

Government of the People's Republic of Bangladesh
Department of Shipping
F-12/C-1, Agargaon, Sher-e-Bangla Nagar, Dhaka-1207

Ref: 18.17.0000.003.57.057.20/

18th March 2025

The Secretary
Ministry of Shipping
Secretariat Building
Dhaka- 1000

Subject: Adoption of a **NATIONAL MARITIME POLICY AND IMO CONVENTION IMPLEMENTATION STRATEGY**

Dear Sir,

The formulation of a **NATIONAL MARITIME POLICY AND IMO CONVENTION IMPLEMENTATION STRATEGY** by Bangladesh is overdue according to the corrective action plan approved by IMO to comply with audit findings under IMO Member state Audit Scheme (IMSAS). The national maritime council is to direct the issues for such policy and strategy. Regrettably, the formation of the national maritime council could not be completed yet despite several reminders.

Under circumstances, a draft **NATIONAL MARITIME POLICY AND STRATEGY** is formulated by DOS, as a desperate attempt to meet the audit team requirements.

The draft copy is attached hereto which may be considered as a base document to work upon for the formulation of a policy document, or the draft policy and strategy may be reviewed, amended as necessary for adoption after discussing with different organizations and stakeholders before finalizing.

A draft copy of the document also available

Thanking you

Director-General

Enclosed: Draft **NATIONAL MARITIME POLICY AND STRATEGY**

Copy to:

PS to the honourable Minister, Ministry of Shipping, Bangladesh secretariat, Dhaka- 1000

DRAFT NATIONAL MARITIME POLICY AND IMO CONVENTION IMPLEMENTATION STRATEGY OF BANGLADESH 2025

1. INTRODUCTION

1.1 Maritime and Shipping Strategy of Bangladesh.

Member States of the International Maritime Organization (IMO), a specialized agency of the United Nations, are required to designate their strategies on the provision of international maritime safety and protection of the marine environment in compliance with the objectives and policies of IMO. Bangladesh is also party to number of ILO and other UN body's maritime and shipping related conventions

The overall maritime and Shipping strategy of Bangladesh in relation to ensuring safety of life and property at sea and prevention of ship generated air and marine pollution; and Seafarers rights, employment/living conditions and welfare are as follows:

- Taking necessary measures for implementation of binding rules and regulations developed by the IMO/ILO or other UN bodies,
- Implementation of IMO/ILO or other UN body's recommendations in line with the requirements of Bangladesh,
- Constant review and fulfilment of obligations and responsibilities of Bangladesh in relation with provision of safety at sea and prevention of ship generated marine pollution; and Seafarers rights, employment/living conditions and welfare activities,
- Improvement of administrative performance and implementation capacity and provision of effective cooperation and coordination among related governmental bodies.

The foregoing issues related to strategy shall be developed by the Ministry of Shipping.

In this context, the compliance by the governmental bodies responsible for execution of IMO/ILO or other UN body's activities with the above mentioned issues and the strategy to be developed shall be monitored by the National Maritime Council (NMC). All the related public institutions and organizations shall provide necessary assistance to the Council and support to conduct the works of monitoring in cooperation and harmony.

With a view to confirming compliance with the relevant IMO instruments and improving the performance of related public institutions by promoting maritime implementations, it is deemed appropriate to participation in the International Maritime Organization's Member State Audit Scheme (IMSAS). In this respect, responsible Ministries, divisions, departments and offices involved in maritime and shipping related international

obligations and national responsibilities are directed to act duly in taking necessary actions in order to be prepared for the international audit under the coordination of the Ministry of Shipping and the Department of Shipping.

Bangladesh is a littoral State with a coastline of about 389 nautical miles (approximately 713km) and Territorial Waters of 12nm, Contiguous Zone of 24nm, Exclusive Economic Zone (EEZ) of 200nm and 24,000 km of inland waterways. This area contains resources including oil and gas deposits and installations which constitute the mainstay of the nation's economy. Thus, as a coastal state, Bangladesh has jurisdiction over an extensive maritime area with significant living and non-living maritime resources that make a substantial contribution to the country's economy. It is pertinent to note that 90% of Bangladesh import and export trade by volume is carried by sea.

Bangladesh requires a safe, secure and enabling Maritime domain to drive a strong, diversified, sustainable and competitive economy and the National Shipping Policy (NSP) will drive this process.

However, while opportunities exist to enhance the contribution made by the maritime environment to sustainable development in the country, the economic potential of the resources in this area is largely underutilized. In order to fully benefit from the range of resources in the sea around us, there is a need to better coordinate management across different maritime sectors and resources and to integrate environmental management directly with economic development, fiscal policy and social goals.

In Spite of the preparation of a number of strategies and policies relevant to the governance of the Nation's maritime environment, no all-encompassing national policy or legislation exists to harmonise and coordinate these at the national level. The existing associated policies are inadequate for supporting the integrated approach needed for effective maritime administration. Fundamental changes are therefore required in the way the Nation's maritime environment is administered and regulated. Central to such a change is the need to transit to a more integrated approach that considers all stakeholders' interests.

National Shipping Policy is the Government's policy statement for the management of the maritime sub-sector. The development of the policy is informed by discussions and consultations with stakeholders and the international maritime community.

The Policy sets out the direction for modern maritime management. It includes a

Strategic Action Plan which sets out the Government's initial priority areas of focus. This Action Plan will further be refined and implemented by the Government in collaboration with local communities, maritime industry players and other related governmental and non- governmental organisations.

1.2 Aim and objective

The aim of this document is to produce a National Maritime Policy that will serve the socio-economic needs of all stakeholders in the maritime industry and for good maritime spatial governance.

This document seeks to:

- i. Establish the context within which the National Maritime Policy is being developed and implemented.
- ii. Set out the framework of a modern approach to maritime management in Bangladesh.
- iii. Describe the strategic approach that would be used to achieve the policy objectives.

1.3 Purpose

The purpose of the National Maritime Policy is to establish a framework that will guide the planning and development of maritime activities in a rational and sustainable manner for the socio-economic development of Bangladesh.

This policy is the basis for effective coordination among Government regulatory agencies with responsibility for maritime affairs and the harmonisation of national actions in relation to the maritime resources of Bangladesh.

For the purpose of this Policy, the geographical scope of the National Maritime Policy consists of the 713 km coastline, 24,000 km of inland waterways and within the 200 nautical miles limit of Exclusive Economic Zone (EEZ).

While the policy applies to all uses and activities in the maritime environment, additional sector specific policies would be included with regard to maritime transport, defence, tourism, fisheries, education, training, research, and the

establishment of maritime protected areas, in recognition of their significance to the overall socio-economic development of the Country and maintaining the quality of the marine environment on which these sectors depend.

2. POLICY PERSPECTIVE

2.1 Maritime Boundary

On 7 July 2014, an Arbitral Tribunal constituted under Annex VII of the United Nations Convention on the Law of the Sea 1982 issued its [award](#) in the Bay of Bengal Maritime Boundary Arbitration between the People's Republic of Bangladesh and the Republic of India. The Award provides much needed clarity on the maritime entitlements of both Bangladesh and India.

Bangladesh has rights and responsibilities over approximately 106,613 square kilometers of maritime space. Coastal and ocean areas, world's largest mangrove forest and associated marine biological diversity are core national assets that also provide a range of essential environmental resources that would be costly or impossible to restore or replace if damaged or lost. In addition, there are vast seabed/sub-seabed mineral resources such as petroleum, manganese, copper amongst others, if properly used and well managed, can provide a broad range of economic, social and cultural benefits for generations of Bangladesh.

Bangladesh marine and coastal zones support a rich and unique range of habitats. The biodiversity of these zones includes a rich diversity of pelagic fish, lobsters, conch, turtles, algae, resident and migratory birds. Offshore waters are home to numerous species of marine mammal and sea turtles as well as deep water pelagic fish species. The coastal zone also supports numerous sites of historic and cultural significance. These coastal resources provide the basis for a wide range of economic and social activities.

2.2 Blue Economy

The maritime environment already makes a significant contribution to the overall economy of Bangladesh, supporting a diverse network of commercial activities, including oil exploration and exploitation, commercial fishing, tourism, shipping, recreation and as a source of building materials. Indeed, the maritime

environment is the lifeblood that supports many coastal communities and is also the backbone of the global transportation system. Safe and secure navigable waters are critical to the effective functioning of the national economy.

There is need for the sea and ocean around our country to continue to generate significant economic, social and cultural benefits to the people of Bangladesh in a sustainable way. Every square metre of space within our maritime boundaries, above and below the surface of the sea, is important to the future development of our nation.

Marine industries have excellent potential to contribute to future economic and employment growth and offer an important opportunity where alternative investment and employment opportunities are unlimited. Opportunities may also exist for further development of other sectors, particularly fisheries and tourism, and also the development of new activities or sectors such as aquaculture, offshore oil and gas production and offshore renewable energy.

2.3 Impacts on the Marine Environment

Although the oceans offer great potential in terms of sustainable economic development, they are also under increasing pressure from many uses. Changes in the marine environment resulting from human activities are occurring faster than previously anticipated, affecting especially the most vulnerable marine ecosystems. Major threats to the marine ecology of Bangladesh include climate change, greenhouse emission and human interference; sea level rise, coastal development and the destruction of marine ecosystems, unsustainable fisheries practices, pollution from land-based and offshore sources, and rising ocean temperatures.

Many stretches of coastline, near Cox's Bazar and Kuakata along the important tourism areas in Bangladesh, have experienced dramatic rates of coastal erosion with considerable economic costs to owners and the national economy.

The marine environment's ability to maintain its diversity and productivity, and provide a wide array of valuable services to people, is therefore increasingly being compromised. Designing and implementing effective governance and management strategies are critical to address the challenges posed by the increasing impacts of human activities on the marine environment and to ensure the effective management and sustainable use of living and non-living marine resources.

2.4 Combined Management

Administration of our maritime space purely on industry-by-industry basis is not sustainable. Allocated spatial parcels such as public access rights, fishing rights, navigation rights, seabed use rights, mineral rights, development rights and riparian rights must be collectively managed to be compatible with each other and the ecological health of the marine environment.

There is need for a combined approach that intergates environmental management directly with economic, fiscal and social policy objectives. Such a concept should encompass the need for a healthy, productive and naturally diverse marine environment, while at the same time harnessing economic prospects which can contribute to more sustainable livelihoods, and secure human settlements in Bangladesh. Integrated management should therefore be an essential approach for Bangladesh maritime space.

2.5 Marine Casualty Investigation

Encourage timely marine accident and incident investigation implementation and timely publication of report to prevent future recurrence and ensure safety of lives, vessels and cargo in the Bangladesh waters in line with National legislation and International Conventions.

3. POLICY STRUCTURE

3.1 Focus

The policy structure is focused to guide the coordination and management of maritime activities.

3.2 Policy Principles

The policy is based on the following principles which should guide all maritime management decision making. They should be considered together and be applied to all policies, plans, regulations, decisions, and actions affecting access to and use of the maritime environment.

3.2.1 Development - Human development in harmony with the environment is fundamental to achieving sustainable development so that individuals and societies are empowered to achieve positive, social, and environmental outcomes.

3.2.2 Environment Based Management - The variety, health and productivity of marine environment is fundamental to the management of both the ocean and the land. The maritime environment must be treated as a distinctive and indivisible system, recognizing the interrelationships between land, sea and air. Large scale marine spatial planning and other area-based management measures should be integral parts of an ecosystem approach to marine management.

3.2.3 Protective Approach - In exploring the maritime resources, due regard should be given to environmental sustainability by strictly implementing all laws and regulations relating to the protection of the maritime environment including effective funding, contingency plan and preparedness for an emergency.

3.2.4 Information Based Decision Making - Planning and management decisions should be based as far as possible on the best available data and information concerning the natural, social, and economic processes that affect the maritime environment. Decision makers should be able to obtain and understand quality science and information in a way that facilitates sustainable use of maritime resources.

3.2.5 Integrated Management Strategy - Integrated Management is a commitment to planning and managing human activities in a comprehensive manner, while considering all factors necessary for the sustainable use of maritime resources. There is need to move away from the stand-alone approach that characterizes existing governance systems to Inter-Agency collaboration and cooperation.

3.2.6 Duty of Care & Accountability – It behooves on all people to act with due care to avoid negative impacts on the maritime environment and resources. Decision makers and members of the public should be accountable for the actions they take that affect the maritime environment and its resources.

3.2.7 Public Participation - Full stakeholders' awareness and participation contribute to credible, accepted rules that identify and assign the corresponding responsibilities appropriately. All stakeholders should therefore be engaged in the formulation and implementation of decisions concerning governance of maritime uses.

3.3 STRATEGIC OBJECTIVES

The Strategic objectives for the Maritime Policy are to:

- i. Strengthen effective governance and regulatory mechanisms;
- ii. Improve awareness on maritime issues;
- iii. Enhance regional and international trade performance;
- iv. Ensure the competitiveness of Bangladesh domestic and foreign trade;
- v. Ensure the effective implementation and enforcement of national and international safety instruments;
- vi. Ensure security within the maritime domain to prevent hostile and criminal acts;
- vii. Minimize environmental damage and expedite recovery from catastrophic events;
- viii. Promote the ratification, and implementation of international legal instruments; and
- ix. Provide a clear framework that enables investors to participate in maritime projects to improve growth and competitiveness of the maritime sector through Public Private Partnerships.

3.3.1 Strengthen effective governance and regulatory mechanisms.

3.3.1.1 Policy Statement

In 2012 and 2014 Bangladesh resolved its maritime boundary disputes with neighbouring States. This paved the way to enabling Bangladesh to safeguard its territorial integrity, and realise the full economic and developmental potentials of the nation's maritime domain. The overall aim of reforming the current governance arrangements should be to establish, strengthen, and implement effective governance mechanisms that contribute to the implementation of the Maritime Policy with following measures:

- i. Establish proactive measures to secure, exercise and protect rights and jurisdiction over maritime areas and resources.
- ii. Establish and implement clear coordinated institutional mechanisms for integrated maritime management across relevant sectors such as fisheries, tourism, transport and environment including, where appropriate, partnerships between governments, the private sector and civil society.

- iii. Update national legal frameworks that give effect to international and regional obligations to reflect an integrated approach to planning and management of the Nation's maritime domain.
- iv. Strengthen monitoring, compliance and enforcement initiatives at the national and regional levels.
- v. Implement multiple-use maritime spatial planning and zoning mechanisms for improved planning and control of maritime activities.

3.3.2 Improve awareness on maritime issues.

3.3.2.1 Policy Statement

The care of the maritime environment is the responsibility of everyone. However, lack of awareness and environmental education results in low levels of personal responsibility. Public participation is key to promoting and instituting a duty of care for the maritime environment.

There is also need to make available accurate, timely and documented official information on ocean and inland water governance activities through media coverage, public fora, meetings, discussions and educational campaigns with following measures:

- i. Raise public awareness, understanding and appreciation of the importance of the maritime domain, while accommodating the needs and aspirations of communities through active public participation in the development of new policies.
- ii. Ensure that all citizens have access to information concerning the maritime environment in line with provisions of extant laws.

3.3.3 Enhance regional and international trade performance.

3.3.3.1 Policy Statement

Adequate and knowledgeable manpower is very essential for the attainment of the potentials of the maritime industry. Following measures shall be adopted:

- i. Promote the provision of maritime education and training at all levels, and Continuous Professional Development (CPD) of seafarers in accordance with provisions of Standards of Training, Certification and Watchkeeping (STCW), Convention 1978 as amended.
- ii. Provisions of all necessary maritime training equipment and

facilities in accordance with the STCW requirements.

- iii. Promote the employment of seafarers and decent working conditions in line with the provisions of Maritime Labour Convention (MLC) 2006.
- iv. Promote the funding and undertaking of research studies by maritime universities and other national institutions and encourage technical cooperation in maritime and inland water transportation.

3.3.4 Ensure the competitiveness of Bangladesh's domestic and foreign trade.

3.3.4.1 Policy Statement

All seaborne cargo for seven-sister sub-region of India is destined for Bangladesh. The port cost and procedures for the clearance of goods must be reasonable and user friendly for the nation of attaining the much desired hub status within the sub-region.

The nation's shipping trade is dominated by foreign-flagged vessels/carriers from the developed market economies of Europe. It has become difficult for Bangladesh nationals to be integrated into different areas of the shipping sector as a result of complexity, lack of capacity and huge capital outlay required in shipping.

Bangladesh Shippers are therefore at the mercy of foreign shipping cartels operating in the Bay of Bengal sub-region that increase their tariffs arbitrarily in a way that is detrimental to the competitiveness of the country's imports and exports in the world market. This also results in capital flight and inflation for Bangladesh economy. Following measures shall be adopted:

- i. Implement harmonized shipping charges/tariffs/rates through effective economic regulation.
- ii. Simplify cargo clearance procedures and documentation through automation (single window system) of the cargo clearance processes to make the ports competitive.
- iii. Ensure an effective multi-modal transport system in Bangladesh.
- iv. Provide the enabling environment for effective private sector participation in foreign, coastal and inland water transportation.
- v. Ensure that the Country's Terms of Trade change to Free On Board (FOB) for imports and Cost Insurance and Freight (CIF) for exports.

3.3.5 Ensure the effective implementation and enforcement of national and international safety instruments.

3.3.5.1 Policy Statement

Despite the efforts by government to ensure that vessels coming to our ports comply with international conventions, substandard vessels still visit the Bangladesh ports. There is need to further strengthen the regulatory institutions as well as build capacity across the board to enable them deliver on their mandates. The aim is to eliminate substandard shipping, increase the protection of crew, passengers, cargo and reduce the risk of environmental pollution. Bangladesh action in the field of maritime transport, and in particular maritime safety and protection of the environment, generates significant added value to the international framework (IMO Conventions). The ratification and implementation of IMO instruments into the Bangladesh legal system ensures their enforcement across the nation's maritime domain. Following measures shall be adopted:

- i. Ensure proper manning of vessels by qualified Bangladesh manpower.
- ii. Ensure that all vessels within Bangladesh waters meet the basic safety standards in line with international conventions and domestic legislations.
- iii. Ensure safe navigation of ships within Bangladesh territorial waters without encumbrances.
- iv. Establish full maritime domain coverage through enhanced Search and Rescue (SAR) of the maritime environment.
- v. Develop and promote mutual assistance and cooperation between neighbouring State Parties in the area of maritime safety, security and protection of the marine environment.
- vi. Promote the sharing of best practices among State Parties in the overall management and operation of Maritime Administrations and other maritime entities.

3.3.6 Ensure security within the maritime domain to prevent hostile and criminal acts.

3.3.6.1 Policy Statement

The terrorist attacks of 11th September 2001, and subsequent attacks in Madrid, Paris, London, Brussels and other places, show how vulnerable transport infrastructure is to sabotage. All transport modes now have to find the right balance between providing commercial openness and effective security procedures. In the field of maritime transport, the Government has been active

in recent years, legislating to improve security at ports and at sea to complement international efforts in this important area. The raised threat levels need a global response, and after the terror attacks in the United States, the International Maritime Organisation (IMO) adopted a new Chapter XI-2 in its Convention on Safety of Life at Sea (SOLAS) and the International Ship and Port Facility Security (ISPS) Code. In support, Bangladesh adopted the regulation on enhancing Ship and Port Facility Security. The aim is to protect ships and ports from terrorism; it has incorporated the ISPS Code into Bangladesh law. Following measures shall be adopted:

- i. Establish full maritime domain coverage through enhanced surveillance of the maritime environment.
- ii. Curb piracy and armed robbery within Bangladesh ports and territorial waters.
- iii. Ensure that the Bangladesh Navy intervenes in the protection of the sovereignty of the State and all infrastructure, installations and equipment within the Maritime industry. The intervention shall be in accordance with the extant laws of Bangladesh.

3.3.7 Minimize environmental damage and expedite recovery from catastrophic events.

3.3.7.1 Policy Statement

Maritime oil disasters have proved to have tremendous negative consequences. The environment is affected the most when ships carrying dangerous cargo run into trouble. In recognition of this, the Government is keen to improve the safety of vessels carrying potentially polluting cargo, hence her decision to ban single hull tankers within her maritime area due to the risk of grounding. However, unscrupulous or negligent operators and crew still illegally discharge polluting substances into the sea. To counter this practice, measures have been introduced in Bangladesh to improve port reception facilities for ship waste and cargo residues including marine environmental monitoring. All ports in Bangladesh have been directed to reduce marine pollution by ensuring that they provide adequate waste reception facilities, and by collecting a fee from all ships whether they use the facilities or not, under the polluter pays principle, which gives them an incentive to deliver waste ashore rather than dispose of it illegally at sea. Bangladesh involvement in ballast water and air pollution regulations and climate change issues should reflect on our policy so as to ensure environmental sustainability. The Government has adopted legislation which

imposes stiffer sanctions for ship-sourced pollution. Following measures shall be adopted:

- i. Ensure prevention of oil pollution and management through effective legislation and regulation.
- ii. Reduce greenhouse gas emissions from international shipping.
- iii. Improve the environmental quality of marine waters.
- iv. Manage ship-generated waste and ship dismantling.

3.3.8 Promote the ratification and implementation of international legal instruments.

3.3.8.1 Policy Statement

Bangladesh domestic maritime and shipping legislations are greatly influenced by international conventions and practices. Globalization and the dynamics that have taken place in world shipping and the effect of international conventions have led to Bangladesh development of world class maritime legislation. However, while keeping tab on the ratification and implementation of most conventions, the challenge of implementation has been the bane of the Nation. Following measures shall be adopted:

- i. Put in place mechanisms that will ensure the fast promulgation of legislations that will enhance the maritime industry.
- ii. Strengthen the relevant institutions to ensure effective implementation of applicable conventions.

3.3.9 Provide a clear framework that enables investors to participate in maritime projects to improve growth and competitiveness of the maritime sector through Public Private Partnerships (PPPs).

3.3.9.1 Policy Statement

Put in place monetary and fiscal policies that adequately favour indigenous maritime investments as well as encourage foreign participation. The Government should therefore consider issuance of institutional guarantee on behalf of indigenous investors to financial institutions for the funding of maritime projects while encouraging and promoting a culture of financial discipline for the maritime investors to enable them build up the industry. Following measures shall be adopted:

- i. Facilitate full indigenous participation in the maritime industry.
- ii. Promote objective and sustainable human capacity development for the manning of maritime vessels by Bangladesh.
- iii. Put in place monetary and fiscal policies that adequately favour investments in the maritime industry. In this regard, government will:
 - a. Create an enabling environment for indigenous private shipping companies to acquire vessels;
 - b. Make a special provision for the maritime industry to have access to domestic credits and foreign exchange in an affordable manner;
 - c. Encourage tax relief where and when necessary for indigenous maritime operators;
 - d. Explore the possibility of international funding assistance and cooperation for the indigenous maritime investments;
 - e. Encourage and promote a culture of financial discipline for the shipping companies to enable them build up fleet capacity;
 - f. Encourage invention and innovations, focus on local markets, networking and image building, modal shift from road to rail and water transportation;
 - g. Ensure that the Country's Terms of Trade change to Free On Board (FOB) for imports to Cost Insurance and Freight (CIF) for exports; and
 - h. Encourage Infrastructural and technological development.

4. ADMINISTRATION OF THE POLICY

4.1 DEPARTMENT OF SHIPPING (DOS)

4.1.1 Background

DOS came into existence in 1976 through the merger of Directorate of Shipping and the Controller of Shipping. It is responsible for the regulation of maritime activity in Bangladesh. The department is responsible for safety of inland navigation and issuing registration and annual fitness certificates of the vessels. The statutory obligation of regulating the Maritime Industry in Bangladesh by DOS is based on three (3) relevant national instruments:

- i. Bangladesh Merchant Shipping Ordinance, 1983
- ii. The Inland Shipping Ordinance, 1976
- iii. The Flag Vessel (protection) Act, 2019

The Agency was established primarily for the promotion of Maritime Safety and Security, Protection of the Maritime Environment, Commercial Shipping and Cabotage activities, Shipping Regulations and the administration of Maritime Labour and Seafarers Standards. The Agency also implements applicable domesticated International Maritime Organization (IMO) and International Labour Organization (ILO) Conventions.

4.1.2 Promotion of Maritime Safety and Security, and Protection of the Marine Environment.

4.1.2.1 Policy Statement

The sustainable development of the maritime sector is hinged on the existence of safe, secure and environmentally sound transportation of goods which adhere(s) to acceptable local and international standards. Following measures shall be adopted:

- i. Ensure that all ships operating in Bangladesh waters operate in accordance with local and international maritime safety, security and environmental protection standards.
- ii. Promulgate appropriate legislation to govern safe operation of Bangladesh flagged ships worldwide and foreign ships operating in Bangladesh waters by

enforcing Port State and Flag State control measures.

- iii. Preserve and protect the maritime environment by eliminating pollution from ships and other sources and minimizing the accidental discharge of such substances through the implementation of MARPOL 73/78, other relevant Conventions, Domestic Legislation, Regulations and Guidelines.
- iv. Continue to fulfill international obligations under treaties, multilateral and bilateral agreements regarding maritime security.
- v. Review and update maritime related legislative frameworks in conformity with international obligations and the dynamics of the industry.
- vi. Collaborate with the Indian Ocean Memorandum of Understanding to eliminate sub-standard ships through continued implementation of the Port State Control (PSC) regime for foreign ships calling at Bangladesh ports in line with extant MoUs.
- vii. Ensure the Port State Control (PSC) inspection targets, currently set at 15% of all ships making a port call are met and, ensure that resources required are adequate.
- viii. Ensure effective Search and Rescue mechanism through inter-agency collaboration and synergy.
- ix. Encourage inter-agency synergy in the identification and prompt removal of hazardous wrecks in Bangladesh waters.
- x. Create enabling environment for environment-friendly ship recycling technology.

4.1.3.1 Policy

- i. Promote capacity building of inland ship crew in Bangladesh sea ports in line with the provisions of the MLC and other legislations.
- ii. Ensure adequate welfare and safety of the seafarers and inland crew in line with the appropriate International Conventions, and other domestic regulations.
- iii. Effective collaboration of the port administration with dock workers Union and the labour employers to sustain industrial harmony in the maritime industry.
- iv. Ensure that dock workers and seafarer's employers comply with existing regulations and standards in relation to crewing, wages, safety, welfare and training of dock workers & seafarers at ports and onboard vessels.
- v. Ensure compliance with appropriate regulations and effective sanctioning of violators in accordance with existing legislations.

- vi. Ensure effective registration and regulation of Seafarers, Dock workers, Stevedoring companies, Seafarers employers, Jetties, Terminal operators and offshore platforms and terminals.

4.1.4 Coastal and Inland Shipping

The Coastal and Inland Shipping Ordinance stands on four pillars namely: building, ownership, manning and registration of vessels. The purpose of the Ordinance is to encourage indigenous participation in coastal and inland shipping that will enable her develop and empower indigenous shipping.

4.1.4.1 Policy Statement

The government recognizes the great potentials and benefits of Coastal and Inland Shipping and is resolved to address the constraints to enable the country to fully exploit the benefits of the ordinance. It is therefore the objective of the government to develop and enhance the inland and coastal shipping with private sector participation. The government shall:

- i. Review of the Inland Shipping Ordinance 1976.
- ii. Strengthen the institutions for effective enforcement of the provisions of the Ordinance.
- iii. Encourage inter-agency synergy for effective implementation of the Ordinance.
- iv. Encourage the commitment of government to the strict implementation of the Ordinance.

4.1.5 Maritime Transport

Bangladesh economy is largely dependent on shipping. Approximately 95% of all goods imported to the country arrive by sea and most agricultural and industrial products are exported by sea. Thus, shipping and the supporting infrastructure such as ports and harbours are vital to the economic growth of the country.

If Bangladesh can operate a functional register of international ships, she would derive significant revenue from ships listed on the National Register of Ships. Domestic and regional shipping is also an important maritime activity sustaining socio-economic development in the Country.

The Department of Shipping (DOS) is the maritime administration in Bangladesh.

It directs, coordinates and monitors maritime activities, exercising its competence as a Port State, Flag State, and Coastal State Administration. It is the jurisdictional authority for the investigation of matters relating to maritime disasters and the administrative authority for investigating and sanctioning violations of merchant shipping standards under its jurisdiction.

The Government is committed to promoting regulatory reforms to ensure that access to efficient and competitive shipping services is maintained. The Nation's international economic competitiveness requires that we act in line with international approaches to shipping regulations.

The goal for maritime transport is to have "A Safe, Secure, Clean and Internationally Competitive Maritime Transport Sector".

4.1.5.1 Promote efficient, effective and internationally competitive maritime industry that boosts international trade.

4.1.5.1.1 Policy Statement

The maritime transport sector is critical to the economic development of Bangladesh. It contributes significantly to the country's foreign exchange earnings from both cargo and other shipping activities. Bangladesh also maintains, and wishes to grow, its sea-going shipping fleet. The government shall:

- i. Implement measures to attract ship owners to register their vessels in Bangladesh through a vibrant ship registry that is internationally respected and profitable.
- ii. Promote Bangladesh as a crewing nation by encouraging the hiring of Bangladesh Seafarers.
- iii. Promote the expansion of ship building, repair and maintenance activities to support the maritime sector.
- iv. Facilitate the development of marina facilities to tap into the growing nautical tourism market.

4.1.5.2 Facilitate the expansion of transport demand in areas of exports in the maritime domain.

4.1.5.2.1 Policy Statement

In line with the economic diversification policy of government, the Nation aspires

to develop the potentials of ship building sub- sectors to an enduring height and to add to the Nation's international trade earnings.

4.1.5.2.2 Policy

- i. Ensure effective supply chain management for ship building.
- ii. Promote Bangladesh as a premier cruise ship destination and ensure the provision of effective support services and related infrastructure in addition to a well-defined regulatory framework.
- iii. Institute a long term strategy for the development of a sustainable coastal and marine tourism.
- iv. Promote and support enlightenment programmes to stimulate the development of tourist activities associated with the marine environment and coastal zone.
- v. Adopt measures to ensure that negative impacts of tourism activities are avoided, minimized or mitigated.

4.2 Chattogram, Mongla and Pyra Ports Authority (CPA, MPA & PPA)

4.2.1 Background

The Chattogram, Mongla and Pyra Ports Authority were established by the Act of parliament of in 1976 and 2013 respectively to own, regulate and operate the respective ports in Bangladesh in a safe, secure, efficient and environmentally friendly manner. The need to improve port efficiency through enhanced cargo handling operations in a competitive manner gave birth to the port reforms. This reform has left the port authorities with the status of landlord, technical regulator and provider of infrastructure and marine services while cargo handling operations now resides with the concessionaires.

The essence of the Port Reform was to increase efficiency, productivity and infrastructure at competitive port price. The aforementioned indices have shown improvement but without commensurate reduction in port cost. Security challenges in some port facilities also exist. Institutional framework for the provision of equipment and facilities is also a challenge.

4.2.2 Policy Statement

To make Bangladesh ports the hub in regional and international shipping, demands that the ports should render services that are competitively efficient, reliable, and

flexible yet at minimum port costs. The Bangladesh government is making efforts to improve the security situation within the port areas to make the port seamless and efficient for the flow of cargoes as key policy position of the port policy, so as to create efficient movement of cargo in the supply chain and to achieve reduction of cost of doing business on the shore side of the chain.

4.2.3 Policy

- i. Accelerate the completion of the Port development master-plan that will cover all the Ports and provide the foundation for evolving future policy for the development and operation of the ports.
- ii. Ensure that all ports fulfill requirements regarding depth, width, harbour channel markings and other navigational safety and hydrographic survey requirements.
- iii. Identify changes in transport demand in short, medium and long terms.
- iv. Analyze the extent, nature and location of existing and additional ports to meet expansion requirements.
- v. Facilitate and enhance the expansion of international trade particularly tourism and exports through the ports.
- vi. Streamline the processes of Government Agencies operating within the ports and encourage synergy.
- vii. Build port infrastructure and modern automation systems in response to transport demand with a view to minimizing human contacts in line with international best practices.
- viii. Restructure Bangladesh Ports Authority and properly designate its functions as a landlord through the repeal of the existing legislation , to cover its statutory functions within the entire maritime domain.
- ix. Render customer service delivery that is efficient and a maritime logistics nodal point that is quick, reliable and flexible while maintaining minimum port costs.
- x. Provide and rehabilitate road and rail links to and within the ports, Inland Container Depots and Inland Waterways.
- xi. Promote the expansion of ship repair and maintenance activities to support the maritime sector.
- xii. Promote Public Private Partnership in Port development and operations.

4.3 BANGLADESH NAVY (BN)

4.3.1 Background

The Constitution of Bangladesh charged the Bangladesh Naval Forces with the defence of the nation by sea. These include defence from external aggression, maintaining territorial integrity, suppression of insurrection and acting in aid to civil authorities. The BN is responsible for the maritime aspect of these functions.

Over 95 percent of Bangladesh foreign trade is sea-borne. Threats to Bangladesh maritime environment are broadly categorised as economic, political and environmental. Political threats emanate from maritime boundary disputes, terrorism, militancy, and proliferation of small arms and light weapons, while environmental threats include marine pollution and natural/man-made disasters. On the other hand, economic threats are illegal activities that negatively impact on the economic fortunes of the nation and its people. These include poaching, economic sabotage such as illegal fishing, sabotage of strategic oil and gas installations, kidnapping, piracy and armed robbery amongst others. It is estimated that Bangladesh loses billions of dollars annually to maritime related crimes including illegal fishing. This development has negative economic consequences, if unchecked. The problem of checking these illegal activities in the Nation's waters using available resources is identified as the main challenge to the BN, in conjunction with other agencies.

4.3.2 Policy Statement

The Bangladesh Navy is charged with the responsibility of enforcing and assisting in co-ordinating the enforcement of all customs laws, including anti-bunkering, fishery and immigration laws of Bangladesh at sea, in addition to making of charts and co-ordinating all national hydrographic surveys. To enable her perform these statutory functions, Government needs to provide her with adequate infrastructure, platforms, equipment and manpower to enhance safety and security for improved economy, which is largely dependent on the maritime environment.

4.3.3 Policy

- i. Provide adequate infrastructure, platforms and equipment. These include jetties, patrol vessels and equipment.
- ii. Enhance maritime domain awareness for detection of maritime crimes.
- iii. Prevent infringement and violation, as well as ensure the enforcement of Customs, Immigration, Fishery and Pollution Laws and Regulations.
- iv. Protect the merchant shipping and sea lanes.
- v. Preserve the exclusive right of exploration and exploitation of resources within

the Nation's EEZ.

- vi. Coordinate hydrographic surveys and making of charts for Bangladesh waters and the sub-region in general.
- vii. Prevent marine pollution including but not limited to dumping of toxic wastes in Bangladesh waters.
- viii. Provide adequate funds for the acquisition of jetties, patrol vessels and other equipment for maritime security.
- ix. Encourage and attract patronage for effective utilization of BN shipbuilding and other private repair facilities such as the Naval Dockyard and other private Shipyard in order to promote the local shipbuilding industry.

4.4 BANGLADESH COAST GUARD (BCG)

4.4.1 Background

The Bangladesh Coast Guard (BCG) was established to ensure maritime security, law enforcement, and resource protection in Bangladesh's waters. As a paramilitary force under the Ministry of Home Affairs, the BCG plays a crucial role in safeguarding the country's maritime interests, complementing the efforts of the Bangladesh Navy.

The responsibilities of the BCG include preventing illegal fishing, smuggling, human trafficking, and piracy. It also enforces environmental protection laws, assists in search and rescue (SAR) operations, and supports disaster response efforts in coastal areas. Given Bangladesh's extensive maritime domain, including the Exclusive Economic Zone (EEZ), territorial waters, and inland waterways, the BCG is an essential agency in maintaining law and order at sea.

Illegal activities such as drug trafficking, unauthorized vessel movements, and resource exploitation continue to pose security and economic challenges. The BCG's capacity must be continuously enhanced to counter these threats effectively and to align with international maritime security standards.

4.4.2 Policy Statement

The Bangladesh Coast Guard is entrusted with ensuring maritime security, enforcing national and international maritime laws, and protecting Bangladesh's coastal and marine resources. To fulfill its mandate, the BCG must be adequately equipped, staffed, and technologically advanced to carry out surveillance, interdiction, and enforcement operations efficiently. Strengthening the BCG's capabilities will contribute to national security, economic stability, and sustainable use of marine resources.

4.4.3 Policy

- i. Strengthen operational capacity through the acquisition of modern patrol vessels, surveillance aircraft, and advanced communication systems.
- ii. Enhance maritime domain awareness through integrated monitoring systems, including

satellite surveillance, coastal radar stations, and AIS tracking.

iii. Enforce laws against illegal fishing, smuggling, human trafficking, and other illicit maritime activities within Bangladesh's waters.

iv. Conduct coordinated maritime security operations with the Bangladesh Navy and other agencies to protect national interests.

v. Improve search and rescue (SAR) capabilities to ensure prompt response to maritime accidents, natural disasters, and emergency situations.

vi. Establish and maintain forward operating bases along the coastline to extend BCG's operational reach.

vii. Promote environmental protection by preventing marine pollution, monitoring waste disposal from ships, and ensuring compliance with MARPOL regulations.

viii. Increase public awareness and cooperation with local fishing communities to improve maritime security and sustainable resource management.

ix. Ensure adequate funding and investment in training, technology, and infrastructure development to enhance BCG's operational effectiveness.

x. Strengthen international cooperation and partnerships in maritime law enforcement, security, and search and rescue operations.

4.5 BANGLADESH SHIPPERS' COUNCIL

4.5.1 Background

Bangladesh Shippers' Council was established to provide a platform for the protection of the interests of shippers on matters affecting the shipment of imports and exports to and from Bangladesh and to advise the Government on all matters relating to:

- ✓ freight rates;
- ✓ terms of shipments;
- ✓ class and quality of vessels;
- ✓ port charges and facilities;
- ✓ accessibility and affordability of transport services; and
- ✓ generally on problems of the shipping industry in Bangladesh.

Several reforms have been carried out by Government to transform the Maritime Sector over the years, especially, the Port Reform. The huge expectation that the Port

Reform would lead to cost reduction and efficiency in service delivery has not been met due to the absence of economic regulation.

4.5.2 Policy Statement

The Bangladesh Shippers' Council is charged with the responsibility of protecting the interest of Bangladesh Importers and Exporters, and also serves as an agent for economic development by minimizing and stabilizing transport costs. In addition, it serves as the nation's Ports Economic Regulator to make the ports competitive.

4.5.3 Policy

- i. Institute an effective economic regulatory regime at Bangladesh Ports for enhanced efficiency.
- ii. Address any negative impact of Port Concession activities on the economy arising from the port reforms in order to realize the objectives and dividends of the concession.
- iii. Provide guidelines on tariff setting by regulating all parties in order to guard against arbitrariness.
- iv. Monitor and enforce standards to ensure efficient service delivery in port operations.
- v. Encourage competition and guard against the abuse of monopoly and dominant market position.
- vi. Encourage Private Sector Investment in the Port Sector.
- vii. Ensure cooperation and consultation at regional, continental and international levels to harmonize policies in the areas of maritime, multi-modal and inland waterways transportation.
- viii. Ensure the development of the Land Ports which will serve as consolidation centres of cargo for export/import with neighbouring states, especially India.
- ix. Encourage cargo support policy for active participation of indigenous carriers.

4.6 Bangladesh Inland Water Transport Authority (BIWTA)

4.6.1 Background

The authority was first established in 1958 by the former [East Pakistan](#) government as East Pakistan Inland Water Transport Authority (EPIWTA). It was established for overall

control, management, and development of inland water transports in the entire region. This agency was introduced on October 31, 1958 with the ordinance called the East Pakistan Inland water Transport Authority Ordinance 1958 (E.P. Ordinance, NO LXXV of 1958). Later the government appointed three constituted authority of this institution on November 4, 1958. After [independence of Bangladesh](#) this authority was named as Bangladesh Inland Water Transport Authority.

Due to inadequate physical investment and operational constraints which results in increase in inland ship mishaps. Therefore, there should be a policy framework that will evolve a comprehensive regulation and enforcement to make inland water transport safe and secure.

4.6.2 Policy Statement

An efficient Coastal and Inland Waterways system will relieve pressure on the country's rail and road transport infrastructure as containerized and bulk goods can be transported over long distances at very low rates through water. The energy demand of the waterways is low and the negative effect on the environment is minimal. The use of the waterways for transportation should therefore be encouraged as a matter of policy. Government is therefore committed to increasing the use of the inland waterways as major means of transportation. Inland water transport including ferry services can provide freight and passenger links between coastal and inland waterways communities.

4.6.3 Policy

- i. Improve and develop Inland Waterways for navigation.
- ii. Provide alternative mode of transportation for the transportation of commercial goods and people.
- iii. Provide technical and operational regulations on the Inland Waterways to encourage 24-hour navigation for timely delivery of cargo.
- iv. Ensure the provision of intermodal connectivity with rail and road.
- v. Restructure and strengthen the institutional framework of BIWTA.
- vi. Provide infrastructure, ports warehousing and jetties where necessary in a Public Private Partnership arrangement.
- vii. Strengthen the legal framework to ensure that BIWTA effectively carries out its conservancy functions within its jurisdictions.
- viii. Promote an inland waterways strategy that will provide a framework for inter-agency collaboration.
- ix. Update regularly the hydrographic Surveys of Bangladesh inland waterways for safe navigation and protection of the marine environment.

- x. Carry out river training works and maintenance to prevent flooding and facilitate inland waterways transportation.
- xi. Acquire surveillance system for the inland water security.
- xii. Establish Salvage and Rescue Centres within the inland waterways in order to quickly respond to emergency situations.
- xiii. implement the Inland shipping regulations to enhance safety within the inland waterways.
- xiv. Carry out regular maintenance dredging to guarantee safe navigation.
- xv. Promote the development of domestic ferry services as an alternative transport mode, where practicable.
- xvi. Ensure that appropriate regulations are developed to achieve safe usage of the waterways.
- xvii. Undertake intensive public enlightenment on the use of life saving apparatus.
- xviii. Clear water ways of obstacles like floating logs, fishing nets, abandoned wrecks and derelicts and weeds like water hyacinth.
- xix. Maintenance of the channels by dredging, channel markings with buoys, hydrographic surveys and charting.
- xx. Strengthen the the Inland Waterways Authority and river Police cooperation.
- xxi. Coordinate with other authorities to maintain appropriate air-draft under the bridges.

4.7 Maritime Training Institutes

4.7.1 Background

Bangladesh Marine Academy and the National Maritime Institute were established to provide maritime training in the country. The Institution is designed for the education and training of shipboard officers and ratings as in line with STCW Convention.

As a maritime education and training Institution, the Marine Academy is charged with the responsibility to produce cadet officers for the maritime sector and the National Maritime Institute to produce ratings.

Since 2000 private maritime training institutes were also allowed to provide maritime training and education for officers and rating in the country

However, inadequate infrastructure and equipment, particularly simulators and engineering fitting workshop which are STCW requirements are lacking. Furthermore, securing of berths on-board seagoing vessels for sea training in accordance with STCW has been a serious impediment to ensuring the seamless training of cadets in preparation for the Certificates of Competency.

In 2018 four maritime training centers have been established in four districts of Bangladesh to facilitate wide spread participation in the maritime sector.

4.7.2 Policy Statement

Well-trained, motivated seafarers are essential for the operation of the Bangladesh fleet. Without good quality personnel, ship operations simply cannot be run safely and efficiently. While demand is increasing, there has been an acute shortage of seafarers globally – mainly officers. This shortage is expected to rise considerably if no corrective measures are taken by maritime nations including Bangladesh.

The Government needs to encourage the national maritime training systems to adopt best practices and include measures to raise awareness about seafaring careers especially to support the Oceangoing and inland carriers and to give effect to the relevant Acts.

4.7.3 Policy

- i. Provide opportunities for graduating cadets of Nautical Science and Marine Engineering or related Programmes to have qualifying “Sea- time” to progress to the next level of their career.
- ii. Encourage commercial ship owners through bilateral agreements to offer berths for training of Bangladesh cadets.
- iii. Acquire vessels with private partnership to serve both commercial and training purposes for cadets.
- iv. The Department of Shipping should conduct examination and issue Certificates of Competency for Foreign Going and Certificate of Competency for Inland and coastal master, engineer and driver.
- v. Facilitate Memoranda of Understanding (MoU) with other International Maritime Organisation (IMO) member States’ maritime administrations so that the Bangladeshi certified seafarers could secure employment with such foreign flags.
- vi. Employ and retain qualified Marine Professionals in the Nautical and Marine Engineering Schools.
- vii. Establish MoUs with other Maritime Education and Training (MET) and Research Institutions for exchange of logistics to maintain international standard and raise the quality of products as well as effecting mutual

- recognition of the Academic and Professional Certificates awarded.
- viii. Promote the provision of MET at all levels.

4.8 Bangladesh Maritime University

4.8.1 Background

Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU) was established in 2013, the 37th public university of the country. It is the first maritime University in [Bangladesh](#), the 3rd maritime university in South Asia and the 12th maritime university in the world.

To keep pace with the practical world and to orient the students with maritime domain, BSMRMU organizes the industrial tour, field trip, visit etc. to different domestic and international maritime industries and organizations. The curriculum of master's program of the university has also been designed with mandatory study tour/ field trip to keep the visit effective. In the national boundary, the students used to visit Chittogram Port Authority, Mongla Port Authority, Bangladesh Shipping Corporation, Bangladesh Navy Ships, Freight Forwarding Companies/ Agencies, Pangaon Inland Container Terminal, Inland Container Depot- Kamalapur, Private Inland Container Depots, Department of Shipping, BIWTA, BIWTC, Private Shipping Companies, Private Stevedoring Companies, Private and Govt. owned Shipyard and Dockyard, Ship Breaking Yard, Sea beach, Oceanographic Research Vessel etc. In the overseas tour, the students visit different maritime institutes, organizations, industries etc. in South Asian and Southeast Asian countries.

The execution of current Transport and Logistics research and development remains scanty, uncoordinated and expensive. For Bangladesh to be competitive in the seamless movement of goods and services, research in these areas becomes imperative. Research in Transport should be given significant boost by bringing together relevant stakeholders and improving the coherence of research in the Sector in areas of specific interest and benefit to Bangladesh.

4.8.2 Policy Statement

The Government is committed to supporting transport and logistics research and innovations. Recognizing the fact that an efficient multimodal system is a vital key to the success of the country's business environment, transport operators and their clients want to be sure that multimodal solutions are reliable and efficient to run. Hence, government should be committed to increasing the use of multimodal transport through transport and logistics research.

4.8.3 Policy

- i. Improve the skills and knowledge of Academic Faculty in the maritime university;
- ii. Provide state of the art equipment and facilities necessary for the conduct of transport and logistics research and innovation;
- iii. Approve the establishment of Transport and Logistics Research Development Fund to be sourced from financially independent stakeholders;
- iv. Encourage the conduct of transport and logistics research and innovation relevant to the needs of stakeholders;
- v. Establish a National Transport and Logistics databank for prompt and accurate decision making;
- vi. Serve as a Coordination Centre for the conduct of transport and logistics research and development amongst relevant Institutions;
- vii. Establish online programmes in transport and logistics in order to provide a wider training accessibility to personnel in the industry.

4.9 Bangladesh Petroleum Corporation

4.9.1 Background

Bangladesh Petroleum Corporation (BPC) is a government agency in [Bangladesh](#) to import, distribute and market oil and [petroleum products](#) functioning with four Oil marketing companies, two blending plants and a refinery as its subsidiaries to ensure uninterrupted supply of Petroleum Products throughout the country at a reasonable price thus ensuring energy security for the country.

The BPC is the technical arm of the Ministry of Power, Energy and Mineral Resources (MPEMR) or Ministry of Energy and has the statutory responsibility of ensuring compliance with the Petroleum Laws, Regulations and Guidelines of the oil and gas industry.

Policy Statement

Oil and Gas projects, operations and transportation that cause marine pollution should be properly controlled through effective regulations to prevent their negative impacts or to limit them to an acceptable minimum.

There must be elaborate facilities and processes for surveillance of the marine resources and waterways against operations with polluting potentials and for tracking potential polluters. There should also be procedures for managing activities of foreign-licensed oil and gas marine vessels to ensure compliance with local statutes.

The safety and security of personnel and assets in marine oil and gas operations should be guaranteed. Ageing and disused oil and gas facilities should not be allowed to deface the marine landscape or to cause accidents.

4.9.2 Policy

There is need for the BPC to collaborate and synergize with other Agencies of Government in the Maritime Industry to:

- i. Enforce compliance with relevant Laws, Regulations and Environmental Standards to mitigate the effects of oil and related pollution in the marine environment.
- ii. Review its Regulations, Guidelines and Standards covering the marine sector to ensure that it adequately addresses the dynamic nature of the maritime, and the oil and gas industry.
- iii. Ensure that relevant maritime conventions ratified and domesticated by Bangladesh are incorporated into oil and gas regulations and operations management. Especially with respect to Sulphur content of refined fuel produced by refineries.
- iv. Leverage on the identified strengths and assets of other government maritime agencies to complement its own operational capabilities in managing marine-related activities that have safety, security, polluting or other relevant impact potentials.
- v. Engage in Research and Development into existing complex problems and emerging common areas of maritime relevance for the overall protection and advancement of the Bangladesh maritime resources.
- vi. Review its areas of regulatory overlap with a view to adopting the more beneficial options, keeping in view the respective strengths of the other organizations, to prevent duplication and to reduce overall cost of governance to Bangladesh.
- vii. Strengthen its decommissioning regulations to manage ageing and disused oil and gas facilities located in the marine environment.
- viii. Strengthen the emergency response plan, integrated Search and Rescue (SAR) mechanism.

4.10 Fisheries Management

4.10.1 Background

Commercial fishing activities in Bangladesh and the entire Bay of Bengal are subject to foreign interests. Another challenge is that as a result of poor regulation and oversight, the Bay of Bengal is over-fished. The indigenous participation in the fishing industry is relatively low. Fish is usually sold at landing sites. A proportion of industrial fishing is exported abroad.

4.10.2 Policy Statement

The Department of Fisheries under the Ministry of Fisheries and livestock executes government policy on fishery in Bangladesh. The Government is committed to the conservation and sustainable use of fishery resources for the benefit of the people.

4.10.3 Policy

- i. Promote the sustainable development of the commercial fishing through the development of appropriate regulations for the fishing industry.
- ii. Set in place policies to create easy access to funds to facilitate acquisition of fishing trawlers and equipment by indigenous operators.
- iii. Maintain or restore populations of marine species at levels that can produce the optimal sustainable yields.
- iv. Achieve economic growth through development of underexploited pelagic fisheries and exporting fish.
- v. Preserve rare or fragile ecosystems, as well as habitats, ecologically sensitive areas, spawning and nursery areas.
- vi. Ensure effective monitoring and enforcement with respect to fishing activities.
- vii. Develop capacity for optimizing the catches of large pelagic species inhabiting or migrating through the EEZ.

4.11 Maritime Tourism and Leisure

4.11.1 Background

The maritime tourism sector is yet to become an important maritime economic activity in Bangladesh. A range of economic activities such as yachting, boating and cruising are specific to marine tourism. While many tourists may not venture far from the shoreline, open water activities are on the increase. Yachting and the cruise industry is growing in other maritime nations. Maritime tourism

represents a potential economic activity to Bangladesh. However, if not properly managed, tourism activities can potentially pose significant problems in terms of environmental sustainability.

4.11.2 Policy Statement

Maritime Tourism and the associated leisure are heavily reliant on the maritime environment in terms of cruise ship tourism, beach side hotels and beaches, scuba diving and recreational yachting. The quality and status of the maritime environment therefore has a significant impact on the value of this sector, depending on how tourists perceive the quality of the maritime environment and the experience it offers.

Tourism policy, together with initiatives taken in the overall context of the National Maritime Policy, such as integrated administration, promoting maritime spatial planning, as well as promoting maritime heritage, will provide the basis to support the sustainability and competitiveness of the marine tourism sector.

Government would work with tour and leisure operators and their suppliers to determine the level of contribution that should be made towards the management of the sub-sector. The government shall:

- i. Facilitate the sustainable growth of the marine tourism sector in Bangladesh, whilst providing employment opportunities.
- ii. Promote economic diversification of new and existing marine sectors which can cover tourism activities.
- iii. Promote the socio-economic importance of maritime leisure in Bangladesh.
- iv. Ensure adequate safety, security and clean marine environment in areas of maritime leisure activities.
- v. Promote Private Sector Participation in the development of maritime tourism and leisure.

5. REGIONAL AND INTERNATIONAL OBLIGATIONS

5.1 BACKGROUND

Good relations are essential if the Bangladesh sea lanes and ports are to support international trade. Therefore, Bangladesh strategy is to maintain and improve relations in the context of liberalising, wherever possible, services for maritime

transport, while securing non-discriminatory treatment for Bangladesh ships in foreign ports.

To this end, Government would seek to have bilateral and multi-lateral agreements with countries that allow for mutual access to their market for maritime transport services, and provide the right to establish maritime companies.

Maritime activities are International and dynamic in nature and are guided by Conventions, Protocols and Agreements. They are also driven by International Laws and Standards. To keep abreast with the foregoing, requires informed knowledge as well as meaningful participation in International fora in order to protect Bangladesh maritime interest. Consequently, there is need for membership, regular and effective participation in relevant International bodies and their affiliates.

Bangladesh desires to take part in regular consultations on International maritime policies, especially relating to issues such as market regulations and safety, ensures active participation in International fora such as the International Maritime Organisation (IMO) and the International Labour Organisation (ILO) for the adoption and implementation of the International Conventions on Maritime activities.

5.2 The South Asian Association For Regional Cooperation (SAARC)

The South Asian Association for Regional Cooperation (SAARC) was established with the signing of the SAARC Charter in Dhaka on 8 December 1985. SAARC comprises of eight Member States: Afghanistan, Bangladesh, Bhutan, India, Maldives, Nepal, Pakistan and Sri Lanka. The Secretariat of the Association was set up in Kathmandu on 17 January 1987.

The objectives of the Association as outlined in the SAARC Charter are: to promote the welfare of the peoples of South Asia and to improve their quality of life; to accelerate economic growth, social progress and cultural development in the region and to provide all individuals the opportunity to live in dignity and to realize their full potentials; to promote and strengthen collective self-reliance among the countries of South Asia; to contribute to mutual trust, understanding and appreciation of one another's problems; to promote active collaboration and mutual assistance in the economic, social, cultural, technical and scientific fields; to strengthen cooperation with other developing countries; to strengthen cooperation among themselves in international forums on matters of common interests; and to cooperate with international and regional organizations with similar aims and purposes.

5.3 Transport Networks

There are benefits in regional maritime transport for the SAARC economies by facilitating trade through the greater integration of sea transport with the other modes of transport, whether the state is littoral or landlocked.

The promotion and development of intermodalism within SAARC should thus be of priority as meaningful and sustainable economic growth can be achieved with a network of transport links across the Sub-region.

At the Twelfth SAARC Summit, the Heads of State or Government emphasized that for accelerated and balanced economic growth it is essential to strengthen transportation, transit and communication links across the region.

Subsequently SAARC Regional Multimodal Transport Study (SRMTS) was conducted with the financial and technical assistance of the Asian Development Bank (ADB) in order to enhance transport connectivity among the Member States of SAARC to promote intra-regional trade and travel. SRMTS consisted of two Phases. Phase-I was conducted by the National Consultants of each Member State. Regional Consultants conducted Phase-II.

The Report of the SRMTS was considered by the Thirty-second Session of the Standing Committee (Dhaka, 31 July – 1 August 2006) which emphasized the need to consider and prioritize the important recommendations therein. The Standing Committee also agreed to establish an Inter-governmental Group on Transport at the level of Secretaries, supported by Experts in the relevant sectors. The First Meeting of the Inter-governmental Group on Transport (Islamabad, 28 December 2006), inter-alia, prioritized the recommendations contained in the SRMTS. These prioritizations are under two categories - (i) to be implemented within 1-5 years, (ii) to be implemented within 6-10 years.

The Thirty-third Session of the Standing Committee (New Delhi, 31 March – 1 April 2007), inter-alia, directed that the Inter-governmental Group on Transport should identify and develop sub-regional and regional projects based on the important recommendations contained in the Report of the SRMTS for approval of higher SAARC bodies and that the Inter-governmental Group on Transport may develop the draft regional agreements required for implementing the recommendations of the SRMTS. Further, the Standing Committee decided that the SRMTS should be extended to include Afghanistan.

5.4 SAARC Cargo and Passenger Ferry Service

Asian Development Bank has submitted Feasibility Study Report for SAARC Cargo and Passenger Ferry Service. A Meeting of Expert to deliberate on Feasibility Study Report was held in Colombo on 01-02 December 2015. The meeting was attended by the representatives from India, Sri Lanka, Asian Development Bank, SAARC Development Fund and the Private Sector by invitation. The Meeting decided to evaluate the Ferry & Cargo Service between Sri Lanka and India initially. Maldives, Bangladesh and Pakistan may join at the later stage.

5.5 THE INDIAN OCEAN MEMORANDUM OF UNDERSTANDING (IOMOU) ON PORT STATE CONTROL

Bangladesh is a member of the Indian Ocean Memorandum of Understanding on PSC. The MoU was signed at a Conference held in Mumbai by eighteen States on 17th October, 1997. The meeting was organised by the International Maritime Organisation (IMO) and hosted by the Government of India. It is one of the Ten (10) Regional MoUs established pursuant to IMO Resolution A.682(17) of 1991.

The Indian Ocean Memorandum of Understanding on PSC is the legal document under which countries of the region agreed to develop and implement a common mechanism for the respective Port State Control activities. The main work of IOMOU is harmonization of the PSC procedure and practices of all the countries in the region. It is aimed at eliminating the operation of sub-standard ships within the region thereby ensuring maritime safety, security, protection of its marine environment from pollution and improving the working and living conditions of ship crew. It also aims at facilitating regional cooperation and exchange of information among member States.

The following countries fall within the IOMoU region, namely: [Australia, Eritrea, India, Sudan, South Africa and Tanzania, Mauritius, Srilanka, Iran, Kenya, Maldives, Oman, Yemen, France, Bangladesh, Comoros, Mozambique, Seychelles, Myanmar and Madagascar. The Memorandum came into effect on 1st April 1999.](#)

Bangladesh has a PSC agreement and will continue to support the actualization of the strategic targets of the MoU to ensure that the region becomes unattractive for the operation of substandard ships. The nation will enhance the compilation of comprehensive data on PSC Officers in the sub-region and PSC Inspections. In addition, she will publish reports of Port State Inspections and harmonization of Port State Inspection procedures and practices.

5.6 The Regional Cooperation Agreement on Combating Piracy and Armed Robbery

The Regional Cooperation Agreement on Combating Piracy and Armed Robbery against ships in Asia, abbreviated as ReCAAP or RECAAP, is a [multilateral agreement](#) between 16 countries in [Asia](#), concluded in November 2004 and includes the RECAAP Information Sharing Centre (ISC), an initiative for facilitating the dissemination of [piracy](#)-related information.

5.7 Spatial Development Initiatives (SDI) and Development Corridors

Maritime transport is a component of intermodalism and is linked with other transport chain and needs to be closely integrated into the “Regional Development Corridors” (RDCs).

The government will engage the maritime transport industry to determine the feasibility and benefits of development corridors based on shipping as the primary mode of transport.

5.8 Regional Maritime Integration

Advances in marine technology are making the wealth of the sea increasingly available to mankind. The sea thus has the potential to make an enormous contribution to the economic growth, job creation and poverty alleviation in Bangladesh.

The technology required to explore and exploit the wealth of the sea is currently beyond the reach of most countries in the region. However, good governance of the adjacent seas would at least ensure that the countries of the region benefit from maritime industries, both ashore and offshore. It is in the region’s interest that the Bay of Bengal be properly governed. The absence of good governance in the region reduces the maritime wealth of the region.

5.9 Strengthening Bangladesh Negotiating Position

The balance of market forces between Bangladesh and foreign shipping companies is loaded in favour of the latter. This Maritime Transport Policy seeks to strengthen Bangladesh negotiating position regarding the services offered, the tariffs and costs.

The Ministry of Shipping (MOS) shall in conjunction with relevant Government Departments, evolve a negotiating position within the International Global Climate, International Financial and Trade Institutions to promote the nation’s position through its competitive tariff base as an attraction for Foreign Direct Investment (FDI).

The National carrier shall have exclusive right to the carriage of export and import

cargo belonging to the , States and Local Governments, including and State owned companies and Agencies.

5.10 International Arrangements and Organizations

As a developing nation, the Bangladesh maritime industry relies on developed countries through technical cooperation agreements to promote her maritime interests. These could take the form of bilateral and multi-lateral engagements or in the broader context of the IMO. Such cooperative agreements have been signed and ratified in the past.

6. IMPLEMENTATION STRATEGIES OF THE POLICY

6.1 General Approach

Management of maritime activities already exists in Bangladesh, whether adequate or not. A key to successful implementation of the National Maritime Policy (NMP) is to build on what already exists — improving the management and making it more efficient and effective. A key step, therefore, in the implementation of the NMP is to compare the status quo with the vision and objectives defined in this policy. In particular, this will focus on institutional and legal arrangements needed to fulfill the policy objectives.

Implementation of the National Maritime Policy requires an orderly process of planning and assessment, consultation and collective decision making, policy making, coordination and management. Implementation of the policy must be guided by a high level government commitment. This is required to ensure the necessary political engagement and to establish effective coordination mechanisms with other competent entities and the community in general. Considering this context and the critical importance of integration in the management of oceans, it is clearly necessary to modify the present institutional structure.

An important step therefore will be the establishment of an effective multi- sectoral institutional framework, within existing organizational structures, to enhance the implementation of the policy.

6.2 Institutional Strategies

An important first step in the process is the constitution of a National Maritime Council (NMC). Such a body must be explicitly mandated to take on this role and to provide a

coordination role among all national agencies with a mandate for the management of ocean space and resources. The NMC should be adequately funded.

The Committee would consist of representatives drawn from relevant Ministries and regulatory agencies.

The main tasks of the NMC will be to:

- i. Coordinate, monitor and evaluate the implementation of the National Maritime Policy with other cross-cutting strategies, planning instruments, actions, measures and programmes related to maritime affairs; and
- ii. Stimulate the participation of Public and Private Institutions, Governmental and Non-Governmental Organizations (NGO), and Civil Society in the implementation of the National Maritime Policy.

6.2.1 Private Sector

The development of an integrated ocean governance framework should aim to promote the development of Public Private Partnerships and standards that will support existing and emerging ocean industries to ensure the conservation and sustainability of ocean resources.

Some of the private sector activities include commercial and sport fishing, aquaculture, boat maintenance, oil and gas exploration and exploitation, marine aggregate extraction, tourism and recreation, boating, marine transportation and ports, marine navigation and communications.

6.2.2 Civil Society

There are also Non-Governmental Organizations, Interest Groups and Academics with a wealth of expertise that can provide informed advice on matters such as economic, environmental and social issues, science and technology, community living, jobs and growth, and public education. The ocean governance framework should actively encourage the participation of these groups and individuals in its evolution and implementation.

6.2.3 Broader Community Based Participation

Local communities should be encouraged to participate in planning and management strategies and share responsibility for the management of ocean resources. As such, the public should have sufficient opportunities for informed community contributions to decisions and management. Ocean management

decision making should be open for public scrutiny.

6.3 STRATEGIC ACTION PLAN

The purpose of this Strategic Action Plan is to propose the next series of actions that would materialize the vision and strategy for Bangladesh maritime future. It contains a number of short, medium and long term actions designed to enhance the implementation of the objectives of the National Maritime Policy.

The Strategic Action Plan is designed to serve as a guide for implementation rather than as a prescriptive work plan. However, it is expected to contribute to sector specific work plans in different government agencies, to help direct the work they undertake on behalf of the Government of Bangladesh.

A. Establish, Strengthen and implement effective governance and regulatory mechanisms to secure rights to the Nation's maritime sovereignty and resources.

The Government of Bangladesh will:

Action Plan 1: Establish a National Maritime Council (NMC) to serve as a high-level advisory body to the Minister responsible for Shipping. The NMC shall be composed of senior representatives of the Ministries in charge of Maritime Affairs, Fisheries, the Environment, Defence, Foreign Affairs, Energy, Tourism, Customs, and relevant Civil Society.

Action Plan 2:

Action Plan 3: Promote an integrated approach to development and management of marine resources across relevant sectors such as fisheries, transport, tourism, seabed use, minerals and environment, through harmonized institutional and legal instruments.

Action Plan 4: Develop and enforce marine zoning and spatial planning mechanism for improving management of maritime space to achieve economic development and environmental protection.

B. Engage civil society and other stakeholders to improve awareness on maritime issues

The Government of Bangladesh will:

Action Plan 5: Support and promote strategies to build public awareness of the importance of the sea and its resources, protection of the marine environment and collaborate to find environmental and sustainable development solutions.

Action Plan 6: Establish a process to identify and stimulate participation of local communities and local industries in planning and management strategies and share responsibilities for the management of marine resources.

Action Plan 7: Promote and adopt strategies that create opportunities for the sustainable development of women in the maritime sector.

C. Enhance wealth creation, regional and international trade performance through maritime capability and capacity building in a sustainable manner.

The Government of Bangladesh will:

Action Plan 8: Maintain maritime education and training system that provides quality knowledge and skills to Bangladesh and secure training berths necessary for the acquisition of the required competency and certification for employment on board foreign going vessels.

Action Plan 9: Provide the human and material resources required for standard national maritime education and training system in accordance with the STCW minimum requirements.

Action Plan 10: Ensure that the employment of Bangladesh seafarers is done in accordance with the MLC 2006 requirements and put in place adequate mechanism for their CPD as stipulated by STCW Convention.

Action plan 11: Provide adequate funds for the conduct of research by academic institutions, in multimodal transport, innovations, development and supply chain management.

Action Plan 12: Create and maintain National Transport Data Bank for the collection, collation, analysis and storage of maritime and logistics information for policy decisions.

Action Plan 13: Support and promote strategies to build technical capacity among decision makers and resource managers on maritime issues.

D. Ensure the competitiveness of Bangladesh domestic and foreign trade through innovative, efficient, reliable and integrated maritime supply chain systems.

The Government of Bangladesh will:

Action Plan 16: Ensure the full implementation of the Single Window System and other trade facilitation instruments in the ports to fast-track cargo documentation and clearance.

Action Plan 17: Develop necessary infrastructure required for efficient multi-modal transport system in Bangladesh through a network of functional road, air, rail and inland waterways system across the country.

Action Plan 18: Provide enabling environment that will promote PPPs in national and international maritime transport activities.

Action Plan 19: Promote the use of CIF for export and FOB for import for all international trade transactions.

E. Ensure implementation and enforcement of national legislation and international safety instruments in maritime transportation systems

The Government of Bangladesh is committed to:

Action Plan 20: The ratification, implementation and enforcement of all maritime safety conventions on all vessels within her territorial waters.

Action Plan 21: The establishment of an efficient ship registry and to ensure that all vessels flying her flag meet the minimum manning requirements by qualified and certificated personnel.

Action Plan 23: The provision of well-equipped and functional Search and Rescue (SAR) Centres operated by qualified and experienced personnel at strategic locations within her maritime domain in line with the global requirements.

Action Plan 24: The promotion of regional and international technical cooperation and collaboration on safety, security and marine environmental protection issues for effective implementation and enforcement that will meet the expectation of the global maritime community.

Action Plan 25: The encouragement of best practices in management and operation of maritime administration activities within her territorial waters.

Action Plan 26: The empowerment of the Department of Shipping, BIWTA and other

relevant agencies with all the human and material resources required to make the inland waterways functional in a safe, secure and environmentally clean manner for sustainable operations and management.

Action Plan 27: The establishment of inland vessel survey stations in major riverine districts to ensure an effective survey and certification system.

F. Ensure security within the maritime domain to prevent hostile and criminal acts and coordinate the prosecution of offenders

The Government of Bangladesh will:

Action Plan 28: Provide adequate support for the maintenance of maritime sovereignty and security and enforcement of relevant laws to make surveillance and enforcement of marine activities more effective.

Action Plan 29: Promote national and international collaboration to prevent illegal activities and threats to maritime security as well as enforce national and international obligations within her territorial and inland waters.

Action Plan 30: Coordinate existing resources held by the various agencies with competencies in surveillance and enforcement with the aim of optimizing their use and effectiveness.

Action Plan 31: Support capacity building initiatives to strengthen monitoring, surveillance and enforcement capabilities within her maritime domain.

G. Minimize environmental damage with updated emergency response plan.

The Government of Bangladesh will:

Action Plan 32: Accede to and implement all relevant international and regional instruments for the protection of the marine environment.

Action Plan 33: continuously review legislations, regulations and guidelines on marine environmental protection, and harmonize legislations and regulations.

Action Plan 34: Identify a national coordinating agency for synergy with an organizational structure and lines of communications on emergency issues relating to oil spillage and facilitate consultation with stakeholders and local communities.

Action Plan 35: Promote coordination and collaboration amongst relevant Agencies to

create greater capacity by pooling resources to avoid duplication and reduce costs on environmental issues.

Action Plan 36: Ensure that oil and gas exploration, exploitation, storage, handling and transportation activities strictly comply with the requirements of the MARPOL convention and all other relevant legislations.

H. Promote the ratification, and implementation of international legal instruments

The Government of Bangladesh will:

Action Plan 37: Ensure that all relevant conventions are ratified, and implemented.

Action Plan 38: Empower all relevant agencies with the human and material resources needed for effective enforcement of all maritime conventions within her maritime domain.

I. Provide a clear framework that enables investors to participate in maritime projects to improve growth and competitiveness of the maritime sector through Public Private Partnerships.

The government of Bangladesh will promote indigenous participation in all maritime activities through the:

Action Plan 43: Facilitation of access to funds for the acquisition of vessels.

Action Plan 44: Provision of tax incentives and subsidies to enable local investors compete favourably with foreign maritime operators.

Action Plan 45: Attraction of international funding, technical partnership and cooperation on maritime activities in the country.

Action Plan 46: Encouragement of joint ventures and investment in maritime projects.

Action Plan 47: Promotion of the transfer of technology in the maritime industry.

Action Plan 48: Strict enforcement of the Cabotage by empowering her citizens through favourable institutional and regulatory mechanisms.

Action Plan 49: Promotion of maritime tourism activities using the PPP model in-order to harness the socio- economic potentials of the subsector for the benefits of Bangladesh.

6.4 Time Frame for Implementation of the Strategic Action Plan

S/N	Action Plan	Organization(s) Responsible	Timeline
1	Establish a National Maritime Coordination Committee (NMC) to serve as a high-level advisory body to the Minister responsible for Maritime Affairs.	MOS DOS	Immediate
2	Negotiate, agree and delimit maritime boundaries with all neighbouring states bilaterally and in accordance with the UNCLOS	BN, MOFA (MAU)	Immediate /On-going
3	Promote an integrated approach to development and management of marine resources across relevant sectors such as fisheries, transport, tourism, seabed use, minerals and environment, through harmonized institutional and legal instruments.	MOS MOLF DOS	Short Term
4	Develop and enforce marine zoning and spatial planning mechanism for improving management of maritime space to achieve economic development and environmental protection	BN NMC	Short-Term
5	Enforce immediate decommissioning of non-functional offshore oil and gas facilities for mutual and sustainable use of the marine environment by all stakeholders.	MOS NMC	Immediate Term/On-going

6	Support and promote strategies to build public awareness of the importance of the sea and its resources, protection of the marine environment and collaborate to find environmental and sustainable development solutions	NMC DOS	Short-Term/On-going
7	Establish a process to identify and stimulate participation of local communities and local industries in planning and management strategies and share responsibilities for the management of marine resources.	MOS DOS BN NMC	Short –Term/ on-going
8	Promote and adopt strategies that create opportunities for the sustainable development of women in the maritime sector.	MOS DOS NMC	Short-Term
9	Set up a maritime education and training system that provides quality knowledge and	MOS DOS	Short-Term
	skills to Bangladeshs and secure training berths necessary for the acquisition of the required competency and certification for employment on board domestic and foreign going vessels.		
10	Provide the human and material resources required for standard national maritime education and training system in accordance with the STCW minimum requirements	MOS DOS NMC	Short-Term

11	Ensures that the employment of Bangladesh seafarers is done in accordance with the MLC 2006 requirements and put in place adequate mechanism for their CPD as stipulated by STCW Convention.	MOS DOS NMC	Short-Term
12	Provide adequate funds for the conduct of research by academic institutions, in multimodal transport, innovations and development, and supply chain management.	MOS DOS NMC	Short-Term
13	Create and maintain an accessible and sustainable National Transport Data Bank for the collection, collation, analysis and storage of maritime and logistics information for policy decisions.	MOS DOS NMC	Short-Term
14	Support and promote strategies to build technical capacity among decision makers and resource managers on maritime issues.	MOS DOS NMC	Short-Term
15	Establish and maintain a well-trained and motivated Dock Labour System that will guarantee high and competitive port productivity as expected in the port reform.	MOS DOS NMC CPA MPA PPA	Immediate Term/on-going

16	Empower the designated Agency to serve as the port economic regulator for harmonized and sustainable port charges that will make business in Bangladesh ports more efficient and more competitive in relation to ports in the Bay of Bengal sub-region.	MOS DOS NMC CPA MPA PPA	Short-Term
17	Ensure the full implementation of the Single Window System and other trade facilitation instruments in the ports to fast-track cargo documentation and clearance.	MOS DOS NMC CPA MPA PPA	Short-Term
18	Develop necessary infrastructure required for efficient multi-modal transport system in Bangladesh through a network of functional road, air, rail and inland waterways system across the country.	MOS DOS NMC CPA MPA PPA	Short-Term
19	Provide enabling environment that will promote PPPs in national and international maritime transport activities	MOS DOS NMC	Short-Term
20	Promote the use of CIF for export and FOB for import for all international trade transactions.	MOS DOS NMC CPA MPA PPA	Short-Term
21	The ratification, implementation and enforcement of all maritime safety conventions on all vessels within her territorial	MOS DOS NMC	Short-Term

	waters.		
22	The establishment of an attractive and competitive ship registry and ensure that all vessels flying her flag meet the minimum manning requirements by qualified and certificated personnel.	MOS DOS NMC	Short-Term/on-going
23	The provision of requisite pilotage complements and other safety equipment, facilities and channels necessary for safe navigation of vessels along her port channels with zero tolerance for accidents and delays.	MOS DOS NMC	Short-Term/on-going
24	The provision and sustenance of well-equipped and functional Search And Rescue (SAR) Centres operated by qualified and experienced personnel at strategic locations within her maritime domain in line with the global requirements	MOS DOS NMC BN	Immediate Term/on-going
25	The promotion of regional and international technical cooperation and collaboration on safety, security and marine environmental protection issues for effective implementation and enforcement that will meet the expectation of the global maritime community.	MOS DOS NMC BCG	Immediate Term
26	The encouragement of best practices in management and operation of maritime administration activities within Bangladesh territorial waters.	MOS DOS NMC	Immediate Term

27	The empowerment of the designated agency with all the human and material resources required to make the inland waterways functional in a safe, secure and environmentally clean manner for sustainable operations and management.	MOS DOS NMC BIWTA	Short Term
28	Provide adequate support for the maintenance of maritime sovereignty and security and amend relevant laws to make surveillance and enforcement of marine activities more effective.	MOS DOS NMC BN BCG	Short Term
29	Promote national and international collaboration to prevent illegal activities and threats to maritime security as well as enforce national and international obligations within her territorial and inland waters.	MOS DOS NMC BN BCG BIWTA	Short Term
30	Coordinate existing resources held by the various agencies with competencies in surveillance and enforcement with the aim of optimizing their use and effectiveness.	MOS DOS NMC	Short Term/On-going
31	Support capacity building initiatives to strengthen monitoring, surveillance and enforcement capabilities within Bangladesh maritime domain.	MOS DOS NMC	Long Term
32	Accede to and implement all relevant international and regional instruments for the protection of the marine environment.	MOS DOS NMC CPA MPA PPA	Short Term

33	Review existing legislations, regulations and guidelines on marine environmental protection and harmonize conflicting legislations and regulations.	MOS DOS NMC	Short Term
34	Identify a national coordinating agency for synergy with an organizational structure and lines of communications on emergency issues relating to oil spillage and facilitate consultation with stakeholders and local communities.	MOS DOS NMC BCG	Short Term
35	Promote coordination and collaboration amongst relevant Agencies to create greater capacity by pooling resources to avoid duplication and reduce costs on environmental issues.	MOS DOS NMC	Short Term
36	Ensure that oil and gas exploration, exploitation, storage, handling and transportation activities comply with the requirements of the MARPOL convention and all other relevant legislations.	MOS DOS NMC CPA MPA PPA	Immediate Term/on-going
37	Ensure that all relevant conventions are ratified, domesticated and implemented.	MOS DOS NMC	Short Term
38	Empower all relevant agencies with the human and material resources needed for effective enforcement of all maritime conventions within her maritime domain.	MOS DOS NMC	Immediate/on-going
39	Domesticate and implement all conventions relating to transit	MOS DOS NMC	Short Term

	of goods to landlocked countries		
40	Promote the implementation of bilateral and multi-lateral agreements, MoUs between Bangladesh and her landlocked neighbours in order to enhance trade	MOS DOS NMC CPA MPA PPA	Short Term
41	Provide efficient transport connectivity to facilitate the transportation of transit cargo to landlocked neighbouring countries.	MOS DOS NMC CPA MPA PPA BIWTA	Short Term
42	Ensure the full implementation of the dry ports projects to serve landlocked countries and consolidate the Nation's cargo for export.	MOS DOS NMC	Short Term
43	Facilitation of access to funds for the acquisition of vessels.	MOS DOS NMC	Short Term
44	Provision of tax incentives and subsidies to enable indigenous investors compete favourably with foreign maritime operators.	MOS DOS NMC NBR	Short Term
45	Attraction of international funding, technical partnership and cooperation on maritime activities in the country.	MOS DOS NMC	Short Term
46	Encouragement of joint ventures and investment in maritime projects.	MOS DOS NMC	Short term
47	Promotion of the transfer of technology in the maritime industry.	MOS DOS NMC	Short Term
48	Strict enforcement of the Cabotage Act by empowering Bangladesh citizens through favourable institutional and regulatory mechanisms.	MOS DOS NMC BN BCG BIWTA	Short Term

49	Promotion of maritime tourism activities using the PPP model in-order to harness the socio-economic potentials of the subsector for the benefits of Bangladesh	MOS DOS NMC	Medium Term
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KEY:

Immediate (I) - **6 months to 1year**

Short Term (ST) - **1 to 3 years**

Medium Term (MT) - **3 to 5 years**

Long Term (LT) - **5 years and above**

BN - **Bangladesh Navy**

MOFA (MAU) - **Ministry of Foreign Affairs (Maritime Affairs Unit)**

MOS - **Ministry of Shipping**

MOLF - **Ministry of livestock and Fisheries**

DOS - **Department of Shipping**

NMC - **National Maritime Council**

BCG - **Bangladesh coast Guard**

CPA - **Chattogram port Authority**

MPA - **Mongla port Authority**

PPA - **Payra port Authority**

BIWTA - **Bangladesh Inland Water Transport Authority**

NBR - **National Board of Revenue**

7. REVIEW AND CONCLUSION

7.1 Review of Policy

Economic development will lead to changes in demand and supply which may in turn result in change of priorities and require new strategies and policy initiatives. Consequently, the National Maritime Policy will be reviewed at the first instance in Three (3) years and afterwards every five (5) years to take into account new economic conditions, emerging trends and technology. The Policy review will undertake the consultative approach with all relevant stakeholders as projected in this Policy.

7.2 Conclusion:

Bangladesh as a littoral State has an economy that is largely dependent on its maritime transport resources. This National Maritime Policy (NMP) contains a set of Aspirations, Goals and Purpose, Guiding Principles, Strategic Objectives, Sectional Issues, Regional and International Imperatives and Implementation Strategies, with a vision to develop a safe, secure, clean marine environment and efficient integrated global maritime network for the socio-economic development and diversity of Bangladesh economy while targeting the achievement of a maritime hub in the Bay of Bengal sub-region.

Finally, this policy document is therefore intended to be an evolving process in which its implementation will take cognizance of the volatile economic realities of the times when they arise. Ultimately, a policy review will be undertaken when due.