



Maritime Green Horizon

Bangladesh

Issue June 2026

A Quarterly Newsletter of The Bangladesh Ship Recycling Board (BSRB)



BANGLADESH SHIP RECYCLING BOARD (BSRB)





BANGLADESH SHIP RECYCLING BOARD (BSRB)

Chattogram Office: Level-8, Divisional Building BSTI, Agrabad, Chattogram-4100, Bangladesh
Dhaka Office: 91, Motijheel C/A, Ministry of Industries, Dhaka-1000, Bangladesh



+880242054242



bsrb2025@gmail.com



www.bsrb.portal.gov.bd





KABIR STEEL LIMITED



KABIR STEEL LIMITED THE ONE STEEL MAKER

SUSTAINABLE RAW FEEDSTOCK

Transforming decommissioned global maritime vessels into high-grade scrap steel for premium re-rolling production

MODERN GREEN YARD FACILITY

Operating with advanced hazardous waste containment eco-friendly cutting tech & strict environmental compliance.

SAFETY-FIRST STANDARDS

Implementing rigorous worker safety, state-of-the-art protective gear & continuous occupational health monitoring

COMMUNITY & GROWTH

Driving economic empowerment & heavy industry development in Kumira, Chattogram

ISO Certification

9001:2015, ISO 14001:2015, ISO 45001:2018 & ISO 30000:2009

KABIR STEEL LIMITED

Shitalpur, Sitakund, Chattogram

Head Office : Kabir Manzil, Sk. Mujib Road

Agrabad, Chattogram

Phone : +88-02-333311201-5

e-mail : sales@ksrm.com.bd

KSRM.COM.BD





Published by

Bangladesh Ship Recycling Board

Creative Design & Visual Branding

Digital News Network (DNN)

Issue Date

26 June 2026

TABLE OF CONTENTS

- Editorial Note
- Messages
- ESG transformation in BSRB
- HKC Enforcement in BSRB: Global Perspective and Challenges
- Board of Directors
- 10th Board Meeting of BSRB
- Basel vs Hong Kong: Conflict Narrative, Misses the Point
- The journey of ship recycling industry in Bangladesh
- JICA Ship Recycling Project
- Shipowners must pay for safe ship recycling
- BSRB Roadmap 2030
- BSRB Vision – 2040
- Green Ship Yard List of BSRB
- Company & Owner List of BSBRA

Chief Patron

Md. Ruhul Kabir Rizvi

Honorable Adviser to the Prime Minister
(In the Rank of Minister)

Ministry of Industries

Government of the People's Republic of Bangladesh

Patron

Khandakar Abdul Muktadir

Honorable Minister of Industries

Co-Patron

Abdun Naser Khan

Secretary

Ministry of Industries

Editorial Consultees

Md. Nuruzzaman, ndc

Additional Secretary (Admin), Ministry of Industries

Md. Firoz Uddin

Additional Secretary (Policy, Law & International Cooperation),
Ministry of Industries

Board of Editorial

Sultana Yasmin

Joint Secretary (Policy)

Protap Chandra Biswas

Joint Secretary (Law)

Ms. Dilsad Begum

Joint Secretary (QC & Business Support)

Md. Jakir Hossan

Joint Secretary (Admin)

Gazi Md. Asaduzzaman Kabir

Joint Secretary, SR Wing

Dr. Md. Saiful Islam

Deputy Secretary
(APA, Integrity & Complaint Settlement)

Ms. Nurun Nahar

Deputy Secretary (SR Wing) & PD,
SENSREC-Phase-III Project, IMO

Md. Abdul Moziad

Director, BSRB

Dipangkar Tangchangya

Deputy Director, BSRB

Published By

ASM Shafiul Alam Talukder

Director General, BSRB

Special Benefactor

Bangladesh Ship Breakers & Recyclers Association JICA Team,
Bangladesh, IMO Team,

Editorial Note

Maritime Green Horizon

BSRB Newsletter – Second Issue

Dear Readers,

Welcome aboard the New voyage of the Bangladesh Ship Recycling Board (BSRB) Newsletter. This isn't just a publication—it's a turning point. As the global maritime world shifts toward environmental accountability and compliance, Bangladesh steps onto the center stage with pride and purpose. The coming into force of the Hong Kong Convention is more than a regulation—it's our call to action. This newsletter is our mirror, our megaphone, and our memory keeper as we evolve into a world-class, compliant, and sustainable ship recycling hub. Every edition will serve as a compass, highlighting policy updates, green practices, compliance stories, industry voices, and innovations from the front lines. We're not just reporting progress—we're shaping it.

Inside this Second issue:

- A visionary message from the Adviser to HPM, Minister moind, Secretary of moind & DG, BSRB.
- And Article from Immediate Past Secretary, Gudrun Janssens, BIMCO & VP Wirana Shipping, Dr. S M Rashidul Hasan & DG BSRB.
- A closer look at our compliance with the HKC.
- Spotlight on pioneering member yards already practicing Eco-friendly recycling.

To every contributor and champion of this journey, thank you. Your work has laid the keel of something enduring.

The 2nd issue more than a beginning. It's a movement. And your voice matters. Let's write the next chapter—together.

Warm regards,

Editorial Team

Maritime Green Horizon

Bangladesh Ship Recycling Board (BSRB)



Md. Ruhul Kabir Rizvi

**Prime Minister's Adviser for
Ministry of Industries**

**Government of the People's Republic of
Bangladesh**



Our vision extends
beyond compliance.
Bangladesh aspires to
become a preferred
destination for the
recycling of high-value
vessels under
internationally recognized



It is a pleasure to know that the Bangladesh Ship Recycling Board (BSRB) is publishing the second issue of its quarterly newsletter, Maritime Green Horizon. I extend my sincere appreciation to the BSRB and all stakeholders for their dedication towards transforming this sector into a model of sustainable industrial development.

Bangladesh has long been recognized as one of the world's leading ship recycling nations, playing a vital role in supporting our economy, generating employment, and contributing to the growth of the maritime sector. It is essential that our ship recycling practices remain aligned with the highest standards of safety, environmental protection and responsible governance.

I am encouraged by the significant progress achieved under the leadership of BSRB. The effective enforcement of the Hong Kong International Convention (HKC 2009), represents a landmark achievement for Bangladesh, along with the increase in compliant facilities and continuous efforts to improve infrastructure, safety standards and workforce capacity.

The Government remains committed to modernizing the ship recycling industry through policy reforms investment in sustainable infrastructure, Treatment, Storage and Disposal Facilities (TSDF), worker training, digital governance and ESG integration.

Our vision extends beyond compliance. Bangladesh aspires to become a preferred destination for recycling of high-value vessels under internationally recognized standards, including the EU Ship Recycling Regulation (EU SRR) and to further strengthen its position as a trusted global leader in ship recycling.

I congratulate the BSRB on its continued efforts and wish success for this publication and the future development of the ship recycling industry in Bangladesh.

Political Advisor to the Hon'ble

Prime Minister & Adviser,

Ministry of Industries (Minister status)

Government of the People's Republic of Bangladesh



Khandakar Abdul Muktadir Minister

Government of the People's Republic of
Bangladesh



Bangladesh's ship recycling industry is transforming — safer, greener, and more competitive. May Bangladesh continue to prosper.



I am delighted to learn that the Bangladesh Ship Recycling Board (BSRB) is publishing the second issue of its quarterly newsletter, "Maritime Green Horizon," in June 2026. Bangladesh's ship recycling industry plays a vital role in our national economy by supplying raw materials to the steel sector, generating employment, and contributing to sustainable industrial development. In recent years, the industry has undergone significant transformation through the adoption of improved environmental, occupational safety, and regulatory standards. The implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC), 2009 marks a historic milestone in this journey.

As the regulatory authority, BSRB has been working diligently to strengthen governance, promote responsible ship recycling practices, and facilitate compliance with national and international requirements. I am pleased to note that this newsletter serves as an important platform for sharing industry developments, policy initiatives, achievements, and best practices technological innovations, among stakeholders.

Bangladesh is steadily advancing toward a safer, greener, and more competitive ship recycling industry. I am confident that Maritime Green Horizon will contribute to enhancing awareness, fostering knowledge exchange, and highlighting Bangladesh's progress on the global stage.

I congratulate the BSRB and the editorial team for their initiative and dedication in bringing out this publication. I also extend my best wishes for the continued success of the newsletter and all future endeavors aimed at promoting sustainable maritime and ship recycling practices.

May Bangladesh Continue to Prosper.

Minister

Ministry of Industries

Government of the People's Republic of Bangladesh



Abdun Naser Khan
Secretary

Ministry of Industries
Government of the People's Republic of
Bangladesh



Together, we are
building a safer,
greener, and more
sustainable ship
recycling industry that
strengthens
Bangladesh's position
as a global leader.



I am pleased to learn that the Bangladesh Ship Recycling Board (BSRB) is publishing the second issue of its quarterly newsletter, Maritime Green Horizon. I congratulate the BSRB and the editorial team for their continued efforts in showcasing the progress and achievements of Bangladesh's ship recycling industry.

The ship recycling industry remains a strategic sector of our economy, contributing significantly to steel production, employment generation, and sustainable industrial development. The entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC), 2009, in June 2025 marks a significant milestone in advancing safety, environmental protection, and regulatory compliance within the industry.

The Government remains committed to supporting the sector through improved hazardous waste management, enhanced worker safety and welfare, institutional capacity building, and greater alignment with international standards. Ongoing initiatives, including the development of TSDF infrastructure, establishment of an OSH Training Centre, and introduction of a One-Stop Service (OSS) framework, will further strengthen the industry's sustainable growth.

I am confident that through the collective efforts of government agencies, industry stakeholders, workers, and development partners, Bangladesh will continue to strengthen its position as a global leader in safe and environmentally sound ship recycling.

I wish Maritime Green Horizon continued success in promoting knowledge sharing, transparency, and sustainable development within the maritime and ship recycling sectors.

May Bangladesh continue its journey toward a safer, greener, and more sustainable future.

Secretary
Ministry of Industries

Government of the People's Republic of Bangladesh



ASM Shafiul Alam Talukder
Director General

Bangladesh Ship Recycling Board (BSRB)
Government of the People's Republic of
Bangladesh



From seven to
twenty-three
compliant yards —
Bangladesh leads
the world toward
safer, greener ship
recycling.



It is my pleasure to present the second issue of Maritime Green Horizon at a pivotal time for Bangladesh's ship recycling industry. Guided by national priorities and international commitments, the Bangladesh Ship Recycling Board (BSRB) continues to advance a safe, environmentally sound, socially responsible, and globally competitive ship recycling sector.

A major milestone has been the implementation of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (HKC 2009), marking a significant step toward aligning Bangladesh's ship recycling industry with international standards and best practices.

I am encouraged by the industry's progress, particularly the increase in compliant recycling yards from seven to twenty-three. This achievement reflects a strong commitment to improved safety, environmental protection, and responsible business practices.

BSRB has also introduced the Document of Authorization for Ship Recycling (DASR), making Bangladesh the first ship-recycling state to implement this innovative regulatory mechanism and further strengthening transparency and accountability within the sector.

Developing human capital remains a priority. Through enhanced training, improved occupational safety and health (OSH) practices, and a stronger safety culture, we aim to protect and empower the workforce that drives this industry.

At the same time, we are advancing plans for a modern Treatment, Storage and Disposal Facility (TSDF) to ensure environmentally sound management of hazardous waste. We are also laying the foundation for a comprehensive Environmental, Social and Governance (ESG) framework to promote responsible growth, transparency, and long-term sustainability.

Looking ahead, continued investment in skills, technology, infrastructure, digitalization, and stakeholder engagement will be essential. Strong collaboration among government, industry, and development partners will remain key to achieving shared goals.

I sincerely appreciate all stakeholders for their dedication and cooperation. Together, we will continue to shape a safer, greener, and more sustainable maritime future.

Director General

Bangladesh Ship Recycling Board (BSRB)

Government of the People's Republic of Bangladesh



Md. Obaidur Rahman

Secretary

**Government of the People's
Republic of Bangladesh**



ESG Transformation in Bangladesh Ship Recycling Industry: Towards a National Architecture for Sustainable Growth

Proposed ESG National Architecture of Bangladesh Ship Recycling Board for a safe and sustainable recycling of ships.

The global maritime industry is experiencing an unprecedented transition. Environmental sustainability, social responsibility and corporate governance are no longer peripheral considerations; they have emerged as central determinants of competitiveness, market access and long-term resilience. Within this evolving landscape, the ship recycling industry has assumed increasing significance, particularly for countries like Bangladesh that occupy a leading position in the global ship recycling market.

Bangladesh has recently entered a new era following the enforcement of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 (HKC 2009). This milestone reflects the country's determination to align itself with international standards and to establish ship recycling as a modern, responsible and sustainable industry.

The Bangladesh Ship Recycling Board (BSRB), under the Ministry of Industries, deserves recognition for introducing several important reforms. The increase in compliant ship recycling facilities from seven to twenty-three demonstrates remarkable progress. Bangladesh has also become a global pioneer by initiating the issuance of the Document of Authorization for Ship Recycling (DASR), thereby strengthening transparency, accountability and regulatory certainty.

However, compliance alone cannot ensure sustainable competitiveness. The future belongs to those industries that are capable of embedding Environmental, Social and Governance (ESG) principles into their institutional structures, operational processes and long-term strategies. ESG is rapidly becoming a prerequisite for international financing, insurance, trade partnerships and customer confidence. Consequently, the ship recycling sector of Bangladesh must move beyond compliance-based management and embrace ESG-based governance.

Why ESG Matters

Historically, ship recycling has been viewed primarily from the perspective of environmental management and occupational safety. While these dimensions remain essential, contemporary ESG frameworks encompass a much broader spectrum.

Environmental performance includes responsible waste management, pollution prevention, greenhouse gas reduction, circular economy principles and biodiversity conservation.

Social dimensions involve workers' health and safety, training and capacity building, gender inclusiveness, grievance mechanisms, community engagement and protection of human rights. Governance concerns transparency, ethical conduct, risk management, regulatory compliance, digitalization and stakeholder participation.

Today, investors, financial institutions, classification societies, cargo owners and vessel operators increasingly evaluate industries through ESG criteria. Therefore, strengthening ESG performance is not merely a moral obligation; it is an economic necessity. Towards a National ESG Architecture

Bangladesh possesses a unique opportunity to establish a comprehensive National ESG Architecture for the ship recycling industry. Such an architecture would provide a coherent framework for integrating sustainability principles into policies, institutions and business practices.

A National ESG Architecture should involve the Ministry of Industries, Bangladesh Ship Recycling Board, Ministry of Environment, Forest and Climate Change, Department of Environment, Ministry of Labour and Employment, Chattogram Port Authority, Bangladesh Bank, development partners and the private sector.

The architecture should be based upon five foundational pillars:

1. ESG Policy

Policy represents the overarching commitment to sustainability.

A BSRB ESG Policy should articulate the vision, principles and objectives for achieving environmentally sound, socially responsible and ethically governed ship recycling practices.

The policy should emphasize:

- * Climate resilience;
- * Circular economy;
- * Worker welfare;
- * Human rights;
- * Transparency;
- * Responsible supply chains;
- * Stakeholder engagement;
- * Continuous improvement.

Such a policy would serve as the guiding document for all future initiatives.

2. ESG Strategy (2026–2030)

A strategy converts aspirations into actionable programmes.

The BSRB ESG Strategy should define measurable targets and implementation pathways covering:

Environmental Priorities

- Establishment of a centralized Treatment, Storage and Disposal Facility (TSDF);
- Development of hazardous waste management systems;
- Greenhouse gas accounting;
- Energy efficiency improvements;
- Marine pollution prevention;
- Promotion of circular economy practices.

3. ESG Guidelines

Guidelines provide practical direction for implementation.

Comprehensive ESG Guidelines for Ship Recycling Facilities should address:

- * Hazardous material management;
- * Occupational health and safety;
- * Waste segregation and storage;
- * Emergency response procedures;
- * Community relations;
- * Water and air quality management;
- * Energy conservation;
- * Green procurement practices;
- * Gender-sensitive workplace policies;
- * Documentation and reporting requirements.

These guidelines would help ensure consistency across all facilities and reduce variations in performance.

4. Standard Operating Procedures (SOPs)

Policies and guidelines require operational mechanisms.

Standard Operating Procedures should be developed for:

- * Ship acceptance and pre-cleaning;
- * Hazardous material handling;
- * Asbestos management;
- * PCB management;
- * Waste transportation;
- * Incident reporting;
- * Fire and explosion prevention;
- * Confined space entry;
- * Worker rescue operations;
- * Environmental monitoring;
- * Emergency preparedness and disaster response.

SOPs would strengthen compliance and enhance operational efficiency.

5. ESG Reporting and Assurance Framework

Transparency forms the cornerstone of good governance.

The ship recycling sector should gradually adopt internationally recognized reporting mechanisms aligned with:

- * Global Reporting Initiative (GRI);
- * International Sustainability Standards Board (ISSB);
- * European Sustainability Reporting Standards (ESRS);
- * IFRS Sustainability Disclosure Standards.

An ESG Reporting and Assurance Framework should include:

- * Key Performance Indicators (KPIs);
- * Materiality assessments;
- * Annual sustainability reporting;
- * Independent audits;
- * Third-party assurance;
- * Continuous monitoring systems.

Reliable reporting will enhance credibility and facilitate access to international markets and sustainable finance.

Emerging Areas Requiring Attention

The future ESG agenda should also encompass:

Climate Change and Decarbonization

Ship recycling contributes significantly to circular economy objectives. Carbon footprint assessment and low-emission technologies should become part of future planning.

Digital Governance

Artificial intelligence, blockchain and digital documentation systems can improve transparency and regulatory effectiveness.

Sustainable Finance

ESG performance increasingly influences access to green finance and investment. Bangladesh should position itself to benefit from sustainable financing mechanisms.

Human Capital Development

The workforce remains the industry's most valuable asset. Investment in education, certification and specialized training is essential for sustained growth.

Stakeholder Engagement

Sustainability can only be achieved through collaboration among government agencies, ship recyclers, workers, academia, civil society and international organizations.

Towards EU SRR Readiness

Bangladesh's long-term aspiration should be to become a preferred destination for vessels operating under the European Union Ship Recycling Regulation (EU SRR).

Achieving this objective requires continuous improvements in:

- * Infrastructure;
- * Hazardous waste management;
- * Worker safety;
- * Environmental monitoring;
- * Transparency;
- * Governance;
- * Traceability systems;
- * Independent auditing.

The progress already achieved under HKC 2009 provides a strong foundation for this journey.

Conclusion

The transformation of the ship recycling industry represents more than a regulatory exercise; it reflects Bangladesh's broader commitment to sustainable industrialization.

The emergence of ESG as a global benchmark offers an opportunity to redefine the future of ship recycling. By establishing a robust National ESG Architecture encompassing policy, strategy, guidelines, standard operating procedures and reporting frameworks, Bangladesh can consolidate its position as a responsible maritime nation and a global leader in sustainable ship recycling.

The initiatives undertaken by the Bangladesh Ship Recycling Board are important steps in this direction. Through collective commitment, continuous innovation and strong institutional leadership, the ship recycling industry of Bangladesh can evolve into a model of environmental stewardship, social responsibility and good governance, contributing significantly to the realization of Smart Bangladesh and the Sustainable Development Goals.





ASM Shafiul Alam Talukder

Director General

Bangladesh Ship Recycling Board (BSRB)



HKC Enforcement in Ship Recycling Industry: Global Perspective and Challenges

The Hong Kong Convention is now in force. Bangladesh leads — and the journey to becoming the world's premier green ship recycling nation has begun.

Overview

A historic turning point for the industry

The entry into force of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC 2009) marks the first time the world has a legally binding framework dedicated exclusively to protecting human health, occupational safety and the environment in ship recycling.

Bangladesh — one of the world's largest ship recycling nations — bears a special responsibility. The Bangladesh Ship Recycling Board (BSRB) under the Ministry of Industries has spearheaded reforms that signal the country's commitment to transforming this sector into a modern, globally competitive industry.

"Bangladesh became the first ship recycling state to initiate the issuance of the Document of Authorization for Ship Recycling — a pioneering initiative with the potential to become a global benchmark."

HKC 2009

BSRB Oversight

DASR Pioneer

Challenges

Gaps that must be closed

Despite significant progress, several structural gaps prevent Bangladesh's facilities from appearing on the EU Ship Recycling Regulation approved list — limiting access to EU-flagged, high-value vessels.

No centralized TSDF

A Treatment, Storage & Disposal Facility for hazardous waste is the single most critical missing link for EU SRR compliance.

Waste traceability

Lifecycle tracking of downstream hazardous materials from ship to final disposal requires stronger independent verification.

Environmental monitoring

Continuous real-time disclosure mechanisms need expansion across all compliant yards.

Independent auditing

Greater integration of third-party ESG assurance is needed to build international stakeholder confidence.

ESG 2030 Roadmap

Three pillars of sustainable ship recycling

Bangladesh's competitive future depends on embedding Environmental, Social and Governance principles at every level of the sector — from individual yards to national policy.

Environmental

- TSDF establishment
- Circular economy
- Carbon management
- Air & water quality
- Climate adaptation

Social

- Zero fatality goal
- Skills development
- Health programmes
- Gender inclusion
- Community engagement

Governance

- Digital systems
- ESG reporting
- Independent audits
- Risk management
- Stakeholder voice

Vision 2040

From recycling nation to global sustainability leader

BSRB's ambition extends far beyond regulatory compliance. By 2040, Bangladesh aspires to lead the world in responsible ship recycling — setting the standard every nation follows.

Preferred green destination

Fully EU SRR compliant and accessible to all flagged vessels worldwide

Circular economy hub

Maximum resource recovery with minimal environmental footprint

Zero-fatality industry

Occupational safety embedded in organizational culture, not just compliance

Digital regulatory ecosystem

AI, blockchain and real-time monitoring powering oversight

ESG-compliant cluster

Sustainable finance, responsible investment and full transparency

Centre of excellence

Research, innovation and professional development for the global sector



Bangladesh Ship Recycling Board (BSRB)

**Ministry of Industries
Government of Bangladesh**

**HKC 2009 Compliance Bulletin
Confidential — Industry Stakeholders**



Board Of Directors



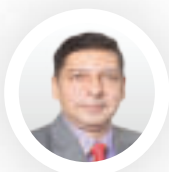
Abdun Naser Khan
Board Chairman & Secretary
Ministry of Industries



Md. Firoz Uddin
Additional Secretary
moind



Dr. Fahmida Khanom
Addl. Secretary
MoEFCC



Dr. Md. Ziauddin
Divisional Commissioner
Chattogram Division



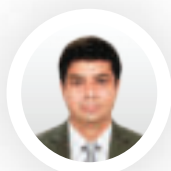
Md Maniruzzaman
DIG of Police
Chattogram Range



Mohammad Emran Hossain
Joint Secretary
Ministry of Shipping



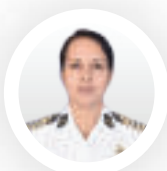
M.Quddus Ali Saker
Joint Secretary, MoLE



Md. Ziaul Huq
Energy and Mineral
Resources Division



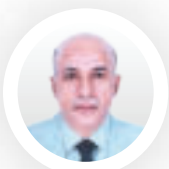
M. Mahfuz Ahmmad
Addl. Com. Customs B.
Com. Dhaka



**Cap. Mirza Rokaiya
Noor, (E), afwc, psc, BN**
Director Ship building
Naval, HQ



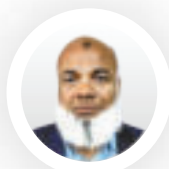
M. Zahidul Islam Mian
Deputy Commissioner
and District Magistrate,
Chattogram



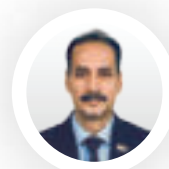
Md. Liakat Ali Chowdhury
President, BSBRA
Acting



M. Zahirul Islam
Member-1, BSBRA



Amzad H. Chowdhury
Member-2, BSBRA



ASM Shafiul Alam Talukder
Director General, BSRB
Member Secretary

Board of Directors

Bangladesh Ship Recycling Board (BSRB)

The governing body responsible for strategic vision, regulatory oversight, and policy formulation of Bangladesh's ship recycling industry.

Formed under the directive of the Ministry of Industries • Government of Bangladesh

About the Board

The BSRB Board of Directors brings together government officials, maritime experts, environmental advocates, and industry stakeholders. This multidisciplinary structure ensures alignment with national objectives and international conventions, particularly the Hong Kong International Convention (HKC-2009).

Key Responsibilities

- Formulating policies, frameworks, and operational strategies for the BSRB
- Overseeing implementation of the Hong Kong Convention and related maritime protocols
- Monitoring compliance, safety standards, and environmental safeguards
- Approving investment and modernisation plans for global competitiveness
- Facilitating collaboration with the IMO, ILO, and OECD

Recent Milestones

- Adoption of a 3-Year National Action Plan for HKC Compliance
- Establishment of waste management and hazardous material handling protocols
- Approval of training modules for worker safety and upskilling
- Strengthening of inspection and compliance monitoring teams

Visionary Leadership

The Board plays a pioneering role in transforming ship recycling in Bangladesh – driving innovation, regulation, and sustainability to elevate the country as a global leader in the sector.

Its inclusive approach ensures the voices of both industry and environment are heard, fostering a balance between economic growth and ecological responsibility.

"Their leadership ensures the sector transforms into an environmentally sound, safe, and economically viable industry."

10th Board Meeting of BSRB

Comprehensive Highlights

04 July 2026

“The Government remains committed to supporting the sector through improved hazardous waste management (TSDF), enhanced worker safety and welfare”

— Abdun Naser Khan, Secretary, Ministry of Industries & Chairperson, BSRB

The 9th Board Meeting of the Bangladesh Ship Recycling Board (BSRB) was held at the Ministry of Industries, on 23 June 2025 with active participation from board members, key government representatives, and industry stakeholders.

The meeting was chaired by the Honorable Secretary of the Ministry of Industries and Chairperson of BSRB. Discussions covered a comprehensive agenda, including the implementation of the Ship Recycling Act 2018, enforcement of the Hong Kong Convention (HKC), financial planning, infrastructure development, and global collaboration initiatives.

Distinguished Participants

The meeting was attended by representatives from:

- Ministry of Environment
- Ministry of Labour
- Energy & Mineral Resources Division
- Ministry of Shipping
- Bangladesh Navy
- Divisional Commissioner of Chattogram
- Deputy Commissioner (DC) of Chattogram
- Leaders from BSBRA

Meeting Overview

The board reviewed ongoing initiatives, streamlined compliance processes, and reaffirmed its commitment to positioning Bangladesh as a global leader in safe and sustainable ship recycling under the Hong Kong Convention (HKC).

BSRB 10th Board Meeting: Charting the Course Toward Green Ship Recycling

Bangladesh reaffirms its commitment to sustainable, HKC-compliant ship recycling with a structured 2030 roadmap, regulatory reforms, and digital oversight systems.

BSRB Communications • Chattogram, Bangladesh

43.2%

Bangladesh's global LDT share (2024)

3,750+

Ships expected to be recycled by 2035

100

Target HKC-compliant yards by 2030

Key Decisions

- Annual Work Plan 2025–26 approved with focus on HKC enforcement and green yard certification
- Updated BSRB Service Rules and recruitment policies ratified
- HQ relocation to BSTI Building, Chattogram, approved with renovation works
- Budgets for FY 2024–25 and 2025–26 approved covering capex for transport, inspection & ICT
- SRFP digital compliance dashboards endorsed for certified yards
- Dedicated inspection task forces formed under Ship Recycling Act 2018
- Strategic roadmap with DoE for waste treatment facility initiated
- Feasibility study of TSDF – Funded by SENSREC project, IMO

Industry Context & Vision

Bangladesh holds a commanding 43.2% share of global Light Displacement Tonnage (LDT), with over 3,750 ships expected for recycling by 2035 according to the EU Clarkson Database — a major opportunity for the sector.

Gazette of service rules of BSRB – 2026. International collaboration initiative was launched, focusing on capacity building, certification, and market access for Bangladeshi yards by JICA

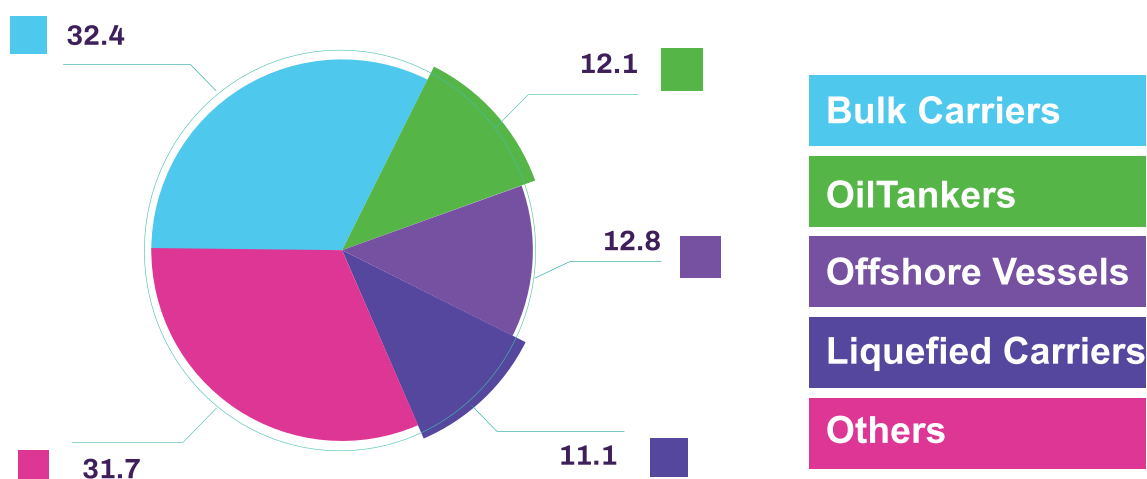
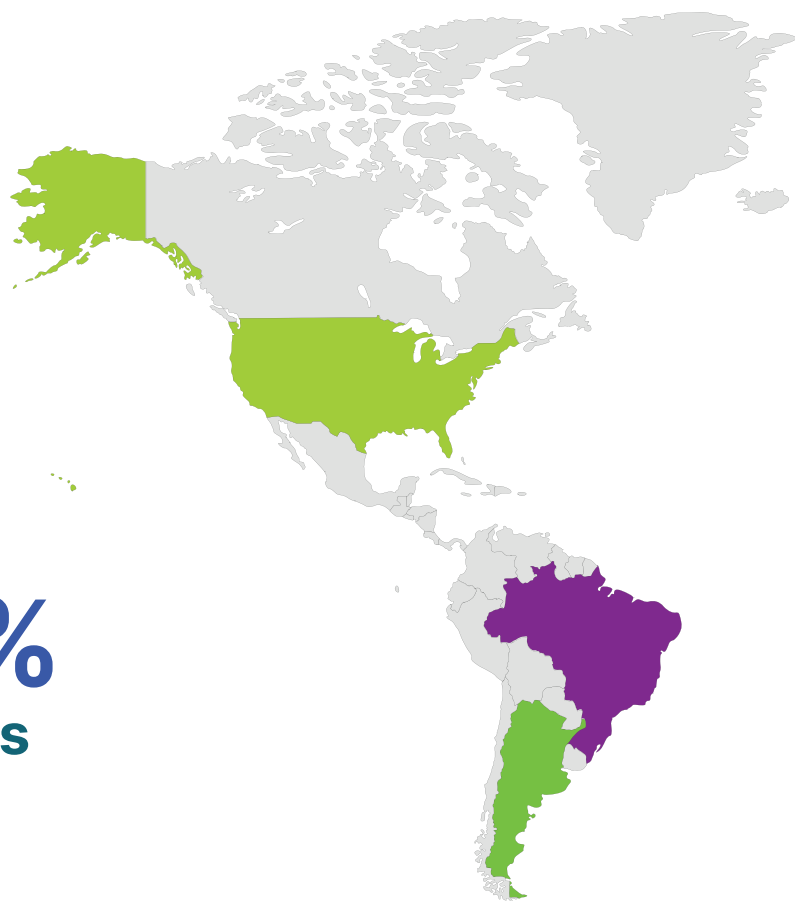
Strategic alignment with Bangladesh's Vision 2040 and UN SDG 12 (Responsible Consumption & Production) underpins the entire roadmap framework.

BSRB Roadmap 2030

2025–26 Foundational: NOC, HQ, 30 yards	2027 Infrastructure: TSDF, hospital, dredging	2028 Completion: 60 certified yards	2029 Operational: TSDF & hospital launch	2030 Full Green Zone: 100 HKC yards
--	--	--	---	--

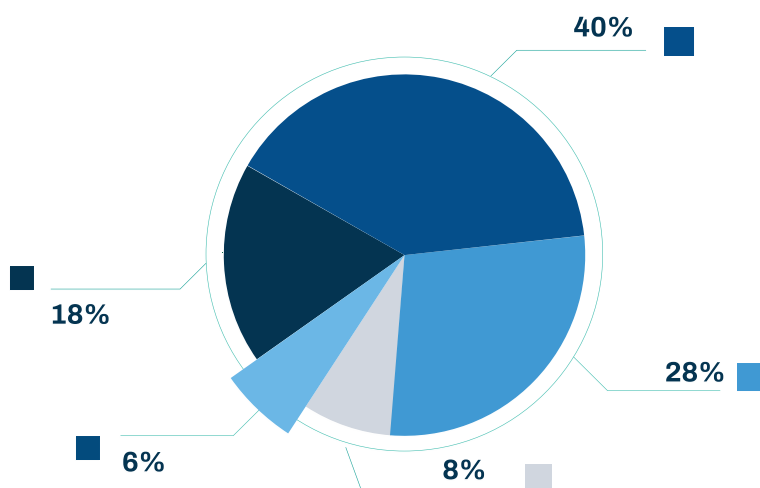
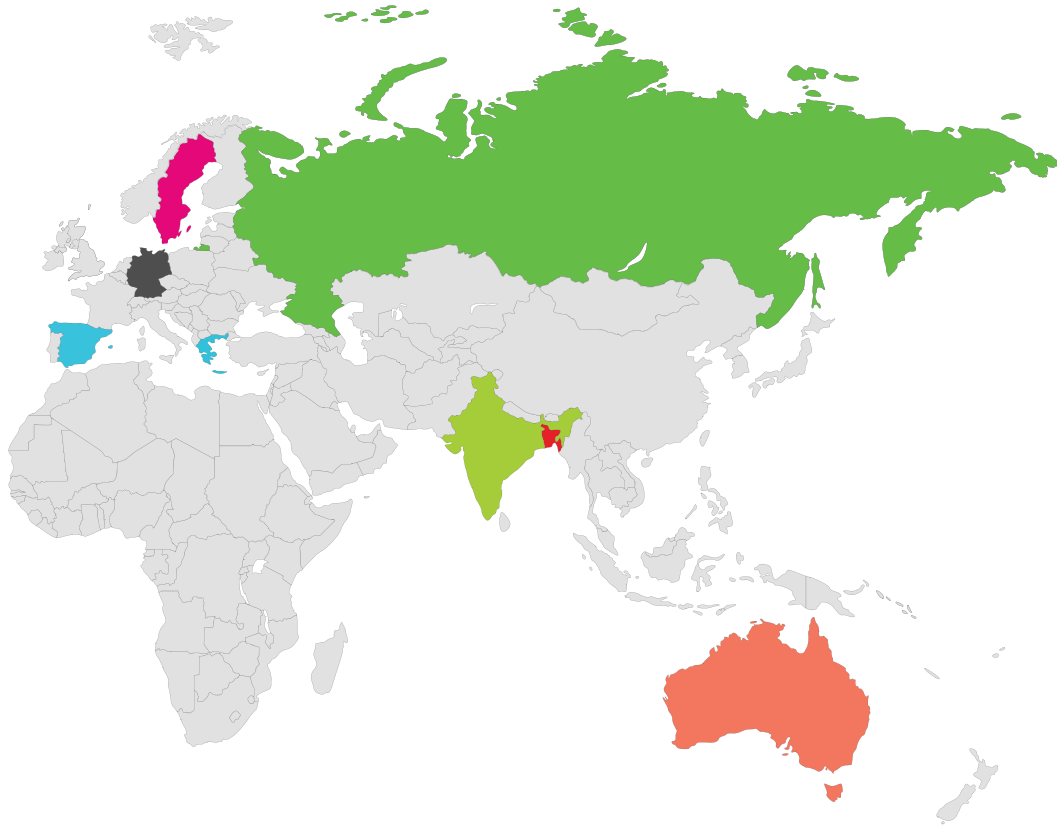
Recycling Share of

7.35M%
of GrossTonnes



Global

Global & Bangladesh



Bangladesh

Bulk Carriers

Oil Tankers

Offshore Vessels

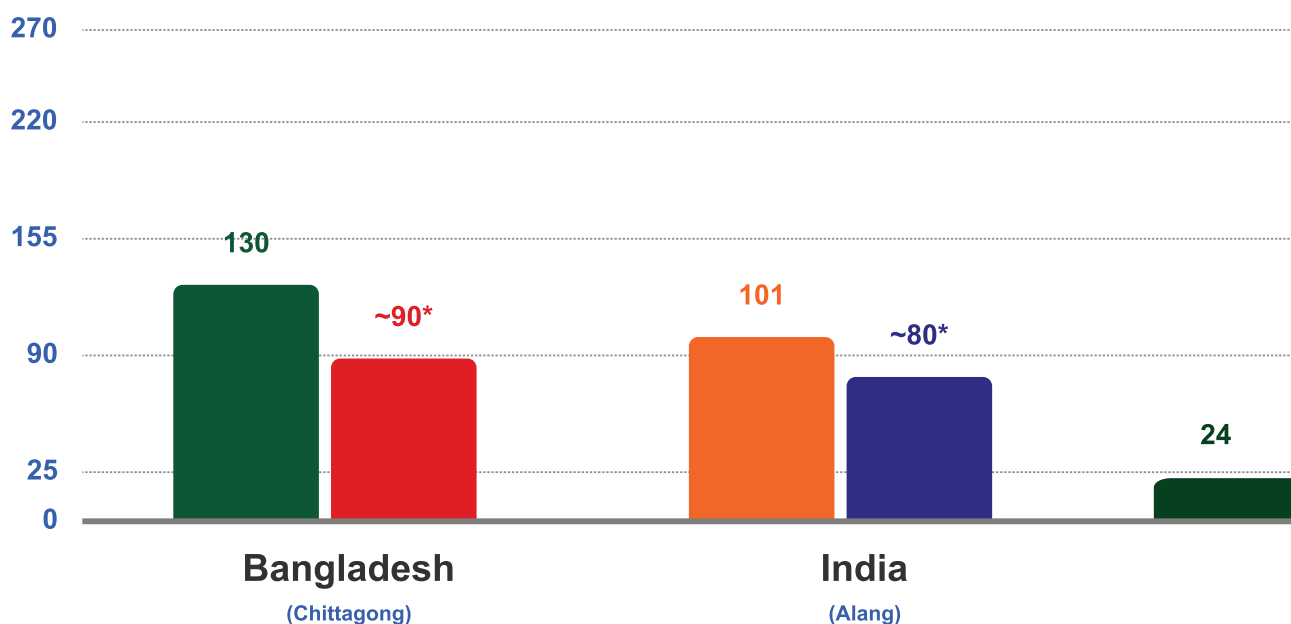
Liquefied Carriers

Others

Global Ship Recycling — Country Breakdown

2024 vs 2025 | Source: NGO Shipbreaking Platform Annual Reports

Ships Dismantled by Destination (vessel count)



Key Figures at a Glance

2024 — Total: 409 ships

South Asia share: 62% (255 ships)

Tonnage: South Asia = 80% of GT

Workers killed: 9 | Injured: 45

2025 — Total: 321 ships

South Asia share: 67% (214 ships)

Tonnage: South Asia = 85% of GT

Workers killed: 11 | Injured: 62

South Asia % of Global Gross Tonnage Scrapped

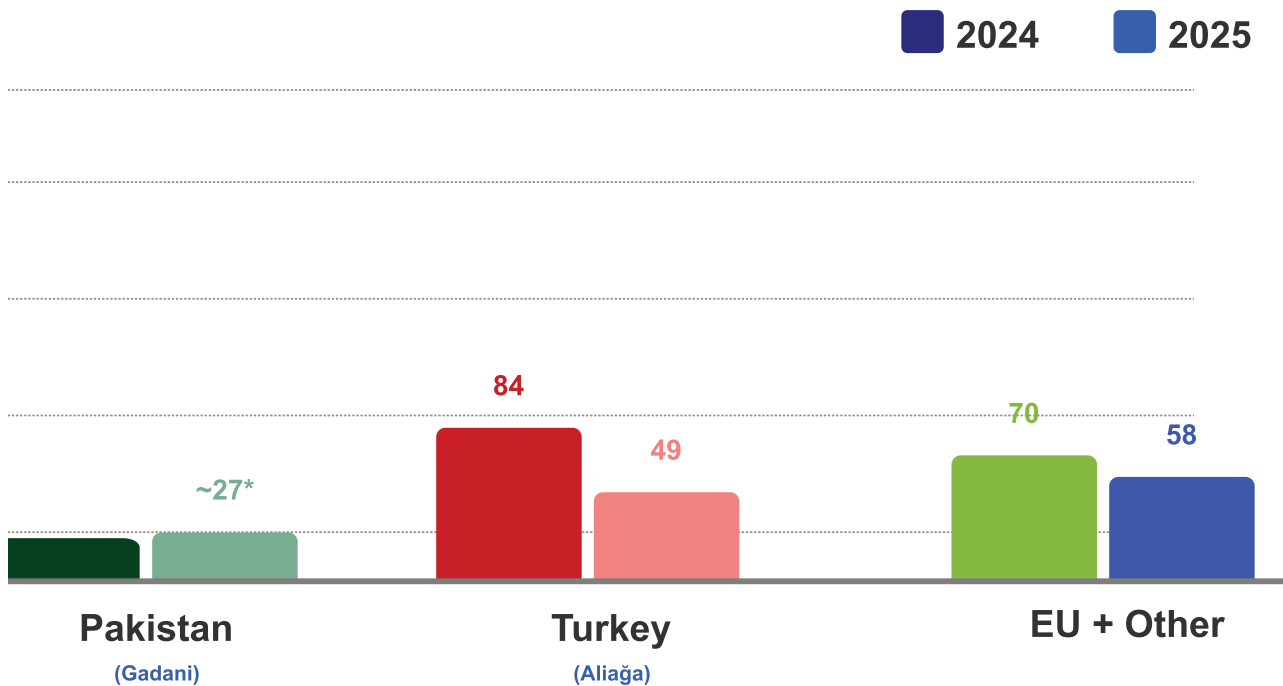
2024 — 80% of global GT

2025 — 85% of global GT

* 2025 Bangladesh, India, Pakistan individual counts are estimates based on H1 2025 NGO Ship-breaking Platform quarterly data (extrapolated).

Global Ship Recycling — Country Breakdown

2024 vs 2025 | Source: NGO Shipbreaking Platform Annual Reports



Year-on-Year Change

Global total: ▼ 21.5% (409 → 321)

Bangladesh: ▼ ~31% (130 → ~90)

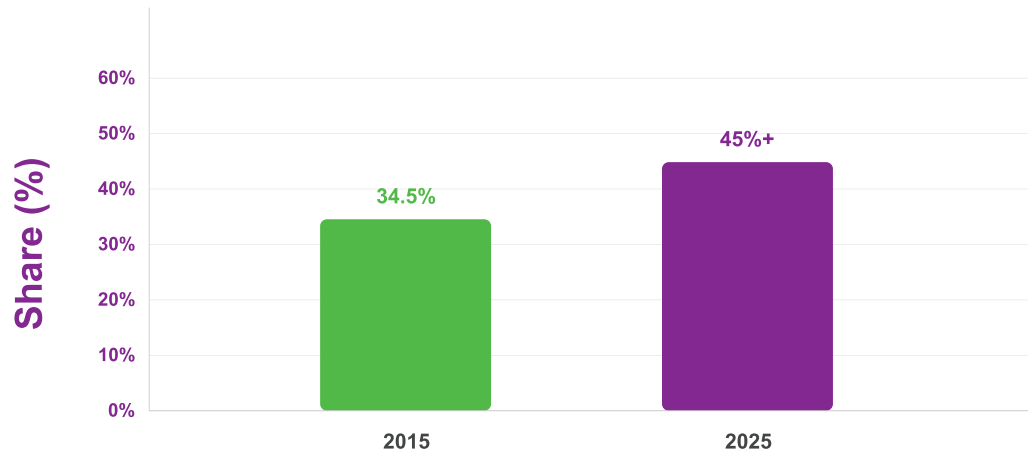
Turkey: ▼ 42% (84 → 49)



* Full-year individual country breakdown for 2025 has not been separately published.
Total 2025 South Asia = 214 ships (confirmed).

Bangladesh Share of Global Ship Recycling Tonnage

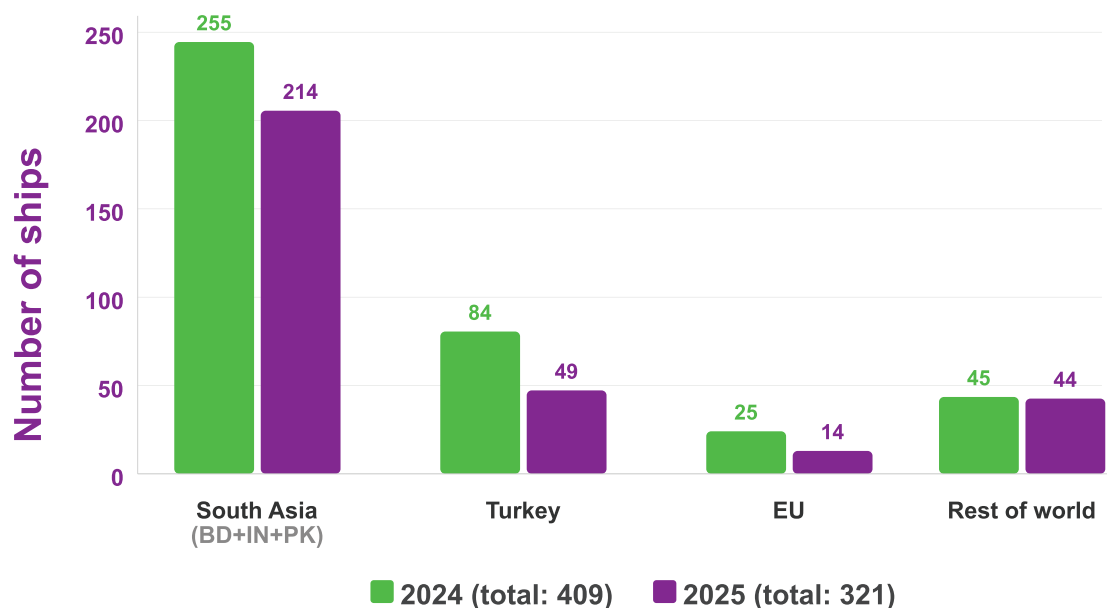
2015 vs 2025 comparison



Source: UNCTAD Review of Maritime Transport 2025 / NGO Shipbreaking Platform

Ships Dismantled by Destination — 2024 vs 2025

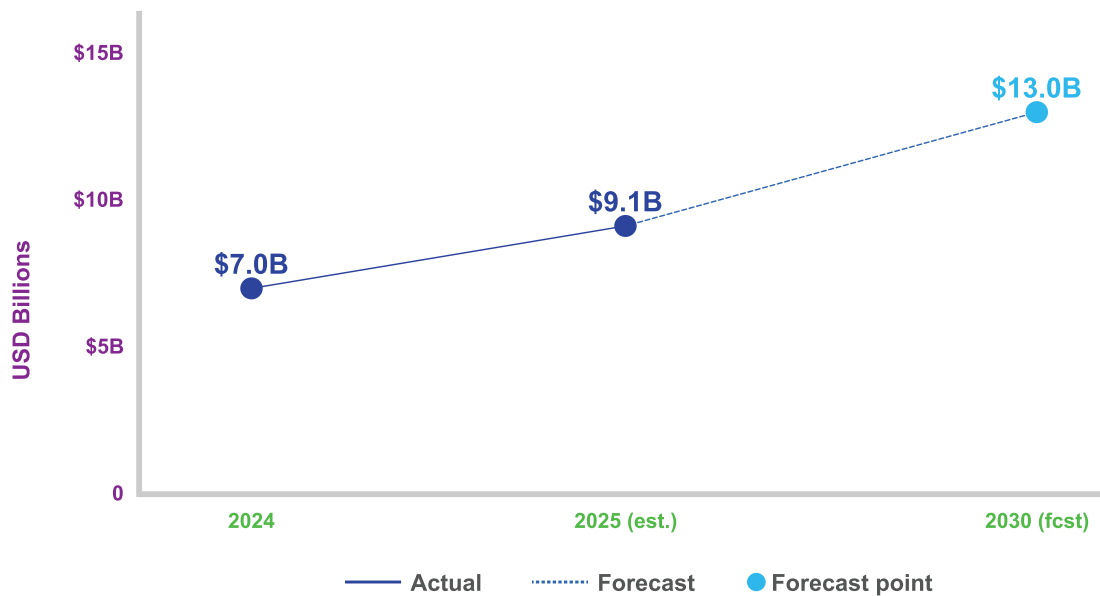
Global total: 409 ships (2024) vs 321 ships (2025)



Source: NGO Shipbreaking Platform annual reports 2024 & 2025

Global Ship Recycling Market Value

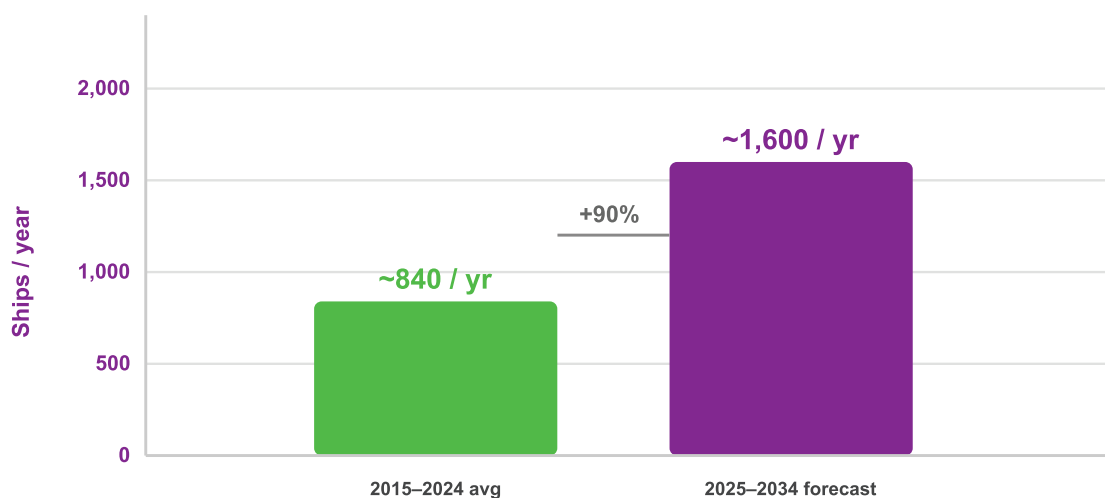
USD Billions — dashed = forecast



Source: Market research estimates (directional; methodology varies by firm)

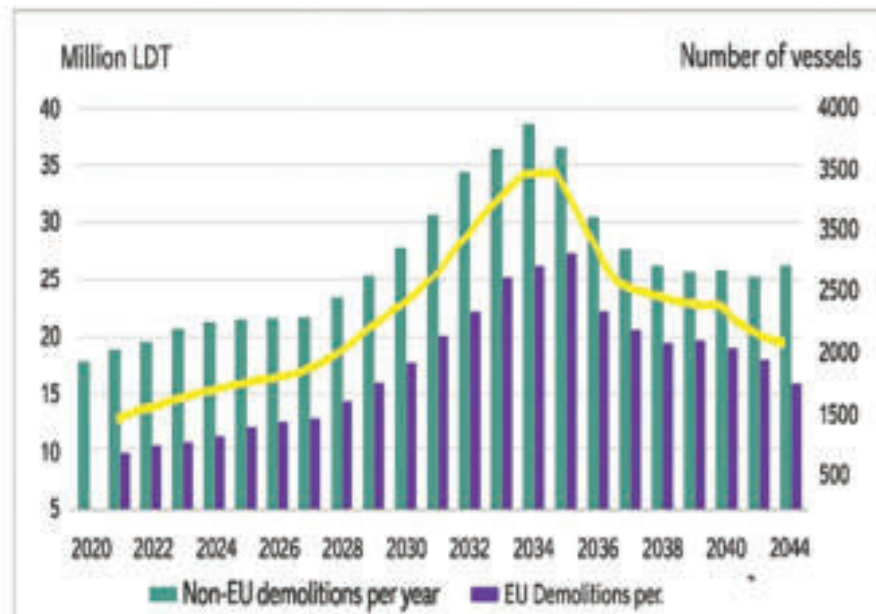
Average Ships Recycled Per Year

Decade averages — actual vs BIMCO forecast



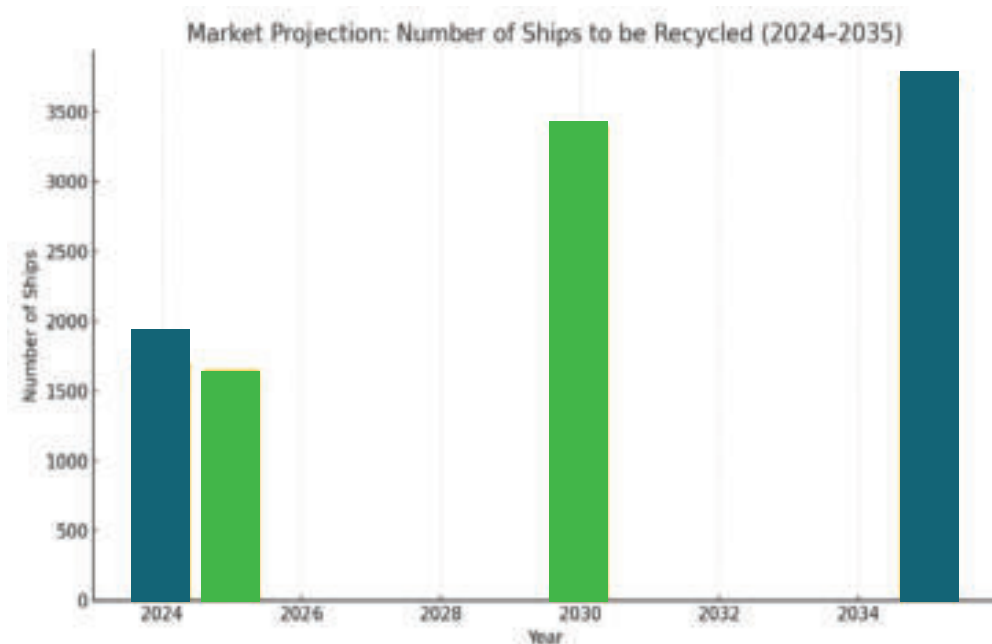
Source: BIMCO forecast; UNCTAD/NGO Shipbreaking Platform for 2015–2024 average

Recycling – Global Scenario



Market Projection (2024–2035)

Number of Ships to be Recycled



RECLAIMING MARITIME ASSETS FORGING NATIONAL INDUSTRIAL GROWTH



*Safer Yard Operations, Sustainable
Rerolling Feedstock, and Clean
Circular Economy Solutions*



***SUSTAINABLE METAL RECOVERY,
ECO-CONSCIOUS PROCESSES,
STRICT WORKER SAFETY STANDARDS,
REGIONAL INDUSTRY ANCHOR.***



JM SHIP BREAKING RECYCLING INDUSTRIES



DAKKIN SHITALPUR, P. O. SHITALPUR,
SITAKUNDA, CHATTOGRAM



Gudrun Janssens

Regional & Regulatory Manager



Basel vs. Hong Kong?

Why the “Conflict” Narrative Misses the Point

The ongoing debate around ship recycling governance centres on the relationship between the Basel Convention (BC) and the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC). BIMCO argues the conflict narrative misrepresents both conventions — and obscures why the HKC was needed in the first place.

BIMCO Position Paper • Maritime Environment & Safety • Published May 11, 2026 by Gudrun Janssens

Background & Context

A recent article — “HKC Certification Can’t Substitute for the Basel Convention”, by Prof. Dr. Ishtiaque Ahmed — raises questions about the interaction between these two UN conventions. It characterises the BC as an instrument of strict state-to-state oversight requiring formalized consent before any transboundary movement, and portrays the HKC as an industry-oriented solution whose certification process does not constitute intergovernmental consent.

The article concludes that Bangladesh, India, Pakistan, or any other recycling state cannot rely on the HKC’s International Ready for Recycling Certificate (IRRC) as a substitute for Basel’s “strict state-to-state” consent — and that doing so would seriously undermine the core safeguard mechanisms of the Basel regime.

While open discussion is welcome, the purpose, mechanisms, and intent of the HKC are too often misunderstood. This paper addresses three main points: the core safeguard mechanisms of the BC; governance under UN conventions; and the roles of flag states versus exporting states.

Core Safeguard Mechanisms & the IRRC

From the outset, the article states that the HKC IRRC procedure cannot substitute the BC Prior Informed Consent (PIC) procedure, warning that anyone who suggests otherwise undermines the core safeguards that the BC was designed to uphold.

The suggestion that HKC compliance undermines Basel’s core safeguards is incorrect, as no party has sought to weaken the Basel PIC. More importantly, while Basel’s safeguard mechanisms work perfectly well for packaged hazardous waste streams, they have never operated effectively for ships and ship recycling in the first place. The PIC mechanism does not provide meaningful oversight of end-of-life ships, nor does it prevent unsafe or environmentally harmful recycling in practice. The legacy of past substandard ship recycling practices serves as evidence of this. The HKC therefore does not replace an effective system — rather, it was created because there was no functioning global regime for the recycling of ships.

We believe that the procedures under the BC (and the EU Waste Shipment

Regulation) have failed to positively impact the regulation of end-of-life ship recycling on a global scale. This raises the question of the mentioned “core safeguards” and the claims that they are at risk of being undermined. Portraying HKC implementation as an erosion of Basel protection risks rewriting history and obscuring why the HKC was needed in the first place.

Governance Under UN Conventions

Furthermore, the arguments in the article overlook the fact that that UN conventions are governed equally by states. It is not correct that the HKC IRRC is an agreement between a state and a private operator, as both the HKC’s IRRC and the BC’s PIC rely on approval and consent by the relevant states.

The distinction lies not in who governs them, but in what they govern: the BC addresses waste movement and treatment while the HKC regulates ships and their recycling. Neither convention is an industry or voluntary regime. In fact, both are intergovernmental UN treaties which are negotiated, adopted and ratified by states and implemented and enforced through national legislation and competent authorities.

Stating otherwise causes confusion. States—not the industry—regulate and enforce compliance. Whether designated as flag or exporting states, the obligations assigned by both conventions remain with the states.

Flag State vs. Exporting State

Another point concerns the approach to the competence of the states involved. The article asserts that the flag state concept was never meant to replace territorial export control, suggesting it merely reflects jurisdiction over the vessel, not authority over its disposal. Furthermore, it claims that there is a widespread practice of treating the flag state as the de facto exporting state for Basel purposes.

In practice, however, there is no intention to make the flag state the exporting state; it is quite simply not possible because the BC does not acknowledge the existence of the flag state. Therefore, it is inaccurate to state that it is common practice to treat the flag state as the de facto exporting state for Basel purposes.

Nonetheless, it is evident that the flag state is the authority most closely connected to the ship throughout its life. The flag states oversee IHM surveys, certificates, and all matters related to safety of the ship, its crew and environmental regulations—including when the decision to recycle the ship is made—unlike the BC authority in the exporting state.

Lastly, a final point to address is the view that an exporting state can be meaningfully identified in the context of ship recycling. In reality, there is no factual link between an end-of-life ship and any exporting state as defined by the BC. The waste contained within a ship is not produced in or by an exporting state, nor is it stored or managed there. Instead, it develops gradually over decades of international trading, maintenance and operations across multiple jurisdictions, often far from the state and the port where the ship is located when recycling is considered. As a result, environmental authorities in the exporting state are generally less acquainted with the ship, including its operational, practical and legal compliance requirements, as well as with the processes necessary to uphold enforcement measures on it.

Conclusion

Both the BC and the HKC function within a comprehensive regulatory system. Each is a UN intergovernmental treaty—negotiated, adopted, and ratified by states and implemented and enforced through national legislation and designated authorities. While states oversee both conventions, each one of them approaches ship recycling from different perspectives.

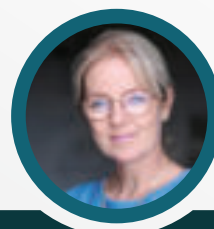
Assertions that HKC compliance diminishes Basel's "core safeguards" is a misconception. There has been no initiative to weaken the BC; rather, its safeguards have historically proven ineffective when applied to ships. In fact, the HKC was established precisely because no effective global framework for ships existed. It was the Conference of the Parties (COP) to the BC that asked the IMO to develop mandatory requirements to ensure the environmentally sound management of ship dismantling. Suggesting that implementation of the HKC erodes Basel's protections misrepresents the facts and obscures the underlying rationale for the HKC's creation.

The BC can positively impact the safe and environmentally sound management of waste streams generated during the ship recycling process, but it remains the prerogative of BC Parties to determine their engagement in this area. Should the parties choose to engage more actively, they may find that the shipping and ship recycling industries are prepared to collaborate constructively.

We face a pivotal decision: either continue discussing how to best reconcile two UN Conventions—one of which was never intended to regulate ships going for recycling—or fully support the robust implementation of the Hong Kong Convention globally, which elevates standards in the recycling states and supports tangible environmental and safety progress. At this critical juncture, workers and the environment would benefit substantially from global support for an effective, enforceable, multilateral, legally binding framework. BIMCO advocates for the latter approach, and the solution is already here.

There is no doubt that the face of ship recycling has already changed under the prospects of the HKC coming into force – first in India, then in Bangladesh and now in Pakistan. The progress can be witnessed first-hand by anyone visiting the yards.

The HKC embodies years of multilateral negotiation involving governments, industry representatives, NGOs and international organisations. Its value should not be diminished.



Gudrun Janssens oversees BIMCO's EU-related marine environment, safety and technical affairs from the Brussels office. She has significant expertise in ship recycling. She studied Chemistry with a focus on environmental sciences and began her professional career at the Public Waste Agency of Flanders in 2000.

As a senior policy advisor and member of the Belgian delegation to the IMO, she influenced Belgian policy on ship waste management and ship recycling for over 15 years. Gudrun also worked for the European Community of Shipowners' Associations (ECSA) and the Royal Belgian Shipowners Associations as Head of Environmental and Technical Affairs, managing environmental and climate-related shipping issues at both European and international levels.



MAK CORPORATION



Environmentally
sound ship
Recycling —
It's a Commitment
to a Green earth...



Taher & Company Limited

HM Shipping Lines Limited



Environmental Awareness is the Development of the Ship-Breaking Industry



Taher and Company Ltd. HKC-2009 is certified by the Indian Register of Shipping (IRS). India

H M Shipping Lines Limited. HKC-2009 is Certified by The Nippon KAIJI KYOKAI (ClassNK), Japan



Mother Steel Limited

(HKC Certified Green Ship Breaking & Recycling Industries)

Master Steel & Oxygen Limited

(HKC Certified Green Ship Recycling & Oxygen Industries)

**Head office: Master Bhaban, Agrabad Access
Halishahar H/E, Chattogram, Bangladesh,
Phone: 02333-331683-84, E-mail: makcoration**



OUR RECOGNITION

- * HKC SOC (Statement of Compliance)
- * ISO 9001:2015 (Quality Management)
- * ISO 14001:2015 (Environment Management)
- * ISO 30000:2009 (Ship Recycling Management)
- * ISO 45001:2018 (Occupational Health & Safety Management)

Road, Plot # 02, Road #02, Lane #01, Block-L
Mobile:+8801711-761712,+8801779-788676,
@gmail.com

Yard Address: North Sonaichari, Bansbari, Sitakunda, Chattogram.

Ship Recycling & Steel Supply Services

SSBI offers ship purchasing, green ship dismantling, graded steel scrap supply, value-added steel processing, and end-to-end logistics support.

International Ship Purchase
Green Ship Dismantling
Graded Scrap Supply to Re-Rolling Mills
Value-Added Processing
Waste Management & Hazard Handling



**SAGARIKA SHIP
BREAKING INDUSTRY**
— BE THE SOLUTION NOT THE POLLUTION —

3737/1 Sagarika Road, Custom Academy, Pahartali, Chattogram.

+880 1322832733

info@sagarikaship.com

www.sagarikaship.com



Company's ship recycling policy is based on worker safety and environment safety. The company has its own strict compliance requirements where the company has verifiable worker training programs which it has designed itself taking the best from what is required by the BD Government, Honk Kong Convention and US Govt. Detail records are kept of all training, participants. All work start with a refresher on the particular safety issues to be faced on that particular job. Risks are categorized into different levels; all safety instruments have to be in place, and all drilled precautions are followed.

Special care is taken according to the Hong Kong Convention regarding all hazardous materials. Ship cutting is done in a way that the shore line is not polluted at all and cutting is done in specific areas to minimize health hazards.

The company is ISO 30000 certified and is now in the midst of conversion into a Green Yard



Crystal Shippers Ltd. a private limited company, established in 1994, is based in Chittagong, Bangladesh. The company is involved in ship recycling, steel re rolling mills, ship building and LPG Gas Terminal and Plant. Its ship breaking yard of about 14 acres is probably the single largest yard in Bangladesh with sea frontage of about 1000 feet. The yard is situated at Sitalpur, Sitakunda, and Chittagong. The company is affiliated with Ashford Finance LLC, a specialized finance based in Wall Street, New York.

South Sonaichary, Sitalpur, Sitakunda, Chittagong-4100, Bangladesh.
+88-018-24821681, +88-031-2513695, info@crystalshippers.com

www.crystalshippers.com



Hitesh Vyas
VP Middle East & Green Recycling
Coordinator
Wirana Shipping



The journey of ship recycling industry in Bangladesh

The journey of ship recycling industry in Bangladesh spans over many decades and has shown tremendous improvement made by ship recycling facilities (SRF) – in infrastructure, workers' training, ship recycling practices and management systems. The journey has been difficult, time consuming and one filled with criticism some of which were constructive, but many others lacked solid basis. In fact, even today we will not be surprised if a photo of a ship recycling facility in Bangladesh from early 2000s were circulated (without date showing in the photo) by some organizations whenever they talk about ship recycling in Bangladesh. It is sad when the world fails to recognize the progress being made by them.

PHP was the first Ship recycling Facility (SRF) to be compliant with the requirements of The Hong Kong Convention for Safe and Environmentally Sound Practices, 2009 (HKC) in 2018. However, the industry stakeholders always stated that PHP does not depict real story of ship recycling in Bangladesh – as the proverb goes “One swallow does not make a summer”. Thus, it was very important to have more SRF obtain HKC certifications. Wirana has its own partnered SRF – R. L. Kalthia Ship Breaking Pvt Ltd (Alang, India) which was the first SRF in the Indian sub-continent to receive HKC certification and has been among the first set of HKC certified SRF which motivated many more SRF to start considering getting HKC compliance.

Wirana has been silently contributing to usher in HKC compliant SRF in Bangladesh. Wirana continues to be keen to share its experience on HKC related ship recycling practices to bring in improvements.

This is in multiple ship recycling activities such as preparing ship recycling plan, helping SRF identify service providers for IHM preparation, providing guidance on improving management systems and other areas as may be required by SRF. At Wirana, we believe that each SRF is unique because there are many varying factors on SRF-to-SRF basis even though they all recycle ships. Thus, it is not appropriate technically as well as ethically to give documents & plans of one SRF to another SRF and we never practise this at Wirana.

SRF that has spent millions of US Dollars in making infrastructure improvements at their SRF will feel accomplished only when they have ships from responsible ship owners being sent to them for recycling. Wirana has been working with Ship Owners to advise them of the progress made by SRF in Bangladesh which encourages them to include SRF from Bangladesh in their approved SRF list thus allowing them to bid for the vessels.

Apart from this, Wirana has been regularly speaking at the international forums to show the progress being made in Bangladesh on its ship recycling practices and sometimes need to face questions on behalf of Bangladesh ship recyclers from various industry stakeholders. Wirana has been sponsoring many international ship recycling events which provides a good platform for various industry stakeholders to meet and exchange views that enable ship recycling industry growth. It must be noted that benefits of facilitating discussions at international ship recycling forums helps attract interest of other stakeholders willing to support the growth of ship recycling industry in Bangladesh. The ship recycling industry in Bangladesh has benefitted and continues to benefit from the support it has received from Norway and Japan. Wirana has been actively participating in BIMCO's Ship Recycling Alliance which assists Ship Recycling Associations with any issues they may face whether academic or administrative.

Bangladesh SRFs started later in their journey of getting their SRF to be HKC certified. It would be noted that after PHP (which got HKC certification in 2018), the second SRF got HKC certification in 2023 and it is the same year in June 2023 that Bangladesh ratified HKC. Ratification of HKC by Bangladesh came in at a very critical time because meeting one of the conditions for HKC to come into force required achieving a combined ship recycling volume of no less than 3% of total tonnage of ship owning states that ratified HKC and that ship owning of those ratifying states should be at least 40% of world's merchant shipping gross tonnage. The major milestone of achieving 3% was only possible with combined ship recycling capacity including that of Bangladesh. So, while India and Turkey had ratified HKC earlier, it was ratification by Bangladesh that helped meet one of the HKC condition which triggered in the HKC coming into force two years after the conditions were met.

It must be noted that HKC is the only global regulation specially for ship recycling. By HKC coming into force, all the ratifying states must follow ship recycling as per HKC regulations. It should be noted that Bangladesh, India, Pakistan and Turkey are all party states to HKC and these four recycling destinations account for about 90% of global recycling tonnage. This means that with HKC, the world has been assured that 90% of the global ship recycling, irrespective of the flag, will be recycled as per HKC. Because HKC helps ensure ship recycling in a safe and environmentally sound manner, The global ESG compliance metrics for ship recycling got huge upgrade. While HKC has its strong critics, no one can dispute the fact that ship recycling has become much more safe for workers as well as environment. We are still not completely seeing the benefits of HKC yet because it is at its nascent stage. It has come into force just one year back and the party states are working to get the administrative set up fully geared to ensure implementation of HKC. Today Bangladesh has 29 SRF that have received DASR and are following ship recycling as per HKC requirements. Yet another historic milestone was achieved in 2023 when NYK Line approved PHP under its list of approved SRF and awarded its ship for recycling. Since then, we have seen more ship owners that have approved SRF in Bangladesh under their approved list of SRF like MOL, MISC and others. In fact, MOL has classified PHP as one of the top two SRF in its list of approved SRF in India and Bangladesh.

With a strong local steel market in Bangladesh which supports and enables ship recyclers to pay a higher price, many ship owners today look at sending their ships to HKC certified facilities in Bangladesh. The story of growth in safe and environmentally sound recycling of ships in Bangladesh in very good and encouraging but it has just started and there are still more milestones to be achieved which are as follows:

- Establishment of TSDF facility for safe disposal of hazardous materials is one of the most important as well as an urgent requirement. The setting up of TSDF facility will address one of main stumbling block. The good news is that the TSDF facility is in the process of being set up and it should be ready in the next two years.
- Over a period, we will need to have more SRF to get operational with HKC/DASR certification to give Bangladesh increased recycling capacity. This will also help provide the country with the much-needed steel locally which is required by steel mills as well as ship building industry.
- Employment Injury Scheme for workers is in the process of being established and will be fully implemented by 2027. The ILO-BIMCO pilot scheme, a voluntary scheme, has been launched in first quarter of 2026 for the ship recycling sector which aims to provide an insurance pool for workers.
- Continuous training being provided to workers will ensure improved efficiency and safe working environment for workers.
- While notifications have already been issued on requirement of mandatory IHM for ships being imported for recycling and ship recycling facility operations, an updated Ship Recycling Regulation, fully aligned to the HKC, is in the process of being adopted and approved.

It is very heartening to note that The Department of Shipping (DG Shipping) Bangladesh along with the Ministry of Industries and Bangladesh Ship Recycling Board (BSRB) has outlined a comprehensive 2030 Green Transition Strategy which will completely modernize ship recycling infrastructure and encourage active working of all the SRF and that will help country use green steel obtained from ship recycling in its secondary steel mills.

HKC COMPLIANT SHIP RECYCLING FACILITIES



North Salimpur, Jafrabad, Sitakunda, Chattogram.



FERDOUS STEEL
SHIP RECYCLING INDUSTRIES



REVOLUTIONIZING
THE GLOBAL
SHIP RECYCLING
SECTOR

FROM
FLAME
TO FUTURE

Sailing towards tomorrow with
Heartfelt commitment to
BLUE Sea and **GREEN** Land by
Sustainable , Envriionmentally
Sound Recycling.



Akira OKAMOTO

JICA Expert (Officer from Ministry of Land, Infrastructure, Transport and Tourism the Gov. of JAPAN, Leader of the JICA team)



JICA Ship Recycling Project

by Japan International Cooperation Agency (JICA) in collaboration with the Ministry of Industries

Message

We are truly delighted that, following the ratification and entry into force of the Hong Kong Convention, the Bangladesh Ship Recycling Board (BSRB) has been established in Bangladesh. It is a great honor for us to have the opportunity to work together with the first Director General, Mr. ASM Shafiul Alam Talukder, and our colleagues at the Ministry of Industries. We are also deeply grateful for the opportunity to introduce the ongoing JICA Ship Recycling Project in this issue. As the specialized administrative authority responsible for the ship recycling industry, BSRB was inaugurated on April 1, 2025, and is currently in the process of establishing its organizational foundation. Despite the significant challenges arising from limited human resources, the Director General, Deputy Director, and all staff members are making dedicated efforts every day to build and strengthen the organization. In response to this important milestone, the JICA Ship Recycling Project will continue to provide detailed and practical technical support. We sincerely hope that BSRB will be able to fully perform the important functions expected of it at the earliest possible opportunity. We would also like to express our sincere gratitude for the understanding and generous cooperation extended throughout the implementation of the JICA Project by all stakeholders, including the Ministry of Industries and BSRB, ship recycling facility, the BSBRA Secretariat, classification societies, local consultants, and many other partners. Moving forward, we remain fully committed as a team to working diligently toward the prosperity and sustainable development of Bangladesh's ship recycling industry.

We sincerely appreciate your continued understanding and cooperation in this important endeavor. We look forward to further strengthening our collaboration and partnership.

1. Overview of the project

Title/Entity	Description
Project Title:	The Capacity Development Project in Relation to Ship Recycling Yard and TSDF Development
Objectives:	Project has three objectives which are: Objective (1) Improvement of examination and certification process of Ship Recycling Facility Plans (SRFPs) and approval process of Ship Recycling Plans (SRPs) in accordance with Hong Kong Convention Objective (2) Establishment of One-stop service (OSS) system for ship recycling related administrative procedure Objective (3) Capacity development of government officials in providing guidance on safety and environmental measures for ship recycling yards including establishment of a New Training System (NTS) for workers in ship recycling industry.
Implementation Period:	October 2024 – August 2027 (for 2 years and 10 months)

Source of fund(s): JICA budget from government funds (Gov. of Japan)

Project Team Size: Dhaka: JICA Expert (1), Project officer (1) and Admi & procurement officer deployed in MoIND
Chittagong: Project officer (1)
Short term visits from JAPAN: Expert (3) from Japan Marine Science

Implementation Period: October 2024 – August 2027 (for 2 years and 10 months)

Already Completed Activity(ies):

Objective	Name of the Activity	Date of Completion	Remarks
(1)	Training Session for SRFP and SRP system for BSRB & MoIND Officers,	19 – 27 May 2025 (7 days)	Remarks
	Explanatory meeting on SRFP & SRP for relevant Gov. bodies etc.	17 June 2025 (1day)	
	Workshops on SRFP & SRP for ship recyclers & ORCAs	24 & 25 June 2025 (2 days)	
	1. SRFP verification Manual 2. SRP Approval Manual 3. ORCA/TTP/LCF Manual 4. SRF Inspection Manual	4 manuals developed on July 31st 2025 and approved by MoIND on 23th Nov. 2025	
	Explanatory meeting on SRFP & SRP	8 Mar. 2026	
	Training sessions for TTPs & LCFs	10 & 11 Mar. 2026	
	Japan Study Tour	April 2026	
(2)	SOP development of ship recycling related administrative procedures	Nov. 2025	
	WG on OSS	1st: Sep. 2025, 2nd: Dec. 2025	in Dhaka
(3)	Accident investigation and trend analysis, Training Need Assessment (TNA) etc	Aug. 2025	
	WG and Workshop on NTS	1st: Sep. 2025, 2nd: Dec. 2025	in Dhaka & CTG

Planned Activity(ies): Ongoing/Upcoming

Objective	Name of the Activity	Planned Duration	Remarks
(1)	2nd Training session for BSRB officers	After recruitment of officers	In Dhaka & CTG
	On-hands training session on TTPs	After enlistment	In Dhaka
(2)	WG on OSS	3rd: July 2026	In Dhaka
	Development of OSS online system	Need to get budget approval from JICA headquarter	
	Training session on OSS	Same as above	In Dhaka & CTG

(3)	WG and Workshop on NTS	3rd: July 2026	
	Development of Training material	Aug. 2026	
	Procurement of Training equipment	Aug. 2026	
	Training of Trainers (ToT) for NTS	Sep. 2026	In Chittagong

2. Vision of the project & Recommendations from JICA Experts

As a JICA Expert, I have recommended strengthening BSRB's technical capacity. At present, only one of the existing staff members possesses technical expertise, which is insufficient for effectively monitoring and supervising ship recycling facilities. Therefore, BSRB should establish a dedicated technical team of at least 5–6 members, ideally around 10, to oversee technical functions such as supervising third-party auditors, developing policies based on accident analyses, promoting information sharing among SRFs, coordinating safety and environmental committees, and ensuring the effective implementation of the New Training System and OSS. In the future, this team should also support BSRB's oversight of TSDF operations.

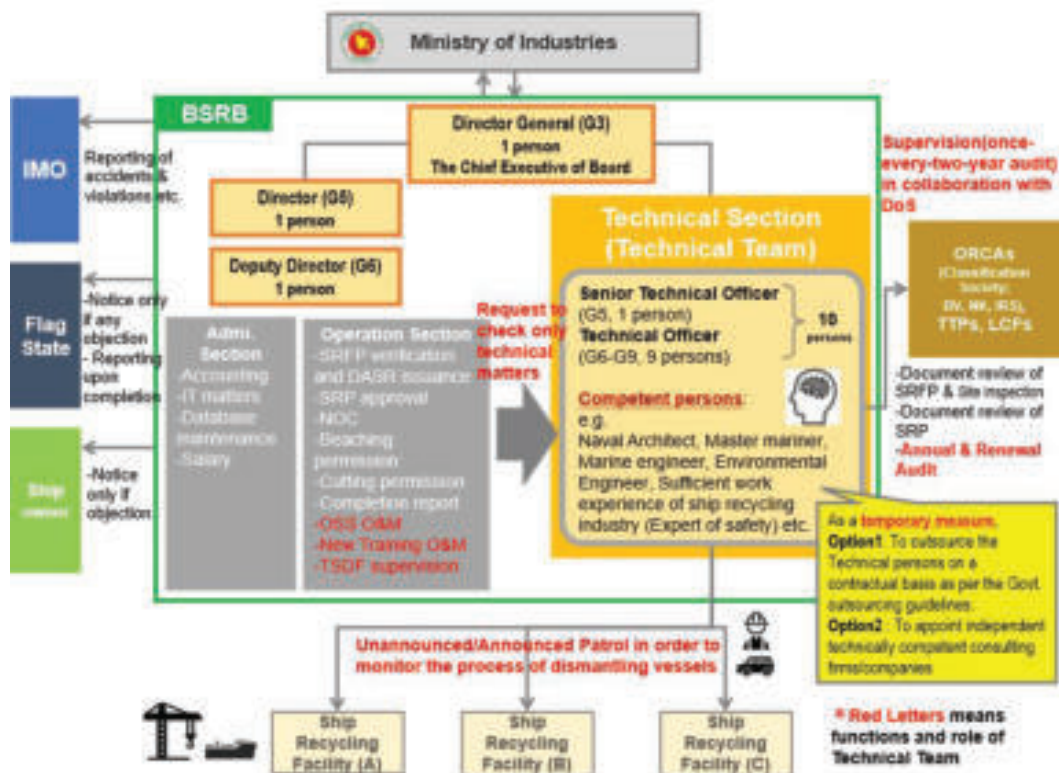


Fig. Execution organogram of BSRB proposed by JICA Expert

In addition to ensuring the effective implementation of the Hong Kong Convention, BSRB is expected to perform a broad range of responsibilities, including ship recycling administration, coordination with relevant ministries and agencies, future oversight of TSDF operations, management of the New Training System, and stakeholder engagement at both national and international levels. While some of these functions are already being carried out, further strengthening and timely implementation of the remaining responsibilities will be essential for BSRB's continued development.



ASADI STEEL ENTERPRISE

A GREEN SHIP RECYCLING FACILITY

REDUCE

REUSE

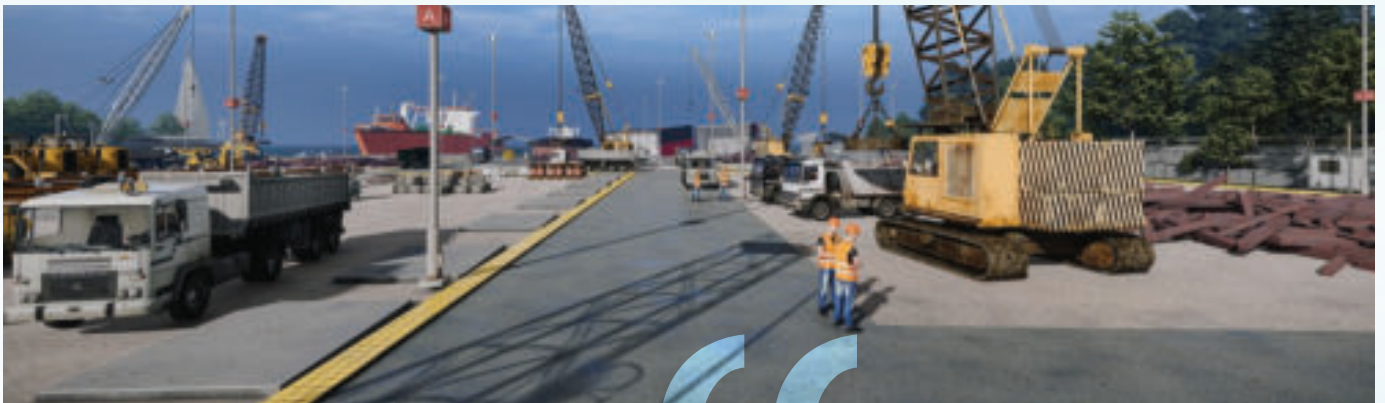
RECYCLE

Recycle for a brighter future...



BHATIARY, SHITAKUNDU, CHATTOGRAM

LEADING THE GREEN REVOLUTION IN SHIP RECYCLING



WHY?

BOB RECYCLERS

-  Green & Responsible
-  Smart Resource Use
-  Expert-Led Recycling
-  Safe & Compliant
-  Globally Certified

SAFE RECYCLING, SUSTAINABLE SEAS

Building a greener future by recycling
in a safe and eco-friendly way for
BLUE waters and GREEN earth.



KHAWAJA SHIP BREAKING LIMITED



KHAWAJA SHIP BREAKING LIMITED THE ONE STEEL MAKER

SUSTAINABLE RAW FEEDSTOCK

Transforming decommissioned global maritime vessels into high-grade scrap steel for premium re-rolling production

MODERN GREEN YARD FACILITY

Operating with advanced hazardous waste containment eco-friendly cutting tech & strict environmental compliance.

SAFETY-FIRST STANDARDS

Implementing rigorous worker safety, state-of-the-art protective gear & continuous occupational health monitoring

COMMUNITY & GROWTH

Driving economic empowerment & heavy industry development in Kumira, Chattogram

ISO Certification

9001:2015, ISO 14001:2015, ISO 45001:2018 & ISO 30000:2009

KHAWAJA SHIP BREAKING LIMITED

Madambibirhat, Bhatiary, Shitakunda, Chattogram

Head Office : Kabir Manzil, Sk. Mujib Road

Agrabad, Chattogram

Phone : +88-02-333311201-5

e-mail : sales@ksrm.com.bd

KSRM.COM.BD



Greetings from **Janata Steels Limited**,

It is with immense pride and a deep sense of responsibility that I extend my heartfelt congratulations to the Bangladesh Ship Recycling Board (BSRB) on the publication of its 2nd Issue of newsletter, Maritime Green Horizon. This timely and visionary initiative stands as a powerful reflection of our collective progress and shared commitment to building a greener, safer, and Internationally respected ship recycling industry. As one of the world's leading ship recycling nations, Bangladesh plays a critical role in the global shipping lifecycle. Each vessel dismantled on our shores contributes to a cleaner maritime environment, recovers valuable steel for developing economies, and supports the circular economy that underpins sustainable global trade. From the shipowners who entrust us with their vessels to the industries that rely on recycled materials—we are an essential link in the global supply chain. And with the full enforcement of the Hong Kong Convention (HKC) on 26 June 2025, our responsibilities have deepened, as has our global relevance.

At Janata Steels Limited, we are proud to be a certified HKC-compliant facility and a dedicated contributor to this transformative journey. The HKC is more than a regulatory milestone—it is a commitment to protecting human lives and the environment, to raising the standards of our industry, and to reinforcing the trust placed in us by the international maritime community. This newsletter, under the stewardship of BSRB and the Ministry of Industries, captures that spirit of progress and partnership.

Our journey toward compliance has not only elevated our operational practices—it has reaffirmed our belief that the future of industry must be grounded in responsibility, innovation, and continuous improvement. We remain committed to technological adaptation, workforce safety, and environmentally sound practices that align with global expectations.

We hope Maritime Green Horizon becomes more than a publication. Let it be a platform for dialogue, a celebration of shared achievements, and a roadmap toward a truly sustainable future for ship recycling—where Bangladesh not only participates in the global shipping ecosystem but helps shape its values.

Let us continue the ship recycling industry journey together with integrity, with unity, and with a vision that transcends borders.

Warm regards,

Kamal Uddin Ahmed
Managing Director
Janata Steels Limited



Environmentally Responsible

We recycle ships with a strong focus on minimizing environmental impact, ensuring compliance with green industry practices.



Efficient Resource Recovery

Our operations are optimized to maximize material recovery while reducing waste, contributing to a circular economy.



Skilled and Safe Dismantling

Our trained professionals carry out ship recycling with precision, care, and adherence to international safety protocols.



Compliance-Driven Operations

Fully aligned with national regulations and the Hong Kong Convention (HKC), ensuring safe and environmentally sound recycling practices.



Globally Recognized

Trusted by clients worldwide, Janata Steels Limited proudly maintains certifications that reflect our commitment to quality, safety, and sustainability.



JANATA STEELS
LIMITED



JANATA STEELS LIMITED

Committed to Sustainable Ship Recycling in Bangladesh

ADVANCING RESPONSIBLE SHIP RECYCLING IN BANGLADESH

As an HKC-compliant facility, Janata Steels Limited is proud to be part of Bangladesh's collective effort to transform the ship recycling sector into a safer, greener, and globally respected industry. While we may not claim to be the pioneers, we are committed contributors to the country's sustainable future.

OUR MISSION IS CLEAR:

To protect the BLUE seas and the GREEN earth while delivering safe, certified, and high-quality ship recycling services.

Together with our partners, regulators, and workforce, we look forward to building a cleaner, more resilient ship recycling ecosystem for the generations to come.



UNIT-01 | UNIT-02 | UNIT-03



**HKC & ISO
CERTIFIED FACILITY**

Vision

TO BE THE
NUMBER 1
GREEN SHIP RECYCLING
COMPANY IN THE
WORLD.

Mission

TO REDEFINE
SUSTAINABILITY
THROUGH RECYCLING SHIPS
IN THE MOST NATURE FRIENDLY
MANNER KEEPING HEALTH
AND SAFETY OF ALL
EMPLOYEES AT THE
CORE OF ALL ACTIVITIES.

www.sncorporationbd.com

SETTING THE STANDARD FOR RESPONSIBLE SHIP RECYCLING

Ethical. Efficient. Environmentally Responsible.



AUTHORIZED SHIP RECYCLING FACILITY
BSRB/2025/SRF-025

BARAKA SHIP BREAKING & RECYCLING

Established in 2023 and built upon a family legacy of more than 22 years in ship recycling, Baraka Ship Breaking & Recycling is an HKC-certified ship recycling facility committed to safe, environmentally sound, and fully compliant recycling operations.

Located in Sitakunda, Chattogram, Baraka combines modern infrastructure, advanced hazardous material management systems, dedicated HSE supervision, and internationally certified management systems to deliver responsible end-of-life vessel recycling aligned with global best practices.



OUR COMMITMENTS

- ✓ HKC-Certified Ship Recycling Yard
- ✓ Authorized Ship Recycling Facility (BSRB/2025/SRF-025)
- ✓ ISO 9001:2015 – Quality Management Systems
- ✓ ISO 14001:2015 – Environmental Management Systems
- ✓ ISO 45001:2018 – Occupational Health & Safety Management Systems
- ✓ ISO 30000:2009 – Ship Recycling Management Systems
- ✓ Advanced Hazardous Material Management
- ✓ Safe & Environmentally Sound Recycling Practices
- ✓ Commitment to Worker Safety & Environmental Stewardship



Recycling Ships Responsibly.
Recovering Resources Sustainably.

HKC

HONG KONG CONVENTION
COMPLIANT YARD

ISO

9001:2015

QUALITY MANAGEMENT
SYSTEMS

ISO

14001:2015

ENVIRONMENTAL
MANAGEMENT SYSTEMS

ISO

45001:2018

OCCUPATIONAL HEALTH &
SAFETY MANAGEMENT SYSTEMS

ISO

30000:2009

SHIP RECYCLING
MANAGEMENT SYSTEMS



SCAN TO VISIT
OUR WEBSITE



ZIRI SUBEDAR

Ship Recycling Industries

REVOLUTIONIZING THE GLOBAL SHIP RECYCLING SECTOR



FLAME TO FUTURE

www.zirisubedar.com

KING STEELS



North Salimpur, Jafrabad, Sitakunda, Chattogram, Bangladesh.



Dr. S M Rashidul Hasan

Assistant Professor

Department of Naval Architecture and Offshore Engineering,
Faculty of Engineering and Technology, Bangladesh Maritime University
email: rashidul.naoe@bmu.edu.bd



Shipowners must pay for a fund for safe ship recycling before another generation pays the price

The Problem

In 2024, some 409 ocean-going commercial vessels were dismantled worldwide; 255 of those ended their lives in South Asian yards. That concentration makes the region the primary destination for end-of-life tonnage and has been documented by monitoring organisations such as Shipbreaking Platform. The pattern is not neutral: it transfers hazardous materials and long-term environmental liabilities from owners in wealthier jurisdictions to fragile coastal communities in South Asia. That transfer exposes a stark hypocrisy. Flag states and shipowners in richer economies publicly promote “green” shipping while allowing the most hazardous end-of-life burdens to be exported. Owners recover immediate scrap value at international prices; communities in Bangladesh, India and Pakistan inherit contamination, degraded fisheries and occupational risk. The discrepancy between rhetoric and practice is a moral and regulatory failure that cannot persist if global shipping claims to advance sustainability. The human and environmental evidence is unequivocal. Ship recycling supplies a substantial share of scrap-steel feedstock for local industry – commonly estimated at 50–60% of national scrap supply in Bangladesh – and supports roughly 25,000–40,000 direct jobs plus many more in ancillary trades. The national economic benefit is concentrated in foreign-currency savings and a modest contribution to GDP (about 0.8%).

Yet environmental monitoring paints a different picture. Sediment surveys in the Chattogram shipbreaking zone report very elevated heavy-metal concentrations – for example, iron measured at approximately 11,900–41,400 $\mu\text{g}\cdot\text{g}^{-1}$ in affected sediments versus about 3,400 $\mu\text{g}\cdot\text{g}^{-1}$ at control sites – together with elevated lead, chromium, nickel and other toxic elements. Academic researchers at the University of Chittagong and independent monitors have documented these chemical legacies and their persistence in the coastal food web. The human cost compounds the ecological damage. Local labour-safety monitoring and media compilations record repeated fatalities and serious injuries: one survey recorded 124 deaths in Chattogram shipbreaking accidents between 2015 and mid 2024. These are not isolated tragedies but the foreseeable outcome of cutting and deconstruction on tidal flats without impermeable working surfaces, sound decontamination, secure hazardous-waste storage or reliable emergency response. Technical assistance and donor projects have helped selected yards to upgrade, but isolated interventions cannot substitute for the capital intensity of durable protection. Impermeable working surfaces, engineered treatment-storage-disposal facilities (TSDFs), lined storage for hazardous fractions, effluent treatment and long-term environmental monitoring require upfront financing that yard owners – operating on narrow margins in a global scrap market – cannot bear alone without risking competitiveness and jobs

The Solution

A practicable remedy is a globally governed Ship Recycling Fund financed by modest, lifetime contributions from shipowners and operators, linked to enforceable compliance measures. The Fund should be straightforward in design and administrable in practice: Lifetime levy: small, incremental charges collected across a vessel's operating life (for example, an annual surcharge on registration or designated port dues) to produce predictable revenue without imposing a single crippling payment at decommissioning. Conditional disbursement: payments released only to yards certified to meet robust environmental, occupational and waste-management standards. Transparent governance: independent oversight, public audits and reporting, with anchoring institutional support from the International Maritime Organization. Ring-fenced use: capital investment in impermeable surfaces, TSDFs, effluent treatment, long-term monitoring, and programmes for worker retraining and health surveillance. Just-transition safeguards: phased implementation, retraining and temporary wage support to protect livelihoods during upgrades.

The International Authority required actions

International authorities should adopt a 'End-of-Life Pre-Funding Certificate (ELPFC)' as a binding, final-voyage requirement. Think of the ELPFC like a carbon tax pre-payment or an offshore-platform decommissioning bond: it is a financial guarantee issued only after the shipowner deposits funds (escrow, irrevocable bond or insurance-backed trust) sized to the vessel's tonnage and IHM-derived hazard score. The certificate would be required before a ship may obtain port clearance, bunkering, pilotage or a registry deletion for its final voyage to a recycling yard. To make the ELPFC effective, the International Maritime Organization should set standards for calculation, acceptable funding instruments, and a machine-readable global registry of issued certificates. Require insurers and P&I clubs to withhold cover for final-voyage risks absent an ELPFC, and empower port states to deny services or detain ships until proof of irrevocable pre-funding is presented. Enforcement would mirror other financial-guarantee systems: refusal of services, blacklisting, fines, and automatic liens on scrap proceeds. Framed as a pre-paid environmental bond (not voluntary guidance), the ELPFC would prevent owners from shedding end-of-life costs by resale or flag changes and ensure funds exist to remediate damage when dismantling occurs.

What Bangladesh Government shall do

- i. Introduce a mandatory environmental levy: Establish a Shipbreaking Environmental Compensation Tax (SECT) payable by shipowners to compensate for environmental damage caused by end-of-life vessels.
- ii. Calculate the levy transparently: Determine the tax based on Lightweight Tonnage (LDT) or Gross Tonnage (GT), combined with a hazard multiplier derived from the ship's Inventory of Hazardous Materials (IHM).
- iii. Require pre-payment certification: Shipowners must show proof of paid SECT (escrow deposit, bond, or certified payment) before flag transfer, ownership change, port clearance for final voyage, or registration renewal.
- iv. Link payment to maritime services: Deny port clearance, registration renewal, and related services to vessels that fail to provide SECT certification.
- v. Create a dedicated national fund: Deposit all collected taxes into a Ship Recycling Environmental Fund used for site remediation, hazardous-waste treatment facilities, worker health compensation, medical monitoring, and environmental restoration.
- vi. Apply penalties and transparency rules: Impose interest and financial penalties for late payment and maintain a public online registry listing compliant and non-compliant vessels.
- vii. Make liability unavoidable: Ensure that environmental tax liability remains attached to the vessel regardless of resale or ownership transfer, preventing shipowners from escaping responsibility. Without this tax, a recycling yard will not receive Document of Authorization to conduct Ship Recycling.

Finally

The global shipping industry has benefited for decades from inexpensive ship recycling in developing countries, yet the environmental and social costs of dismantling have largely been borne by the host nations. If shipowners profit throughout the operational life of a vessel, it is only reasonable that they also bear responsibility for the environmental consequences of its final disposal. A fair and enforceable system—where shipowners pre-pay for end-of-life environmental liabilities through mechanisms such as environmental levies or an internationally recognized pre-funding certificate—would restore this balance. By combining national taxation policies with stronger international regulations led by the International Maritime Organization, the burden of pollution can shift from vulnerable coastal communities to those who benefit most from global shipping. Ultimately, responsible ship recycling is not merely an environmental obligation; it is a matter of global justice and accountability in the maritime industry.



Z. H. Steel Limited

STRENGTH FORGING TOMORROW'S INFRASTRUCTURE

SUSTAINABLE STEEL FOUNDATIONS



SHIP RECYCLING SERVICES



- ADVANCED CUTTING & MELTING TECHNOLOGIES



- KUMIRA, CHATTOGRAM FACILITY



- SAFETY-FIRST OPERATIONAL
- OPTIMIZED MATERIAL RECOVERY



Z.H STEEL LIMITED

Uttar shonaichori, Kumira, sitakunda,
Chattogram, Bangladesh

A MEMBER OF BSRA
(Bangladesh Ship Breakers and Recyclers Association)

Key Pillars of the Roadmap

Full HKC Compliance

- Upgrade all operational yards to meet HKC standards.
- Implement robust third-party auditing and certification systems.

Worker Safety & Skill Development

- Establish BSRB Training Institutes for technical upskilling.
- Mandate periodic safety drills and occupational health assessments.

Environmental Management Systems

- Ensure 100% adoption of certified waste treatment and disposal mechanisms.
- Introduce a national digital monitoring platform for waste and hazardous materials tracking.

Infrastructure & Capacity Development

- Modernize yard layouts to include impermeable floors, drainage systems, and enclosed cutting zones.
- Develop eco-industrial parks for circular economy initiatives.

Policy Advocacy & Global Partnerships

- Engage with IMO, EU, OECD, and regional allies for knowledge sharing and joint initiatives.
- Mobilize climate finance and green investment.

Progress Timeline

- 2025: All compliant yards fully registered under BSRB and licensed post-HKC enforcement.
- 2026–2028: Transition period with international partnerships, pilot programs, and technical cooperation.
- 2029: Full-scale implementation of BSRB Green Yard Standard and Establishment of TSDF.
- 2030: Bangladesh becomes a model nation in ship recycling, with all active yards HKC-certified and recognized globally.

Charting a Greener Horizon: BSRB's Roadmap 2030

As the global ship recycling industry enters a new era of environmental accountability and sustainability, the Bangladesh Ship Recycling Board (BSRB) has taken a bold step forward by unveiling its visionary Roadmap to 2030. This roadmap not only outlines our national ambition but also sets the course for Bangladesh to become the global leader in green, safe and compliant ship recycling.

Vision

By 2030, Bangladesh aims to achieve full compliance with international conventions, notably the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC), while enhancing capacity, safety, and environmental management across all yards. BSRB envisions an industry where economic growth and environmental responsibility go hand in hand.

A National Commitment

This roadmap is not just a policy document—it is a declaration of intent. It reflects the collective resolve of our government, our industry, and our people to lead with integrity and responsibility. BSRB will continue to work shoulder to shoulder with all stakeholders to make this vision a reality.

“Together, we sail towards 2030, greener, safer, and stronger”.

Readiness & Policy Trends

Policy Trends Shaping 2040

As global climate concerns escalate, policy trends influencing the ship recycling industry are rapidly shifting. BSRB forecasts the following transformative directions:

- Carbon-Neutral Recycling Targets by 2040
- Regional Policy Harmonization within the South Asian Maritime Corridor
- Incentivized Green Certification Programs
- Waste Valorization & Circular Economy Mandates Proactive engagement with stakeholders, including IMO, UNEP, and regional partners, ensures Bangladesh is not a passive observer but an active policy shaper.

Call to Action

To remain relevant and responsible, all ship recycling stakeholders yards, policymakers, financiers, and global partners must align on a shared roadmap. The 2040 Outlook is not just a prediction; it is a policy pulse check and a blueprint for transformation.

Together, let us craft a ship recycling industry that future generations will be proud of safe, green, and globally respected.

As we sail into the future, the Bangladesh Ship Recycling Board (BSRB) presents the "2040 Outlook: Readiness & Policy Trends" — a visionary compass navigating the evolving maritime landscape. This edition casts a forward-thinking gaze on how Bangladesh's ship recycling sector must gear up for the complex demands and dynamic regulations of the coming decades.

Readiness for the Future

BSRB is strategically aligning with international frameworks and evolving technological paradigms to ensure the nation's ship recycling yards remain competitive and compliant. Key initiatives include:

- Digital Yard Mapping & Compliance Monitoring
- AI-Driven Environmental Risk Assessments
- Skilling Programs for the Next-Gen Workforce
- Infrastructure Upgrades to Support Green Transition

This readiness approach is not merely about keeping pace—it's about leading responsibly. With the Hong Kong Convention now in force, Bangladesh must demonstrate an uncompromising commitment to safety, worker rights, and environmental protection.



We Don't
Chase
We **Lead**

Paradigm Shift in the Ship Recycling Industry

Policy Trends Shaping 2040

The global ship recycling industry is undergoing a profound transformation, and Bangladesh—once criticized for environmental and labor non-compliance—is now emerging as a beacon of responsible and sustainable ship recycling under the leadership of the Bangladesh Ship Recycling Board (BSRB).

This paradigm shift is not merely regulatory; it is philosophical, operational, and deeply structural. With the enforcement of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships (HKC) from June 26, 2025, Bangladesh has transitioned from informal and traditional practices to a structured, compliance-driven regime that places environmental stewardship and worker safety at the forefront.

Key Drivers of the Shift:

- **HKC Enforcement:** Bangladesh is now globally recognized for adopting and enforcing the HKC, placing it among the few nations aligning ship recycling with international environmental norms.
- **Legislative Reforms:** The Ship Recycling Act 2018 and Ship Breaking Rules 2011 have been operationalized with strict monitoring, setting the foundation for compliant and green practices.
- **Green Yard Certification:** A record number of yards—14 as of June 2025—have achieved full HKC compliance, demonstrating industry-wide commitment to sustainable recycling.
- **Digital & Transparent Monitoring:** Introduction of ERP systems, yard surveillance, and live reporting has brought real-time transparency to the process.

Impacts & Implications:

- **Worker Welfare:** Improved housing, safety gear, and skill training programs are now the norm.
- **Environmental Restoration:** Investments in hazardous waste management, air and water pollution control systems, and designated green zones are reducing the industry's ecological footprint.
- **Global Credibility:** With global buyers showing renewed confidence, Bangladesh is becoming a preferred destination for shipowners seeking responsible recycling.

Future Outlook:

BSRB's vision 2040 and Roadmap 2030 are aiming for 100% HKC compliance, circular economy integration, and export-oriented green steel production. Partnerships with international bodies such as the IMO, EU, and OECD are expected to fuel innovation and policy alignment.

The paradigm shift in ship recycling is not just about dismantling vessels—it's about building a legacy of accountability, sustainability, and leadership. Bangladesh stands at the helm of this global movement, turning tides and charting a bold new course.

Green Ship Yard List of Bangladesh Ship Recycling Board (BSRB)

SL No.	Name of Company	Yard Owner Name & Contact Number	SOC Position	SOC Certified by & Certified Date	Ship Recycling Capability Length/Breadth/ Light weight)
1.	PHP Ship Breaking & Re-Cycling Industries Limited.	Mr. Md. Zahirul Islam Managing Director Mbl: 01919- 924477 Yard: Sitalpur, Sitakunda, Chattogram. Email: zahir@phpfamily.com	Certified RINA & CLASS NK		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 150,000 TON
2.	M/s. S. N Corporation. Unit-2	Mr. Showkat Ali Chowdhury Chairman Mbl: 01714-087555 Yard: Shitalpur, Sitakunda, Chattogram Email: office@abcgroupbd.com	Certified ClassNK & IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 150,000 TON
3.	Kabir Steel Limited.	Mr. Mohammed Shahjahan Managing Director Mbl: 01711-720156 Yard: Shitalpur, Sitakunda, Chattogram. Email: karim@ksrm.com.bd	Certified IR Class BV & CLASS NK		LENGHT - NO LIMITATION BREADTH - NO LIMITATION LIGHT WEIGHT - 200 M
4.	KR Ship Recycling Yard.	Mr. Md. Taslim Uddin Proprietor Mbl: 01730-328570 Yard: Kazi Para, Kumira, Sitakunda, Chattogram. Email: taslim_iuc@yahoo.com	Certified IR Class BV & CLASS NK		LENGHT - ANY BREADTH - 130 M LIGHT WEIGHT - ANY
5.	Arab Ship Breaking & Recycling Limited.	Mr. Md. Nur Uddin Partner Mbl: 01612-232015, 01712-232015 Yard: Shitalpur, Sitakunda, Chattogram. Email: fourstarshipbreaking@yahoo.com, ori_metal@yahoo.com	Certified IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 150,000 TON
6.	Mak Corporation.	Master Abul Kashem Managing Partner Mbl: 01711-761712 Yard: Sitalpur, Sitakunda, Chattogram. Email: makcorporation@ymail.com	Certified IRS		LENGHT - 245 M BREADTH - 38 M LIGHT WEIGHT - 55,000 TON

Green Ship Yard List of Bangladesh Ship Recycling Board (BSRB)

SL No.	Name of Company	Yard Owner Name & Contact Number	SOC Certified	Photo Of SRFs	Ship Recycling Capability Length/Breadth/ Light weight)
7.	H.M. Shipping Lines Ltd .	Mr. Md. Sarwar Alam Managing Director Mbl: 01819-835380 Yard: Middle Sonaichori, Sitakunda, Chattogram. Email: info@mostafahakim.com, sor1978m31@yahoo.com	Certified NIPON KAIJI KYOKAI, CLASS NK		LENGHT - 600 M BREADTH - 60 M LIGHT WEIGHT - 1,00,000 MT
8.	M/s. S. N Corporation. Unit-1	Mr. Showkat Ali Chowdhury Chairman Mbl: 01714-087555 Yard: Lalbag, Shitalpur, Sitakunda, Chattogram Email: office@abcgrouppbd.com	Certified IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 120,000 TON
9.	M/s. S. N Corporation. Unit-3	Mr. Showkat Ali Chowdhury Chairman Mbl: 01714-087555 Yard: Madambibir Hat, Bhatiyari, Sitakunda, Chattogram Email: office@abcgrouppbd.com	Certified BV & IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 150,000 TON
10.	M/s. Ferdous Steel Ship Recycling Industries.	Mr. Md. Ferdous Wahid Managing Partner & CEO Mbl: +880 1828771144 Facility: 9 No. Bhatiyari, Sitakunda, Chattogram - 4315, Bangladesh. Email: info@ferdousshiprecycling.com	Certified ClassNK BUREAU VERITAS IR Class		LENGHT - ANY BREADTH - 150 M LIGHT WEIGHT - ANY
11.	KR Steel Limited.	Mr. Md. Sekander Hossain Chairman Mbl: 01730-201489 Yard: South Shitalpur, Shitakunda, Chattogram. Email: krsteel_bd@yahoo.com, kingsteel0257@gmail.com, ranjitooffice@yahoo.com, ori_metal@yahoo.com	Certified IRS		LENGHT - ANY BREADTH - 50 M LIGHT WEIGHT - 1,00,000 MT
12.	N. B. Steel.	Mr. Md. Taslim Uddin Proprietor Mbl: 01730-328570 Yard: North Salimpur, Jafrabad, Sitakunda, Chattogram. Email: taslim_iuc@yahoo.com, aliakbar.krg@gmail.com	Certified IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 2,00,000 MT

Green Ship Yard List of Bangladesh Ship Recycling Board (BSRB)

SL No.	Name of Company	Yard Owner Name & Contact Number	SOC Position	SOC Certified by & Certified Date	Ship Recycling Capability Length/Breadth/ Light weight)
13.	Jamuna Ship Breakers	Mr. Liakat Ali Chowdhury Managing Partner C/P: Mr. Sajid Hussain Mbl: 01713194010 Yard: Sitalpur, Sitakunda, Chattogram Email: asadisteeel06@gmail.com jamuna.yard@gmail.com hr.jamunayard@gmail.com	Certified IRS		Length - Any Breadth - 90M Light Weight - 1,50,000 MT
14.	Janata Steels Limited.	Mr. Hossainul Arefin Director Mbl: 01772-783533 Yard: North Sonaichory, Kumira, Sitakund, Chattogram. Email: arefinenterprise@gmail.com hossainularafin@gmail.com	Certified IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT - 1,00,000 TON
15.	Taher & Co. Ltd.	Mr. Md. Abu Taher, Chairman Mr. Md. Shahin Alam, Director Mbl: 01819-328962 Yard: Sitalpur, Sitakund, Chattogram. Email: m.shahin_alam@yahoo.com tahergroupyard@gmail.com	Certified IRS		LENGHT - ANY BREADTH - 45 M LIGHT WEIGHT - ANY
16.	BOB Recyclers	Mr. S. M. Nurun Nabi Managing Partner Mbl: 01780-066666 Yard & Office: Middle Sonaichori, Shitalpur, Sitakund, Chattogram. Email: bobrecyclers23@gmail.com mhdsabbir@gmail.com	Certified IRS		LENGHT - 350.0 M BREADTH - 75.0 M LIGHT WEIGHT - 2,40,000 MT
17.	Asadi Steel Enterprise.	Mr. Ubaida Asadi Partner C/P: Mr. Mohammed Aslam Zabed Mbl: 01713426283 Yard: Madambibirhat, Bhatiary, Sitakunda, Chattogram Email: asadisteeel06@gmail.com asadisteeel.yard@gmail.com ubaidaasadi98@gmail.com	Certified IRS		Length - Any Breadth - 85 m Light Weight - 1,00,000 MT
18.	Mother Steel Ltd.	Mr. Master Abul Kashem Managing Director Mbl: 01711-761712 Yard: Bansbaria, Sitakunda, Chattogram. Email: makcorporation@ymail.com	Certified IRS		LENGHT - 245 M BREADTH - 38 M LIGHT WEIGHT - 55,000 TON

Green Ship Yard List of Bangladesh Ship Recycling Board (BSRB)

SL No.	Name of Company	Yard Owner Name & Contact Number	SOC Position	SOC Certified by & Certified Date	Ship Recycling Capability Length/Breadth/ Light weight)
19.	Master Steel & Oxygen Limited.	Mr. A. K. M. Saifullah Sayed Managing Director Mbl: 01779-787679 Yard: North Sonaichari, Sitakunda, Chattogram. Email: makcorporation@ymail.com apscorporation2017@gmail.com	Certified IRS		LENGHT - 245 M BREADTH - 38 M LIGHT WEIGHT – 55,000 TON
20.	Sagarika Ship Breaking Industry.	Mr. Md. Siraj Ud Doula Managing Partner Mbl: 01841-311568, Mbl: 01614-774294 (Abser) C/P: Mohammad Nurunnobi Mitu Mbl: 01683-913880 Yard: Chowdhury Ghata, Sitalpur, Sonaichari, Sitakunda, Chattogram. Email: sagarikashipbreaking@gmail.com, mnurulabser2021@gmail.com nurun_01@yahoo.com	Certified IRS		LENGHT - 226.0 M BREADTH - 73.0 M LIGHT WEIGHT – 50,000 MT
21.	Baraka Ship Breaking & Recycling.	Mr. Md. Shamsul Alam Managing Partner Mbl: 01819-310925, 01614-774294 Yard: Chowdhury Ghata, Sitalpur, Sonaichari, Sitakunda, Chattogram. Email: shamsenterprise07@gmail.com,	Certified IRS		LENGHT - 226 M BREADTH - 77 M LIGHT WEIGHT – 50,000 MT
22.	King Steel.	Mr. Md. Sekander Hossain Proprietor Mbl: 01730-201489 Yard: North Salimpur, Jafrabad, Sitakunda, Chattogram. Email: kingsteel0257@gmail.com	Certified IRS		LENGHT - 205.58 M BREADTH - 153.92 M LIGHT WEIGHT – 1,50,000 TON
23.	Z.H. Steel Limited.	Mr. Md. Abul Hashem Managing Director Mbl: 01672-413992 Yard: North Sonaichari, Sitakunda, Chattogram. Email: zhsteellimited@gmail.com	Certified IRS		LENGHT - ANY BREADTH - ANY LIGHT WEIGHT – 1,00,000 MT

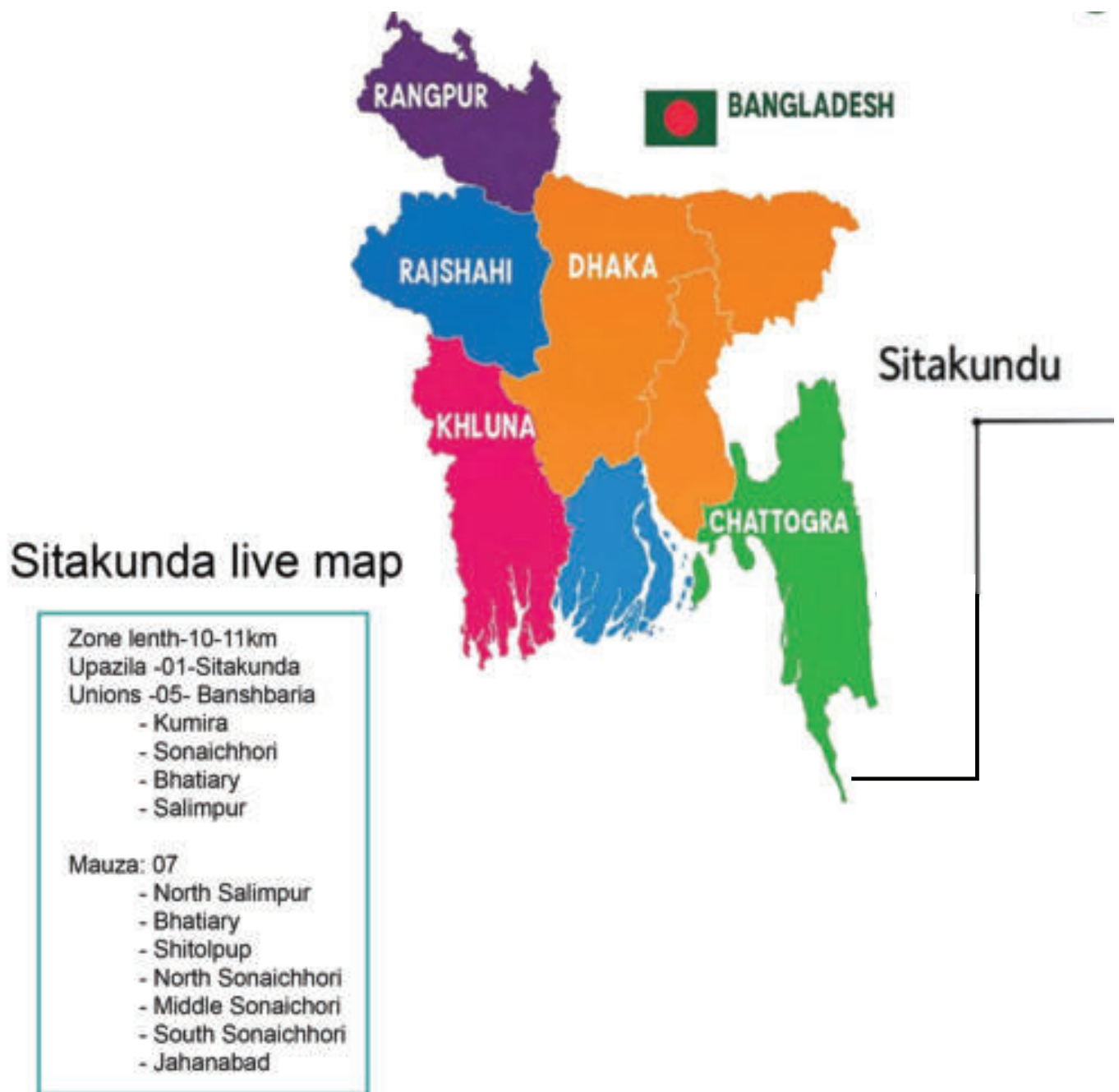
Company & Owner List of Bangladesh Ship Breakers & Recyclers Association (BSBRA)

SL	COMPANY NAME	NAME OF MANAGING AUTHORITY	SL	COMPANY NAME	NAME OF MANAGING AUTHORITY
01	PHP Engineering Works Limited.	Alhaj Sufi Mizanur Rahman	22	Rahim Steel Mills Co. (Pvt.) Ltd.	Mr. Mohammed Mohshin
02	PHP Re-Rolling Mills. Limited.	Mr. Md. Zahirul Islam	23	Diamond Steel Products Co. Pvt. Ltd.	Mr. Mohammed Israil
03	PHP Ship Breaking & Re-Cycling Industries Limited.	Mr. Md. Zahirul Islam	24	Sea-Shore International.	Alhaj Kamal Uddin Ahmed
04	PHP Ship Scrappers Limited.	Mr. Md. Mohshin Chowdhury	25	Arefin Enterprise.	Mr. Gias Uddin Chowdhury
05	Kabir Steel Limited.	Alhaj Md.Shahjahan	26	S. H. Enterprise.	Mrs. Shamim Akter
06	Khawja Ajmeer Steel Industries Limited. - (Shitalpur)	Mr. Mohammed Salim Uddin	27	Janata Steels Limited.	Mr. Hossainul Arefin
07	Kabir Ship Breaking Limited.	Mr. Sarwar Jahan	28	Qaswa Ship Recycling.	Mr. Hossainul Arefin
08	Khawja Ship Breaking Limited	Mr. Mohammed Karim Uddin	29	M/s. Ziri Subedar Ship Recycling Industries.	Mr. Md. Ferdous Wahid
09	Kabir Steel Ltd - (Jahanabad)	Mr. Mohammed Karim Uddin	30	M/s. Ferdous Steel Ship Recycling Industries.	Mr. Md. Ferdous Wahid
10	Khawja Ajmeer Steel Industries Limited. - (Jahanabad)	Mr. Nabab Siraj Ud Dawlla	31	Mother Steel Ltd.	Master Abul Kashem
11	M/s. S. N Corporation.	Alhaj Showkat Ali Chowdhury	32	Mak Corporation.	Master Abul Kashem
12	Asadi Steel Enterprise.	Mr. Liakat Ali Chowdhury	33	Master & Brothers.	Eng. Md. Mohsin
13	Jamuna Ship Breakers.	Mr. Liakat Ali Chowdhury	34	Z. H. Enterprise.	Mr. Md. Abul Hashem
14	M/s. Progressive Ship Recycling Industry.	Mr. Ubaida Asadi	35	A. P. S. Corporation.	Mr. A. K. M. Saifullah Sayed
15	Taher & Co. Ltd.	Mr. Md. Abu Taher	36	Z. H. Steel Limited.	Mr. Md. Abul Hashem
16	H M Steel & Industry Ltd.	Mr. Md. Manjur Alam	37	Master Steel & Oxygen Limited.	Mr. A. K. M. Saifullah Sayed
17	T. R. Ship Breakers Ltd.	Mr. Md. Shahin Alam	38	Seiko Steels Ltd.	Mr. Md. Nazim Uddin
18	H. M. Ship Breaking Industry Ltd.	Mr. Md. Nizamul Alam	39	Darussalam Enterprise.	Mr. Md. Nazim Uddin
19	M/s. Taher Ship Breaking & Recycling Industries.	Mr. Md. Shahin Alam	40	Vision J. I. T Enterprise.	Mr. Junaid Sharia
20	H.M. Shipping Lines Ltd.	Mr. Md. Sarwar Alam	41	Sagarika Ship Breaking Industry.	Mr. Mohammad Siraj Ud Doula
21	3R Ship Breaking & Recycling Industries.	Mr. Md. Shahin Alam	42	M/s. R. A. Ship Breaking.	Mr. Mohammad Nurul Abser
			43	M/s. Baraka Ship Breaking & Recycling.	Mr. Md. Shamsul Alam

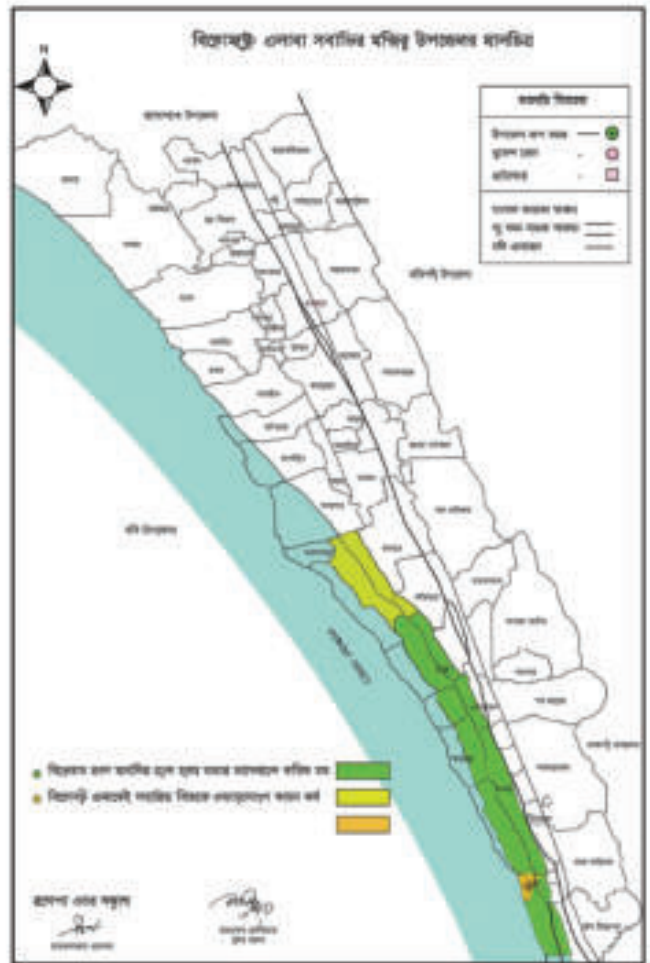
Company & Owner List of Bangladesh Ship Breakers & Recyclers Association (BSBRA)

SL	COMPANY NAME	NAME OF MANAGING AUTHORITY	SL	COMPANY NAME	NAME OF MANAGING AUTHORITY
44	Rising Steel Limited.	Mr. Md. Amzad Hossain Chowdhury	65	Mahinur Ship Re-Cycling Limited.	Mr. Md. Nazmul Huda
45	7B Associates.	Mr. Mohd. Aslam Chowdhury	66	BOB RECYCLERS.	Mr. S. M. Nurun Nabi
46	A and A Ship Recycling Industries.	Mr. Md. Amzad Hossain Chowdhury	67	A G Ship Breaking Industries.	Mr. Md. Shahidul Ahsan
47	M/s. K S B Steels.	Mr. Md. Salah Uddin	68	KR Steel Limited.	Mr. Md. Sekander Hossain
48	Bhatiyari Ship Breakers Ltd.	Mr. Md. Nayeem Shah Imran	69	King Steels.	Mr. Md. Sekander Hossain
49	Best Steel Ltd.	Mr. Md. Nayeem Shah Imran	70	ABS Ship Recycling Limited.	Mr. Md. Sekander Hossain
50	Best Steel Ltd-2	Mr. Md. Nayeem Shah Imran	71	KR Ship Recycling Yard.	Mr. Md. Taslim Uddin
51	S.A.Ship Breakers.	Mr. Md. Abul Hashem	72	N. B. Steel.	Mr. Md. Taslim Uddin
52	Hadia Steel.	Mr. Md. Alamgir Alam	73	KR Green Ship Recycling.	Mr. Md. Taslim Uddin
53	Lalbag Ship Breakers Ltd.	Mr. Md. Liakat Ali	74	Samia Ship Recycling Industries.	Mr. Md. Sekandar Meah
54	JM Ship Breaking Recycling Industries.	Mr. Md. Abul Hashem	75	Prime Enterprise Ship Recycling Industries.	Mr. Md. Manjur Alam
55	Crystal Shippers Ltd.	Mr. Noushir Hasan	76	M/s. A. Fahim Enterprise.	Mr. Md. Solaiman
56	Macca Ship Breaking Yard & Re-cycling Centre.	Mr. Abul Bashar	77	Simni Ship Recycling Industries.	Mr. Md. Imran
57	S L Steel.	Mr. Md. Lokman	78	Taihua Steel Enterprise.	Mr. Mohammad Ali
58	S. L. Ship Reprocess Industries Ltd.	Mrs. Jebunnahar Ahnky	79	Four Star Ship Breaking Ind. Ltd.	Mr. Md. Nur Uddin
59	ECO Ship Recycling Industries .	Mr. Md. Abdullah Al Zaber Siddiqui	80	Arab Ship Breaking & Recycling Limited.	Mr. Md. Reaz Uddin
60	Chittagong Ship Breaking & Recycling Inds.	Mr. Gazi Mukarram Ali Chowdhury	81	Dynamic Ship Recycling Industries.	Mr. Mohammed Mohiuddin
61	United Ship Recycling.	Mr. Gazi Mukarram Ali Chowdhury	82	Mehreen Ship Re-cycling.	Mr. Md. Jahurul Alam
62	E. K. Steel Ship Breaking.	Mr. Mohammad Elias	83	M. A. Ship Breaking Ltd.	Mr. Mahabul Alam
63	M/s. Joint Iron Mart & Ship Breaking.	Mr. Mohammad Elias	84	Pacific HSteel Enterprise Ltd.	Mr. Md. Zahidul Haque
64	A MN Steel.	Mr. Md. Al Mamun Sharif	85	M/s. Taher Ship Breaking & Recycling Industries.	Mr. Md. Shahin Alam

Geographical Location Of Ship Recycling Facilities (SRFs)



Bangladesh





ARAB SHIP BREAKING & RECYCLING LIMITED

A sister concern of N R GROUP

MISSION

Establishing a ship recycling facility that operates in a highly responsible manner, with a strong emphasis on transparency and the preservation of the marine environment.

VISION

To be the leading ship recycling brand globally, providing reliable and essential services.

Message From the MANAGING DIRECTOR

// As Managing Director of Arab Ship Breaking & Recycling Ltd., I'm committed to safe, sustainable, and globally compliant ship recycling. We prioritize worker safety, protect the environment, and support Bangladesh's economy by exporting high-grade nonferrous metals. Our vision is to set a global benchmark in responsible ship recycling. //

CONTACT DETAILS

Address: South Sitalpur, Sitalpur-4314, Sitakunda, Bangladesh

Email: info@nrgroubpd.co, hr.admin@arabshiprecycling.com

Phone: +880 16121 00113, +880 1849 202010

Website: www.arabshiprecycling.com

OUR ACHIEVEMENTS

Statement of Compliance



Quality Management System (QMS)



Environmental Management System (QMS)



Occupational Health & Safety Management System (OHSMS)



Ship Recycling Management System (SRMS)





DYNAMIC SHIP RECYCLING INDUSTRIES

**KADAMRASUL, BHATIARY, SITAKUNDA
CHATTOGRAM, BANGLADESH.
+880 1746-688706**



MEHREEN

SHIP RE-CYCLING

—new era from destruction—



Ghoramara Joramtol, Kumira
Sitakunda, Chattogram, Bangladesh

PROGRESSIVE SHIP RECYCLING IND.

CAPACITY: 100000 MT

COMPLIANCE | SAFETY | SUSTAINABILITY

RECYCLE FOR A BRIGHTER FUTURE...



PROGRESSIVE
SHIP RECYCLING IND.



RECYCLE

REDUCE

REUSE



Jahanabad, Madambibirhat, Bhatiary,
Sitakunda, Chattogram, Bangladesh.

28 October 2025

Pan Pacific Hotel Sonargaon, Dhaka



Closing Workshop of SENSREC Project - III
On Safe And Environment Sound Ship Recycling, Funded By - IMO

28 July 2025



Seminar On Ship Recycling Industry In Bangladesh. Organized By - JICA

15 December

BSTI Building Level 8, Chottagram



Opening Of BSRB Office By Mr. Obaidur Rahman, Secretary Moind

15 December 2025



Mr. Obaidur Rahman, Secretary Moind, SM Ferdous Alam, DG BSTI, Mr. Firoz Uddin, Addl. Secretary (Ship Wings.), Mr. Amzad H. Chowdhury, BSBRA



Distribution Of Enlistment Certificates On LCF (Local Consulting Firm) – Greenhul Solutions Limited, AGS Quality Action & Miti Enterprise. TTP (Technical Third Party) – Greenhul Solutions Limited, AGS



Distribution Of ORCA (Organization Recognized By The Competent Authority)
Certificate From BSRB To IRS, ClassNK & BV

03 december 2025:

SME fair



SME Fair, Organized By The SME Foundation 07 - 14 December



Stall Of Bangladesh Ship Recycling Board



Mr. Obaidur Rahman – A Courtesy Visit To Consulate General Office
The Peoples Republic Of Bangladesh



Investment Meeting With Business Communities In Consulate General Office In Hong Kong
By Mr. Obaidur Rahman, Secretary (Ministry Of Industries)



Mr. Obaidur Rahman, Secretary Moind – Addressing At Waste To Wealth Seminar By IMO



Mr. Obaidur Rahman, Secretary Moind – Addressing At Tradewinds Ship Recycling Forum



National Ship Buildings Safety & Health Promotion HQ



Tokyo Safety And Health Education Centre

6 April 2026

JICA Yokohama Center, Japan



First Day Of Bangladeshi Participants With Officials Of JICA



Opening Of Capacity Buildings Trainings For SRI, Bangladesh

8 April, 2026

Nikai Zonshen Co. LTD. , Japan



OSH Training – At Ship Repair Facility Japan

06 April 2026

Tokyo , Japan



Visiting Ministry Of Land Infrastructures, Transport & Tourism (MLIT)

8 April 2026

Onomichi, Innoshimashigeicho, Japan



With Teranishi Shuta, President Of SANWA DOCK.

April 2026

Jica Yokohama – Center, Japan



Certificate Awarding's Ceremony Of
SR Related Administrative Capacity Buildings Trainings

16 - 19 September 2025

Jakarta, Indonesia



Joint Seminar On Ship Recycling: Bangladesh Delegation

Indonesia



Sea Transportation HQ, Jakarta Office Visit

Joint Seminar Indonesia-Bangladesh: Ship Recycling under the Hong Kong Convention

Jakarta, 16 Sept. 2025



Mr. John Alonso of IMO - Addressing In Joint Seminar, Jakarta

8 March 2026

Hotel Agrabad, Chattogram



Explanation Meeting On Verification And Certification Process For SRFP And Approval Process For SRP As Per The HKC 2009 : Mr. Obaidur Rahman, Secretary Moind

1 June 2026



Courtesy Visit Of BSBRA Ship Recycling Leaders With Industry Minister, Khandakar Abdul Muktadir

Issuance of DASR Of Bangladesh Ship Recycling Board

(As Per Hong Kong Convention 2009)



AUTHORIZATION OF SHIP RECYCLING FACILITIES

This Document of Authorization to conduct Ship Recycling (DASR) is hereby issued under the provision of the Hong Kong International Convention for the Safe and Environmentally Sound Recycling of Ships, 2009 under the authority of the Government of :

The People's Republic of Bangladesh

(Full designation of the country)

by Bangladesh Ship Recycling Board
(Full designation of the Competent Authority under the Convention)

Name of Ship Recycling Facility	M/S. S. N. Corporation Unit-02
Distinctive Recycling Company Identity No.	BSRB/2025/SRF-003
Full address of Ship Recycling Facility	Shitalpur, Sitakunda, Chattogram, Bangladesh
Primary contact person	Mohammad Barkat Ullah
Phone number	+880 1711798114
E-mail address	office@abcgroupbd.com
Name, address, and contact information of ownership company	M/S. S. N. Corporation Unit-02 ABC Tower (Level-5), 1113/1140 Enayet Bazar Road, Kotwali, Chattogram, Bangladesh
Working language(s)	Bengali & English

This is to verify that the Ship Recycling Facility has implemented management systems, procedures and techniques in accordance with Chapters 3 and 4 to the Annex to the Convention.

This authorization is valid until October 2030 and is subject to the limitations identified in the attached supplement.

This authorization is subject to amendment, suspension, withdrawal, or periodic renewal in accordance with regulation 16 of the Annex to the Convention.

Issued at Dhaka, Bangladesh
(Place of issue of the authorization)

October 2025
(dd/mm/yyyy) (Date of issue)

(Signature of duly authorized official issuing the authorization)

(Typed name and title of duly authorized official issuing the authorization)

(Seal or stamp of the authority, as appropriate)



Ministry of Industries

Government of the People's Republic of Bangladesh

Accelerating Industrial Excellence, Building a Resilient Bangladesh

The Ministry of Industries, Government of the People's Republic of Bangladesh, continues its steadfast mission to transform Bangladesh into a globally competitive industrial powerhouse. In 2026, building on the milestones of previous years, we are accelerating reforms, embracing digital transformation, and fostering a resilient, diversified, and inclusive industrial economy.

Digital & Green Industry — Scaling Industry 4.0 adoption and expanding eco-industrial parks with renewable energy integration.

Empowering Entrepreneurs — Strengthening support for SMEs, youth-led startups, and women entrepreneurs through targeted financing and capacity building. **Global Standard Compliance** — Expanding certification infrastructure and ensuring alignment with international quality, safety, and environmental standards.

Strategic Sectors — Driving growth in pharmaceuticals, agro-processing, light engineering, ship recycling, ICT hardware, and emerging hi-tech manufacturing. **Investment Opportunities** — Enhancing the business climate with streamlined regulations, special economic zones, and One-Stop Service (OSS) for both local and international investors.

Together, we are engineering a future that is bold, green, and globally connected — for Bangladesh and the world.

Published by the Ministry of Industries, Government of the People's Republic of Bangladesh.

STEEL

Fueling Sustainability to
Build Tomorrow's World."



Statement of Compliance
Accredited by:



STEEL NB NB STEEL
Importer , Ship Breakers & General Merchant

North Salimpur, Foudjarhat, Sitakunda, Chattogram.



Acknowledge

I am pleased to learn that the Bangladesh Ship Recycling Board (BSRB) is publishing the Second Issue of its Newsletter in June 2026. This initiative provides a valuable platform to showcase the progress, achievements, and transformation of Bangladesh's Ship Recycling Industry towards safe, environmentally sound, and sustainable practices.

As one of the leading compliant facilities globally, PHP Ship Recycling Industries Ltd. appreciates this endeavor and extends its sincere wishes for the continued success of the Newsletter. I hope it will further strengthen knowledge-sharing, transparency, and international recognition of Bangladesh's responsible ship recycling sector.

Mohammed Zahirul Islam
Managing Director

md. Zahirul Islam
signature