

Bangladesh Ship Building Industry: Aims to fly high.

Introduction:

Bangladesh is a maritime nation with 9000 sq km of territorial waters. It lies at the apex of the Bay Of Bengal and has 700 rivers. Today there are 34,000 inland vessels, 700 coastal vessels, 60 merchant ships and 180 trawlers on the rivers and seaways. Approximately 90% of all import and export is transported by sea.

Shipbuilding is an important industrial, economic and nation building sector of Bangladesh. More than 150000 skilled and semi-skilled workers are employed in this labor-intensive sector. All inland and coastal ships are constructed in Bangladeshi ship yards.

Now a days, Bangladesh is exporting new ships to EU market specially we delivered to Denmark, Finland, Germany a good number of ship. Besides a good number of Shipbuilding orders from Germany, Netherlands, Denmark are in line to be delivered. About a dozen of our shipyards are capable of making ships about 10000 dwt as per international standard whereas three of those performance are highly appreciated. Govt has declared shipping industry as thrust sector in the country to attract multinational companies to order new ships to build from Bangladesh.

Man-hour and Productivity for Bangladeshi Shipyards:

After detail analysis and calculation, the productivity of Bangladeshi shipbuilding labor average hourly charge in Bangladesh is US\$ 01 only which is the lowest in the world. Following are the comparison nationwide:

DIFFERENT RELATIVE LABOUR RATE:

COUNTRY	RATE	COUNTRY	RATE
BANGLADESH	0.45	CANADA	11.0
INDIA	1.00	JAPAN	12.0
CHINA	1-2	ITALY	13.0
SINGAPORE	3.0	FRANCE	13.0
HONGKONG	3.0	DENMARK	13.0
TAIWAN	3.0	NORWAY	14.0
SOUTH KOREA	6.0	SWEDEN	14.0
U.K.	10.0	FINLAND	15.0
USA	10.0	GERMANY	15.0

Establishing joint ventures and technology transfer: Opinion of different Shipbuilding nation:

What Denmark saying:

Authorities of the Danish Embassy have said that at least nine Danish entrepreneurs are working on establishing joint ventures to develop deck equipment, windows, generators, hydraulic systems and marine electrical equipment in this Asian country. Moreover, some Danish Naval architect firms are apparently also considering the setting up of design houses to help Bangladesh shipyards develop their own design, thus saving around 10% of production costs. Similarly, German, Dutch, Swedish businessmen who visited the country this year expressed their willingness to enter into joint ventures for setting up hi-tech engine and generator industries.

WHAT SOUTH KOREA (A LEADING SHIPBUILDING NATION) SAYING:

From Korea Times: Shipbuilding Industry Taking Off in Bangladesh



Professor Chun Ho-hwan, fourth from right, and his delegates listen to an official of Ananda Shipyard Ltd., one of Bangladesh's leading shipbuilding companies. / Courtesy of Prof. Chun Ho-hwan

Professor Chun Ho-hwan: Bangladeshi Ambassador to Shahidul Islam visited me at the Advanced Ship Engineering Research Center (ASERC) at Pusan National University (PNU) to find a way of establishing a long-term and mutually beneficial collaboration in the shipbuilding sector between Korea and Bangladesh. At his request, I paid a short visit to Bangladesh on Oct. 12 and 13 last year. In order to understand the shipbuilding related academic and industrial environment, I visited two leading shipyards namely Western Marine Services (WMS), and Ananda Shipyard and Slipways (ASSL), as well as the Department of Naval Architecture & Marine Engineering (NAME) at Bangladesh University of Engineering and Technology (BUET) and Bangladesh Marine Academy.

Prospect Shipbuilding in Bangladesh:

The cost of labour in ship building is typically around 20-30% of the total ship manufacturing costs, so with the lower labour costs in Bangladesh it is estimated that the overall investment cost in the country's ship building industry will be 15% lower than in other ship building nations. I would like to mention that the majority of the workers in Singapore shipyards are from Bangladesh. there are four mandatory conditions in order to produce ocean-going vessels: international standard shipbuilding practice, quality management system, coastal and riverine country, and infrastructure with proper sheds and skilled manpower. Bangladesh scores full marks on all these counts.

Bangladesh is currently able to supply only 10% of the necessary components for building exportable ships, but the contribution to domestic inland and coastal vessels manufacturing is around 40%. With joint cooperation to arrange right training and partnership it is assumed that 40% components could be reached within short time for exportable ships and for inland vessels this could be easily increase to 70%Market for the components and services should not be limited to Bangladesh. Engagement in low cost Bangladesh opens new market opportunities in neighboring shipbuilding countries and within related areas as components and machineries etc.

The impending foreign cooperation with Bangladesh by countries like Denmark, Germany, Netherlands, specially the neighboring shipbuilding countries like China, Korea and Japan may pave a rewarding long term shipbuilding prospects and thus safer seas and very much possible to cut 10% to 15 % costs to build new ships. With a strong injection of technology transfer the country has the potential to become a hub of the shipbuilding industry based partly on its cheap labor force and already existent domestic ship manufacturing SMEs.

Meghnaghat-based Ananda Shipyard and Slipways Ltd (ASSL) emerged in 1999 with 80,000 square metre (or 20 acres) of total area and Chittagong-based Western Marine Shipyard Ltd (WMSL) formed in 2002 with 40,000 square metres and Highspeed Shipbuilding & Engineering Co which formed in 1961, said they signed agreements and received foreign orders, with a combined worth of around USD 600 million. There are currently only three shipyards receiving international orders.

20 CLASSED VESSELS HAVE BEEN DELIVERED TO INTERNATIONAL BUYERS WITHIN THE LAST YEARS...



STELLA MOON, produced for Stella Shipping, Denmark By Ananda shipyard. 2900 dwt MULTIPURPOSE CARGO VESSEL



CUACUA, produced for the Government of the Republic of Mozambique by Ananda Shipyard. Landing Craft Service Range V + MCY.



MASSIQUE, 3 identical ships produced for the Government of the Republic of Mozambique by Ananda Shipyard. Water Taxi, Service Range V+MCY



MPFUMU, produced for the Government of the Republic of Mozambique by Ananda Shipyard. Passenger Ship, Ro-Ro Ship + MC



STELLA MARIS, produced for Stella Shipping, Denmark By Ananda Shipyard



MACHANGA, produced for the Government of the Republic of Mozambique by Ananda Shipyard. Passenger Cargo Ship + MC



SHAPLA, produced for Terres Des Hommes, Holland by Ananda Shipyards. Hospital Boat



2 identical ships produced for the Maldives by Ananda Ahipping. Maldivian Dohani Cargo Boat

The buyers are from all over the world.



Cambridge Maritime College-A new horizon in Bangladesh:

CMC is approved by Director General of Shipping, Bangladesh to provide Higher National Diploma-HND in Shipbuilding, Ship Design and Naval Architects, Shipping and Logistic Management, Shipping and Transport Management, Nautical Science, Marine Engineering and several shipping related subjects. These qualifications is accredited by Maritime and Coastguard Agency-MCA-UK and the certification awarding body is Scottish Qualifications Authority- SQA-UK and BTEC from Edexcel-UK.CMC is certified by DNV for Quality Management System-QMS of maritime certification and training that complies with IMO STCW-1978 and as amended. Corporate Partnership: The Royal Institute of Naval Architects-RINA-UK has elected CMC as CORPORATE PARTNER.

Membership: CMC is educator member of GlobalMET-Global Maritime Education and Training Association, IMLA-International Maritime Lecturers Association, NMEA-National Marine Educators Association-USA, CMA-Connecticut Maritime Association-USA.

The Ministry of Education and Ministry of Shipping, Bangladesh have approved MCA-UK 21 shipping courses to conduct in Bangladesh. These are pioneer in Bangladesh. CMC would like to produce 1000 Cadets and 1000 shipbuilding Engineers from 2012. We will be shifted in our permanent campus in 2012. In this circumstances, I would like to draw all of your attention, if CMC get your rewarding cooperation, we will be able to ensure safer seas and will be able to provide you dedicated, qualified and experienced productive manpower to build Hi-tech and Digital Ship. Still keep it mind, our qualified work force would be low costs than others.

It would be my great pleasure if I be able to assist you any way and if you feel free to contact me for further query.

CMC CADETS:

- * Are able to perform ratings job
- * Have absolutely no dietary prohibitions
- * Possess a good command of the English language
- * Expect only reasonable pay
- * Tolerate all religions/cultures
- * Qualified and Highly trained Naval Architects and Shipbuilding Engineers.

Accredited by:



DG Shipping
Bangladesh



UK



NORWAY



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The Ministry of Education

The Ministry of
Education

Thanking you for your anticipation.

Khorshed Alam

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Bangladesh