



BANGLADESH CELEBRATES World Maritime Day 2008

16 October 2008



The theme of the Day -

"IMO: 60 years in the service of shipping"

Organized by : Department of Shipping
Ministry of Shipping, Dhaka



بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ



President
People's Republic
of Bangladesh
Dhaka

16 October 2008

MESSAGE

I am happy to learn that Ministry of Shipping is celebrating the 'World Maritime Day' under the auspices of the International Maritime Organization (IMO) as elsewhere around the world.

The IMO, an apex body of The United Nations, is working to ensure safer shipping and clean ocean. I have been informed that for last sixty years, the country has been exploring and exploiting maritime resources with the help of IMO in order to attain sustainable development. It is a matter of satisfaction that Bangladesh all along has been playing active role in developing and protecting maritime resources in line with the IMO regulations. I hope Bangladesh would utilize its huge maritime potentials to build a happy and prosperous nation.

I wish the 'World Maritime Day' a success.

Allah Hafez, Bangladesh Zindabad

Professor Dr. Iajuddin Ahmed
Professor Dr. Iajuddin Ahmed

Global Shipping in last 60 years and the developments in Bangladesh

Capt. A.K.M. Shafiqullah
Director General
Department of Shipping

I first sailed at sea from Chittagong nearly thirty-three years ago in 1975 as a cadet onboard a cargo ship on a voyage to Europe. Standing on the forecastle of the ship, clad with a boiler suit and a hard-hat, I was waving my hands and saying 'good-bye' to my friends on the jetty, as my ship was slowly casting off. The Nigerian chief mate, officer in-charge of the forecastle station, slowly walked towards me and whispered into my ears with heavy Nigerian accent "A sailor never says good bye" he cautioned me seriously "uttering such unfortunate words may bring bad luck to the ship". He was serious in his attitude. Later, I learned that only the ancient sailors used this term 'good-bye' while sailing as they used to sail once for all and were never sure that they would return. Perishing at sea or getting lost with out any trace in the monstrous wave of the oceans was nothing unusual in those days. But now the time has changed and today the sailors set sail again and again with certainty that they would be back home safely, so they never say 'good-bye' while sailing.

During the last sixty years not only safety standards that have brought changes in the sea life but many other things. In fact every aspect of shipping has gone through innovative changes. The starting point for the changes that we see today was possibly the Titanic disaster of 1912 which led to the adoption of first international convention for the Safety of Life at Sea (SOLAS) in 1914.

With the expansion of international commerce and sea-borne trade during the last half century the need for the adoption of more international treaties related to shipping, was felt. The subjects covered include tonnage measurement, collisions avoidance, radio communication, pollution and others.

The need for the creation of a permanent international body to deal with those conventions already developed and the others to be developed was also felt. Finally The International Maritime Consultative Organization (IMCO) came into existence in 1959, by that time several important international conventions had already been developed, including the International Convention for the Safety of Life at Sea 1948, the International Convention for the Prevention of Pollution of the Sea by Oil of 1954 etc. The organization was made responsible for ensuring that the majority of these conventions were kept up to date. It was also given the task of developing more new conventions as and when necessary. The Organization was busy in developing new conventions and ensuring that existing instruments kept pace with changes in shipping technology. Later this important organization was re-named International Maritime Organization (IMO). It is now responsible for thirty-five conventions and agreements and has adopted many guidelines and protocols. The purpose of important conventions are summarized as follows:

International Convention for the Safety of Life at Sea (SOLAS) 1974

The SOLAS Convention is generally regarded as the most important of all international convention concerning the safety of merchant ships. The first version was adopted in 1914, the second in 1929 and the third in 1948. The 1960 SOLAS Convention was the first major task for IMO after its creation and is regarded as significant step forward in modernizing regulations and in keeping pace with technological developments in the shipping industry. The main objective of the SOLAS Convention is to specify minimum standards

for the construction, equipment and operation of ships, compatible with their safety. Flag States are responsible for ensuring that ships under their flag comply with its requirements, and a number of certificates are prescribed in the Convention as proof that this has been done.

International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) 1978

The Convention specified basic requirements on training, certification and watchkeeping for seafarers on an international level. The technical provisions of the Convention are contained in an Annex, which is divided into eight chapters. It outlines basic principles to be observed in keeping a navigational watch. It then lays down mandatory minimum requirements for the certification of masters, chief mates and officers in charge of navigational watches. It also includes regulations designed to ensure the continued proficiency and updating of knowledge for masters and deck officers, engineering officers, radio personnel and ratings.

International Maritime Conventions acceded/accepted by Bangladesh

Bangladesh is signatory to twenty three IMO conventions, protocols and agreements including the most important ones like SOLAS, MARPOL, STCW, Load Lines and Tonnage Convention. The laws and regulations for administering the maritime activities in Bangladesh are in conformity with the international Conventions. The certificates issued to the seafarers by Bangladesh under the STCW Convention are accepted all over the world. Bangladesh certified officers are working onboard seagoing vessels of more than thirty different nationality. Measures for further updating of the Bangladesh maritime legislations are underway to be in pace with rest of world.

Development of Shipping Sector in Bangladesh: It is an unpleasant fact that in Bangladesh the shipping sector did not receive its due share in terms of national budgetary allocation and importance compare to the other mode of transport in the country. It is unfortunate that being a maritime and riverine nation and in spite of our international trade being mostly sea borne the sea-going shipping fleet under national flag did not expand to our needs. Our ocean going fleet consists of 29 ships which is able to carry only 7-8 percent of our seaborne trade. However in other issues of shipping the nation has made a reasonable good progress particularly in maritime training and education, ship building, ship scrapping and maritime port development.

Maritime Training and Education in Bangladesh: Bangladesh is one of the first few countries in the world to fully implement the international convention on training education and certification for seafarers. As a result all grades of seafarer's certificates issued by Bangladesh are recognised all over the world, which enables the Bangladeshi seafarers to work abroad on board foreign flag vessels. At present about four thousand Bangladeshi seafaring officers and a few thousand ratings are working on board foreign flag ships remitting at least 150 crore Taka per month in foreign currency. Recently the capacity of the Marine Academy which provides pre-sea training for sea going cadets has been increased from 80 to 170 cadets per year which will enhance the number of Bangladeshi sea going officers in the world fleet in near future.

Privatization of Maritime Training and Education in Bangladesh: Government owned Marine Academy and the National Maritime Institute were the only training institutes in the country to provide maritime training and education for seafaring officers and rating respectively. After the full enforcement of the STCW convention, to meet the additional training requirements of the seafarers the government allowed the private sector to provide initially, the post sea training by three privately owned training institutions with a strict monitoring of the quality standard system by the department of shipping. Later, permission for the pre-sea cadet training has been awarded to one private maritime training institute.

Development of Facilities for Maritime Trade in Bangladesh: Bangladesh's international trade is carried out mainly through two principal maritime ports, Chittagong and Mongla. Although, the volume of cargo through the two ports was just over 17.5 million tons in 2001, it is forecasted to double over the next 10 years. It is expected that at the end of 2007 or 2008, the Chittagong Port Authority is likely to handle about 25 million tons of cargo including about one million TEUs of containers. As the volume of cargo at the port increase manifold, major expansion of handling facilities is required to meet the projected demand between 2000-2008.

The Bangladesh government had given a go-ahead to the biggest United States container port operator, Stevedoring (See Col. 1)

security assessment and plan completed within the time frame specified by IMO. Shipping Companies are required to have, designated company security officer to ensure completion of ship security assessment and ship security plan. Companies are also required to be fitted with facilities to received ship security alert sent by their ship (s). All six shipping companies operating Bangladesh flagships have complied with these requirements.

In spite of the fact that our ships, port facilities and shipping companies have complied with the equipment and documentary requirements of the ISPS code but actual security will only be provided when these equipment and the documents containing the procedures and measures are put into action and the effectiveness are reviewed and updated.

Development of ship building industry: Bangladesh emerged as a shipbuilding



بِسْمِ اللّٰهِ الرَّحْمٰنِ الرَّحِیْمِ



Chief Adviser
Government of the
People's Republic of
Bangladesh

01 Kartik 1415
16 October 2008

MESSAGE

I am happy to learn that World Maritime Day 2008 is being observed in Bangladesh and other maritime nations today.

I hope that the observance of the day will help increase awareness of compliance with internationally accepted legal instruments and standard regarding maritime safety and efficiency of navigation.

Bangladesh being a maritime nation and an active elected member of IMO Council would always extend continuous support to meet the future challenges in shipping sector.

I wish success of World Maritime Day 2008.

Fakhruddin Ahmed
Dr. Fakhruddin Ahmed



Major General M. A. Matin, BP, psc (Retd)
Adviser
Ministry of Home Affairs
Ministry of Shipping
Ministry of Liberation War Affairs
Government of the People's
Republic of Bangladesh

MESSAGE

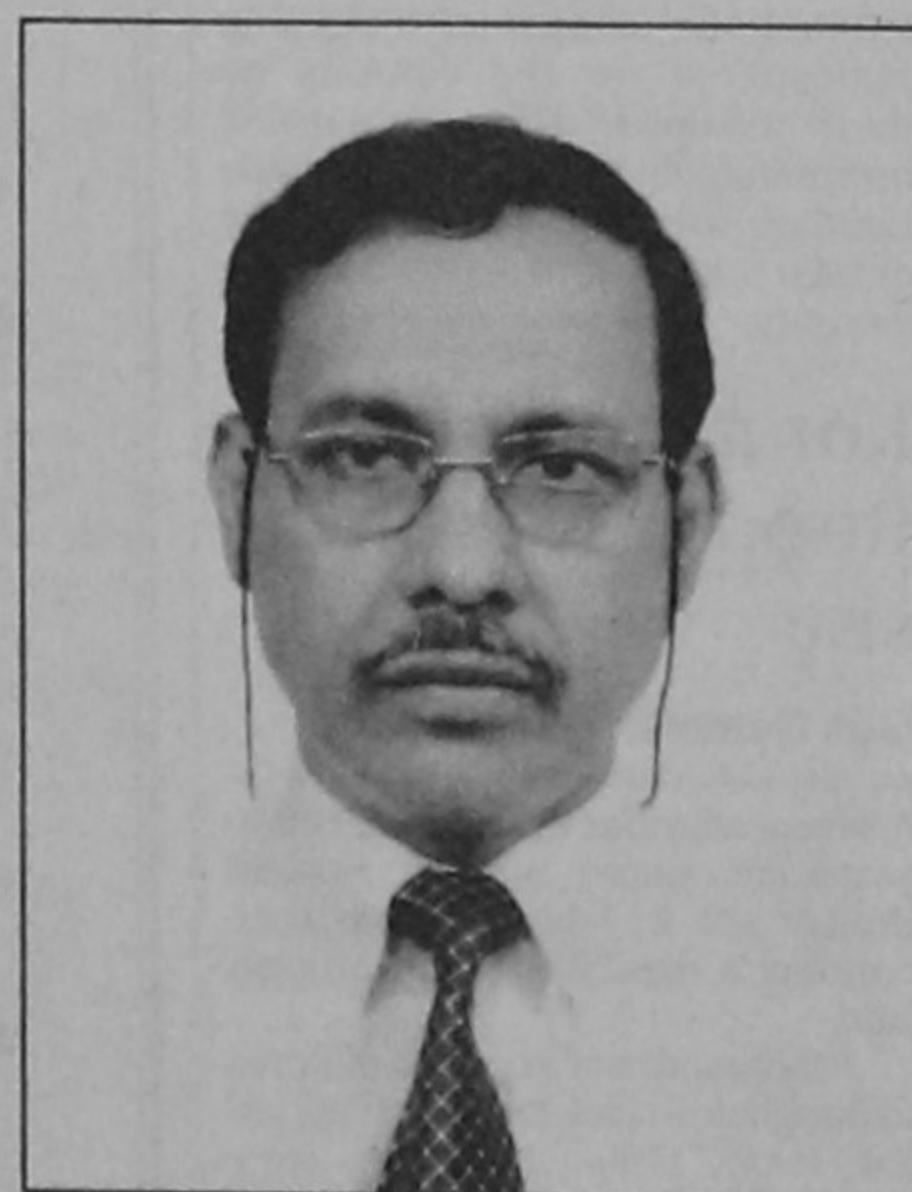
Observance of the World Maritime Day is very significant in a riverine country like Bangladesh. It is of great pleasure to know that the World Maritime Day 2008 is going to be observed in Bangladesh like other member states of the International Maritime Organization (IMO).

The theme of the World Maritime Day 2008 "IMO: 60 years in the service of shipping", is rightly chosen to bring the attention of the common people to the achievements of IMO in the shipping sector.

Along with IMO, Bangladesh shares the same spirit and achievements like other member states in implementing unified international standards in the global shipping service in the last 60 years. I am glad to know that Bangladesh is keeping pace with the developments and decisions of IMO and has been serving currently as an elected member of the IMO Council. I hope that the developments and achievements in shipping services will continue to grow further in future to ensure safety at sea.

I wish a grand success of the World Maritime Day 2008.

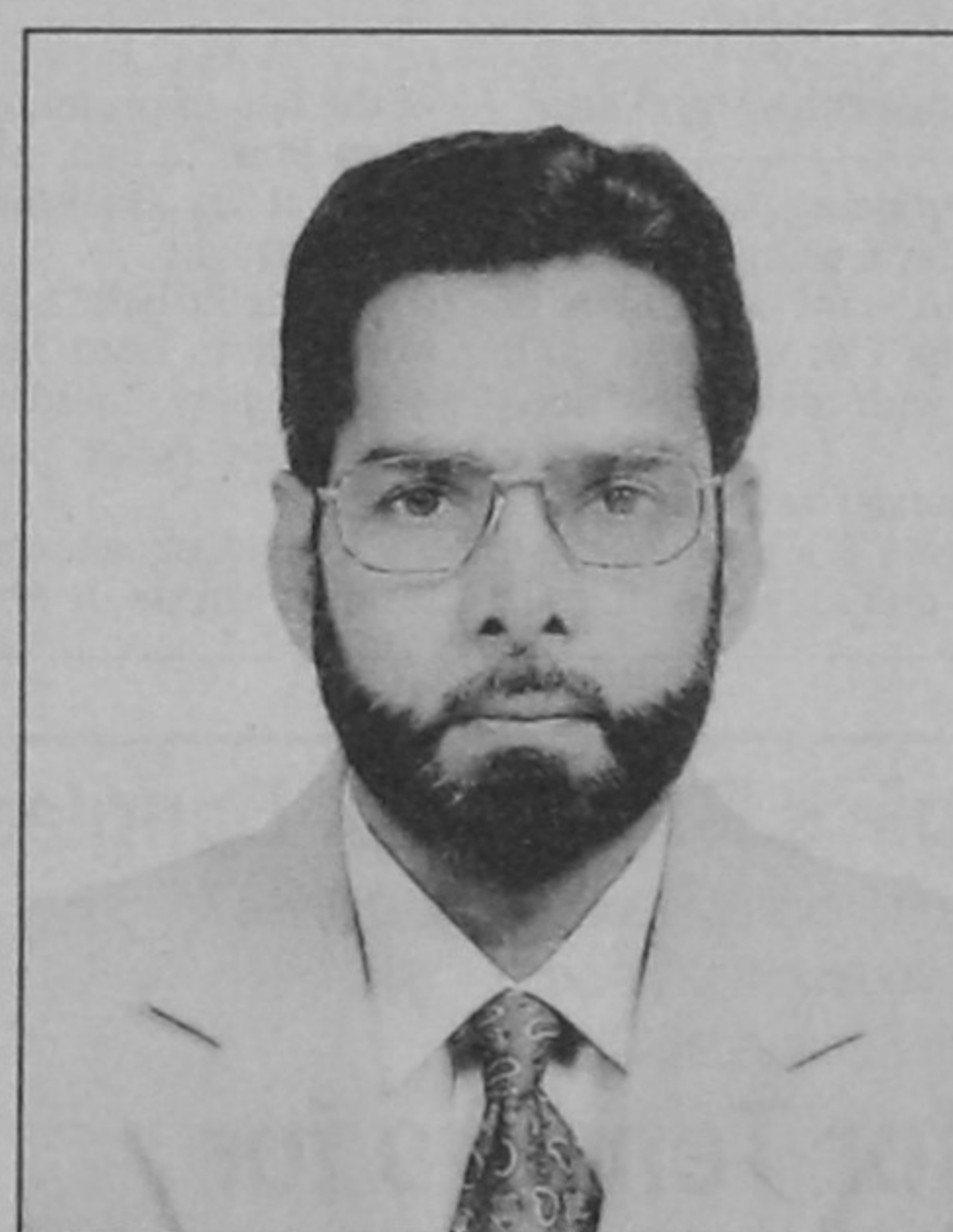
Major General (Retd.) M. A. Matin, BP, psc
Major General (Retd.) M. A. Matin, BP, psc



Capt. A.K.M. Shafiqullah

IMO to safeguard the ships and ports around the world which is known as ISPS Code. Implementation of ISPS code requires ships, port facilities and companies to fulfill certain requirements. Ships are required to have IMO number marked on the hull, carry and operate Automatic Identification System and be fitted with ship security alert. Code also requires designation of a Ship Security Officer, have a security assessment and security plan onboard and have in possession a Continuous Synopsis Record (CSR) and International Ship Security Certificate (ISCC). All twenty-nine Bangladesh Ships have complied with the applicable requirements within the time frame specified by IMO.

The Port facilities are required to, have security assessment and security plan, designate Port facility security officer(s), carryout review, audit and verification of the security system. Twelve Port facilities in Chittagong and seven in Mongla have the



Secretary
Ministry of Shipping
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Republic of Bangladesh
01 Kartik 1415
16 October 2008

MESSAGE

Every year 'World Maritime Day' is observed globally to highlight the important aspects of the shipping service. The theme of World Maritime Day 2008 is 'IMO: 60 years in the service of shipping'.

Since its inception, IMO has been entrusted with the role of regulating international maritime transport industry - a job made extremely difficult by the fact that it has to oversee activities of all maritime nations complying with different standards and laws.

IMO's initiative to bring the global maritime industry under a unified international standard and globally accepted legal regime has ensured safety, security and unhindered worldwide operation of this industry. In last 60 years, some 50 conventions and hundreds of codes, guidelines and recommendations regarding safety, security, trade, protection of environment have been developed by IMO.

Bangladesh proudly shares the IMO's success in creating a global unity and would like to share responsibilities in facing the challenges of future.

I wish every success of the programme and spirit of the World Maritime Day 2008.

Sk. A.K. Motahar Hossain
Sk. A.K. Motahar Hossain

Global Shipping (after Col. 4)

Services of America (SSA), to set up an international container terminal near the Chittagong port at a cost of about US\$ 500 million. This build-own-operate project would also have an inland container terminal near Dhaka. This terminal was expected to handle 600,000 containers annually. But for some political reasons it did not materialize.

Presently one FTZ is developed in Chittagong and one in Dhaka. Four other similar zones are also being developed in other areas within the country. In addition, it is recommended to develop one special economic zone (SEZ) in the left bank of river Karnafully near the Chittagong port to attract foreign investors. A Korean Export Processing Zone (EPZ) on the left bank of river Karnafully is already underway. The government is also contemplating the set-up of an exclusive Japanese Special Economic Zone (SEZ) in Bangladesh near Chittagong Port.

Improvement of Service Level at Bangladesh Ports: Because of the infrastructure problems, service levels at Bangladesh ports are low in comparison to the advanced ports around the world. Bangladesh sea ports especially Chittagong is always under pressure to deal with increasing cargo volume. The levels of service at major Asian ports, as evaluated by shippers and shipping lines, are also poor. However during the tenure of the present government some pragmatic bold measures have been taken to deal with port labour unrest, illegal union activities, stevedoring and custom formalities that contributed to service inefficiency, as a result considerable improvement is noticeable in the service level of the Chittagong at present.

Implementation of International Ship and Port facility Security (ISPS) Code in Bangladesh: Following the incident of terrorist attack on twin tower and a few ships at sea an international Code was adopted by

the largest ship-recycling nation in the world. A maximum of three hundred ships were scrapped in a single year, which amounts to about forty percent of the annual world total. Most of the world largest ships are scrapped in Bangladesh due to large tidal range and available depth of water. Most of the country's iron needs are met from ship recycling.

Leading Role of Bangladesh in IMO Council: Bangladesh plays a leading role in the International Maritime Organization (IMO) as a Council member in category 'B'. Out of the 168 member state ten members are elected in Category 'A' ten members in category 'B' and twenty in category 'C' for a period of two years. Council members meet every six months to oversee the functioning of the organization in between the assembly sessions, which meets every two years.

Development of Ship Recycling in Bangladesh: Bangladesh ship recycling experience is more than forty years old. Due to the large tidal range, favorable beaching ground, availability of cheap labour and demand for iron Bangladesh has become