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MARITIME CAMPUS

A QUARTERLY MAGAZINE OF
BANGABANDHU SHEIKH MUJIBUR RAHMAN
MARITIME UNIVERSITY, BANGLADESH

Sea wide open: Studying NAOE at BSMRMU, Bangladesh

Resonance- an obligatory trait of modern leadership

Youth unemployment and national security

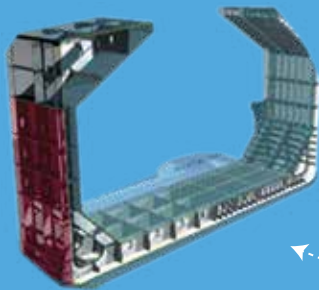
The Blue Economy Conference:
Aiming at sustainable development



GREEN SHIP

'Green ship' is a name given to any sea-going vessel that contributes towards improving the present environmental condition in some way or the other. The word 'green' in 'Green Ship' signifies the green cover of the earth, which is, unfortunately, reducing as a result of the increase of human intervention in environmental activities. International Maritime Organisation (IMO) has been intensifying their efforts in environmental rule-making in recent years. This no doubt drives the entire industry in an inevitable direction – to greener, cleaner solutions. As a result, ships and ports are demanded to be more 'green' these days.

Sandwich Plate
Helpful in green recycling of ships



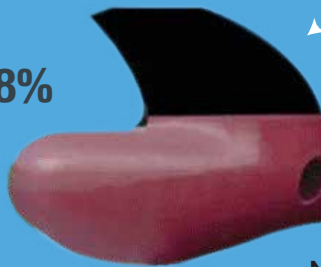
Kite-Sail System
Can reduce fuel consumption by **20-40%** annually



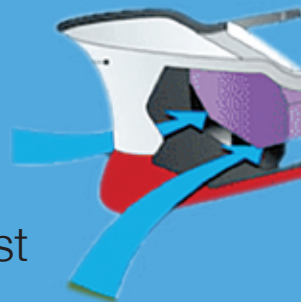
Rig-Sail System
This sybrid system can save fuel up to **30%**



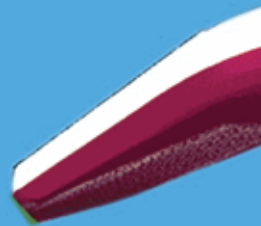
Improved Hull Paints
Reduces friction, fuel saving up to **8%**



No Ballast Ship
Longitudinal water Trunk **does not carry** Ballast water



Air Bubbles Hull Lubrication
Reduces friction, increases speed, fuel saving up to **10%**



GREEN SHIP

Optimized Cooling System

Can save **25%** of electricity, fuel saving **1.5%**



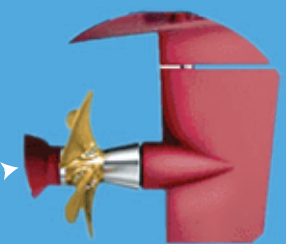
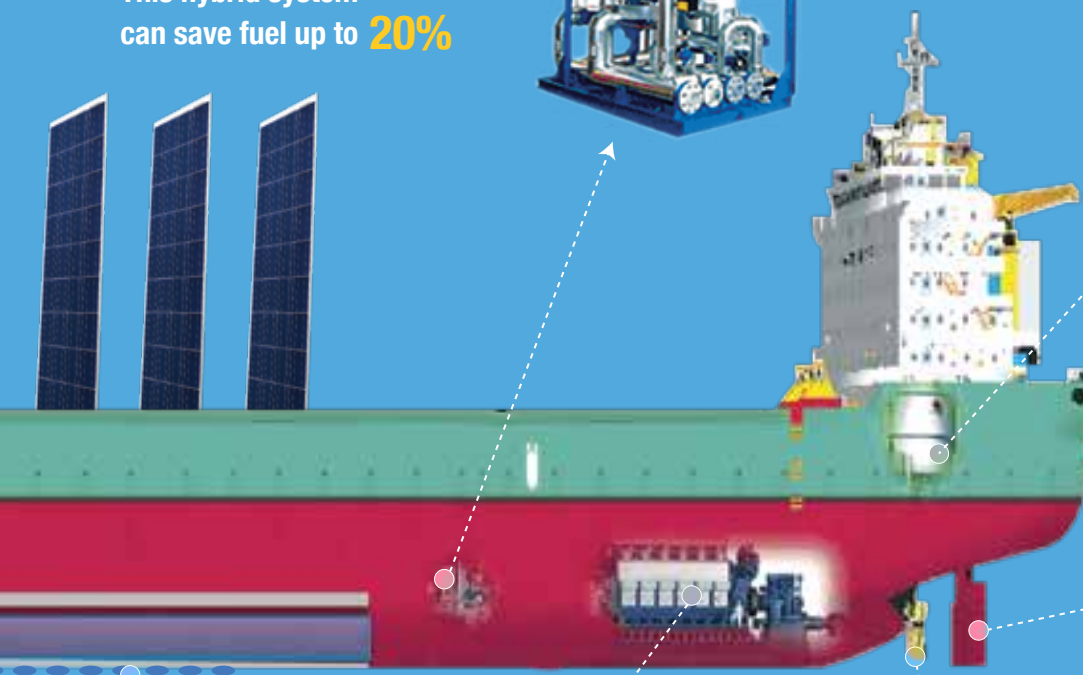
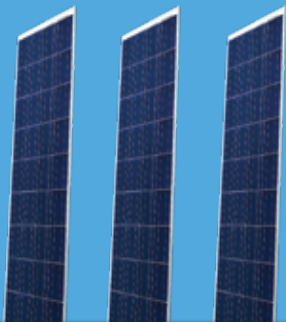
Exhaust Scrubber

SOx emission reduced by **98%**



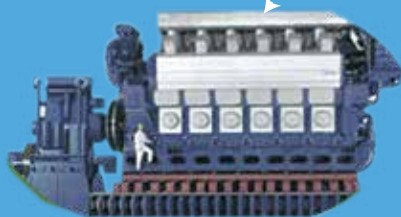
Solar-Sail System

This hybrid system can save fuel up to **20%**



Advance Rudder & Propeller

New design can save fuel up to **4%**



Green Propulsion

"Dual Fuel Engines" "Fuel Cell Technology" reduces SOx upto **100%** NOx up to **35%**



Speed Nozzle

Increases efficiency at higher speed. Fuel saving up to **5%**



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Maritime Campus

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Lecturer, Department of English

Ahammad Karim
Asst. Computer Programmer

Md. Salman Sadekin Choyan
Public Relation Officer

Content Development, Design, Printing & Publication:

Enlighten | Vibes

House 04, Road 7/B, Sector 03
Uttara, Dhaka-1230, Bangladesh.
Tel: +02 48956748, +880 1552 355 520
Email: enlightenvibes@gmail.com

Editorial Communique

Plot# 14/06-14/23, Pallabi Mirpur-12,
Dhaka-1216

Tel: +880 9666776868, +88 02 58051010,
+8801769721010

Fax: +02 58051010

Email: info@bsmmu.edu.bd

Web: www.bsmmu.edu.bd

Editorial

NAOE ushers new maritime potential

Under the pragmatic leadership of Hon'ble Prime Minister Sheikh Hasina, Bangladesh achieved sovereign authority over an area of 118, 813 square kilometres of territorial water in the Bay of Bengal. This huge sea area with an extensive network of robust rivers spread over all across the country made it a potential place for Blue Economy investment. The government has taken several decisions to exploit the resources of the Bay of Bengal in a careful manner without jeopardising the ecological balance of the sea. This expedition towards Blue Economy demands an emphasis on sectors like shipbuilding, ship-recycling, oil, gas and mineral mining, marine biotechnology and ocean renewable energy to explore and exploit our maritime heritage and resources. To complete such mammoth tasks, we need Naval Architects and Offshore Engineers who will work in line with the sustainable development of our maritime sector. As the country barely needs quality human resources in the maritime sector, it is time to develop careers as Structural Engineers, Naval Architects, Subsea Engineers, Drilling Engineers and Project Managers. To get a close picture of the learning and career prospects of Naval Architecture and Offshore Engineering (NAOE) and to encourage our youth in maritime education, our lead article deals the department comprehensively.

Resonant leaders are awake, aware, and attuned to themselves, to others, and to the world around them. They commit to their beliefs, stand strong to their values, and live full, passionate lives. Resonant leaders are emotionally intelligent, and they are mindful: they seek to live in full consciousness of self, others, nature and society. Our second article highlights the quality of a resonant leader and his/her influences on social intelligentsia.

The first-ever Conference on Sustainable Blue Economy was held from 26-28 November 2018 in Nairobi, Kenya. According to the organiser, the conference gathered over 18,000 participants from 184 countries, including seven Heads of State and Government, 84 Ministers, and leaders from a wide range of sectors. In this particular issue, we have included a story that describes the event and outcome in detail.

Youth unemployment in Bangladesh is an important issue that relates both development and security of the country. Due to the rapid growth of population Bangladesh often faces challenge to create adequate opportunities for the youth in accordance with their academic qualifications. It has a profound impact on the socio-economic development of the country. We have included an article that elaborately discusses the effects and solutions of youth unemployment and how that can help to resolve some aspects of the national security.

It will be highly appreciated and we would be truly obliged if you leave your invaluable feedback and suggest new ideas for further improvement of this magazine. Thank you for being with us all the while, and keep staying with us.

Thanking you

Editor



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LEAD STORY

Sea wide open: Studying NAOE at BSMRMU, Bangladesh

A Naval Architect and Offshore Engineer must have knowledge of Architectural aesthetics, Civil Engineering, Mechanical Engineering, Power Generation, Electrical Engineering, Computer Engineering, Metallurgical Engineering, Industrial Production Engineering, Environmental Engineering etc. Therefore, the programme of study in Naval Architecture and Offshore Engineering covers the diversified range starting from ships hulls to the exploration of opportunities for harnessing all kinds of resources from the sea.

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SPECIAL STORY

The Blue Economy Conference: aiming at sustainable development

The Sustainable Blue Economy Conference opened on 26 November with the Leaders' Commitments segment, interspersed with videos on the themes of the nine Signature Thematic Sessions. Participants actively engaged in the panel and other discussions focused on how to achieve the sustainable use and conservation of aquatic resources, including oceans, seas, lakes and rivers, for improved human wellbeing, social equity and healthy aquatic ecosystems.

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Resonance – an obligatory trait of modern leadership

The men and women we call 'Resonant Leaders' are stepping up, charting paths through unfamiliar territory, and inspiring people in their organisations, institutions and communities. They are finding new opportunities within today's challenges, creating hope in the face of fear and despair.

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CAREER CRUISE

Oceanographer: an auspicious career

Oceanographers study every different aspect of the ocean, such as the chemistry of the ocean water, the geology associated with the ocean, the physical movements of the ocean water, or even the life that calls the ocean it's home.

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PANORAMA

Youth unemployment and national security of Bangladesh

Youths are a vital national resource which being unemployed can impact national economy, hamper the development and also can groom negative practises that can compromise national security.

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NEW WAVES

The mystery and history of cross seas

Each sea has a climatic regime of its own. When it rolls up into a convergence area, i.e., meets another sea in a common region, its inherent weather gets interrupted and waves from each sea meet up in a sloping angle.

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FOCUS

Naming of the Bay of Bengal & some relevant discussion

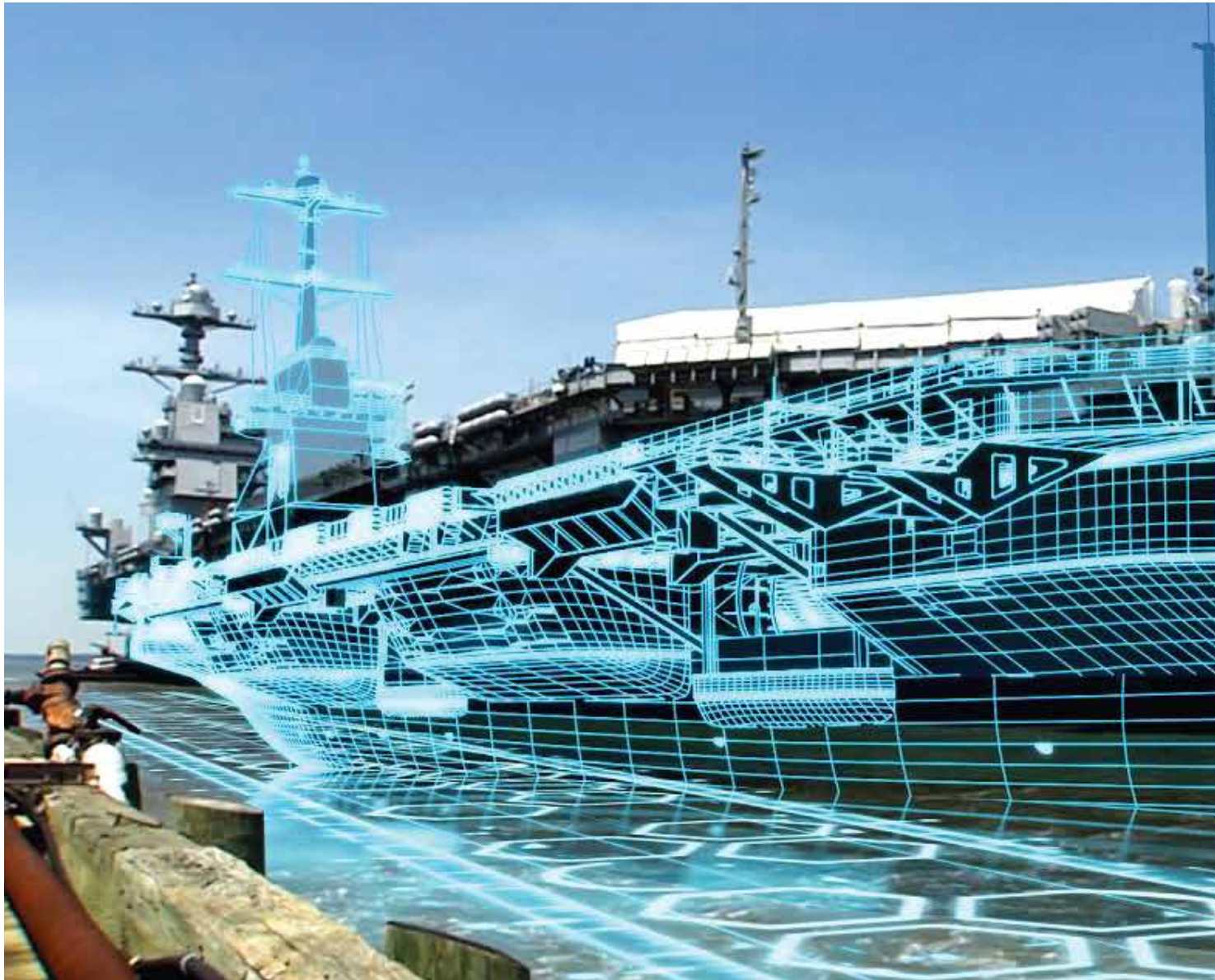
The Bay of Bengal is a water area of triangle structure having India, Sri Lanka, Andaman-Nikobar islands in the West, Bangladesh and Myanmar in the North, Iravaty river in the East.

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SUB TOPIC

BSMRMU Medical Centre provides free healthcare

The Medical Centre of BSMRMU is dedicated to provide free medical services to the students, teachers, officers and staffs of the university. Family members of teachers, officers and staffs are also provided with free medical services.



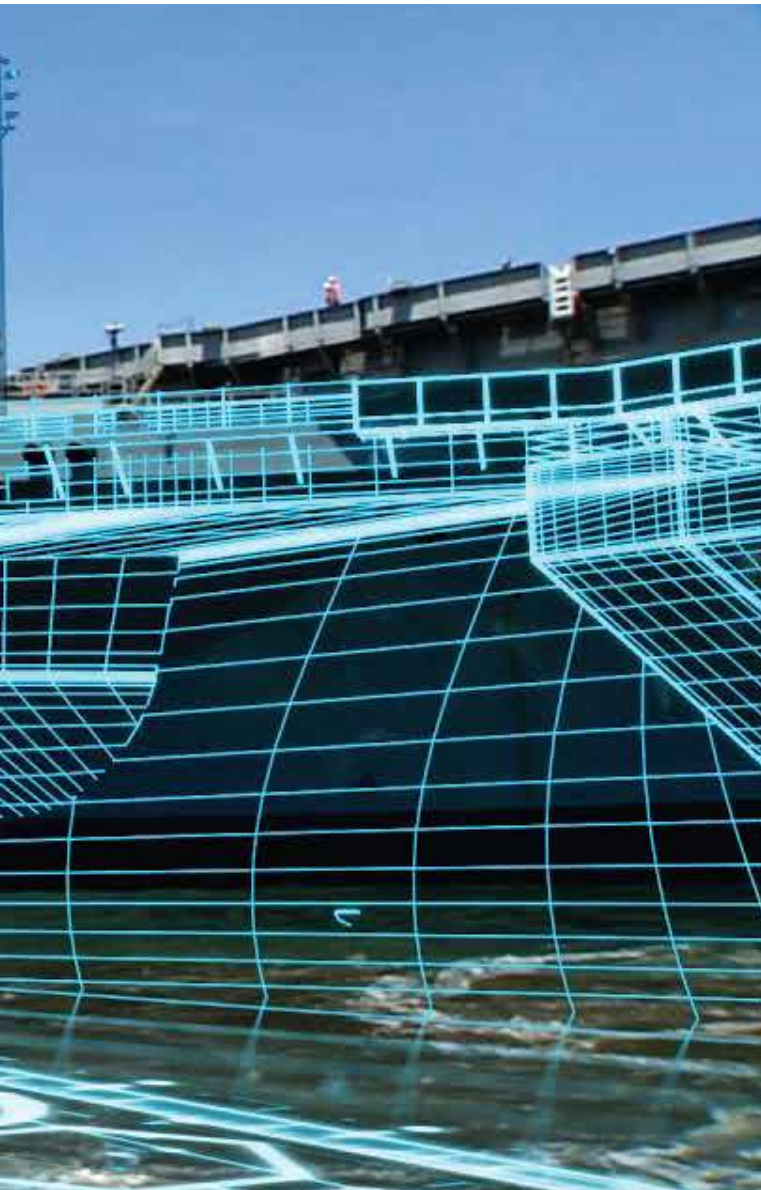
Sea wide open: **Studying NAOE at BSMRMU, Bangladesh**

Maritime Campus Desk

Background

Shipbuilding industry started in Bengal in ancient times. Ancient books like Mahabharata and later Puranas also mention the prosperity of Bengal's shipbuilding industry. Moroccan traveller Ibn Batuta mentioned about great trade ships and warships seen in the 14th century Bengal ports. European traveller Caesar Frederick said in his account that in the middle of the 15th century, one of the world's leading names in the construction of ocean-going ships was Chattogram. From here, the Turkish Sultan has made a complete

fleet of warships for its navy. The construction of ships in Bengal became more prosperous during the Mughal period. At the beginning of the seventeenth century, there were 4,000-5,000 ships in the Bengal fleet. During the industrial revolution in 1760, the imitation of the 'flush-deck' design of Bengal's Paddy ship spread around the whole world by the hands of the East India Company. Britain's Royal Navy made a warship from Chattogram, which was used in the famous Trafalgar War in 1805. But the industry faced a drawback during the British colonial period. After the independence, the Father of the Nation Bangabandhu Sheikh Mujibur Rahman



rightly understood the importance of the maritime sector and he took some crucial policy initiatives to revive the shipbuilding industry. At present, the country is gaining speed in the shipbuilding and ship recycling sector. Shipbuilding enterprises both in the public and private sector are on a fast rise in the country empowered by huge incentive offers and support from the government. The international market has also shown its keen interest in us and visibly a lucrative market is waiting at our doorstep. In spite of these enormous possibilities, there still exists a lack of Naval Architects or skilled and trained human resource in the sector which is a big hindrance on its way to greater accomplishment.

Bangladesh, a maritime champion in the South Asia region has its sovereign authority over an area of 118, 813 square kilometres of territorial water in the Bay of Bengal with 710 kilometres of coastline besides having an extensive network of robust rivers spread over all

across the country. Therefore, the Blue Economy practice is the gateway to sustainable prosperity for the nation. The government has decisions to exploit the resources of the Bay of Bengal in a careful manner without jeopardising the ecological balance of the sea. We need to give emphasis on sectors like oil, gas and mineral mining, marine biotechnology and ocean renewable energy to explore and exploit our Blue Economy potential, hence, we need offshore engineers who will work in line with the sustainable development of our maritime sector. Hereafter, it is time to develop careers as structural engineers, naval architects, subsea engineers, drilling engineers and project managers. After successful completion of Naval Architecture and Offshore Engineering study, one can design, plan and manage the construction, installation, operation and maintenance of ships, offshore platforms and subsea systems.

Introduction to Naval Architecture and Offshore Engineering

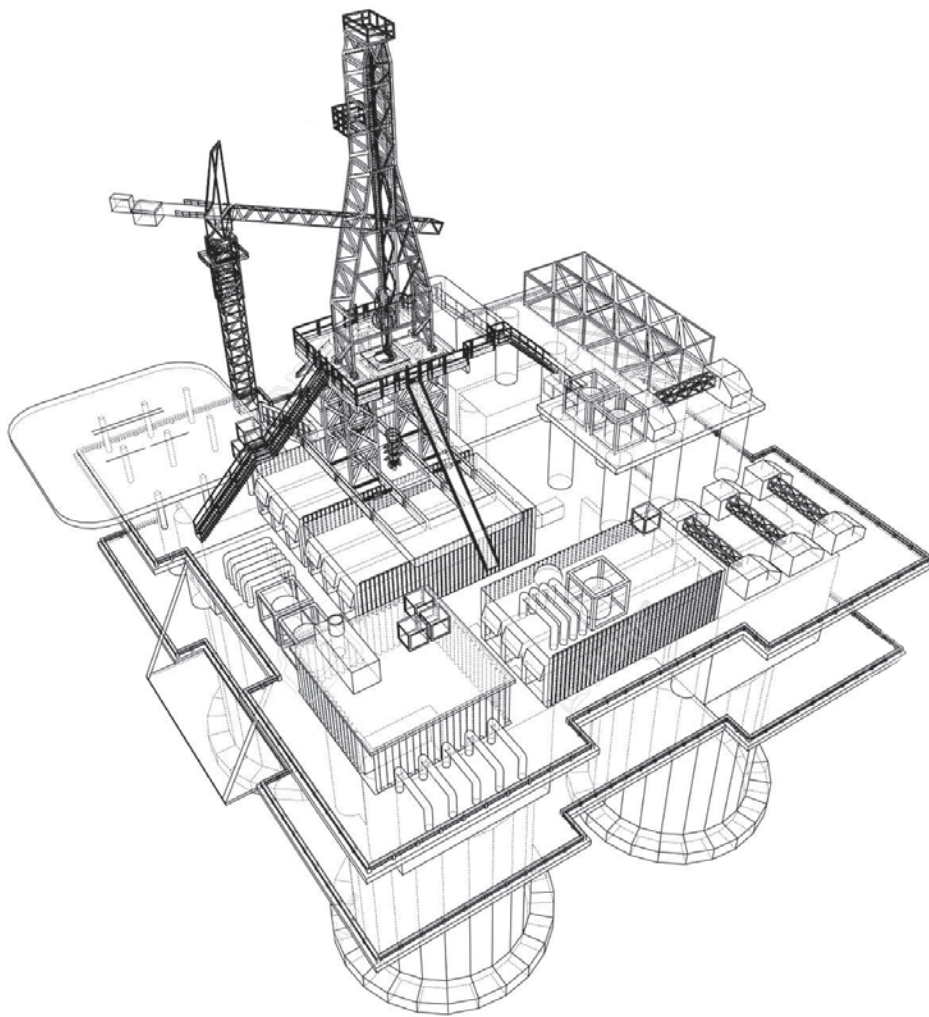
A Naval Architect and Offshore Engineer must have knowledge of architectural aesthetics, Civil Engineering, Mechanical Engineering, Power Generation, Electrical Engineering, Computer Engineering, Metallurgical Engineering, Industrial Production Engineering, Environmental Engineering etc. Therefore, the programme of study in Naval Architecture and Offshore Engineering covers the diversified range starting from ships hulls to the exploration of opportunities for harnessing all kinds of resources from the sea. Such topics as the form, strength, stability, sea keeping qualities, resistance and propulsion of ships, economic aspects of ship design and ship operation and many courses of Mechanical Engineering, Electrical Engineering, Civil Engineering and Metallurgical Engineering are covered. Other subjects of concerns are fundamental of the Physical Sciences and Mathematics, Humanities and Social Sciences. On a different note, Offshore Engineering is increasingly vital in the search for energy resources in the context of the Blue Economy. However, Bangladesh is yet to have any formal education in this sector. To fill this gap, the only specialised public maritime university BSMRMU has introduced the Department of Offshore Engineering. The department will help the nation to meet the engineering needs of the maritime and offshore industries by providing specialised knowledge pertinent to these industries.

Studying NAOE in Bangladesh

Bangladesh University of Engineering and Technology (BUET) conducts an undergraduate and postgraduate programme on Naval Architecture and Marine Engineering (NAME) designed to produce human resources, especially for the shipbuilding industry. Military Institute of Science and Technology (MIST) has also started NAME at the undergraduate level. Country's only specialised maritime university Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU), Bangladesh offers the regular undergraduate programme, Bachelor of Science in Naval Architecture and Offshore Engineering (NAOE).

The NAOE in BSMRMU

Bachelor of Science in Naval Architecture and Offshore Engineering (NAOE) programme is a 4-year full time regular undergraduate programme. Graduates from this programme will be able to develop their career as Offshore Engineer, Naval Architect, Structural Engineer, Subsea Engineer, Drilling Engineer, Marine Engineer, System Engineer and Project Manager in the relevant discipline. In their challenging career, they will need to design, plan and manage the construction, installation, operation and maintenance of ships, offshore platforms and subsea systems.



Offshore Engineering course enables the students to be involved after graduation, in the designing and analysing of the oil rigs and other systems found in a ship and offshore platforms

The programme is divided into 8 semesters of six months each (2 semesters each year). Total credit hours of this programme is 160 including 6 credit hours for the thesis. Besides regular courses, workshops, seminars, guest lectures and certificate courses on contemporary issues are arranged frequently for the students. The programme also includes one industrial attachment at the end of the 3rd year. The duration of each semester is 26 weeks. Each semester is distributed as follows:

- a. Classes- 15 weeks
- b. Mid Term Examinations- 02 weeks
- c. Preparatory Leave- 02 weeks
- d. Final Examination- 03 weeks
- e. Recess- 04 weeks

In the first two years, students will study humanities, science and allied engineering courses. It will also include courses on basic Offshore Engineering and Naval Architecture, Fluids, Materials, Structures, etc. In 3rd and 4th years, students will specialise in both the Naval Architecture and Offshore Engineering themes, such as Marine Structures, Dynamics, Marine Hydrodynamics, Ship

Resistance and Propulsion, Marine Engineering Systems, Offshore Standards, Maritime Rules and Regulation, Ship And Offshore Design and Analysis. Students will also conduct a research project and thesis aimed at solving engineering challenges for the industry.

The areas of specialisation of NAOE include the following subjects:

a) Naval Architecture: A study that combines the aspects of science and architecture. It covers the studies on the characteristics and shapes of ship bodies, hydrostatic characteristics, stability and safety based on standards by marine safety agencies and the International Maritime Organisation (IMO).

b) Marine and Offshore Hydrodynamics: A scientific study of the motion of fluids, especially incompressible liquids, under the influence of internal and external forces. Hydrodynamics is a branch of Fluid Mechanics and has many applications especially in Naval Architecture and Offshore Engineering field. The Marine and Offshore Hydrodynamics are the specialised areas that include ship resistance and propulsion, ship sea-keeping and manoeuvring as well as propeller designs. Offshore floating systems such as semi-submersibles and tension leg platform also undergo extensive hydrodynamic analysis to

maintain safe and efficient operations.

c) Ship and Offshore Production Technology: The study focuses on the equipment and systems used to build and repair ships and offshore structure. Additionally, studies on port layout and the use of computers in the shipbuilding industry are also included. A brief consideration is given to modern management and planning techniques.

d) Ship and Offshore Design: All of the basic knowledge in Naval Architecture, Hydrodynamics, Structure, etc. is integrated into the field of Ship and Offshore Design. It includes an introduction to important elements of the ship and offshore design, drawing and related calculations in producing a suitable design that fulfils the design specifications. Students will also be exposed to several sophisticated computer software.

e) Marine and Offshore Engineering System: This course deals with power plant systems. It includes Steam Turbine Plant, Marine Diesel Engine and Gas Turbine Plant and also Electrical Plant and other auxiliary systems such as Fuel Supply, Cooling Water Systems and Heating, Ventilating and Air-conditioning Systems. The course enables the students to be involved after graduation, in the designing and analysing of the power plant and other systems found in a ship and offshore platforms.

f) Marine Transportation: Ships are major means of transport system required to carry cargoes or passengers around the world. This course focuses on the right ship's choices and operation with regard to safe passage and economic requirement of ship operation. The elements of international shipping practices in terms of the policy, charter party, flags of convenient, conferences, etc. are highlighted. The interaction between ship and activities at ports for interface operation are discussed. Additionally, a piece of basic knowledge of shipping economics and investment appraisal are also covered.

g) Project Management, Occupational Safety and Health: This gives a basic introduction to project management which covers Economic Analysis, Offshore Transport, and Marine Management Planning and Project Management related to the marine sector. Financial analysis and operations research are also included in the study. Safety and Health in shipyards and offshore platform are being introduced in this study as well.

In general, the programme will enable its graduates to engineer shallow and deep-water structures from offshore jackets to semisubmersibles, including mastering the design and building procedure of different types of floating structures and ships. On completion of the programme, graduates will be able to:

- a. Apply knowledge of mathematics, science, and engineering in the field of Naval Architecture and Offshore Engineering
- b. Formulate engineering problems and develop practical solutions
- c. Interpret the results of engineering experiments appropriate for Naval Architecture and Offshore Engineering
- d. Design and analyse products and processes applicable to Naval Architecture and Offshore Engineering
- e. Work effectively in teams and provide leadership
- f. Understand the impact of engineering decisions in a global/societal/environmental context
- g. Understand the managerial, professional and ethical responsibility
- h. Recognise the need to engage in lifelong learning
- i. Acquire a broad education necessary to contribute effectively beyond their professional careers
- j. Effectively communicate orally, graphically and in writing
- k. Use the techniques, skills and modern engineering tools necessary for engineering practices

Admission information

Eligibility for admission in NAOE programme are as follows:

- a. Applicants who have passed HSC or equivalent examination in the current or previous year are eligible to apply.
- b. Applicants must have passed HSC/equivalent examination and SSC/equivalent examination from science group with a minimum GPA of 4.00.
- c. In HSC/equivalent examination, applicants must have obtained minimum 'A' grade in any two subjects from Mathematics, Physics, Chemistry and English with minimum 'B' grade in the rest of the subjects.
- d. Applicants with GCSE must have passed at least five subjects in O-Level including Mathematics, Physics and Chemistry and a

NAOE Curriculum Structure at BSMRMU

BSc in NAOE Programme consists of a total of 63 courses excluding non-credit courses and divided into the following categories:

Category	No. of Theory Courses	No. of Lab/practical Courses	No. of non-Credit Courses	Credit Hours
Core Courses (NAOE)	26	12		93
Optional Course (NAOE)	03			09
Allied Engineering Courses	02	02		09
Basic Science	06	02		21
Humanities/Social Science	05	01		16.5
Project		01		3
Thesis		01		6
Industrial Attachment		01		1.5
Co-curricular		01		1.0
Industrial Study Tour			02	
Degree ++			03	
Total	42	21	05	160

minimum of two subjects in A-Level including Mathematics and Physics.

However, an applicant with more than two 'C' grades in O-Level and/or more than one 'C' grade in A-Level will be ineligible for admission.

Admission procedure

The procedure for admission in BSc in NAOE programme are as follows:

- a. Admission Circular: BSMRMU will invite applications from interested candidates for admission in BSc in NAOE programme by

Naval Architecture and Offshore Engineering covers the diversified range starting from ships hulls to the exploration of opportunities for harnessing all kinds of resources from the sea.



// Lead Story //

publishing advertisements in the national dailies and BSMRMU website.

b. Written Admission Test: An eligible candidate will have to sit for a written admission test on Mathematics, Physics, Chemistry and English.

c. Syllabus of the Admission Test: Syllabus of the admission test will be on the current HSC syllabus.

d. Final Selection: Candidates will be selected finally on the basis of their combined marks obtained in the written admission test, HSC/equivalent examination and SSC/equivalent examination. Weightage will be written test 50%, HSC/equivalent examination result 30% and SSC/equivalent examination result 20%. Final merit list along with waiting list will be published on BSMRMU notice board as well as on BSMRMU website.

Career prospects and conclusion:

Naval Architecture and Offshore Engineering Professionals have diverse job opportunities. They have access to both government and private sector jobs. On the other hand, the leadership of the country has set development targets projecting long-term progress in all sectors on the social, economic and human development index. Prime Minister Sheikh Hasina has urged all countrymen to make the best use of all existing resources and rise up as a developed nation in the world by 2041. It is certain that if we can pragmatically utilise our maritime potential to its fullest extent we can definitely realise that vision.

Some of the prime recruiters of Naval Architect and Offshore Engineer are –

- Government Owned Shipyards

- Private Shipyards
- Shipbuilding Firms
- Consultancies
- Offshore Engineering Firms
- Oil Firms
- Energy Firms
- Armed Forces (Navy, Coast Guard, etc.)
- Research Firms
- Dockyards

In the above-mentioned setups, Naval Architecture and Offshore Engineering Professionals may perform the following roles –

- Naval Architect
- Design Specialist
- Project Manager
- Maintenance Engineer
- Researcher
- Consultant

Those days are not far away when the students of this university will be able to take the maritime industry of Bangladesh forward.



NAOE programme of BSMRMU will enable its graduates to engineer shallow and deep-water structures



Resonance- an obligatory trait of modern leadership

| Lt Cdr Sushil Barua, BN (retd)

Introduction

The present world is a new world, and it demands a new kind of leadership. Not only in our societies, but also across the globe, we can look at what leaders are up against a world that is more unstable, more dangerous than before. Conflicts that used to be local and for the most part containable are now global. They perplex our sense of reason and ignite panic and anger, as well as impulsive, ineffective responses. Most of the times traditional solutions do not work to deal with these conflicts. All over the world, a new kind of war has led to generalised anxiety that touches all of us, personally. Moreover, political, economic, technological and social changes are driving the remarkable transformation of our organisational models, making predictability and stability elusive, if not impossible. To manoeuvre in this uncertain voyage, we need resonant leadership in almost every sector.

Who are resonant leaders?

The men and women we call 'Resonant Leaders' are stepping up, charting paths through unfamiliar territory, and inspiring people in their organisations, institutions and communities. They are finding

new opportunities within today's challenges, creating hope in the face of fear and despair. These leaders are moving people – powerfully, passionately and purposefully. They give of themselves in the service of the cause, but they also care for themselves, engaging in renewal to ensure they can sustain resonance over time.

Resonant leaders are great leaders. They are awake, aware, and attuned to themselves, to others, and to the world around them. They commit to their beliefs, stand strong to their values, and live full, passionate lives. Resonant leaders are emotionally intelligent, and they are mindful: they seek to live in full consciousness of self, others, nature and society. They face the uncertainty of today's world with hope: they inspire through clarity of vision, optimism, and a profound belief in people's ability to turn dreams into reality. Resonant leaders face sacrifice, difficulties, and challenges, as well as opportunities, with empathy and compassion for the people they lead and those they serve.

Resonance or dissonance – the choice is yours

Resonant leaders are in tune with those around them. This results in people working in sync with each other, in tune with each others'

thoughts (what to do) and emotions (why to do it). Leaders who can create resonance are people who either intuitively understand or have worked hard to develop Emotional Intelligence (EI). They act with mental clarity, not simply following a whim or an impulse.

In addition to knowing and managing themselves well, emotionally intelligent leaders manage others' emotions and build strong, trusting relationships. They know that emotions are contagious and that their own emotions are powerful drivers of their people's moods and, ultimately, performance. They understand that while fear and anger may mobilise people in the short term, these emotions backfire quickly, leaving people distracted, anxious, and ineffective. Such leaders have empathy. They read people, groups, and organisational cultures accurately and they build lasting relationships. They inspire through demonstrating passion, commitment, and deep concern for people and the organisational vision. They cause those around them to want to move, in concert, toward an exciting future. They give others courage and hope and help them to become the best that they can be.

The problem is that being resonant is not so easy, and sustaining it is even harder – particularly in this new world in which leaders must cope with unprecedented demands and pressures.

On the other hand, dissonance becomes the default, even for leaders who can create resonance. And, because our emotions are contagious, dissonance spreads quickly to those around us and eventually permeates our organisations.

Then, of course, there are the others - the many people in leadership positions who have never been resonant. Some should never have been in such positions in the first place. Others seek responsibility and power but seem to lack a basic understanding of what leadership really is. For them, the dissonance seems to be just the way it is. So they live with it, not appreciating that life could be different and they could be more effective.

But whether they were once resonant or never so, dissonant leaders wreak havoc. They are at the mercy of volatile emotions and reactivity. They drive people too hard, for the wrong reasons, and in the wrong directions. They leave frustration, fear, and antagonism in their wake. And they are often completely unaware of the damage

they have done or are going to do so.

Emotional Intelligence (EI) – a cardinal factor of resonance

We probably all know people, either at work or in our personal lives, who are really good listeners. No matter what kind of situation we're in, they always seem to know just what to say- and how to say it- so that we're not offended or upset. They're caring and considerate, and even if we don't find a solution to our problem, we usually leave feeling more hopeful and optimistic.

We probably also know people who are masters at managing their emotions. They don't get angry in stressful situations. Instead, they have the ability to look at a problem and calmly find a solution. They're excellent decision makers, and they know when to trust their intuition. Regardless of their strengths, however, they're usually willing to look at themselves honestly. They take criticism well, and they know when to use it to improve their performance.

People like this have a high degree of EI. They know themselves very well, and they're also able to sense the emotional needs of others.

EI accounts for 85 to 90 per cent of the difference between outstanding leaders and their more average peers. As more and more people accept that EI is just as important to professional success as technical ability, organisations are increasingly using EI when to hire and promote. For example, one large cosmetics company recently revised its hiring process for salespeople to choose candidates based on their EI. The result? People hired with the new system have sold, on an average, \$91,000 more than salespeople selected under the old system. There has also been significantly lower staff turnover among the group chosen for their EI.

What is Emotional Intelligence (EI)?

EI is the ability to recognise your emotions, understand what they're telling you, and realise how your emotions affect people around you. It also involves your perception of others: when you understand how they feel, this allows you to manage relationships more effectively.

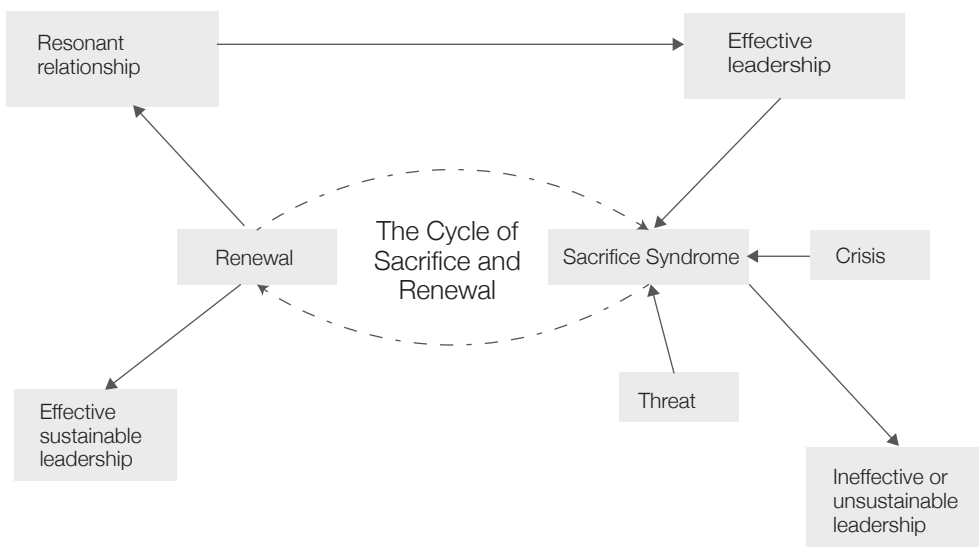
People with high EI are usually successful in most things they do. Why? Because they're the ones that others want in their team. When

people with high EI send an email, it gets answered. When they need help, they get it. Because they make others feel good, they go through life much more easily than people who are easily angered or upset.

EI includes four domains:

- Self-awareness,
- Self-management,
- Social awareness, and
- Relationship management.

The first two domains determine how well we understand and manage ourselves and our emotions; the latter two dictate how well





Emotionally intelligent leaders manage others' emotions and build strong, trusting relationships

we recognise and manage the emotions of others, build relationships, and work in complex social systems.

Role of renewal for resonance

Leaders today face unprecedented challenges that can result in a vicious cycle of stress, pressure, sacrifice, and dissonance. But when leaders sacrifice too much for too long – and reap too little – they can become trapped in what is called the *Sacrifice Syndrome*. Leadership is exciting, but also stressful. Our bodies are not equipped to deal with this kind of pressure day after day. So constant crises, multiple responsibilities and perpetual need to influence people may be a heavy burden for a leader so much so that in one stage he finds himself trapped in the *Sacrifice Syndrome* and slip into internal disquiet, unrest and distress. So it has been found that many leaders, who were once assets for their organisations for their outstanding performance have ultimately become the burdens due to their dissonance. To counter these inevitable challenges of leadership roles, and to maintain internal resonance and attunement with those they lead, leaders need to engage in a conscious process of renewal both on a daily basis and over time.

Recent research shows that renewal invokes a brain pattern and hormones that change our mood while returning our bodies to a healthy state. This sets into motion a chain reaction that evokes changes in perception and eventually in our behavior, as shown in figure 1. It puts us back into a state of mind, body, and heart that allows for the restoration or building of resonant relationships so critical to leadership effectiveness.

Mindfulness, hope, and compassion: The keys to renewal

True renewal relies on three key elements that might at first sound too soft to support the hard work of being a resonant leader. But they are absolutely essential; without them, leaders cannot sustain resonance in themselves or with others. The first element is mindfulness, or living in a state of full, conscious awareness of one's whole self, other people, and the context in which we live and work. In effect, mindfulness means being awake, aware, and attending - to ourselves and to the world around us. The second element, hope, enables us to believe that the future we envision is attainable and to

move toward our visions and goals while inspiring others toward those goals as well. When we experience that third critical element for renewal, compassion, we understand people's wants and needs and feel motivated to act on our feelings.

The dynamic relationship among mindfulness, hope, and compassion sparks the kinds of positive emotions that enable us to remain resilient in the face of challenges, even in the unprecedented climate that leaders face today. Together these elements counter the destructive effects of power stress and keep us continually in a state of renewal, and thus they help to produce resonant relationships.

But cultivating the capacity for mindfulness, hope and compassion – and creating or sustaining resonance - does not happen by accident. For, developing ourselves this way requires a process of Intentional Change: deliberate, focused identification of our personal vision and our current reality, and conscious creation of engaging in a learning agenda.

Conclusion

Without personal transformation, a leader can't be a great leader. But the problem is that personal transformation is not easy. Indeed, it is hard work to face our own shortcomings. Honesty with ourselves breeds vulnerability, and many of us shy away from this honesty just to avoid this vulnerability and of course, the pain that comes from seeing that we are not all that what we thought we are. Self-discovery is really very hard work. Maybe that's why so few people do it, and why so few people are really great human beings and great leaders. So, to be a great leader you must "be the change you wish to see."

Over the last few decades, extensive studies and research have been done in this field. Daniel Goleman, an American psychologist, Richard Boyatzis, a Professor of Organisational Behaviour and Psychology, and Annie Mckee, an Educationist travelled all over the world and conducted multidisciplinary research and came out with two renowned books: 'Primal Leadership' and 'Resonant Leadership'. This writing is only a little endeavour to highlight the crux of the salient traits of resonant leadership discussed in these two books.

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I Lt Cdr Sushil Barua, BN (retd)

Deputy Controller of Examinations
Bangabandhu Sheikh Mujibur Rahman Maritime University,
Bangladesh



The Blue Economy Conference: aiming at sustainable development

Maritime Campus Desk

With the theme 'The Blue Economy and the 2030 Agenda for Sustainable Development,' the first-ever Sustainable Blue Economy Conference was held from 26-28 November 2018 in Nairobi, Kenya. According to the organiser, the conference gathered over 18,000 participants from 184 countries, including seven Heads of State and Government, 84 Ministers, and leaders from a wide range of sectors, including different levels of governments, science and academia, the scientific and research community, UN and other intergovernmental organisations, international organisations, business and private sector entities, non-governmental and civil society organisations, and general citizens.

The Vice-Chancellor of Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh (BSMRMU) Rear Admiral M Khaled Iqbal, BSP, ndc, psc was officially nominated as the Head of Bangladesh Delegation in the conference and delivered the Statement of Commitment on behalf of Bangladesh.

Participants actively engaged in the panel and other discussions focused on how to achieve the sustainable use and conservation of aquatic resources, including oceans, seas, lakes and rivers, for improved human wellbeing, social equity and healthy aquatic ecosystems. The discussions centred on the following nine key themes:

- Smart shipping, ports, transportation and global connectivity
- Employment, job creation and poverty eradication
- Cities, tourism, resilient coasts and infrastructure
- Sustainable energy, mineral resources and innovative industries
- Managing and sustaining marine life, conservation and sustainable economic activities
- Ending hunger, securing food supplies and promoting good health and sustainable fisheries
- Climate action, agriculture waste management and pollution-free

oceans; maritime security, safety and regulatory enforcement; and

- People, culture, communities and societies – the inclusive Blue Economy.

During the multiple conference sessions and forums, representatives from governments, intergovernmental and international organisations, the private sector and civil society made hundreds of commitments to advance a sustainable Blue Economy in their respective countries and around the world, including 62 concrete commitments in the fields of marine protection, plastics and waste management, maritime safety and security, fisheries development, financing, infrastructure, biodiversity and climate change, technical assistance and capacity-building, private sector support, and partnerships.

In addition to those commitments, participants reflected on the critical threats and challenges facing the world's oceans, seas, rivers

Peter Thomson, UN Special Envoy for the Ocean





The Vice-Chancellor of BSMRMU, Rear Admiral M Khaled Iqbal addressing at the Blue Economy Conference, Nairobi, Kenya

and lakes and on the pressing need to preserve those Blue Economy resources in order to achieve the UN Sustainable Development Goals, and they exchanged valuable ideas and experiences on how to address such threats and challenges in order to harness the economic opportunities provided by Blue Economy resources while ensuring their sustainable use and management. At the end of the conference, it was clear that the takeaway messages of the Sustainable Blue Economy Conference would have a lasting impact on how governments and other stakeholders view the Blue Economy in Africa and beyond. The conference conveyed the clear message that the Blue Economy must be sustainable, the planet's ocean and water resources must be conserved and sustainably used, and need to consider oceans, lakes and rivers, as well as water and land-based ecosystems, in a holistic manner. The messages were captured in the Nairobi Statement of Intent on Advancing the Global Sustainable Blue Economy.

Road to the Blue Economy Conference

The UN Sustainable Development Summit in September 2015 saw the adoption of the 2030 Agenda for Sustainable Development, including 17 sustainable development goals (SDGs).

In The Hague, Netherlands the Global Oceans Action Summit for Food Security and Blue Growth took place from 22-25 April 2014. The Summit identified steps towards critical internationally agreed targets for fisheries, aquaculture, habitat protection and pollution reduction.

The high-level UN Conference to Support the Implementation of SDG 14: (Conserve and sustainably use the oceans, seas and marine resources for sustainable development) was convened at the UN Headquarters in New York from 5-9 June 2017, coinciding with World Oceans Day, to support the implementation of Sustainable Development Goal 14. The Conference raised global consciousness on ocean issues and produced strong ambitious outcomes.

The third UN Environment Assembly (UNEA-3) met from 4-6 December 2017, in Nairobi, Kenya. The Assembly adopted 11 resolutions and adopted, by consensus, a negotiated Ministerial Declaration, through which they agreed to address the pollution of air, land and soil, freshwater, and oceans

The High-Level Scientific Conference 'From COP21

towards the United Nations Decade of Ocean Science for Sustainable Development (2021-2030)' took place from 10-11 September 2018 in Paris, France, at the UN Educational, Scientific and Cultural Organisation (UNESCO). The two-day conference synthesised recent scientific progress on ocean and climate interplays, evaluated the latest ocean-climate trends within the context of increased ocean action, and reflected on ways to move 'from science to action' during the Decade of Ocean Science for Sustainable Development (2021-2030). And finally, the Sustainable Blue Economy Conference was held from 26-28 November 2018 in Nairobi, Kenya. Under the theme 'The Blue Economy and the 2030 Agenda for Sustainable Development'.

Opening and leaders' commitments segment

The Sustainable Blue Economy Conference opened on 26 November with the Leaders' Commitments segment, interspersed with videos on the themes of the nine Signature Thematic Sessions.

In her opening remarks, Monica Juma, Cabinet Secretary, Kenyan Ministry of Foreign Affairs, said that oceans, seas, lakes and rivers held natural capital that could be used to accelerate economic growth while creating employment and reducing poverty.

Jonathan Wilkinson, Canadian Minister of Fisheries, Oceans and the Canadian Coast Guard, said that the conference would explore how to build a sustainable Blue Economy that left no-one behind and that achieving a Blue Economy would require reliance on innovation, science and best practices, and a collaborative approach to enhance decision making.

Keriako Tobiko, Cabinet Secretary, Kenyan Ministry of Environment and Forestry, said that economic development could not come at the expense of the environment, and that population growth would require innovative solutions to meet human needs.

In a dialogue on the global situation of the Blue Economy, Pavan Sukhdev, President, World Wide Fund for Nature (WWF) International, and Justin Mundy, World Resources Institute (WRI), reflected on the pillars of a Blue Economy, namely: productivity through accelerated economic growth, job creation and poverty alleviation; and sustainability through addressing climate change, controlling pollution, managing waste, and sustaining marine life.

The Leaders' Commitments segment was introduced by Cabinet Secretary Juma on Monday, 26 November 2018, when statements were read by representatives from governments, intergovernmental and international organisations, the private sector and civil society throughout the day.

The Vice-Chancellor of BSMRMU with the High Commissioner and the delegation team



// Special Story //



Michael Lodge, Secretary-General, International Seabed Authority

The leaders' commitments

During the conference, the leaders made important promises on marine protection, plastic and waste management, maritime safety and security, fisheries development, financing, infrastructure, biodiversity and climate change, technical assistance and capacity building and private sector support.

Ending hunger, securing food supplies and promoting good health and sustainable fisheries

This signature session was held on Tuesday, 27 November 2018, to discuss how to achieve food and nutrition security in a blue economy, in particular through sustainable fisheries, in order to meet the challenge of feeding a population of 9 billion by 2050.

Business and private sector forum – leaders' remarks

During this forum, that convened on Tuesday, 27 November 2018, and which focused on investing in the Blue Economy, including in tourism, maritime transport, aquaculture and renewable energy, participants discussed options for innovative financing for the Blue Economy, such as "green bonds," and how to build sustainable economic growth.

Role of women in the Blue Economy

This event featured a panel of expert fisherwomen, researchers, policymakers, international organisations, and government and civil society organisations directly supporting women on the ground. The event opened with a short video presenting stories of women in the fisheries sector in Kenya and Somalia and the challenges they faced, including cultural taboos, unequal access to economic opportunities and climate change. An interactive conversation followed among the panellists on gender transformative processes and opportunities in the Blue Economy in Africa.

Value the oceans

The event featured two panels with panellists from UN agencies, governments, NGOs and research organisations who raised the following key issues that discussed enhancing coastal marine ecosystem service mapping, assessments and valuation for sustainable Blue Economy policies and actions:

- The Blue Economy should aim to advance SDG 14, which would help advance many other Goals, including those related to food security, economic development and decent jobs, poverty eradication,

climate and gender equality

- Blue Economy policies must recognise natural capital values, planetary boundaries and global biodiversity and climate crises
- Putting an economic value on all the benefits of oceans is extremely difficult, despite existing tools that value some of those benefits to inform planning and policymaking
- Ecosystem service valuation could provide useful metrics for integrated coastal and oceans planning

Building the global momentum on marine/aquatic plastics litter

This side event focused on the themes of adopting a global perspective on plastics and implementing and calling for actions on plastics. Panellists from diverse sectors, including UN agencies, governments, the retail and manufacturing industries, NGOs and civil society, called on governments to develop robust regulations to change social behaviour.

Harnessing global action to tackle IUU fishing

During this side event, panellists from FAO, Caribbean Regional Fisheries Mechanism, Senegal National Agency for Maritime Affairs, and anti-illegal fishing NGO Trygg Mat Tracking joined the discussion. Panellists and speakers emphasised the importance of joint efforts in combating IUU fishing, considering its links to other crimes, such as corruption, money laundering and drug trafficking.

The Nairobi statement for advancing global sustainable Blue Economy

The messages captured during the three days of the Conference reflected the critical threats and challenges facing the world's oceans, seas, rivers and lakes and on the pressing need to preserve those Blue Economy resources in order to achieve the UN Sustainable Development Goals.

Key messages heard at the Conference include the importance of:

- Promoting action-oriented global strategies that place people and the Blue Economy resources at the centre of sustainable development as a contribution to the realisation of the UN 2030 Agenda for Sustainable Development and the SDGs
- Promoting collaboration for sustainable partnerships and projects in the various sectors of the Blue Economy for economic growth, poverty alleviation and conservation of the resources for the present and future generations through a multi-sectoral approach
- Promoting mobilization of finance from public and private sources, access to technologies and innovations as well as capacity building among local, national and international stakeholders for the full realisation of the potential of the blue economy

High-level dignitaries attending the Governors and Mayors Convention





Heads of state group photo

- Promoting the role of women in the Blue Economy and identifying the barriers and opportunities to further empower women and encourage their role in positions of leadership
- Recognising that gender equality and the empowerment of women will build a more peaceful, inclusive and prosperous world
- Strengthening science and research to generate and disseminate evidence-based knowledge and information on advancing the sustainable Blue Economy
- Strengthening the science-policy interface of the Blue Economy resources to inform decision-making
- Strengthening governance mechanisms for a sustainable Blue Economy including by raising awareness and ensuring stakeholder participation in policy and decision making
- Promoting synergies between local authorities and national governments in the implementation of decisions on Blue Economy, including through the Governors and Mayors Global Forum for the Sustainable Blue Economy (SBE 1000) and
- Sharing innovations, technologies, and best practices and experiences within and across regions.

Statement and Commitment from Bangladesh

Rear Admiral Khaled Iqbal, Vice-Chancellor of BSMRMU delivered the Statement of Commitment on behalf of Bangladesh which covered following main points:

- a. Salient features of maritime heritage and shipbuilding traditions of Bangladesh.
- b. The Father of the nation Bangabandhu Sheikh Mujibur Rahman is the architect of our maritime vision who enacted the Territorial Water and Maritime Zones Act 1974.
- c. Under the leadership of our Hon'ble PM Sheikh Hasina, Bangladesh has successfully completed delimitation of maritime boundary with the neighbouring countries. This has opened a new vista of blue economy for the country.
- d. Construction of Offshore Patrol Vessel "Doria" for Kenyan Coastguard by Western Marine Shipyard of Chittagong. It may be mentioned that the photo of Doria was hung as a poster at various corners of the Conference Centre.
- e. Major blue economy initiatives to achieve target of SDG 2030, Vision 2041 and Delta Plan. Moreover formation of Blue Economy Cell and BORI in recent times was also informed.

f. Reemphasising on the three voluntary commitments made by Bangladesh during UN Ocean Conference in June 2017 in New York. These were as follows:

- Declaring 5% of maritime area as Marine Protected Area by 2020.
- Effectively control IUU Fishing.
- Significantly reduce marine pollution of all kinds especially land based pollution.

g. Stressing on maritime security, preventing piracy, human trafficking, smuggling and all kinds of terrorism at sea.

h. Our belief in shared regional vision and strengthening sub-regional cooperative mechanism under the auspices of Indian Ocean Rim Association.

Conclusion

The three days Sustainable Blue Economy Seminar in Nairobi, Kenya was a huge success which has created unfathomable interest and enthusiasm at global level. The overall organisation and arrangements of the seminar venue, quality of speakers, number of parallel events etc. were amazing which has enhanced the image and reputation of Kenya in particular and Africa in general. The events have ensured a wide networking and connectivity among the world leaders, politicians, business community, academicians, maritime experts and think tanks alike for shared vision on the sustainable blue economy. This is also likely to create huge positive impact on the future economy, trade and tourism of Kenya. Especially Kenya's bold and smart decision to hold such a mega event was appreciated by all. During the entire seminars, Rear Admiral Khaled Iqbal did an effective networking with a number of global leaders and academicians including a number of Ministers and MPs of Kenya and other countries. There have been fruitful discussions with different maritime experts and economists when the views and achievements of Bangladesh could be explained to them. They have all highly appreciated the commendable progress and achievements of Bangladesh in the overall maritime sector and specially the blue economy under the leadership of Hon'ble Prime Minister Sheikh Hasina. Moreover they were very appreciative of the formation of the Bangabandhu Sheikh Mujibur Rahman Maritime University for the excellent cause of maritime higher education and research.

Oceanographer: An auspicious career

Maritime Campus desk

The ocean and all its complex relationships with the planetary ecosystem should be comprehended to harness its enormous potential. To study the ocean and the related ecosystem, we learn oceanography. This includes the study of weather, ocean currents, and sea life, and every other topic associated with the ocean.

An oceanographer is a special kind of scientist who studies the ocean. The oceans are a large environment, and so the science of oceanography must be just as large. Oceanographers study every different aspect of the ocean, such as the chemistry of the of ocean water, the geology associated with the ocean, the physical movements of the ocean water, or even the life that calls the ocean it's home. As humans have come to populate most corners of the globe, our impact on the oceans is stressing their ability to continue operating normally. Healthy oceans are crucially important to maintain a healthy planet. Oceanographers are some of the most important climate researchers in the fight to mitigate the effects of climate change, overpopulation, and overfishing.

Regardless of which field an oceanographer selects as their primary studies, they will still need to comprehend the other aspects of oceanography. Many discoveries made in the field of oceanography are the product of multidisciplinary and comprehensive efforts involving oceanographers from all from branches of the science.

Marine biologists are oceanographers that study marine ecosystems and their inhabitants. This can involve working with research animals or taking trips into the ocean to perform different experiments, collect data, or track the animals.

Physical oceanographers are more concerned with studying the movements of the oceans, in the waves and currents



and tides that move the water itself.

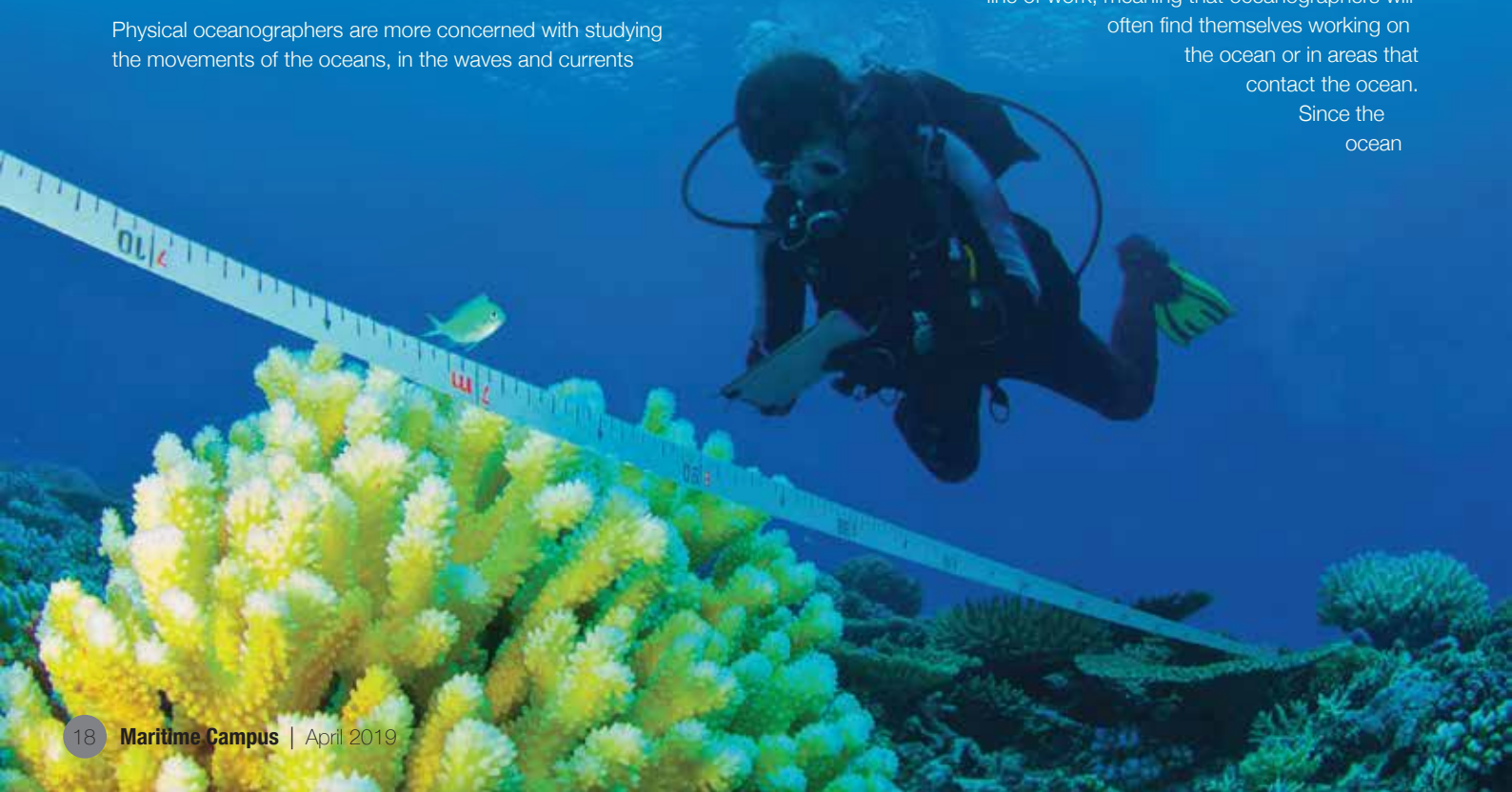
Chemical oceanographers monitor the chemical composition of the ocean water to better understand how they shape the planet. They may study pollution or help find naturally-occurring resources on the seafloor.

Geological oceanographers focus on studying the ocean's floor. They may study undersea volcanic activity and its relation to the movement of tectonic plates or the deep oceanic trenches that plunge thousands of feet.

The oceans cover nearly 70% of the Earth, comprising the majority of the planet's biosphere. Fieldwork is critical to an oceanographer's line of work, meaning that oceanographers will

often find themselves working on the ocean or in areas that contact the ocean.

Since the ocean



impacts the global climate and the overall health of our planet, oceanographers may find themselves investigating the ocean's impact on places far from the ocean. Ocean scientists often have to travel extensively, doing physical tasks and encountering risky organisms or scenarios that test all of their skills.

The day to day duties of oceanographers can vary widely, however, every activity they perform is related to their primary task: research. Oceanographers spend lots of time conducting research, which means reading many pages of studies, running experiments, collecting data, and then writing about their results and sharing their findings with the world. Lots of this work is done in a laboratory, but in order to study the ocean, a researcher must spend time in the water, on the water, or near the water. Some oceanographers learn to SCUBA dive, others spend time on a boat or in a submersible in order to collect data. Many oceanographers work at institutions around the world where they spend plenty of time lecturing or teaching about the ocean. Obviously, many of the most reputable oceanographic institutions are located near the coastline. They pass on their knowledge to new student scientists who are training to become tomorrow's oceanographers.

The job market for geoscientists, or any scientist that studies the earth, is expected to grow by 16% between 2012 and 2022. This is faster than the average growth for jobs in all other industries! Natural resource companies in the petroleum or gas industry are likely to provide a reliable source of employment for geoscientists, including oceanographers. Research and governmental institutes who work to provide environmental protection and water management will also contribute to the rise in demand for oceanographers.

An oceanographer can find work all over the planet, either with large governments or academic institutions or for a corporation. Even if oceanographers are based in one country, they may travel to new locales for various job duties.

Oceanographers usually receive a background education in biology, physics, chemistry, and geology, but they generally go on to focus their research within one field or the other. There are a few schools that offer undergraduate Bachelor's degrees in marine biology, however, most oceanographers further their study before seeking work. Usually, there are internships and assistant-level positions available for those with only undergraduate degrees. To get a more



prominent position as an oceanographer, students usually go on to acquire a Master's or PhD level education before becoming ocean scientists. However, the undergraduate period allows a student to acquire experience all the chemistry, biology, and physics basis that allows them to build upon their studies with more advanced topics in oceanography.

Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU), Bangladesh is currently running a 4 years full time regular undergraduate programme. The programme is divided into eight semesters of 6 months each (2 semesters each year). The duration of each semester is 26 weeks. In each semester, 15 weeks are dedicated for Classroom Learning and Field Trip, while remaining weeks are utilised for makeup classes, midterm examination, preparatory leave, final examination, and other curricular and co-curricular activities. Applicants must fulfil the admission requirements as prescribed by BSMRMU authority. A candidate must pass SSC/ Dakhil and HSC/Alim examinations or its equivalent in Science discipline to be eligible for admission in Oceanography programme. Details of the admission procedure can be found on the university website.



840M AVERAGE HEIGHT OF LAND

MARIN

• SOME FACTS YOU

PENGUINS "FLY"
UNDERWATER
AT UP TO
25 MILES
PER HOUR

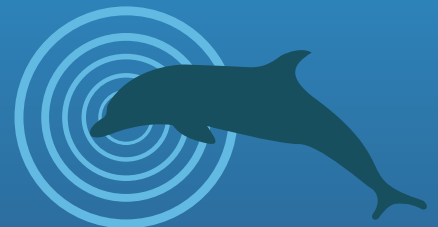


AT LEAST
226,408
MARINE SPECIES

THE SPEED OF
SOUND IN
WATER IS...

1,435MSEC

NEARLY 5X FASTER THAN THE
SPEED OF SOUND IN AIR



90%

OF ALL VOLCANIC ACTIVITY
OCCURS IN THE OCEANS




3,795M

AVERAGE DEPTH OF THE OCEAN



THE LIFE

YOU MAY NOT KNOW



GREEN TURTLES CAN
MIGRATE MORE THAN
1,400 MILES
TO LAY THEIR EGGS




71%

OF OCEAN COVERS THE
EARTH'S SURFACE



AT **188 DECIBELS**,
THE CALLS OF **BLUE WHALES**
IS THE LOUDEST SOUND
MADE BY ANY ANIMAL ON THE PLANET



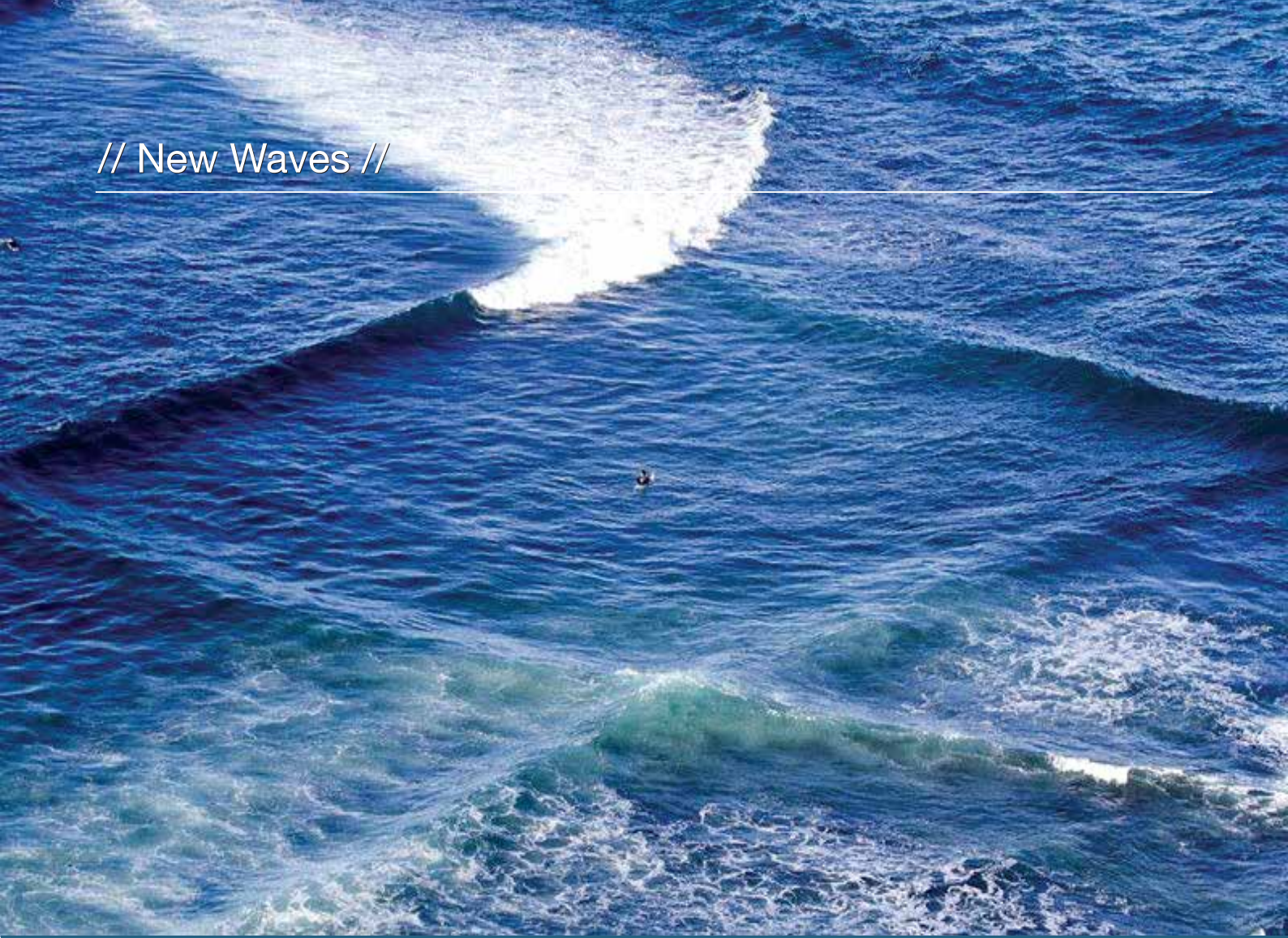
50-80%
OF ALL LIFE ON EARTH
IS FOUND IN THE OCEAN

90%
OF LIVING SPACE ON
THE PLANET IS MADE
UP OF OCEANS

LIFE BEGAN IN THE SEAS
3.1 BILLION TO 3.4 BILLION
YEARS AGO



LESS THAN **10%**
OF WHICH HAS BEEN
EXPLORED BY HUMANS



The mystery and history of cross seas

Often while streaming through online, have you ever come across an interesting fact, which is at a time so horrible but terrific? Yes, I have come to know something special that I cannot but share with my fellow chaps!

My focus is on the square grid of waves at the intersection of the seas, which occurs due to the difference potential of the inner weather, or biogeochemical features of the crossing seas or oceans. You know, different seas have different inner current and ecosystem of their particular genre. Thus, each sea has a climatic regime of its own. When it rolls up into a convergence area, i.e., meets another sea in a common region, its inherent weather gets interrupted and waves from each sea meet up in a sloping angle. When these angular joints continue like a line, the line shows up like a ridge and that ridge seems like a grid to us. As a natural phenomenon, these grids are perpendicular and equi-proportional to each other, making a perfect square! Thus, it becomes a natural miracle!

Nevertheless, how wonderful this spectacular scenery is, it has a very opposite side too. When these waves move outwards after meeting in a ridge line, the beneath of the ocean become restless and turbulent! Although it is not understood from the apparent view, when a surfer puts his surfing board up the ridgeline, there must be a possibility of tossing up of the board with the surfer above it. And it might result in a pathetic situation. The “riptides” are really vehement.

So, be careful while enjoying nature with such a great mood! Because, there may be danger in beauty, and beauty in danger. From that perspective, be decisive what you will choose!

The example of square wave grid’s scenic beauty is in the Island of Rheo, a coastal region at the west of France, only 19X3 square kilometres of area. Visitors enjoy the natural magic through a telescope from a lighthouse. But they are made super alert enough to steer clear of the waves, that is, they are bound to be within a certain limit of the coastal line.

The inner weather where seas meet is almost always stormy. Such an example is observed in the crisscross of the Baltic Sea and the North Sea in Denmark. Also, it is seen in Tathra, New South Wales, as bioluminescent waves. This is so sad because naturally luminescent planktons create this glowing atmosphere as their defence mechanism. How widespread the examples are, vessels and swimmer, both must take this warning as a real one.

Asmaul Husna

Assistant Engineer (Civil), Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh

Youth unemployment and national security of Bangladesh

Commodore M Ziauddin Alamgir

Introduction

The youth constitutes a major portion of the world's population and work force. One of the socioeconomic challenges faced by youth is unemployment. Over the years, Youth Unemployment (YU) has continued to pose challenges to both developed and developing nations of the world. About 71 million youth were unemployed worldwide in 2017 with the global YU rate of 13.1 per cent. The YU is seen as one of the root causes of the various types of social, economic and political problems/crises that impinge on National Security (NS).

Youth unemployment refers to the share of the labour force aged 15-24 years without work but available for and seeking employment. The unemployment very often forces youth to become vulnerable to the extent of compromising themselves to various forms of exploitation which leads to different unsocial and terrorist activities. This ultimately leads to social dislocation and poses a threat to NS.

National Security connotes the freedom of a nation and the ability of such a nation to pursue its objectives. It embodies the inviolability of a nation's territorial boundaries, the preservation of its sovereignty, the protection and promotion of its cherished values and interests, and the wellbeing of its citizens.

The issue of YU in Bangladesh is very crucial for the overall development and security of the country. Due to the rapid growth of population Bangladesh failed to create adequate opportunities for the youth in accordance with their educational qualifications. This failure has a profound impact on the socioeconomic development of the country.

An overview of YU and NS

Since her independence in 1971 till 2009, no government took long term massive step to combat the YU problem. Even after the

restoration of democracy in 1991, politics were centred at political gains. As a result, YU rose gradually over the years. This rise in YU endangered NS in Bangladesh. However, the present government under the leadership of Prime Minister Sheikh Hasina took dynamic programmes to curb the YU and enhance NS.

Youth constitute one-third of the total population in Bangladesh. Her history is enlightened by the heroic contribution of the youth. But the potentialities of youths could not be explored for various reasons; notably one is unemployment.

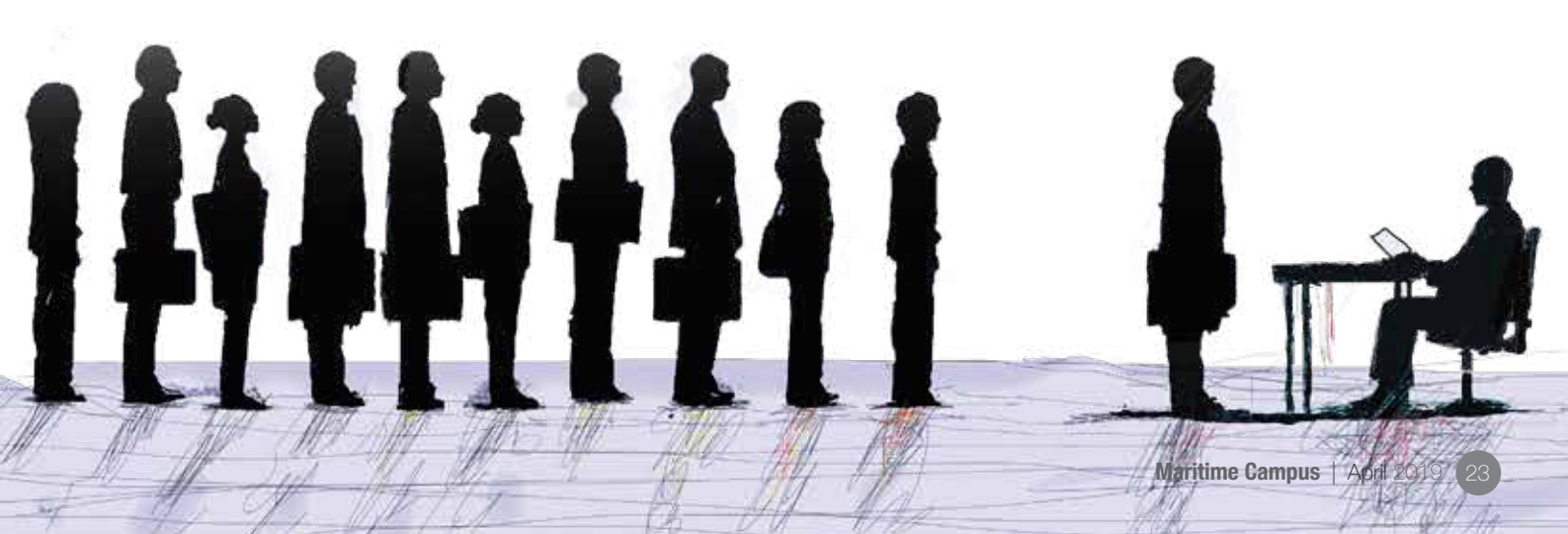
Issues involved in YU and NS in Bangladesh

Disguised unemployment

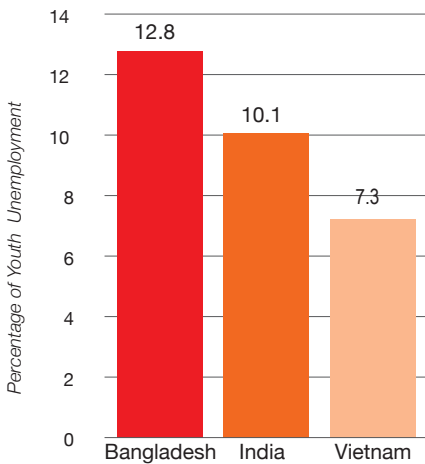
Disguised unemployment is the unemployment of potential workers that is not reflected in official unemployment statistics. Bangladesh suffers from large-scale disguised YU. For instance, a large part of the population engaged in agriculture could be removed without reducing agricultural output. The incidence of disguised unemployment acts as a constraint to economic development. It widens the gap between the reported and actual unemployment figures in Bangladesh at any point in time. The number of disguised YU is about 32 per cent in Bangladesh, which is much higher than official YU rate of 12.8 per cent. Since disguised unemployment contributes to total unemployment, there is a need to factor it into a policy framework designed to curb unemployment including the National Youth Policy (NYP) and Labour Force Survey (LFS).

Educational strata differentials

Unemployment among educated youths is one of the major problems in Bangladesh. The percentage of Bangladeshi with no or little formal education accounted for 1.4 per cent of the unemployed youth, while the corresponding figure for secondary school leavers is 13 per cent. This suggests that the types of employment currently



Youth unemployment rate of selected countries



Source: ILO (2017)

being created are biased towards low value-added manual and unskilled sectors of the economy. These educated unemployed youths are an absolute burden on the state. They are considered to be a source of tension and turmoil. The linkage between YU and crimes is obvious.

Spatial unemployment

The YU rates vary significantly between rural and urban areas of Bangladesh. The average YU rate is higher in urban centres than in rural areas. The YU rate in urban centres is around 60 per cent compared to 40 per cent in rural areas. This is due to the influx of rural dwellers into the urban centres in search of better employment opportunities even when the jobs were not available. It also identified that the urban-centric development plan widened the gaps in job opportunities between urban and rural areas.

Local content

Local content has a major impact on employment generation, economic growth and NS. Adding values to available resources can diversify the economy, create job opportunities and thus reduce YU for enhancement of NS. Though RMG (Readymade garments) sector plays a vital role in reducing YU, nevertheless due to lack of local content it lacks forward and backward linkages' industries, which could generate huge employment opportunities. On the other hand, value addition to agro-product also could help to reduce YU rate.

Effects of YU on NS

Youths are a vital national resource, under-utilisation of which can decrease domestic production. This discourages local and foreign investors. When an economy fails to generate enough employment, the potential production of goods and services are irretrievably lost. When such happens, NS becomes threatened as people's freedom and ability to pursue their legitimate objectives are compromised. The first phase of YU is the shock at the denial of the initial feeling of optimism and hope. In the second phase, there is increasing distress and tension as individuals come to realise the harsh realities and gravity of their problems. In the final phase, the unemployed becomes resigned, dispirited and disillusioned which culminate into unemployment identity. This identity leads unemployed youth to the feelings of inferiority complex and hopelessness. The resultant effect is civil unrest, threats to socio-cultural values and the inability of the state to defend itself, promote cherished cultural values and legitimate interests which constitutes threats to NS.

Challenges

Unsynchronised policy framework

The main objective of the NYP of Bangladesh is to create a disciplined and efficient workforce through a planned process. The

For many university graduates, landing a government job is not only a great opportunity to serve the country, but also a good career prospect



policy defined youth and determined problems, rights, responsibilities of the youth among others. Moreover, there is a lack of synchronisation between NYP and LFS method. It also does not cater for disguised YU. Hence, the actual number of unemployed youths is always dubious.

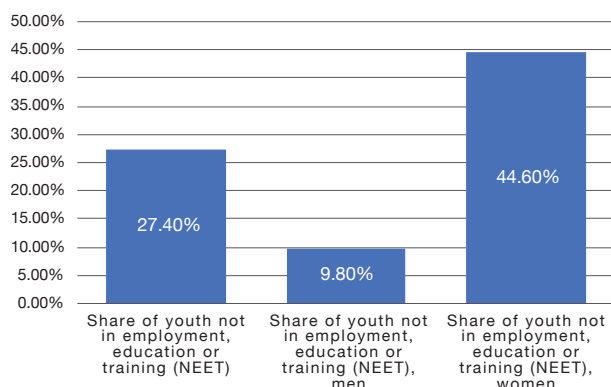
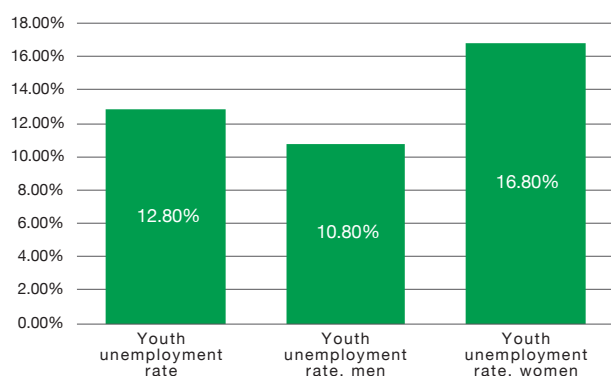
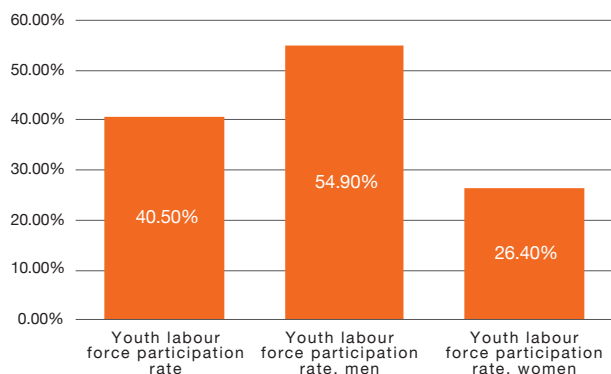
Diploma centric education system

The major weaknesses in the education system of Bangladesh are the mismatch between the training content and the demands of the labour market, rigid and formal curricula and course organisation among others. Despite positive employment growth and higher university participation, there is a paradox of high graduate YU. In Bangladesh, graduate YU is 4-9 times higher than the total of the country's YU.



Almost two million jobseekers enter the market every year but the country cannot give formal jobs to even one-fourth of them

In 2017:



Urban-centric development programme

In Bangladesh, most of the development programmes are urban-centric. The development activities of the donor agencies like World Bank, Asian Development Bank and Non-Governmental Organisations are also urban-centric. The better education facilities, healthcare, amenities among others attract rural people to migrate to urban areas contributing to total YU. Most migrants are young, unmarried males of working age. This migrant very often remains unemployed and lead a miserable life considered to be the root cause of social vices inimical to NS in Bangladesh.

Absence of LCP

Countries all over the world have pursued and continue to pursue Local Content Policy (LCP) to enhance national competitiveness, economic and security interest. Due to the absence of LCP, Bangladesh failed to capitalise the benefits of whatsoever local contents she had. For example, Bangladesh has huge prospects of shipbuilding, but due to the nonexistence of LCP local shipbuilders find it difficult to win the bid. The winning of bids could encourage local shipyard to create jobs for unemployed youths and ancillary job opportunities as well thus could curb YU for enhanced NS in Bangladesh.

Some notable initiatives by the present government

The 100 days Employment Generation Programme (EGP)

The 100 days EGP was launched in 2008-2009 fiscal year to eradicate seasonal poverty among the hard-core poor of famine-prone areas in Bangladesh. In these areas, people remain unemployed almost 5 months in a year. These hard-core poor people lead precarious lives because of their unemployment. The programme was planned with a budget allocation of BDT 200 million especially for capable unemployed youths of Bangladesh. The coverage of the programme included 2 million hard-core poor families. This programme has significantly reduced seasonal YU and enhanced NS in Bangladesh.

Decent Work Country Programme (DWCP)

International Labour Organisation (ILO) launched the first DWCP in Bangladesh in 2006. The key success of the programme among



Revised education policy to suit the labour market could contribute to the reduction of YU for enhanced NS in Bangladesh

others was increasing employability through skills development programmes. The ILO is now implementing the Second DWCP. The identified main challenge of the Second DWCP is promoting new jobs, mostly for unemployed youth. If this challenge can be mitigated, the second DWCP will contribute to reduce YU and thus enhance NS in Bangladesh. Bangladesh has set a target of reducing national YU from the current 30 per cent to 15 per cent by 2021. Her Vision 2021 is strategically linked with the second DWCP.

Expansion of National Service Programme (NSP)

The Government of People's Republic of Bangladesh (GPRB) planned to expand the activities of NSP across the country and employ around 720,000 jobless educated youths. Jobs for around 16,036 unemployed youths have already been created in the second phase of the programme. Continuation of this programme will aid to reduce YU towards enhanced NS in Bangladesh.

Way ahead to mitigate the challenges

The synchronisation of NYP and LFS methods

The unemployed figure cannot be realistic if disguise unemployment is not determined. The LFS does not cater for disguised YU in its method of survey. Moreover, the LFS method brackets age group 15 to 29 years as youth contrary to NYP's definition of youth. Hence an actual number of unemployed youths in Bangladesh is always dubious. It hampers effective employment generation programme. The synchronisation of NYP and LFS method would ease the formulation of effective employment generation programmes which in turn could reduce YU and enhance NS in Bangladesh.

Revision of education policy

Education policy is a determinant factor in employment generation. The education system in Bangladesh is not labour-market oriented. As such educated youths find it difficult to secure job and remain unemployed. The revision of education policy to suit the labour

market could contribute to the reduction of YU for enhanced NS in Bangladesh.

Adoption of balanced development programme

Balanced development programme ensures almost equal facilities of basic needs and social amenities in urban centres and rural areas. Urban-centric development in Bangladesh has been identified as a major factor of rural-urban migration. The migration has increased YU in urban centres. Adoption of balanced development programme could reduce YU and enhance NS in Bangladesh.

Formulation of local content policy

Local content policy contributes to reduce youth unemployment and enhance NS. Absence of LCP in Bangladesh undermines the growth of local industries and increases YU. Formulation of LCP would flourish local industries, create more job opportunities for youth and enhance NS in Bangladesh.

Conclusion and recommendations

The potentialities of youths in Bangladesh could not be explored for various reasons; notably one is for unemployment. Unemployed youths are vulnerable to social vices inimical to NS of Bangladesh. Disguise-unemployment contributes to total unemployment, educational strata differential acts as a negative catalyst of YU for enhanced NS in Bangladesh. Other issues include spatial unemployment and local content. The YU has economic, social and political effects leading to national insecurity.

The identified challenges of YU for enhanced NS in Bangladesh include unsynchronised policy framework, diploma education system, urban-centric development and absence of LCP. The 100 days EGP, DWCP and expansion NSP are some of the prospects for addressing YU for enhanced NS in Bangladesh. The study proffered way ahead to mitigate the challenges of YU for enhanced NS in BN.

It is recommended that,

- The NYP and LFS method may be synchronised.
- The education policy may be revised.
- Balanced development programme may be undertaken.
- The local content policy may be formulated.

Commodore M Ziauddin Alamgir, (L), NGP, fdc, psc, BN
Msc Eng (BUET), MDS (NU), WEAC (UK), FIEB, AANDEC (Nigeria)
Dean, Faculty of Maritime Governance and Policy, Bangabandhu
Sheikh Mujibur Rahman Maritime University, Bangladesh

Naming of the Bay of Bengal & some relevant discussion

Mansura Akter

Banga+Upa+Sagor = Bangapsagor, in English, 'Bay of Bengal', elaborately, the bay which belongs to 'Banga' or Bangladesh.

The Bay of Bengal is the largest bay of the world. Though it is named the Bay of Bengal, but practically adjacent to India, Myanmar and Sri Lanka also. The Bay of Bengal is a water area of triangle structure having India, Sri Lanka, Andaman-Nikobar islands in the West, Bangladesh and Myanmar in the North, Iravaty river in the East. It covers 8,39,000 square feet area of Indian Ocean. Various rivers fall in the Bay of Bengal, such as Padma, Hoogly, Iravati, Godabory, Mahananda, Krishna, Kabery, Brahmaputra and their branches like Jamuna, Meghna etc.

There are myths about the historic perspective of naming the Bay of Bengal. However, queries are relevant regarding this.

It is clearly mentioned in Article- 10 of the United Nation Convention on Law of the Sea, 1982 (UNCLOS, 1982) that "1. This article relates only to bays the coasts of which belong to a single State." &"2. For the purposes of this Convention, a bay is a well-marked indentation whose penetration is in such proportion to the width of its mouth as to contain land-locked waters and constitute more than a mere curvature of the coast. An indentation shall not, however, be regarded as a bay unless its area is as large as, or larger than, that of the semi-circle whose diameter is a line drawn across the mouth of that indentation."

After analysis of this Article, the following characteristics of Bay are found:

1. a specified area of water
2. land locked
3. more than a mere curvature of the coast
4. equal or larger than a semi-circle
5. belonging to a single coastal state

Now, a discussion is relevant on the appropriateness of the naming of the Bay of Bengal.

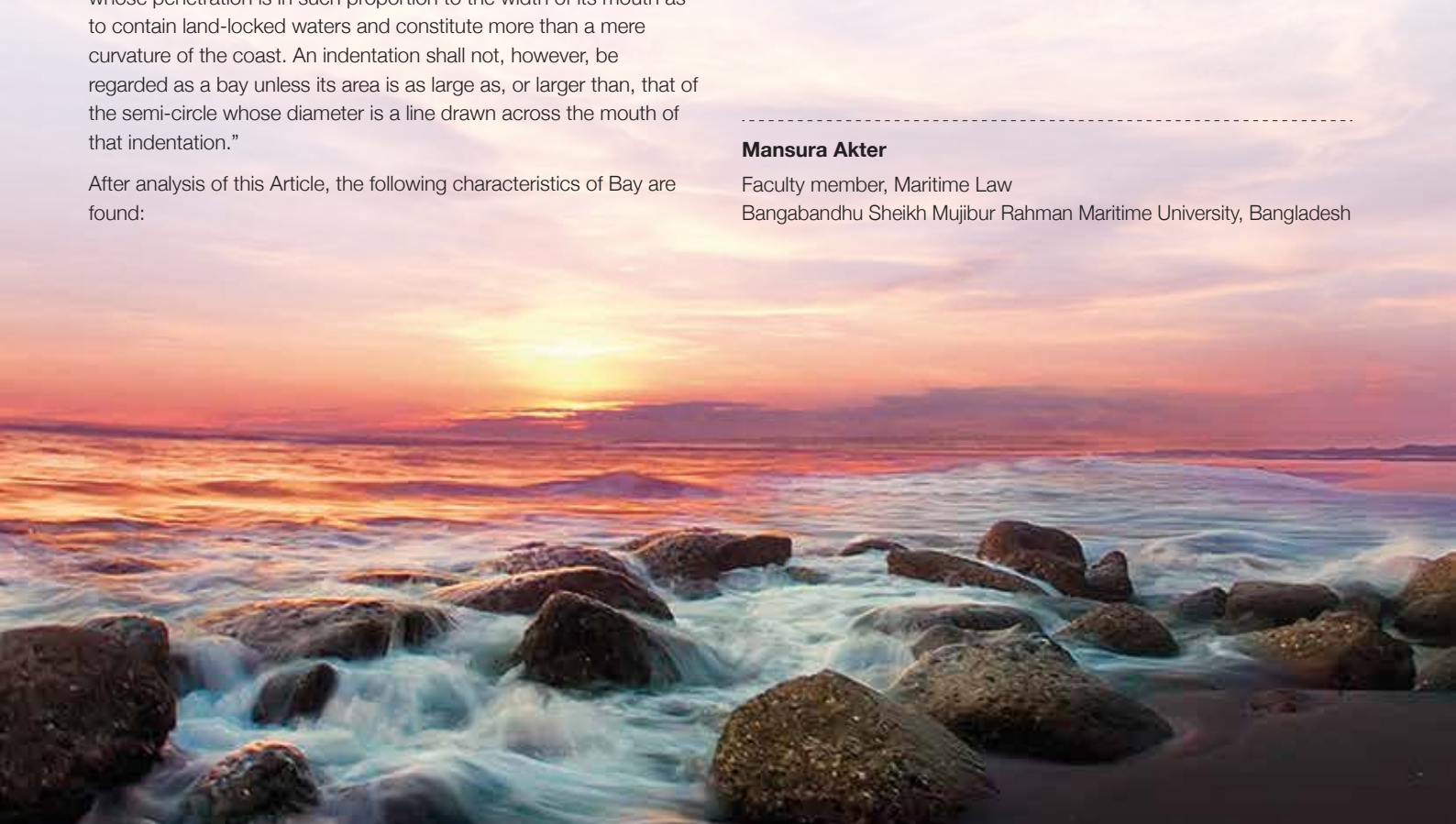
As per the interpretation of Article-10 of the UNCLOS, 1982, the Bay of Bengal is not a bay at all because of not having the aforementioned characteristics together.

In practice, it is also seen that the rules regarding drawing straight baselines under Article 10(3), 10(4), and 10(5) cannot be followed; rather the rules of general baseline under Article 5 and 7 are followed.

Last but not the least, the 'Bay of Bengal' can be called 'Sea of the Bengal' or 'Sea of the South' instead of calling it a 'bay'.

Mansura Akter

Faculty member, Maritime Law
Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh



BSMRMU conducts orientation programme



Bangabandhu Sheikh Mujibur Rahman Maritime University, (BSMRMU) Bangladesh, the first maritime specialised university of Bangladesh organised an orientation program for the 2nd batch of BSc in Naval Architecture and Offshore Engineering (NAOE), 3rd Batch of BSc in Oceanography, 1st batch of both BBA in Port Management & Logistics and LLB in Maritime Law on 06 January 2019 at Setara Convention Hall near the temporary campus located at Pallabi in the capital. The Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal, graced the occasion as the chief guest. Treasurer, Registrar, Deans, faculty members, officers, staffs, students and their guardians attended the programme. In that orientation programme, the freshers learned about the discipline, security and environment of the university. The Chief Guest welcomed the students and encouraged them to contribute to the socio-economic development of the nation by building their career as skilled maritime professionals at home and abroad.

BSMRMU celebrates the Independence Day and National Day



The hon'ble Vice-Chancellor of Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh Rear Admiral M Khaled Iqbal urged upon all to contribute from their respective position for country's development by reflecting the spirit of independence during the occasion of Independence Day and National Day- 2019 observed annually on 26 March. The day was celebrated with joy, respect and enthusiasm. To mark the day, the cultural club of the university arranged a cultural programme and a debate competition was organised by the debate club. Later, prizes were handed over among the winners and participants. In his speech, the Chief Guest commemorated the contribution of the Father of the Nation and the heroic freedom fighters, who sacrificed for the liberation of the country.

BSMRMU celebrates 99th birth anniversary of Bangabandhu Sheikh Mujibur Rahman and National Children's Day-2019



To materialise the 'Bengal of Gold' dream of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman, the Vice-Chancellor of Bangabandhu Sheikh Mujibur Rahman Maritime University, (BSMRMU) Bangladesh Rear Admiral M Khaled Iqbal urged all to work together and contribute to the national

development on the occasion of the 99th birth anniversary of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman and the National Children's Day-2019. The day was celebrated in a befitting manner. A documentary on the lifespan of the father of the nation was screened on the occasion. Besides, best compositions of a writing competition were read out on the biography of Bangabandhu Sheikh Mujibur Rahman to mark the day. The Hon'ble Vice-Chancellor of the university graced the programme as the Chief Guest. The chief guest delivered his speech emphasising on Bangabandhu's charismatic leadership for the great liberation war. The Vice-Chancellor also highlighted Bangabandhu's fondness for the children welfare. Later, the Chief Guest delivered prizes among the winners of the competitors and distributed "Vice-Chancellor's Scholarship" among the selected meritorious students.

BSMRMU Planning, Development and Evaluation Committee sits for sixth time



The 6th Meeting of Planning, Development & Evaluation Committee was held on 17 January 2019 at University Conference Room. The Vice-chancellor chaired the meeting. During the meeting, the committee evaluated the development of the university and made recommendations to overcome constraints.

BSMRMU distributes winter clothes



Bangabandhu Sheikh Mujibur Rahman Maritime University, (BSMRMU) Bangladesh distributed winter clothes among the madrasa students and an orphanage near the temporary campus of the university located at Pallabi in the capital city. The distribution ceremony was held on 23 January 2019. Hon'ble Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal was present at the occasion and distributed winter clothes and blankets among the poor students. Treasurer, Registrar, Deans and Officers were also present during the occasion. Winter clothes and blankets were distributed among a total of 500 students and orphans.

Academic Council meets for the 22nd time



On February 14, 2019, the 22nd meeting of the University Academic Council meeting was held in the university conference room. The meeting was chaired by Vice-Chancellor Rear Admiral M Khaled Iqbal. Reformation of scholarship rules was approved in the meeting and a 'Study Leave Committee' was formed to support the teacher/staff's need for a study leave. The meeting also took the decision to change the name of the Department of Nautical Science. Additionally, several important decisions were taken in that meeting, including the acknowledgment of the results of various semester examinations for postgraduate programmes held at the University in September 2018.

Short course held on 'Port and Shipping Studies'



The inauguration of a 7 day long short course entitled 'Port and Shipping Studies' was held at Krishibid Institution of Bangladesh

(KIB) in the capital on 07 March 2019. The programme was organised by the Institute of Bay of Bengal and Bangladesh Studies of Bangabandhu Sheikh Mujibur Rahman Maritime University, (BSMRMU) Bangladesh. Dr Golam Shafiuddin, ndc, Additional Secretary (Blue-Economy Cell) of the Ministry of Power, Energy and Mineral Resources graced the occasion as the Chief Guest. Dr Shafiuddin optimistically said, after completing this short course participants will develop themselves and emerge as maritime professionals to contribute extensively in both shipping industry and port management development of the country. A total of 52 government and non-government officials participated in this short course.

On 14 March 2019, the Hon'ble Secretary of Ministry of Shipping, Mr Md. Abdus Samad graced the closing occasion as the Chief Guest and handed over the certificates to the course participants. The Vice-Chancellor of BSMRMU Rear Admiral M Khaled Iqbal was also present at the occasion. Treasurer, registrar, deans, faculty members of the university, resource persons, invited guests and participants attended the concluding event as well.

Annual picnic of BSMRMU held



BSMRMU organised a daylong Annual Picnic – 2019 at 'BIPSOT', Savar, Dhaka on 02 February 2019.

The Vice-Chancellor of the university Rear Admiral M. Khaled Iqbal and his spouse Begum Ani Iqbal were present as the Chief Guest and the Special Guest respectively. Registrar, deans, faculty members, students, officers and staffs attended the picnic with zeal and enthusiasm. The picnic was a combination of different cultural and sports events. Every event was enthusiastically presented and participated by the students as well as the teachers, officers and staffs of the university. At the end of the event, the Special Guest and the Chief Guest handed over the prizes among the winners.

// Campus Canvas //

BSMRMU organises a moot court for practical experience



Country's sole maritime specialised public university, Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh (BSMRMU) organised a "Moot Court" at its temporary campus in the

capital on 23 February 2019. The moot court was arranged with a view to enhancing the practical experience of the Maritime Law students of this university. The Justice of the Admiralty Bench of the Bangladesh Supreme Court, Justice A F M Abdur Rahman, conducted the moot court. Dean of the Faculty of Maritime Governance and Policy, Commodore M Ziauddin Alamgir, concerned resource persons, faculty members, students and officers of the university were present during the event. All the participants agreed that such moot court had been playing a vital role in the development of the professional skills of the students in their future endeavors.

BSMRMU conducts a lecture session on 'An overview of Subsea Engineering'

On 31st January 2019 Dept. of Offshore Engineering arranged a lecture session on 'An overview of Subsea Engineering' for the students of BSc in Naval Architecture and Offshore Engineering program. The session was conducted by Dr Moffazzal Hossain, Associate Professor and Head of Petroleum Engineering Discipline, Curtin University, Perth, Australia. The session was mainly intended to give the students some basic idea about the subsea engineering, its current global condition and its prospect as an engineering discipline. Dr Moffazzal Hossain also enlightens the students about various master's programmes related to subsea and petroleum engineering which our students could pursue during their higher studies and some scholarship opportunities available for them as well.

BSMRMU hosts fresher's reception

'Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh', the first maritime specialised public university of Bangladesh held a 'Fresher's reception' programme for the newly enrolled undergraduate students for the session of 2018-2019 at Shaheed Moazzam Hall in capital city on 9th February. The Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal, graced the occasion as the Chief Guest. Treasurer, deans, registrar, officers, faculty members and students attended the programme as well. At the beginning of the event, the new students were welcomed with joy and zeal. Later, University Cultural Club organised a pleasant cultural programme to mark the welcome of freshers.



BSMRMU observes the Martyrs' Day and International Mother Language Day



The Martyrs' Day and International Mother Language Day-2019 was observed by the university. The Hon'ble Vice-Chancellor of the university, Rear Admiral M Khaled Iqbal paid homage to the language martyrs at the Central Shaheed Minar at the beginning of the day. He was accompanied by the treasurer, deans, registrar, faculty members, officers and students of the university. Later, in the light of Language Movement and International Mother Language Day, essay and recitation competition were held in the university. Along with that, the students organised a cultural programme. Gracing the programme as the Chief Guest, the Vice-Chancellor of the university urged all officers, teachers and students to ensure proper use of Bangla language at all levels by upholding the spirit of International Mother Language Day. Later, the Chief Guest distributed prizes among the winners of the competitions. At the end, prayers were sought for the language martyrs and for the prosperity of country.

Seminar held on 'Liner Operation in Bangladesh'



A seminar on 'Liner Operation in Bangladesh: An Overview' was organised by the faculty of Maritime Business Studies of Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU) on 22nd January 2019. Hon'ble Vice-Chancellor Rear Admiral M Khaled Iqbal, BSP, ndc, psc graced the occasion as chief guest. All Faculty members and students of MPSM-3 & 4, LLM- 3 & 4, MMB – 2 and MMS -1

participated in the seminar. Mr Amor-Bin-Nasir, Head of Finance & Accounting, Maersk BD and Mr Md. Masudur Rahman, Country Customer Service Manager, Maersk BD presented as resource persons on the seminar. Commodore M Ziauddin Alamgir, Dean, Faculty of Shipping Administration presided over the seminar.

BSMRMU conducts internal study tour to support Bangladesh Studies Course



With an aim to go beyond academics, the 1st batch students of BBA in Port Management & Logistics, 2nd batch students of Naval Architecture and Offshore Engineering got an opportunity to learn practically by visiting different historical places (Bangabandhu Memorial Museum, Jamdani Palli, Panam City and National Museum) on 15, 16, 30 and 31 March 2019. The main aim of the tour was to acquaint students with the role and activities of different organisations. It gave the students an excellent opportunity to interact with Bangladesh Studies Course (BSC) and know more about its overall environment. After the internal study tour, students were able to gain theoretical as well as practical knowledge. The tour was really a great opportunity for the students of BSMRMU to acquaint the historical places and traditional cultural activities of Bangladesh. It will be fruitful for them to apply this knowledge to their practical and study life.

BSMRMU arranged overseas study tour in India

As a part of curriculum, Faculty of Maritime Governance and Policy (FMGP), Bangabandhu Sheikh Mujibur Rahman Maritime University, Bangladesh (BSMRMU) arranged Overseas Study Tour (OST) from 25-28 March 2019. The third batch students of LLM Maritime Law and Master in Port & Shipping Management Programmes, the first batch students of Master in Maritime Business and faculties participated the tour. The team was led by Commodore M Ziauddin Alamgir (L), NGP, fdc, psc, BN, Dean, FMGP. The aim of the OST was to acquaint the faculty and students with the role and activities of Indian Maritime Organisations and Legal System. The team visited Indian Maritime University (IMU), Mumbai Campus, Indian Institute of Management Bangalore (IIMB), National Law School of India University, Bangalore (NLSIU) and some places of historical importance.

The overseas study tour arranged by BSMRMU is indeed was an eye opener for the students who could have a practical experience of other academic institutions in the abroad. The visit to IMU, IIMB and NLSIU was very educative to the visiting team of BSMRMU. The lesson that the team learnt will benefit BSMRMU on the development process of a growing public specialised university in years to come.



U.S. Navy rearranges its education and training programmes



Richard Spencer, the U.S. Secretary of the Navy has propelled a sweeping readjustment of the service's training and higher education operations, placing a new budgetary and policy emphasis on learning for service members.

One year after the deadly USS Fitzgerald and USS John S. McCain collisions, Spencer's office undertook a strategic review of the ways in which the Navy prepares its personnel for service. The resulting 430-page study, dubbed "Education for Seapower," recommended the formation of a Naval University with a civilian head and a single budget line, unifying both authority and funding for all education in one place.

It is Spencer's ambition to unify all of the Navy's educational institutions into one united University System. This includes everything - not just operational training for navigation and tactics, but the flagship United States Naval Academy, the Naval War College,

Marine Corps University, Naval Postgraduate School, the curricula of the Naval Reserve Officers' Training Corps and Service Officer Candidates Schools, and all flag and general officer education. It will also likely entail new investments in online education and other digital tools, like VR and gamification.

IMO head praises CMU



Mr Kitack Lim, the Secretary-General of the International Maritime Organisation (IMO), has praised the Caribbean Maritime University (CMU), for developing its programmes in harmony with developments within the maritime industry.

According to the media reports, Mr Lim noted that different areas of knowledge are being merged, and encouraged the IMO- certified university to continue to blaze a trail in maritime education.

"We are now seeing the convergence of different disciplines producing areas of study, such as nautical engineering, being combined with computer digitalisation and telecommunications," he added.

The IMO Head said that the university, which operates a logistics faculty and provides manpower for the logistics industry, including port operations, could combine all knowledge and expertise from different faculties to produce high-quality graduates.

He pointed out that the shipping business is changing and that educational institutions, such as the CMU, should work towards preparing students for the inevitable changes.

Philippines to boost maritime education system

The Maritime Industry Authority (MARINA) has partnered with the Commission on Higher Education (CHED), Philippine Merchant Marine Academy (PMMA) and maritime higher education institutions (MHEIs) to improve the maritime education system in the country and make it at par with international standards.

Vice Admiral Narciso Vingson Jr., MARINA Officer-in-Charge said in a joint memorandum circular of the agency and CHED that there is a need to monitor the maritime education programmes offered by MHEIs to strengthen the competitiveness of Filipino seafarers.

On 15 January 2018, the MARINA conducted its national consultation on the Joint CHED Memorandum-MARINA Circular on the Revised Policies, Standards, and Guidelines for the Bachelor of Science in Marine Transportation (BSMT) and Bachelor of Science in Marine Engineering (BSMarE) programmes.

The consultation was aimed at gathering inputs from various stakeholders in maritime education on revisions of policies, standards and guidelines in accordance with the STCW Convention 1978, as amended. The convention sets the minimum basic requirements on training, certification and watchkeeping for seafarers on an international level.

UK to fund young women into maritime careers



On International Women's day, the UK's Maritime Minister Nusrat Ghani announced new funding to encourage young women into maritime careers.

The UK's educational charity, the 1851 Trust, has been given £100,000 by the Department for Transport, to support the promotion of maritime careers.

This funding will go towards 10 roadshows around the UK where girls, aged 11 to 14, can speak to women already working in the sector about the full breadth of careers available before they make their GCSE choices.

"I am determined to ensure that the great career opportunities in the maritime industry are open to everyone, no matter their gender. This International Women's Day, I am delighted to support the 1851 Trust in linking up 1,500 young women with female role models and inspire them to consider a life at sea or on shore," said Nusrat Ghani.

The 1851 Trust, based in Portsmouth, the UK and the official charity of INEOS TEAM UK, is working to challenge young people's perceptions of STEM (Science, Technology, Engineering and Maths) subjects and encourage them to choose these subjects in their studies.

IMO starts a project to address biofouling

The first globally coordinated effort to address biofouling to help protect marine biodiversity has been started with a five-year plan by the International Maritime Organisation (IMO).

The GloFouling Partnerships project is a collaboration between the Global Environment Facility (GEF), the United Nations Development Programme (UNDP) and IMO. Representatives from 12 lead partnering countries, four regional organisations, IOC-UNESCO, the World Ocean Council and numerous strategic partners attended the first Global Project Task Force meeting.

The 12 countries are Brazil, Ecuador, Fiji, Indonesia, Jordan, Madagascar, Mauritius, Mexico, Peru, the Philippines, Sri Lanka and Tonga. Australia, Canada, Germany, New Zealand and Sweden also contribute to the project as strategic partners.

Onboard training is mandatory for maritime institutes of India

In a development that is expected to help maritime students, the Indian government has made maritime training institutes (MTIs) responsible for providing practical training aboard a vessel.

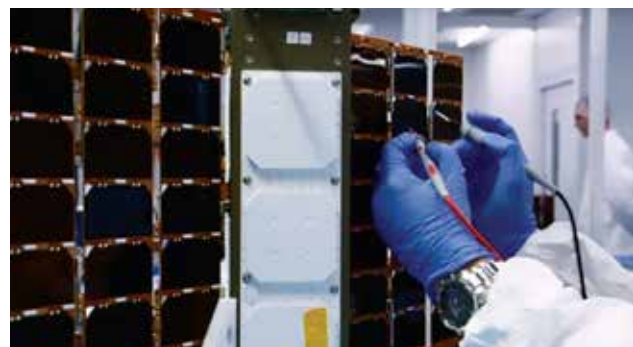
If MTIs do not ensure practical training to their students in an academic year, then the institutes will lose their right to admit students next year.

At present, many students, after classroom training, are unable to obtain slots for practical training aboard a vessel due to a shortage of training slots.

While MTIs admit students, they themselves had to arrange for the Structured Ship Board Training Programme (SSTP), which is the practical training aboard a vessel. Alternately, ship owners sponsor students at MTIs, and they themselves then provide practical training.

There are about 168 maritime institutes--52 with in-principle approvals-- as of this March, according to the DG-Shipping of India. Globally, there were 1.5 million seafarers in 2018, and most of them came the Philippines, China and India (1,16,500) in that order, according to Drewry, a maritime research and consultancy services provider.

Spire Satellite Company moves into maritime industry



One of the world's biggest satellite companies, Spire has announced a move into the global maritime industry. The US firm has been developing technology to support maritime radar, which helps ships avoid collisions at sea.

The company, which has a key manufacturing facility in Glasgow, gathers data through its low-Earth orbit satellite network.

General Manager of Spire Maritime, John Lusk said the industry as a whole was on the cusp of huge growth. He also said that the space data they collected was of use to the maritime industry.

San Francisco-based Spire, whose European headquarters is in Luxembourg, is also playing a key role in Scotland's growing space industry.

In the past two years, Glasgow has built more satellites than any other city in Europe, and Scotland is now in a prime position to become home to the UK's first spaceport.

IMO launches new logo to increase visibility for women in maritime



It is reported that the International Maritime Organisation (IMO) has launched a new logo for its Women in Maritime programme to support the United Nations Sustainable

Development Goal 5: Achieve gender equality and empower all women and girls.

"The IMO Women in Maritime programme supports the participation of women in both shore-based and sea-going posts, under the slogan 'Training-Visibility-Recognition', through a wide range of gender-specific activities. The new logo is just one visible part of the programme and will help women in maritime gain more visibility and exposure throughout the maritime sector and beyond," said Programme lead Helen Buni.

The primary objective of the IMO Women in Maritime programme is to encourage the IMO Member States to open the doors of their maritime institutes to enable women to train alongside men and acquire the high-level of competence that the maritime industry demands.

Since the programme was established 31 years ago, its portfolio of activities has grown extensively. IMO has facilitated the establishment of seven regional associations for women in the maritime sector across Africa, Asia, the Caribbean, Latin America, the Middle East and the Pacific Islands, some 152 countries and dependent territories and 490 participants.

UK to use augmented reality in seafarer training



As a part of government plans to innovate the maritime sector, the UK maritime industry is to use virtual and augmented reality in seafarer training.

Modern

technological know-how is part of the Department for Transport's Maritime 2050 strategy, which will also see the creation of an "innovation hub" at a UK port by 2030 to look into ways of cleaning up emissions and improving training.

According to media reports, the government said the new legislation will also be introduced to create the framework to allow for more testing of autonomous vehicles in UK waters.

The department said the hope is to establish the UK as the best place to trial such technology and attract investment to boost the economy.

The use of virtual and augmented reality will increase seafaring skills and bring together experts to discuss the future needs of the industry.

Mumbai hosts two-day Regional Maritime Safety Conference 2019



For the first time, India hosted the Regional Maritime Safety Conference 2019 in Mumbai on 19 February 2019. The two-day conference discussed issues related to assuring maritime safety in the India-ASEAN sub-region, safeguarding shores and promoting maritime trade. The conference addressed a range of issues that affect regional maritime safety, including transport safety, maritime law, shipbuilding, transportation of hazardous goods, marine oil spill, pollution and environmental safety. The inaugural edition was organised by the National Maritime Foundation (NMF), in coordination with Ministry of Shipping and Ministry of External Affairs.

Addressing the gathering, Additional Secretary, Ministry of Shipping, India, Shri Sanjay Bandopadhyay said that with the linking of domestic crude oil prices with prices of international crude, India is witnessing a growth in coastal shipping and inland waterways.

AEPE commits USD 1 billion to end plastic waste

To advance solutions to eliminate plastic waste in the environment, especially in the ocean, an alliance of global companies has launched a new organisation with USD 1 billion budget.

The cross-value chain Alliance to End Plastic Waste (AEPW) which is made up of nearly 30 member companies committed the budget with the goal of investing USD 1.5 billion over the next five years to help end plastic waste in the environment. The Alliance is aiming to scale solutions that will minimise and manage plastic waste and promote solutions for used plastics by helping to enable a circular economy. The Alliance membership represents global companies and located throughout North and South America, Europe, Asia, Southeast Asia, Africa, and the Middle East and includes oil majors Shell, ExxonMobil and Total.

The Alliance includes chemical and plastic manufacturers, consumer goods companies, retailers, converters and waste management companies and has been working with the World Business Council for Sustainable Development as a founding strategic partner.

ILO meeting agrees measures to attract young people



In Geneva between 25 February and 1 March 2019, representatives from governments, shipowners and seafarer organisations, as well as intergovernmental

and non-governmental organisations, met and adopted conclusions on measures to improve the attractiveness of seafaring for young people, to retain experienced seafarers, and to ensure diversity and opportunities for all, including women and groups vulnerable to discrimination.

Shipping carries over 90 per cent of world trade in terms of tonnage and the movement of millions of passengers. Qualified seafarers are essential to achieving safe, secure, environmentally sound and efficient shipping. This requires attracting quality new entrants and retaining experienced seafarers, including women and from other under-represented groups. A creative approach, involving the social partners and all other relevant stakeholders, is needed to achieve both meaningful and viable solutions.

While there are many positive and attractive aspects to a maritime career, there are challenges and issues that may dissuade young people from becoming seafarers and may cause experienced seafarers to leave the sea. The projected seafarer shortage, in particular of officers, calls for promoting good practices and addressing problem areas to ensure that there are qualified and motivated seafarers in the future.

Blockchain is transforming the maritime industry

Blockchain technology has the potential to revolutionise the maritime industry and bring it into the 21st century. This complex ecosystem could greatly benefit from a robust digital platform to exchange data in real time. The maritime industry has been testing maritime blockchain applications since 2017. Important shipping companies, such as Maersk, Hyundai Merchant Marine, and Maritime Silk Road Platform, have teamed up with tech giants to create blockchain shipping systems to enhance the performance of maritime logistics.

Cutting down bureaucracy is one of the main benefits of introducing blockchain to the maritime industry. For international shipments, companies and customs officials are forced to fill out over 20 different types of documents (most of them paper-based) to move goods from exporter to importer.

Most of these documents fail to provide real-time visibility and data quality, which often causes setbacks in financial settlements. These types of delays and inefficiencies are hard to accept in a data-driven, digital world.

An international consortium of shipping companies and European customs has tested a blockchain solution that eliminates printed shipping documents from the process. Not only did blockchain speed up operations, but this pilot proved how organisations in the maritime industry can save hundreds of millions of dollars annually.

Despite China's decline, global port throughput is stable: Drewry



The Drewry Container Port Throughput Indices are a series of volume growth/decline indices based on monthly throughput data for a sample of over 220 ports worldwide, representing over 75% of global volumes. The base point for the indices is January 2012 = 100.

The Drewry Container Port Throughput Index remained virtually unchanged in December 2018 vs the previous month, sitting at 128.5 points. However, it was close to five points (4.0%) up when compared to November 2017.

China, the largest world region, saw a further decline of around three points (2.1%) in December 2018. The simmering US-China tariff war appears to be negatively impacting the throughput at Chinese ports, but the ongoing maturity of the Chinese economy is also a wider factor. However, the index for China was more than five points up (4.1%) compared to December 2017.

Latin America experienced a 1% monthly decline in December 2018 and a near 3% annual decline, with changes in volumes at Central America transshipment hubs are key influencing factor.

The indices for Asia (excluding China) and Europe stood the same as the previous month at 130.1 and 120.5 points respectively in December 2018. Their annual performances though were better, with growth of nearly 4% for Asia (excluding China) and nearly 7% for Europe.

After witnessing a sharp decline of 14 points in November 2018, the index for the North America region bounced back to 143.1 points in December 2018, 4.4% (6.1 points) higher compared to November 2018. The annual increase is even higher at 11.7 points (8.9%). Front-loading of imports by shippers in order to try and beat possible trade tariff deadlines has been a key factor in 2018.

Africa saw the largest monthly decline of any region, six points (6%), and reached its lowest level of 99 points since May 2016. However, the sample for Africa is relatively small which may not be presenting the full picture.

'Blue Economy' is the key to achieving double-digit growth: State minister for shipping



State Minister for Shipping Khalid Mahmud Chowdhury has said by establishing a “Blue Economy” the country would achieve double-digit growth by 2025.

“The government is working on utilising the vast resources in the Bay of Bengal to harness the Blue Economy,” he said while speaking at a seminar titled “Blue Economy and Sustainable Development Goal 14: Bangladesh Perspective” at Hotel Pan-Pacific Sonargaon on 14 March 2019.

Recalling the role of the Father of the Nation Bangabandhu Sheikh Mujibur Rahman in the creation of Bangladesh, the state minister said Bangabandhu endorsed the Law of the Sea in 1974 and his daughter Prime Minister Sheikh Hasina demarcated the maritime boundary.

“The dream of Bangabandhu will come true if we can use our vast ocean,” he added. He said under the leadership of Sheikh Hasina the dream of Bangabandhu is being realised.

The Department of Shipping organised the seminar and Rear Admiral (Retd) Md Khurshed Alam, Secretary of Maritime Affairs’ Unit, under the Ministry of Foreign Affairs, delivered the keynote speech, while Director General of Department of Shipping Syed Ariful Islam chaired the meeting.



Untapped Blue Economy sectors identified

Although 26 sectors have been identified to exploit the potentials of Blue Economy in Bangladesh, almost all the sectors remained untapped for lack of proper initiatives.

Official sources said that so far, only a small administrative cell, ‘Blue Economy Cell (BEC)’, was created in January 2017 under the Energy and Mineral Resources Division of the Ministry of Power, Energy and Mineral Resources.

The sectors are shipping, coastal shipping, seaports, passenger ferry services, inland waterway transports, shipbuilding, ship recycling industries, fishery, aquaculture, coastal aquaculture and mariculture, marine acquaintance products, marine biotechnology, oil and gas, sea salt production, ocean renewable energy, tidal energy, blue energy (osmisis) and biomass, aggregate mining (sand, graveetc), marine mineral mining, coastal tourism, recreational water sports, yachting and marines, cruise tourism, coastal protection/artificial islands/greening coastal belts, human resource development, marine surveillance and marine special planning.

Following the settlement of maritime dispute with India on July 8, 2014, Bangladesh won 19,467 square kilometres out of 25,602 sq km disputed areas from India in the Bay of Bengal.

Damen plans to invest in Bangladesh



A Dutch defense, shipbuilding and engineering conglomerate company, plans to invest in Bangladesh in a bigger way.

Chief Executive Officer of Damen, René Berkvens, expressed their investment interest to Bangladesh Ambassador to the Netherlands, Sheikh Mohammed Belal, during a meeting held in The Hague recently.

According to media report, Damen’s investment in Bangladesh would open up a new avenue for Bangladesh’s shipping sector and accelerate economic benefit.

During the meeting, Ambassador Belal apprised the CEO of Damen about Bangladesh Delta Plan-2100 and how the Bangladesh government is taking preparations to implement the plan phase by phase.

In response to Ambassador’s request, the Damen CEO promised to visit Bangladesh in April 2019 to verify the potentials of investment in Bangladesh.

Royal Haskoning DHV and BUET to take part in Payra port master plan



Royal Haskoning DHV, together with Bangladesh University of Engineering and Technology (BUET), have been selected to develop detailed master plan for the overall development of the Payra Port.

Payra Port will be the country's 3rd and largest sea port and is being designed to add much needed port capacity to Bangladesh to allow larger vessels to call at the facility.

Bangladesh imported approximately USD 52.84 billion of goods in 2017 and the new deep sea port will enable the country to accommodate large draught vessels directly rather than requiring transshipment from Singapore or Colombo – a development which will deliver major savings in transit times and costs for both import and export.

Eric Smit, Business Development Director Maritime at Royal Haskoning DHV, said of the multi-million euro contract: "We are honored to be working on the development of this national priority project, together with the Bangladesh

University of Engineering Technology. It's rare to see green field port developments of this scale, and the new port will help the country achieve its growth ambitions and create greater economic growth, more jobs and new opportunities."

The first phase of the green field port development encompasses capital dredging works, which will be carried out by Belgium's Jan de Nul under a PPP framework agreement, and the creation of two new port terminals.

The port, which is scheduled to be operational by 2022, will also have strong rail, road and waterway connectivity to the capital, Dhaka.

Experts for mariculture development to tap Blue Economy resources



To tap the vast ocean resources, experts have emphasised on mariculture development in Bay of Bengal by following the methods of other countries.

Rear Admiral

(ret'd) Md Khurshed Alam, secretary of maritime affairs unit of Foreign Ministry said that many countries were breeding different types of fish in the sea and Bangladesh should start doing the same. He opined for the need for a pilot project and further studies to make this feasible.

The maritime affairs secretary said Bangladesh will need about 100 million tons of additional fish due to a rise in population, and if the country can start mariculture right away, it would help produce at least two to three million tons of fish in the pilot project.

Md Khurshed Alam was addressed the gathering at the inaugural ceremony of "Bangladesh Blue Economy Dialogue on Fisheries and Mariculture" held at a city hotel.

Aimed at identifying, discussing, and arriving at a consensus on the essential enabling conditions, and to facilitate fisheries and aquaculture, to contribute meaningfully and sustainably to the Blue Economy of Bangladesh, the Fisheries and Livestock Ministry and the Food and Agriculture Organisation (FAO) of the UN, jointly organised the two-day long dialogue.

US keen to invest in Bangladesh's maritime sector



The United States (US) is willing to invest in the maritime sector of Bangladesh, the US ambassador in Dhaka Earl R Miller said.

The US envoy came up with the willingness when he met with the State Minister for Shipping

Khalid Mahmud Chowdhury at his ministry office on 20 March 2019.

During the meeting, they discussed the issues related bilateral interest, the activities and security of Chittagong seaport and the works of Mongla port, Payra port and Matarbari deep seaport.

The state minister assured the US envoy for providing cooperation to the US firms when they come up with investment in Bangladesh's maritime sector.

Later, Khalid presented a copy of The Unfinished Memoirs (Oshomapto Attojiboni), the autobiography by Father of the Nation Bangabandhu Sheikh Mujibur Rahman, to the US envoy.

Shipping Secretary Md Abdus Samad was present on the occasion.

Seminar speakers emphasise on maritime domain awareness



Speakers at a seminar on maritime domain awareness emphasised the importance of tapping into the country's maritime resources for further development. School of Maritime Warfare and Tactics organised the seminar at Bangladesh Navy's Issa Khan Base in Chattogram on 7 February 2019. The seminar was a part of Bangladesh Navy's annual maritime exercise, titled 'Exercise Safeguard 2018'.

A total of five papers were presented at the daylong seminar styled 'Maritime Domain Awareness'. The seminar discussed the expansion of maritime trade, use of maritime resources for energy security, proper management of fish resources, conservation of environment and biodiversity, and the challenges of securing maritime resources. Discussants also called for a coordinated plan and concerted efforts among the maritime agencies for unlocking the huge potentials of the country's vast sea area.

As the rise of international trade through the waterways is contributing to the growing economy, the government has adopted 'Blue Economy' policy to tap into the huge maritime potentials, the discussants said.

Bangladesh Marine Academy Commandant selected for prestigious IMarEST award

Sajid Hussain, the Commandant of Bangladesh Marine Academy, has been selected for the 'Outstanding Contribution Award in Marine Education 2019' of the Institute of Marine Engineering, Science & Technology (IMarEST) in London.

This prestigious award recognises the achievements of those who contribute to improving maritime education.

IMarEST is a professional body of about 22,000 marine professionals from 120 countries, including Bangladesh. It has a consultative status at International Maritime Organisation of United Nation.

Sajid has been working as a Chartered Engineer of UK Engineering Council since 2017 and Chartered Marine Engineer & Fellow of IMarEST since 2006, a Governor of the Board of Governors of World Maritime University since 2013, Sweden and a Maritime Ambassador of International Maritime Organisation of UN since 2016.

His publications include 21 books, 20 research papers and 250 features.

Draft maritime zones bill recommends special tribunal

The government has drafted the Maritime Zones Bill proposing establishment of a special tribunal to deal with piracy, robbery and maritime violence in the Bangladesh territorial waters.

The draft proposed death sentence or life term in addition to forfeiture of property for causing death while committing an offence and identified two 'grey areas' with India and Myanmar.

It proposed jail for maximum 14 years and fine of Tk 20 million for attempting to commit piracy and maritime violence.

The proposed law on maritime zones also aimed to determine maritime zones, prevent sea pollution, stop illegal fishing, monitor movement of local and foreign vessels and utilise and conserve sea resources.

It proposed jail for one year or fine of Tk 80 lakh or both as the highest punishment for illegal fishing.

The draft bill that would replace the Territorial Water and Maritime Act 1974 also proposed interpretation of Bangladesh territorial waters and grey areas.

According to draft, the areas are situated beyond 200 nautical miles (1nm=1.8 km) of the special economic zone and separately within the 200 nautical miles of Exclusive Economic Zones of Myanmar and India, determined by verdicts in the international court on the Bangladesh-Myanmar maritime boundary case in 2012 and the Bangladesh-India maritime boundary case in 2014.

Govt. prepares plan to tap maritime resources



The government is preparing a new master plan for exploration and exploitation of deep-sea resources. In this regard, the meeting of the committee formed earlier will be

called soon. Prime Minister Sheikh Hasina will preside over the meeting and all concerned ministries, divisions will propose a work plan and recommend sustainable exploration and exploitation of maritime resources.

Shortly after the boundary settlement in the Bay of Bengal, the government had taken the important initiative to make the master plan for marine resources. In this respect, a high-level committee was formed under the leadership of Hon'ble Prime Minister Sheikh Hasina at the end of her last term. During that meeting 19 ministries, divisions and organisations took part, several initiatives were taken to prepare various action plans.

As a coastal country, there are many new opportunities for the development of oceanography and the Blue Economy of Bangladesh. Notable opportunities are maritime shipping and ports operation, mariculture, fisheries exports, tourism, renewable energy, construction of artificial islands etc.

BSMRMU Medical Centre provides free healthcare



A student of BSMRMU is taking medical service from the medical centre

Health is the source of all happiness and disease disrupts normal life. Patients go to medical centres to receive treatment as healthcare is their fundamental right. Since educational institutions are the workplace of the student, teacher, and education related professionals, healthcare or medical facilities should be made available to them.

With a vision to become a great learning environment for higher maritime education with excellence, through the state-of-the-art facilities, the only specialized maritime university of Bangladesh, Bangabandhu Sheikh Mujibur Rahman Maritime University (BSMRMU), Bangladesh has its own medical facility. The university has been providing medical services from the day one.

The Medical Centre of BSMRMU is dedicated to provide free medical services to the students, teachers, officers and staffs of the university. Family members of teachers, officers and staffs are also provided with free medical services.

The Medical Centre provides general check-up, medical advices and commonly used essential medicines. The

centre remains open during office hours. However, Emergency medical services are available round the clock. The university authority has taken several initiatives to modernise the Medical Centre by enhancing medical facilities.

The medical centre of BSMRMU is dedicated to provide free medical services to the students





**Bangabandhu Sheikh Mujibur Rahman
Maritime University, Bangladesh**

Web: www.bsrmu.edu.bd