bangladesh a new dimension. Like:

1. **Increment of Budget in Maritime sector:** The budget increment will gradually engage the trade countries to engage here. Also, it will eradicate the threats of not being attached to the port.
2. **Ocean Research and Oil gas production planning:** Proper planning of ocean and research will benefit Bangladesh economically and widen the scope of research and trade agreement with others. Thus it will create some new platforms to grow some domestic organizations.
3. **Regional Cooperation to its neighboring countries:** The proper regional cooperation impacts the regional benefit politically and diplomatically. Also, Bangladesh can create some trade routes of zero taxation trade. This will gradually develop the business and overall impact of Bangladesh.

4. **Human resource:** The world's one-third is land, and the rest is water. So the territorial maritime area is a large portion. Also, the gas-oil under the land is soon going to finish. So the maritime sector needs a lot of skilled maritime human resources to conduct these works. Furthermore, Bangladesh can export maritime human resources after the domestic needs. It will create a great network in the whole maritime sector of the world.

If the Government of Bangladesh takes these recommendations and makes policies based on these parameters, Bangladesh can achieve its Vision 2041 ahead of its deadline and develop its parameters beyond just reaching the list of developed countries.

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