



MARITIME FORUM

House No. 1, Road No. 1, Lane No. 4, Block No. G,
Halishahar Housing Estate, Chittagong, Bangladesh.
Email : maritime.forum.bd@gmail.com, Mobile : 01922 666111
Web : www.mf.bd.org



Maritime Forum expresses oceanic waves of greetings to:

His Excellency **Md. Abdul Hamid**, Hon'ble President, People's Republic of Bangladesh
Her Excellency **Sheikh Hasina MP**, Hon'ble Prime Minister, Govt. of the People's Republic of Bangladesh
Mr. **Shajahan Khan MP**, Hon'ble Minister, Ministry of Shipping
Mr. **Shafiqe Alam Mehedi**, Secretary, Ministry of Shipping

DAY OF THE SEAFARER

25 JUNE

Aims of Day

- Engage seafarers to all tell us about (and share photos of) their life at sea and be ambassadors for their own industry.
- Promoting the materials gathered from seafarers with the aim of reaching the general global population and inspiring them to consider a career at sea
- Raising awareness of seafarers and their importance to the global economy to the general public.

Day of the Seafarer is celebrated every year on 25 June. It is an official United Nations international observance day; organized by the International Maritime Organization (IMO-UN) and thus it reaches to millions of people worldwide.

Day of the Seafarer 2015 is now at our door! This year IMO is shifting its focus to maritime education. We want you to consider a career at sea. Most people go to work in offices, factories and shops, but it's a different picture for seafarers: an office can be a hundred thousand-ton oil tanker or a cargo ship navigating the world's oceans with beautiful landscapes.

Seafarers leave their homes and families, often for long periods to ensure that essential items and commodities on which our lives depend arrive safely at our homes. Day of the Seafarer is an innovative campaign that harnesses the power of social media to raise awareness of seafarers and their unique role. Everyone, regardless of where they live, can join the campaign online. This year's campaign will show how the multi-faceted maritime world offers a series of rich and fulfilling career opportunities for young people, both at sea and ashore.



H E Koji Sekimizu, IMO Sec Gen at the Rally at Bangladesh Marine Academy on 25 June 2013



MarEngr. Dr. Sajid Hussain CMarEng FIMarEST as an Elected Governor with H E Koji Sekimizu, IMO Sec Gen at meeting of Board of Governors, World Maritime University (Sweden) of IMO

Maritime Forum

Maritime Forum is composed of the following organisations.

1. Alumni Association of Bangladesh Marine Academy (AABMA)
2. Association of Maritime Training Institutions of Bangladesh (AMTIB)
3. Bangladesh Merchant Marine Officers' Association (BMMOA)
4. Bangladesh Seamen's Association (BSA)
5. Bangladesh Seafarers Union (BSU)
6. Bangladesh Ship Manning Agents Association (BSMAA)
7. Institute of Marine Engineering, Science and Technology (IMarEST)
8. The Nautical Institute Bangladesh (NIB)

The first and present convener of the forum is the President of BMMOA, Capt. Zillur Rahman Bhuiyan. The Forum deals with:

1. Employment and welfare of the Bangladeshi seafarers.
2. Maritime Education & Training, and Bangladesh to maintain its White List standard as per STCW Convention 1978, as amended.
3. Provide consultation to the Government of Bangladesh on maritime safety, protection of maritime environment, development of off-shore industry & formulating maritime policy.

Ship Management

When a ship is purchased for importing and exporting goods, a ship management team is required to maintain and operate the vessels. Shore based Master Mariners & Chief Engineers provide their expertise in ship management. The function of the management team is to provide the owner with support both in technical and commercial aspect throughout the occupancy of the vessel. Here vessels can be ranged in sizes and function.

Roles of Ship Management: Ship management contributes in inspection prior to purchase, supervision during building, purchasing, technical management & commercial operation, crew management and supply and ship lay-up solutions: 1. Crew Management 2. Technical Management 3. Commercial Management .

Seafarers Association/Union

Bangladesh Merchant Marine Officers Association (BMMOA)-only union of Bangladeshi Marine Officers/Engineers at home and abroad having 4,500 members, Bangladesh Seafarers Union (BSU) & Bangladesh Seafarers Union (BSU) Comprises of 3,500 & 2,000 ratings respectively working in Bangladesh & Foreign flag Vessels.

World Shipping Ranking of Bangladesh: 64 (Source: CIA Factsheet)



*On my way to the gallows
I shall proclaim with pride-
I am a Bengalee
Bangla is my land,
Bangla is my language*

Bangabandhu Father of Maritime Bangladesh

Maritime Scenario after Liberation

After liberation in 1971, the shipping sector's scenario was miserable. The occupation Pakistani Army took away all the merchant ships and left Chittagong Port with hidden mines all around under the water. Destroyed naval/merchant ships were submerged in the Karnaphuly channel; as a result, the foreign ships were not willing to call here and insurance companies imposed increased premium on ships calling Chittagong Port. Upon return to new country Bangladesh on 10th January 1972 (from the imprisonment in Pakistan), the father of the nation Bangabandhu Sheikh Mujibur Rahman took all possible efforts to build and organise the country in all sectors including shipping; despite all out national & international resistances against the war-bashed just-born Bangladesh, successes were tremendous during his very short period of 1972-75 (before been assassinated in 1975).

March of Maritime Bangladesh

Bangabandhu managed to resume functioning of Marine Academy and Seamen's Training Centre immediately. He established the 'Bangladesh shipping Corporation' on 5th February 1972. He also managed to procure 19 ocean-going ships at almost free of cost from various friendly countries by 1975; later, by 1983, more 13 ships including 4 brand new ships from Japan (ref: his renowned Japan trip in 1974) were added to the BSC fleet out of his initiatives. Despite hard competition in the then shipping world, the new-born BSC made distinct profit throughout 70's. Upon his request, a group of Russian maritime experts came to Bangladesh and cleared off the hidden/floating mines and submerged hazards from the Karnaphuly channel in 1972. Before returning to Russia, at Bangabandhu's initiative and request, they established Marine Fisheries Academy in 1973 in Chittagong. Bangabandhu commenced the long pending work of the construction of the Chittagong Dry Dock & Heavy Industries (commissioned in 1983). Smaller ship-construction (upto 1,000 DWT) commenced in Khulna Shipyard in 1972. Oil and gas exploration in the Bay of Bengal was commenced in 1973. Informatively, besides being the Prime Minister, additionally he was also the Shipping Minister for a period of 8 July 1974 - 26 Jan 1975. Therefore, the Father of the Nation was Father of Maritime Bangladesh indeed!

Maritime Bangladesh

Standing beside the furious Bay of Bengal, Bangladesh is traditionally a maritime country; criss-crossed by over 3,500 rivers, streams and canals having length of about 24,000 km that covers nearly 7% of the country's land-surface. Major three rivers (Padma, Meghna & Jamuna) with their tributaries and distributaries have formed one of the largest networks of waterways in the world. There are about 8,300 km of navigable waterways in Bangladesh and nearly 7,000 registered inland vessels ply in these waterways. The mentioned major rivers have also formed the world's largest delta. For centuries Bangladesh is naturally a maritime country, Bangladesh also signed the UNCLOS (UN Convention on the Law of the Sea) on 27 July 2001 to conserve our due sovereignty in the Bay of Bengal.

Bangladesh Merchant Fleet of Ocean-going ships: Right after the liberation of Bangladesh, commencing from nil in 1972, with a steady growth, the Bangladesh Merchant fleet of Ocean-going ships' number rose to 32 by 1982. Although there was a little fall of this number during 80's & 90's, the current trend is again going upwards for last few years. Now Bangladesh Merchant fleet stands with 72 ocean-going ships (Nov 2013) and with a steady rise. This fleet comprises of bulk carriers, cargo ships, container ships and petroleum tankers. Additionally, there are around more 20 ships that are registered in foreign countries.

Bangladesh Shipbuilding: Besides being the leading shipbreaking nation, Bangladesh has emerged as a shipbuilding one since 2007 with exporting world-classed ships of 5,000 DWT capacities. With existing shipbuilding yards and the newer ones (all are private-owned); Bangladesh is exporting ocean-going ships mainly to EU Countries. Country's leading shipbuilding yards (Western Marine, Ananda Shipbuilders etc) are moving ahead with acceleration for aiming building various types to ships upto 15,000 DWT by 2015.

Seafaring – choice of smart generation!

Seafaring: Shipping is one of the ancient means of transporting cargo and people through oceanic blue-highways. At present, whole earth is being sailed by nearly 15 million Seafarers (Marine Officers – Marine Engineers – Marine Crews) through their day-n-night effort in moving yearly nearly 10 billion tons of cargo (commodities, fuel, foodstuffs, goods and products) within the current global economy; however, the 7 billion dwellers of the earth loosely take it as just an industry – Shipping Industry. This huge global-movement does not always create a strong echo on their personal radar. Just imagine there is no shipping! Half the world would starve and the rest half would freeze! Generally or mostly ships are 'out of sight and out of mind' and so the Seafarers too! Therefore, unfortunately, the ocean-going ships and the seafarers – both remain behind the scene!

Challenging Seafaring: Seafaring is always a dangerous and hard yet attractive and desired job. It contains professional pressures and risks. At the end of a lengthy and stressful day, there is no home or family; no pleasant evening gossiping with friends at home or at restaurants; no social ups & downs; no variations of surroundings; no relaxation or way-out to de-stress – just the persistent murmur of the diesels & waves and the immeasurable movement of the ship that is the floating lonely home-cum-workplace of the seafarers – 24 hours a day, 7 days a week, 30 days a month and so on. Not the end... Seafarers always remain burdened with the possibility of natural calamities and, nowadays, unenviable hazards like perils of pirate attacks, unwarranted detention and abandonment in foreign ports.

Joyful Seafaring: On the other, seafaring is always a charming and smart life-style at the blue-world! Modern shipping is highly regulated for ensuring 'safe, secure and environment-friendly' service by the International Maritime Organisation – a UN specialized agency. Every day the Seafarers are in newer time-zone! Every port they are meeting with newer nationals! Earning while learning! Salty salary which is really huge and compensating! Communicating with friends & families through phone/fax/emails/video! Family-expedition through family-carrying facilities on-board! Leadership positions while being young! Reaching the top (Master Mariners [Captain] or Marine Engineer [Chief Engineer]) of their careers within 10 years! Mobility ashore with changeable hands-on skill & experience (at around 40-50 years of age)!

Shipping Facts: Around 90% of world trade is carried by the international shipping industry which is cost-effective. There are over 50,000 merchant ships trading internationally, transporting every kind of cargo. The world fleet is registered in over 150 nations, and manned by around 1.5 million seafarers of virtually every nationality.

Bangladesh Marine Academy: The only govt-owned 'Bangladesh Marine Academy (BMA)' bears a 5-decades' long reputation of producing professionally skilled, environmentally aware, prudent and polite Marine Cadets. It grows the young Cadets with HSC [A-Level], currently 275 (including 20 Females) per year, through a regimental and residential education and training in accordance with the IMO competence standards. Upon completion of 3 years' Cadets Training course the Cadets are awarded with Pre-Sea Nautical Science/or Marine Engineering Certificate from BMA and Bachelor of Maritime Science (Nautical/Marine Engineering) degree from Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh. BMA is duly recognized by the EMSA of European Union. It has an academic attachment with AMC Australia. Academy is one of the 14 branches of the IMO's World Maritime University (Sweden) in 1990 and Bangladesh could earn the coveted position in the IMO White List in 2000.

Although the training cost for a Cadet to become a Master Mariner or Chief Engineer is about 2.5 million Taka, during his average 20 years' seafaring service he earns foreign currency equivalent of Taka 200 million! BMA has so far graduated around 3,700 Cadets during 1962-2014 (52 years). It means that these alumni are earning nearly US\$ 200 million each year.

Private Maritime Institutes

1. Maritime Institute of Science & Technology (MIST)
2. Bangladesh Maritime Training Institute (BMTI)
3. International Maritime Academy (IMA)
4. MAS Maritime Academy
5. Shah Marine & Business Institute
6. Bay Maritime Training Institute
7. Academy of Marine Education & Technology (AMET)
8. Cambridge Maritime College (CMC)
9. United Maritime Academy
10. West Way Maritime Institute (WMI)
11. Atlantic Maritime Academy
12. Ocean Maritime Academy
13. Pacific Maritime Academy
14. Asian Maritime Academy
15. Marina Academy
16. National Marine Academy of Bangladesh
17. Western Maritime Academy
18. International Maritime Training Academy (IMTA)

In Courtesy: Bangladesh Marine Academy



Hon'ble Prime Minister Sheikh Hasina MP at the Graduation Parade at Bangladesh Marine Academy on 26 Feb 2011

Ali, MP, Honourable Minister, Ministry of Foreign Affairs



Captain Moin Ahmed MNI: Elected Director General of International Mobile Satellite Organization (IMSO); former INMARSAT of IMO



MarEngr. Md. Sakhawat Hossain MIMarEST, MD of Western Marine Shipyard received National Gold Trophy from Hon'ble Prime Minister for organization's outstanding contribution in National Export (2010-11).



MarEngr. Md. Golam Sarwar FIMarEST FRINA FCILT MBA PGD received Dept. of Shipping Award/Appreciation for remarkable initiative for operating ship in coastal route between Bangladesh & India from Hon'ble Shipping Minister Shajahan Khan MP on 14 June 2015

National Maritime Institute, Chittagong: It is a govt. owned maritime technical institution dedicated to train marine ratings (deck, engine & saloon) for ocean-going ships that are engaged in international voyages. Another NMI (branch) has been established in Madaripur in 2013. NMI recruits Bangladeshi SSC or 4-years Diploma holders (yearly 150) and groom them as per UN-IMO's STCW Convention to make them suitable to work onboard international ocean-going ships. These special personnel are keeping remarkable role in earning foreign currency for Bangladesh. It offers pre-sea and post-sea marine courses for the marine ratings. NMI courses are duly recognized by EMSA of EU. NMI is certified with ISO 9001:2008 of DNV-GL. It has achieved Workshop Procurement Skill (WPS) certificate of Bureau Veritas; so the fitter-cum-welders get 6G certificate (requirement for shipyards). Various 10 new courses have been introduced. New IMO-standard Fire Fighting Block has been completed. Various development in terms of hostel accommodation, training facilities, transport, IT-based admission procedure etc. are in progress.

Port Operations: 90% of the export & import of Bangladesh is carried out through the two seaports – Chittagong and Mongla. Currently the yearly cargo handling capacity is around 50 million metric tonnes ((import: 42.85 million MT and export 7.15 million MT)) including over 1 million TEUs containerised cargo. Chittagong port ranks 86th busiest one in container handling. The port's revenue earnings were Tk 6.3846 billion in five months of the financial year 2014-15 while revenue expenditure was Tk 3.4784 billion. The GDP growth of Bangladesh is about 6-7% while the container traffic growth of Chittagong Port is about 14%. These two sea-ports are well-equipped with all modern machinery.

Bangladesh Ship Manning Agents Association (BSMAA)

BSMAA is a trade organization is only representative body for Recruiting Agents for Marine Personnel in Bangladesh . BSMAA is a member of FBCCI as A Class Association. The members of BSMAA is looking after the employment of around 7,680 Bangladeshi marine officers & marine engineers and 4,513 Ratings on foreign going vessels and employed seafarers are contributing around US\$ 225 million (in 2014) as their wages to national economy per year . Being the largest stake holders in Marine employment of Bangladesh BSMAA is actively involved in:

- 1) Facilitate, promoting and protection of business activities of member bodies related to employment and placement of seafarers.
- 2) Liaising with national, international, governmental and non governmental organization as well as seafarers recognized union.
- 3) To promote general welfare and interest benefiting Bangladeshi Seafarers.
- 4) Liaise with National and International Shipping companies and managements to support supply and demand of quality seafarers from Bangladesh.
- 5) Share information and knowledge of various issues so that member bodies and maritime authorities can make appropriate decision.
- 6) To keep members informed of developments pertaining to training and employment of Bangladeshi maritime personnel world wide.