

Terms of Reference (ToR) for research activities.

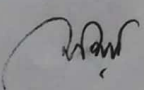
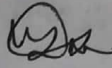
Topic: The prospect and problems of ship building industries in Bangladesh: A comparison study over the South Asian regime.

BACKGROUND:

Bangladesh Investment Development Authority (BIDA) is the principal private investment promotion and facilitation agency of Bangladesh. Bangladesh is a country full of potential and possibilities. The Government has taken many steps for investment promotion that include building infrastructure, undertaking mega projects making available energy and power, enhancing access to finance, reforming policies, re-designing various programs, improving tax and regulatory regime, arranging better services, improving incentive structure, creating ancillary facilities ancillary developing institutions. Marketing and Communication Wing of BIDA takes initiative to do some research topics for the financial year 2021-22. One of the topic is **The prospect and problems of ship building industries in Bangladesh: A comparison study over the South Asian regime.**

GENERAL OBJECTIVES:

Shipbuilding industry plays an important role in assisting national defense, promoting shipping and industrial development, increasing employment and foreign currency inflow. It is therefore an attractive industry for Bangladesh. Bangladesh shipbuilding is capable of producing international standard ship of small to medium category and at present, more than 25% shipyards are ready or to be ready with little renovation for construction of small and medium sized vessels of international standards. Productivity of Bangladeshi work force in shipbuilding is 11.4 which are lowest in the world. It is essential to upgrade the productivity through conducting training program, incorporating process enhancement, modernizing yard facilities and employing more integrated production technology, otherwise it is difficult to sustain in this competitive industry in the long run. Bangladesh is a developing country. Each and every citizen of this country expects the overall development of the country. But in most of the cases it is not materialized in reality. In the past, we failed several times to take the advantages and lucrative opportunities of modern trade and commerce due to the delay in our response. For this reason, our overall economic development has undoubtedly been interrupted. So the concerned authorities have to be watchful and careful to take the opportunity to push the shipbuilding sector ahead as a thrust sector through fixing the identified problems leaving no delay.



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SPECIFIC OBJECTIVES:

Shipbuilding is a growing industry in Bangladesh with great potentials. Bangladesh has a long history of shipbuilding dating back to the early modern era. However, shipbuilding has become a major promising industry in recent years when the locally made ships began to be exported. The Shipbuilding Industry Development Policy-2020 recently approved by the government, though belated, is no doubt a well directed move not only to acknowledge the potential of this unexplored area but also to give it the focus it deserves as a potential growth driver of the economy. Given the capital-intensive nature of the industry, investment in this sector needs a well formulated government policy backed by sound fiscal and other associated rules and incentives to help it grow, while also attracting large investment from home and abroad. There is also the need to discipline the functioning of the dockyards and shipyards that till now are reportedly non-compliant with international practices and standard protocols. The aforementioned policy aims at earning \$4.0 billion annually from ship exports by the year 2025. The optimism about this industry arose from the success attained by a number of local entrepreneurs who brought the name and fame to Bangladesh as a country with great potentials in shipbuilding by building and handing over some ocean-going vessels to overseas buyers. Since then, the shipbuilding in Bangladesh did not have to look back and now new opportunities are knocking at the door to flourish this industry further. Based on the following situations, the study specific objectives are:

1. Identify the problems/drawbacks of present shipbuilding industries in Bangladesh.
2. Identifying the actual shipbuilding practice in both public and private sector.
3. Comparison of Bangladesh and other Asian Countries in terms of Business, Environmental Issues and quality against international standards
4. Backward-forward linkage industries role and present situation to meet the future demand.
5. The future demand and potentiality, capability and problems of the shipbuilding sector of Bangladesh
6. Based on the study , draw the recommendations to mitigate the problems and achieving the future objectives.



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SCOPE OF WORKS:

1. Review existing literature and practice,
2. Acts, policies related to the issues with descriptive statistics and trends and patterns of the sector ;
2. Discussion with the Line Ministries/departments, implementing Agencies and related stakeholders along with positioning their views and recommendations; and
3. Suggest recommended set of solutions;
6. Disseminate the findings and recommendations of the study in a workshop with a view to share with the stakeholders.
7. Dhaka, Chittagong, Khulna will be applicable for study area (for particulars agency/ selected industry)
8. Stakeholder selection, business promotional authority/Chamber of commerce, export import authority and analysis of its business index.
9. The organizational set up, working environment; management practices, performance and future vision of local shipyards will compared with other shipbuilding nations.
10. Discussion and data collection and analysis the data form those ship building organizations, positioning their views and recommendation.

METHODOLOGY:

1. Extensive review of literature, field visits, survey, consultations and meetings with Government Authorities, Shipbuilding Associations, existing and upcoming shipyards and its related stakeholders.
2. Private and public shipyards around the country will be visited to collect primary data and information about the local shipbuilding practice through interacting with structured, unstructured and open ended questionnaires.
3. Secondary information about shipbuilding tradition and potentiality of Bangladesh and other nation of the world were collected from both external and internal means. Shipbuilding process (such as ship design, steel treatment, plate and section preparation, welding quality, steel work, fabrication, outfitting work, hull erection and launching) was observed to assess the standard of work.
4. Primary and Secondary data about labour, labour hour and labour cost were collected to assess the labour productivity of local shipbuilding industries and to evaluate the standard of local shipyards and comparing them with other shipbuilding nations.
5. Professional participations will be conducted through Information, Questionnaire and Interviews.
6. Meeting and discussion with the key personnel of stakeholders i.e, Line Ministries, Stakeholders and Executing Agencies as well as other entities;




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TERMS & CONDITIONS:

1. Presentation of research methodology/inception report in front of expert panel.
2. Draft Report Submit.
3. Well Printed draft research report (hard & soft copy)
4. Time to Time monitoring by concern authority.
5. Submitted of well printed research report (hard & Soft copy)

DELIVERABLES:



1. An inception report on the agreed methodology detailing plan and disposition of the study;
2. A draft report in accordance with the Scope of Work (Sow);
3. A draft final Report
4. Presentation / dissemination workshop of findings/analysis / draft report to the concern authority; and
5. A final report incorporating feedback from the dissemination workshop.
6. Should be given defense inform of research body

REQUIREMENTS:

A. Requirement of Consulting Firm (National) (Time-Based):

The Consulting Firm shall have a general experience of at least 7 (seven) years and practical experience with proven assignment record in our country with different govt. bodies. The EOI shall be evaluated on the basis of the following documents:

1. Legal documents of the firm (Registration of Firm, TIN, VATs, trade license, etc.).
2. Age of firm (years in relevant business).
3. Availability of key professionals for conducting similar types of assignments.
4. Financial resources of the consultant (Turnover of last three years)
5. Experience of the firm in similar task/assignments (example of past experience of similar nature and for complexity including cost and duration of the assignment)
6. Experience of the firm in other works (example of past experience of other nature of task including cost and duration of the assignment)
7. Support Services of the firm (office space, support staff, equipment).
8. Financial Statement supported by audit report for the last 3 (three) years.



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B. Requirement of Individual and Experts

The consultant(s)/Firm should bring the following qualifications:

Position	Qualification	Experience Required
Team Leader	Team Leader should have an excellent academic background in International Business, Economics, Public Administration / Marine /Mechanical Engineering and 10 year study experience with other pertinent areas.	Team Leader should have minimum 10 years' experience in study/consulting area focus on Business/investment /shipbuilding or relevant etc Having adequate experiences to similar work with and/or within the government is a prerequisite.
Deputy Team Leader	Deputy Team Leader from Business and economics post-graduation and 7 years' experience in the business and socio-economic study.	Deputy Team Leader from Business should have 7 years' experience in the business and socio-economic study. Having strong communication and liaison with the relevant Line Ministries and Executing Agencies.
Technical Expert	Technical Expert from Marine Science/Mechanical /Environmental Engineer graduate from recognized institutions and 5 experience in the ship building industry.	Technical Expert from Marine Science/Mechanical /Environmental Engineer graduate from recognized institutions and 5 experience in the ship building industry.
Data Analyst	MSc in Statistics or relevant subject with data analysis .	Data Analyst should have 5 years' experience and Excellent quantitative or qualitative data analysis, report design, presentation, communication and report writing skills using English as medium

TIMEFRAME:

The contract shall remain valid for 4 (Four) months from the date of signing. All the deliverables must be submitted by the given timeline. The working plan and timeline will be developed upon discussion with the procurement office.

COORDINATION AND LOGISTICS:

The consultant(s) will be based in any parts of Bangladesh; however, there might be requirements for visiting outside Dhaka, Chittagong, Khulna for which the consultant will be reimbursed with the required expenses according and within to the proposed budget . The consultant will be responsible for his/her own logistics, including office equipment, computer, software and transportation. Number of associates and a detailed plan of field visits must be indicated in the financial proposal, which can be finalized during the inception phase of the assignment.

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