

Shipbuilding Industry Development Policy 2021



Ministry of Industries

Government of the People's Republic of Bangladesh

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Acronyms

ADR	Alternate Dispute Resolution
BIM	Bangladesh Institute of Management
BIBM	Bangladesh Institute of Bank Management
BIWTA	Bangladesh Inland Water Transport Authority
BIWTC	Bangladesh Inland Water Transport Corporation
BSTI	Bangladesh Standards and Testing Institution
CIP	Commercially Important Person
CETP	Central Effluent Treatment Plant
DWT	Dead Weight Tonnage
EDF	Export Development Fund
ISO	International Organization for Standardization
LCT	Landing Craft Tank
LNG	Liquefied Natural Gas
SWP	Standard Working Procedure
WTO	World Trade Organization

Chapter 1

Introduction

Bangladesh has a rich history of shipbuilding industry dating back to the early modern era. In the 15th to 16th centuries, Bangladesh became the center of sea-going ship manufacturing industries in Asia. In the first half of the nineteenth century, several ship manufacturing companies in Chittogram started building of commercial ships in Bangladesh with a capacity of 1000 DWT.

At present, more than 12,500 small and large vessels are transporting goods and passengers throughout the country. More than 20 internationally accredited shipyards as well as 100 local quality ship and dockyards are engaged in building these vessels. International standard shipyards are capable of building nearly 100 ships a year. The country is currently building ships with a maximum capacity of 10,000 DWT. There are about 700 small and large rivers in Bangladesh in addition to a long coastal boundary of the Bay of Bengal. The length of these rivers is about 22,155 Km. Three-fourth quarter of goods are transported in such river routes of the country.

Shipbuilding is a labor-intensive industry. It requires more investment, advanced technology and longer period of time to build a ship. Bangladesh's current position is very much traditional compare to other leading shipbuilding countries in the world in regard to provide financial investment, resource allocation and providing other facilities to encourage ship building sector.

The government has undertaken a massive development program, along with making an export oriented vibrant ship building industry, with a vision to brand the country a high-income country by 2041. The country's ship manufacturing yards are playing a significant role in providing heavy engineering and logistical support to government's development projects.

From 2008, Bangladesh has started exporting modern ships abroad. In the last few years, the domestic ship builders have exported 40 ships to Europe, Africa and Asia and 180 million US dollar has been added to the government's exchequer and thus shipbuilding industry has been composing a very positive image in the industrial sector of country. If such potential sector gets governments all out support, it will be possible to earn about 4 billion US dollar annually through exporting ships in the next 5 years and accommodate one hundred thousand employments in this field.

The present government is providing varieties types of assistance to accelerate industrialization of the private sector in order to accomplish desired economic growth. In this regard, increase production in several industrial sectors, promotion of various sub-sectors, expansion of employment opportunities, reduction of import dependence, continuous growth of export earnings are some of the basic initiatives for accelerating industrialization.

Government is trying to expedite national growth by formulating policies and adopting strategies for the advancement of various industrial subsectors. Various countries of the world have pursued their growth through successfully adopting sector-based industry promotion policies. So far no distinct policy has been formulated for the advancement of domestic ship building industry in the country whereas policy formulation to support shipbuilding industry is essential for the sake of accelerating country's massive development activities, especially for the sake of forging effective partnership with on-going mega projects, expansion of shipping industry at the domestic, regional and international levels.

At present, the government has been given special importance on maximizing potentialities of 'Blue-Economy.' Exploration and extraction of marine resources through planned management is the main objective of Blue Economy. This requires long term planning, infrastructural development, and ensuring sustainable development in both coastal and offshore areas. In fact, it has opened the door to a new possibility for prosperity, and using this opportunity, it is possible to make the Bay of Bengal a center of economic progress and prosperity. The country's potential blue economy/marine resource industry like sea fishing, oil and gas extraction, exploration of marine biology, Submarine mining, and tourism, researched can play a vital role. By best utilizing of these resources, the country's export and foreign exchange earning can be enhanced substantially. However, shipbuilding industry has already participated in various development projects successfully, both public and private sectors.

The importance of advanced technology-based fishing trawlers is immense for accruing fish from the sea. As there is no high-tech fishing trawler in our country, Bangladeshi ships cannot go for fishing at the deep sea. At present, despite having a maritime boundary of 664 km wide Bangladesh can navigate only an area of 60 km, which means it can use only 10 percent of its total accessible area. Even the country has not yet developed its capacity for fishing or other economic activities in the Exclusive Economic Zone and in the Continental Shelf Area of the sea. It is worth mentionable that usual capacity of the Developed Countries' Fishing Vessels' is 2000 DWT or more whereas the maximum capacity of Bangladeshi fishing vessels is 300 DWT. It is to be noted that an international standard trawler with a capacity of 2000 (+) DWT for the fishing sector of Norway has already been built at the shipyard of Bangladesh. Thus the industry may serve as a major partner in infrastructure development, including producing high-tech fishing vessels. Besides, it can take the ship building industry further ahead by ensuring creation of proper design and following it aptly during construction time.

Therefore, the government envisages that a policy formulation for the desired expansion and growth of the shipbuilding industry is highly essential.

Chapter 2

Vision, Mission, Goal and Objectives

2.1 Vision: Developing shipbuilding as a sustainable robust industry.

2.2 Mission: Raising the contribution of export oriented shipbuilding industry to USD 4 Billion by 2026 through attracting more investment and promoting advanced technology in this sector.

2.3 Goal

2.3.1 Sustainable development of ship building industry through joint collaborations of government and private sector, increase in export revenue and employment, development of socio-economic condition of the country by gradual reduction of import dependence;

2.3.2 Ensure active cooperation in national development growth partnership of shipbuilding industry through providing engineering and logistical support to the mega projects to solicit smooth realization of Vision 2041 of the government;

2.3.3 Elevate shipbuilding industry to an international level by integrating domestic, regional and international shipping industry with it due to its immense potential and demand in the country and abroad;

2.3.4 Preparation of master plan for proper development of shipbuilding industry; as well as undertaking appropriate activities for the development of the ship repair industry.

2.3.5 To develop shipbuilding industry as a sustainably robust source of export revenue.

2.4. Objectives

2.4.1 Increase skills of shipbuilding industry of Bangladesh and upgrade it to international standard through acquiring technical knowhow, skills and expertise and thereby attaining capabilities of manufacturing LCT, LNG Tanker, Crude Oil Carriers and Chemical Tankers, Coal Carriers, Deep Sea Mining Vessels and Oceanographic Survey Ships, apart from building conventional ships and vessels. Assure diversified types of ship manufacturing and production of various equipments used in ship;

2.4.2 Reduce import dependency and simultaneously meeting the inland shipping demand by increasing production capacities of domestic shipyards;

- 2.4.3 Create employment opportunity for one lakh people by year 2026 in place of currently employed 30 thousand people in this sector;
- 2.4.4 Elevate Bangladesh shipbuilding industry at par with international shipbuilding industries and to create a pool of skilled manpower in order to export abroad;
- 2.4.5 Provide different incentive packages, tariff facilities and loans at a lower rate of interest so that the industry may survive competing in the global market;
- 2.4.6 Incorporate “Green Technology System” in large modern shipbuilding and ship repairing industry in an appropriate manner on the basis of public-private partnership;
- 2.4.7 Identify of possible obstacles, calamities and risks in the shipbuilding industry and taking appropriate measures to eliminate identified bottlenecks, obstacles and risks;
- 2.4.8 Create a conducive environment through proper coordination of public and private initiatives for attracting domestic and foreign investments in this sector;
- 2.4.9 Assist implementation of government’s large-scale projects under Blue-Economy Program through shipbuilding industry on a partnership basis;
- 2.4.10 Ensure participation of the shipbuilding industry in execution of mega development projects of the government.

Chapter 3

Implementing Strategies

3.1 Strategic Action

In order to achieve the goals of this policy, four specific strategic actions and some basic programs will be undertaken to ensure development of globally competitive ship building industry in the country and they are as follows.

3.2 Strategies

- 3.2.1 Partnership:** Effective coordination and partnership between different stakeholders is essential for the development of this industry. Therefore, the participatory role of the different stakeholders will be encouraged, especially the role of private sector, professionals and organizations involved in this industry, will be invigorated. The private sector is given special importance in actualization of the economic policy of the present government. Therefore, the private sector will play a key role in achieving the objectives of this policy.

3.2.2 Capacity Building: To survive in the present competitive market, there is no alternative but to ensure qualitative development of this industry. Special emphasis will be given on capacity building of individuals and organizations involved in this industry. Necessary coordination will be made between the public and the private sector to increase capacity of the industry and to make it sustainable. However, in order to increase capacity, special emphasis will be given on the policy support as well as institutional support of the government by ensuring a more active and leading role of the private sector. Special importance will be given on the government and private initiatives to impart institutional and practical training for enhancing the skills and expertise of professionals, such as, engineers, naval architects and workers associated and involved in shipbuilding industry.

3.2.2.1 For development of shipbuilding industry, it will be asserted that each shipyard must have a SWP (Standard Working Procedure) and proper adherence to SWP will be monitored by Ministry of Industries' approved organizations.

3.2.2.2 Maintaining the quality of shipbuilding, importance will be attached to increasing productivity in the sector. Simultaneously efforts will be made to focus creating a Bangladeshi Brand through forming a Bangladesh Ship Classification Society.

3.2.3 Market Expansion: The growth and sustainability of any industry depends on the merchandizing scope and selling capacity of the products in a specific market. Necessary steps will be taken to enhance merchandizing capacity of this industry in the domestic and international markets. Proper actions will also be taken to ensure easy and sustainable access to market of the domestic products of ship building industry.

Special attention will be given to create opportunities for the entrepreneurs to sell their products easily. Although the private sector will play a major role in the export of goods, the supportive role of the government in market expansion will always be carried through.

3.2.4 Banking Assistance: For continued survival of shipbuilding industry and for sustainability of its enterprises, it is unavoidably essential to follow a policy of low interest rate loan facility and a long term loan repayment opportunities in this sector as soon as possible. Loans for building export oriented ships can be provided against buyers letter of credit/contracts. To overcome and resolve the banking challenges in shipbuilding industries, a provision of issuing sovereign guarantees at minimal cost along with creating a dedicated fund comprising with adequate finance for providing bank guarantees, bid bond guarantees, performance guarantees, letter of credit facilities, all non-funded and revolving in nature will be instituted as a policy support to boost up this sector.

Chapter 4

Incentives

4.1 Revenue support

- 4.1.1 Production of various types of vessels and other goods along with ships as per domestic, regional and international demand;
- 4.1.2 Adopting required improved infrastructure and necessary program for building national and international standard ships;
- 4.1.3 Undertaking appropriate time driven quality assurance measures for developing quality of shipbuilding and ship repair;
- 4.1.4 Effective programs will be undertaken and implemented for export development, diversification of export products and creation of new markets;
- 4.1.5 For discouraging import of ships and equipment initiatives will be undertaken for capacity building of domestic shipbuilding industries side by side banning imports of all / any types of ships and vessels below 5500DWT or of length less than 100.00 meters;
- 4.1.6 Forming a special Fund for development of shipbuilding industries;
- 4.1.7 A specific action plan for developing necessary infrastructures for forward and backward linkage industries as well as to produce skilled manpower will be undertaken, and setting up a training academy concerning shipbuilding industries;
- 4.1.8 Allocating plots to genuine entrepreneurs for shipbuilding and ship repairing by selecting a special economic zone
- 4.1.9 Providing various types of financial facilities in line with the investment friendly facilities available in other competing countries.
- 4.1.10 Extending assistances and supports to those companies in shipbuilding industry which adopt an appropriate technology to minimize and control harmful wastes, such as, greenhouse gas, Sulphur-di-oxide and others and side by side ensure eco-friendly atmosphere and labor conducive management;
- 4.1.11 Rendering all possible incentives to women entrepreneurs and to develop skilled manpower;
- 4.1.12 Providing necessary assistances to attract large foreign shipbuilders through developing entrepreneurs interested in partnership;
- 4.1.13 Facilitating all possible supports by identifying and evaluating on priority basis the present challenges in the shipbuilding industry;

- 4.1.14 Undertaking initiatives to set up research and development cells to develop shipbuilding as a technology based industry;
- 4.1.15 Allocating financial resources and undertaking action plan to utilize the benefits of Blue Economy;
- 4.1.16 Giving priority and preference to shipbuilding industry to provide heavy engineering and logistics supports in mega development projects of the government;
- 4.1.17 Adopting unified risk management plan to waive and mitigate risks and uncertainties;
- 4.1.18 Reducing risks and accidents in the workplace of professionals involved in shipbuilding i.e. engineers, naval architects and works, and arranging due compensation from the respective organization;

4.2 Financial investments and incentives

- 4.2.1 It is unavoidable for shipbuilding industry but to use foreshore and seashore. Local district Administration/Local land administration/BIWTA/Ministry of shipping will take necessary steps on priority basis to allow use of foreshore and seashore on easy terms for longer period to facilitate smooth growth of this industry.
- 4.2.2 In line with other competing shipbuilding countries, the rate of interest on investment working capital along with all other types of loans will be kept at minimal level;
- 4.2.3 Fixing long term debt repayment period;
- 4.2.4 Creating a special working capital fund for this sector to enhance capabilities and efficiency of shipyards and to facilitate continuity of development projects involved as partners in ongoing mega development projects of the government;
- 4.2.5 Allowing a tax holiday facility to export-oriented shipyards and domestic shipyards facilitating Government Infrastructure Development Projects;
- 4.2.6 Amount of cash incentives will be increased from the existing rates for encouraging export of ships and other ship-related accessories;
- 4.2.7 Continuing paying cash incentives for exporting ships and ship related products;
- 4.2.8 Allowing the shipbuilding industry to use special facility like other export oriented industries to import raw materials for building export-oriented ships;
- 4.2.9 Assisting participations in international business fairs;
- 4.2.10 Extending cash support, in line with other competing shipbuilding countries, to shipyards participating in international tenders in manufacturing ships, dredgers, fishing trawlers, tugs and ferries etc;

- 4.2.11 Arranging necessary investments and financial incentives for the shipbuilding industry for its contribution to Blue Economy;
- 4.2.12 Export Promotion Bureau and other institutions like Ministry of Commerce, Bangladesh Embassies and Missions abroad will take long term program for expanding market of exporting ships;

4.3 Policy/Institutional Support

- 4.3.1 Confirming supply and availability of electricity, fuel and gas including other services;
- 4.3.2 Awarding CIP status, Export Trophies and Industry Medals;
- 4.3.3 Strengthening the share market;
- 4.3.4 Providing special facilities through making Special Economic Zones for this sector;
- 4.3.5 Employing Alternate Dispute Resolution (ADR) program to quickly resolve conflicts in shipbuilding industries;
- 4.3.6 Providing maximum cooperation and assistance to private entrepreneurs in this sector to encourage to follow environmental laws, rules and regulations as well as to practice green production technology;
- 4.3.7 Maintaining a harmonious balanced relationship with different Ministries, Departments and Agencies in order to facilitate better linkage;
- 4.3.8 Continuing Bonded Ware House facilities;
- 4.3.9 Engaging foreign experts to enhance efficiency, productivity of local industries and technology transfer, when necessary, arrangement of foreign training for upgrading skills and capabilities of local manpower;
- 4.3.10 Market development by using information and communication technologies;
- 4.3.11 Attaching priority to industries following green production methodology and management;
- 4.3.12 Sending manpower engaged in shipbuilding industries abroad for higher training through government initiative;
- 4.3.13 Rendering necessary encouraging support for setting up environment-friendly Ship Building industries;
- 4.3.14 Devising short, medium and long term action plans to enhance efficiency of industrial management of the private sector;
- 4.3.15 Imparting necessary training to increase skilled work force engaged in domestic shipbuilding industries;

4.4 Trading Facilities

To ensure proper protection and sustainability of Bangladesh shipbuilding industry, appropriate steps will be taken to encourage export of different types of water craft, such as, Cargo Ships, Oil Tankers, Container Vessels, Bulk Carriers, Tug Boats, Offshore Dredgers, Patrol Craft, Fishing Trawlers, Survey Vessels, Passenger Ferry, Passenger Ship LCT (Landing Craft Tank), Port Utility Craft etc. along with up to 20,000 DWT ships.

Policy of domestic preference will be ensured for the use of locally made product to build quality ships and vessels at a lower cost;

4.5 Creation of Backward Linkage Industry

A Backward Linkage Industry Incentive Guideline will be formulated to facilitate proper development and growth of the shipbuilding industry.

Chapter 5

Development of Entrepreneurs for Shipbuilding Industries

- 5.1. Steps will be taken to develop a pool of creative skilled artisans as well as a class of knowledgeable innovative entrepreneurs to secure positions in the present fast changing global competitive market.
- 5.2. A Design Institute for the shipbuilding industry will be set up for designing varieties types of new ships matching the demand of domestic and international markets.
- 5.3. Necessary assistance will be provided for development of research in ship building industry, training/education in design formulation, design development and procurement of design resources and technical layout
- 5.4. Measures will be taken to enrich the knowledge of entrepreneurs and exporters to gain ideas about the world market. Special program will be adopted to activate various trade bodies those can play important role in this regard.

- 5.5. Training will be imparted on increasing productivity, value addition, compliance standards for product quality assurance, development of business activities and business methods in the shipbuilding industry. An initiative will be taken to provide necessary training on quality control to the existing ship building industries to receive international certificate.
- 5.6. Assistance will be pursued from Bangladesh Institute of Management (BIM), Bangladesh Bank Training Academy, Bangladesh Institute of Bank Management and other concerned government and non-government organizations on entrepreneurship development, pre and post-investment counseling, financial and market management etc. in the shipbuilding sector.
- 5.7. Various promotional activities will be undertaken to create significant demand of locally made ocean going ships to be used by the domestic shipping line Companies or their Owners;
- 5.8. Effective measures will be taken to ensure proper marine and other insurance policies to support appropriate growth and advancement of domestic shipbuilding industries.
- 5.9. With an aim to develop educated and skilled manpower in domestic shipbuilding industries, appropriate monetary and other facilities will be increased.
- 5.10. Implementation of Labour law will be ensured in this Sector. Using necessary safety gears will be encouraged to ensure physical and mental safety of manpower working in shipbuilding industries.

Chapter 6

Implementation, Monitoring and Review

6.1 Implementation, monitoring and review

There will be a Council headed by the Hon'ble Minister for Industries to coordinate implementation of the Shipbuilding Industry Development Policy 2021. The Council will be constituted comprising following members. This Coordination Council will be considered as the highest body for the implementation, monitoring and evaluation of the policy framework related to development of the shipbuilding industry.

S.N	Designation	Defined Role
1	Hon'ble Minister, Ministry of Industries	President
2	Hon'ble State Minister, Ministry of Industries	Vice President
3	Secretary, Ministry of Industries	Member
4	Secretary, Ministry of Shipping	Member
5	Secretary, Finance Division, Ministry of Finance	Member
6	Executive Member, Bangladesh Investment Development Authority	Member
7	Secretary, Road Transport and Highways Division	Member
8	Secretary, Financial Institutions Division, Ministry of Finance	Member
9	Chairman, National Board of Revenue	Member
10	Secretary, Ministry of Commerce	Member
11	Secretary, Ministry of Environment, Forests and Climate Change	Member
12	Secretary, Power Division, Ministry of Power, Energy and Mineral Resources	Member
13	Secretary, Ministry of Science and Technology	Member
14	Secretary, Ministry of Water Resources	Member
15	Secretary, Energy Division, Ministry of Power, Energy and Mineral Resources	Member
16	Secretary, Ministry of Labour and Employment	Member
17	Member, Industry and Energy Division, Planning Commission	Member
18	Vice Chancellor, Bangladesh University of Engineering and Technology (BUET),	Member
19	Additional Secretary (Policy, Law and Intl. Coop), Ministry of Industries	Member
20	Chairman, Bangladesh Steel Engineering Corporation	Member
21	Director General, Bangladesh Standards and Testing Institution	Member
22	Director General, Department of Shipping	Member
23	Deputy Governor, Bangladesh Bank	Member
24	President, Federation of Bangladesh Chambers of Commerce and Industries	Member
25	President, Bangladesh Shipbuilders Association	Member
26	President, Association of Export Oriented Shipbuilding Industries of Bangladesh (AEOSIB)	Member
27-28	Shipbuilding industry experts nominated by the government (2 persons)	Member
29	Joint Secretary (Policy)/Deputy Secretary (Policy), Ministry of Industries	Member

6.2 Scope for work of the Council

- 6.2.1. The council will meet once in every 06 (six) months. The council will monitor whether the shipbuilding industry development policy has been complying properly or not, and will also take action or recommend appropriate suggestion if any problem arises during the implementation period of the policy.
- 6.2.2. The Council may co-opt any number of new members whenever necessary.
- 6.2.3. The Council will regularly monitor the progress of implementation of shipbuilding industry development policy, 2021 and will advise or recommend expediting the production process on the basis of analyzing necessary information or data.

6.3 Executive Committee for Implementation of the Shipbuilding Industry Development Policy, 2021

In light of the recommendations of the Council for the Shipbuilding Industry Development Policy, an Executive Committee will be made comprising of members cited below to implement this Policy:

S.N	Designation	Defined Role
1	Secretary, Ministry of Industries	President
2	Additional Secretary (Policy, Law and Intl. Coop), Ministry of Industries	Member
3	Additional Secretary, Finance Division, Ministry of Finance	Member
4	Additional Secretary, Ministry of Shipping	Member
5	Additional Secretary, Ministry of Science and Technology	Member
6	Additional Secretary, Financial Institution Division, Ministry of Finance	Member
7	Additional Secretary, Ministry of Commerce	Member
8	Chairman, Bangladesh Inland Water Transport Authority (BIWTA)	Member
9	Chairman, Bangladesh Steel and Engineering Corporation (BSEC)	Member
10	Member, National Board of Revenue	Member
11	Representative, Bangladesh Bank	Member
12	Representative, Federation of Bangladesh Chambers of Commerce and Industries (FBCCI)	Member
13	President, Association of Export Oriented Shipbuilding Industries of Bangladesh (AEOSIB)	Member
14	President, Bangladesh Ship Builders association	Member
15-16	Two Prominent Shipbuilding Industry Entrepreneurs	Member
17	Deputy Secretary (Policy), Ministry of Industries	Member-Secretary

Scope for works of the Implementation Committee:

- 6.3.1. Meetings will be held in interval of every three months. A meeting may be called upon at any time in case of emergency.
- 6.3.2. The committee will supervise existing labor market, working environment, health and safety, investment facilities, financing modes, incentives scheme and availability of fund in ship building industry and above all, carry out all activities necessary for the successful implementation, monitoring and evaluation of this policy.
- 6.3.3. The Implementation Committee will carry out necessary actions in line with the recommendations of the Council and report progress of activities to the Council from time to time.
- 6.3.4. The Policy wing of Ministry of Industries will provide secretarial support to the Council and the Committee.
- 6.3.5. The committee may, if necessary, co-opt or invite any new member.

6.4 Technical Committee

A technical committee will be constituted under the leadership of Additional Secretary (Policy, Law and Intl.Coop) of Ministry of Industries for subject-wise evaluation and preparation of specific proposals/recommendations. In case of necessity, representative of concerned company/agency may be co-opted as member.

6.5 Ensuring Effective Management

Quick steps for the sake of smooth development of the shipbuilding industry in the country will be taken to execute effective implementation of action plans of this policy. More emphasis will be given on regular monitoring and review matters. Effective coordination will be made under the leadership of the Ministry of Industries with all other ministries, departments and associations.

6.6 Effectiveness of this Policy

This policy will remain valid for 5 years from the date of Gazette publication and will subject to amend, update, modify or change time to time in accordance with the necessity of development of this industry.

Time Bound Action Plan for Implementation of the Shipbuilding Industry Development Policy 2021

The following action plan will be adopted through united participation of the public and private sectors:

Sl. No	Subject	Activities	Implementing Ministries/Departments/ Agencies/Others	Implementation period
1	Various shipbuilding materials including ships (4.1.1)	Take initiative to develop infrastructure and quality in order to build internationally Standard ships in the Country.	Ministry of Shipping/Ministry of Commerce/Ministry of Industries/Concerned Departments & Agencies/National Board of Revenue/Directorate of Environment/ Ship building Industries/Financial Institutions	2021-2026
2	Engineering and logistics supports to the mega development projects (4.1.16)	Priority of the shipbuilding industry in providing heavy engineering and logistics supports to mega development projects of the country.	Ministry of Shipping/Ministry of Commerce/Ministry of Industries/ Concerned Departments/ Agencies/ National Board of Revenue/Directorate of Environment/Shipbuilding Industries/Financial Institutions	2021-2026
3	Export development (4.1.4)	Modernizing of production of good/ diversification/identification of potential markets/developing new markets/participating various fairs & international events/participating in tenders including various other competitions/ /bilateral, multilateral agreements/negotiations	Ministry of Shipping/Ministry of Commerce/Ministry of Industries/ Relevant Departments/Agencies/National Board of Revenue/Shipbuilding Industries/Financial Institutions/ Export Promotion Bureaus/ Embassies/Associations/International & Regional Organizations including WTO	2021-2026
4	Product quality Up gradation and Quality assurance (4.1.3)	Obtaining all types of certificates including, IACS/ directorate of environment/health/safety arranging training/workshop to ensure National/International Standards.	Ministry of Industries/Ministry of Shipping/Ministry of Commerce/Ministry of Environment, Forest and Climate Change/Ministry of Health and Family Welfare/Relevant Departments/Agencies/Educational Institutions/Research Institutions/BSTI/Other	2021-2026

Sl. No	Subject	Activities	Implementing Ministries/Departments/ Agencies/Others	Implementation period
5	Investment facilities/ Incentives for export oriented and local shipbuilding industries (4.2.2, 4.2.9)	Providing all types of loans including working capital loans on easy terms / Reducing rate of interest to lowest at per annum/waiving loans of export oriented shipbuilders affected by world recession/Creating Block Account /Introducing Moratorium Facility/Arranging Special Fund/Proving Subsidy/ Subsidies in cost of Insurance Premium/Investment of Foreign Funds/ creating standing Non-Funded Investment Facilities in Banks/ Increasing Cash incentives	Finance Division/Ministry of Commerce/ Export Promotion Bureau/Ministry of Shipping/Shipbuilding Companies/ National Board of Revenue/Tariff Commission/Bangladesh Bank/ Associations	2021-2026
6	Duty reforms on imported raw materials/machinery/ equipment (4.2.9)	Taxes & Duties Exemption/Tax Holiday & Duty Depreciation/Withdrawal/Reduction/Rationalization of Value Added Taxes	Finance Division/National Board of Revenue/Shipbuilding Companies/Tariff Commission	2021-2026
7	Linkage Industries/Sub-sectors (4.5)	Providing loans at minimal rate of interest/Tax and duty free raw materials import facilities/Lending without collateral securities/Imparting training/ Adopting incentive oriented action plan for Linkage Industries/Sub-sectors which are partners in shipbuilding industries.	Finance Division/National Board of Revenue/Tariff Commission/Export Promotion Bureau/Shipbuilding industries/Directorate of shipping/Private Associations	2021-2026
8	Developing skilled manpower including women (4.1.11)	Opening departments relevant to the Shipbuilding Industry in Universities/Colleges/Polytechnic institutions/Introducing vocational training/Arranging foreign training/ Establishing Training Institutes.	Secondary and High Education Division, Ministry of Education/Directorates of Technical Education/Shipbuilding industries/Directorate of shipping/ Ministry of Industries/Training Academy	2021-2026
9	Identifying appropriate areas (4.1.8, 4.3.4)	Declaring appropriately selected suitable places as Shipbuilding Economic Zones in coastal backward areas for development of shipbuilding industries outside existing shipbuilding industrial areas.	Bangladesh Economic Zone Authority (BEZA)/Ministry of shipping/ Shipbuilding Companies/Ministry of Industries/Relevant Divisions/Agencies/ Others	2021-2026

Sl. No	Subject	Activities	Implementing Ministries/Departments/ Agencies/Others	Implementation period
10	Appropriate preservation of Environment (4.1.10)	Complying environment, forest and weather change as well as environment preservation laws/Elimination of climate change/Barring pollution of land and water/Undertaking appropriate action plan to preserve rivers and marshy land's ecology, maintain balance of environment, enhance awareness in these regards.	Ministry of Environment, Forest and Climate Change/Directorate of Environment/Ministry of Industries/Bangladesh Steel and Engineering Corporation/Directorate of Shipping/Shipbuilding Industries & companies/concerned Departments/Associations.	2021-2026
11	Ultra-modern Technology and Modernization (4.1.14)	Innovating and applying the latest modern technology in shipbuilding & repairing/adopting/approval/research/education/training/work shop/venture/investment.Encourage and practice latest and innovative technology in Research, Education, Training, Workshops as well as ensuring Venture Capital Investment in this sector.	Ministry of Industries/Ministry of Shipping/Port Authorities/Shipbuilding Industries/Ministry of Commerce/Tariff Commission	2021-2026
12	Skill Enhancement (5.9)	Introducing practical programs in the field of training, studies, research, workshops to develop skilled workforce.	Ministry of Finance/Ministry of Shipping/Shipbuilding Industries & companies/Ministry of Industries/Tariff Commission/Ministry of Education/Directorate of Technical Education	2021-2026
13	Implementation, Monitoring and Evaluation (6.3.2)	Skill Verification/Manpower Development/Modernization/Investment/Environment Review and Data Collection	National Skill Development Authority/Ministry of Shipping/Ministry of Finance/Ministry of Environment, Forest & Climate Change/Ministry of Industries/Shipbuilding Industries & companies/Bangladesh Bank/National Board of Revenue/Department of Environment/Concerned Departments and Agencies.	2021-2026