INDUSTRY FACT SHEET · APRIL 2026

Bangladesh
Marine & Offshore

Industry Overview · Import Markets · Investment Opportunities · BIMOX 2026

Chattogram Port : Bangladesh's primary maritime gateway, handling approximately 92% of the nation's international trade (all seaports combined handle 94% of Bangladesh's foreign trade; Chattogram's individual share is ~92%)

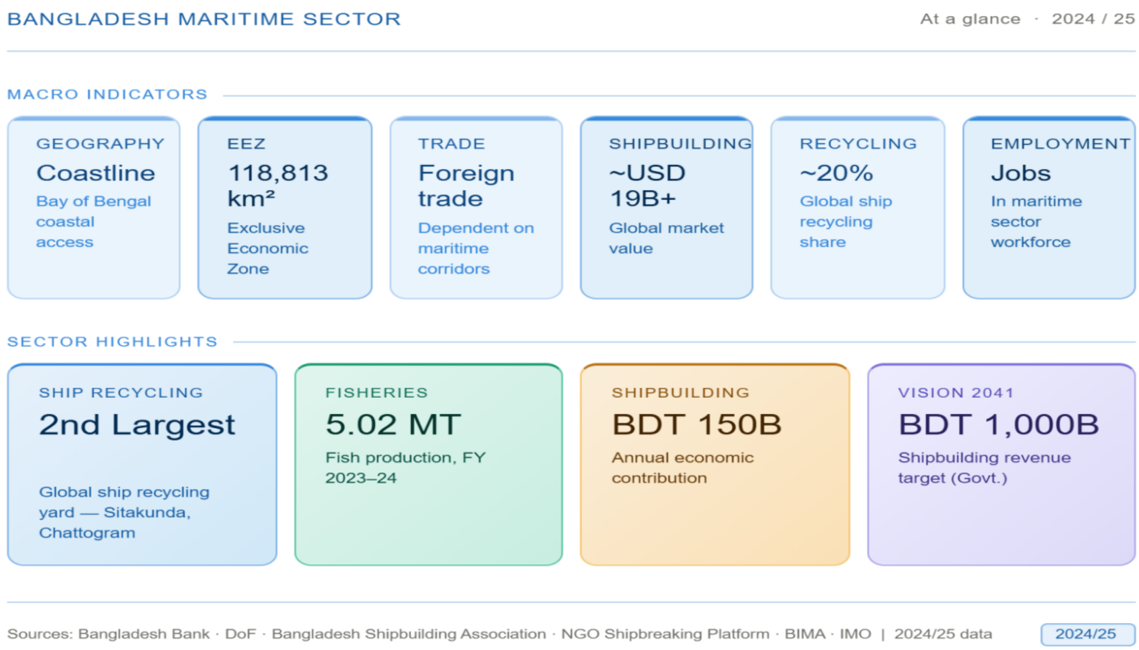
A Sector at a Pivotal Moment

Bangladesh's marine and offshore economy is one of the most dynamic and most import-intensive sectors in South Asia. It underpins the nation's energy security, steel supply, fisheries nutrition, and defence capability simultaneously.

This edition of the Fact Sheet presents the full picture: global context, domestic market dynamics, competitive advantages, investment opportunities, and the central role of BIMOX as Bangladesh's gateway to the world marine industry.

01 Industry Overview & Current Scenario

Bangladesh's maritime sector reflects strong economic significance and growth potential as of 2024/25. The country benefits from a strategic coastline along the Bay of Bengal and an Exclusive Economic Zone of 118,813 km², supporting maritime trade that is heavily dependent on sea-based corridors. Globally, the shipbuilding market is valued at over USD 19 billion, while Bangladesh contributes approximately 20% of global ship recycling activity and provides substantial employment within the maritime workforce.



The sector includes the world's second-largest ship recycling industry, primarily located in Sitakunda, Chattogram. Fisheries production reached 5.02 million metric tons in FY 2023–24, underscoring its role in food security and economic output. Shipbuilding contributes around BDT 150 billion annually to the economy, with a national target under Vision 2041 to expand shipbuilding revenue to BDT 1,000 billion.

1.1 The Bay of Bengal & Maritime Geography

Bangladesh commands a 710 km coastline and an Exclusive Economic Zone (EEZ) of 118,813 km², won through landmark arbitrations with Myanmar and India at ITLOS and the PCA in 2012. This EEZ is largely unexplored for offshore hydrocarbons, renewable energy, and mineral extraction. Maritime ports handle 94% of Bangladesh's foreign trade, making the sea not a peripheral feature but the nation's economic lifeline.

Aerial view — Bangladesh's 24,000 km inland waterway network carries 90% of national fuel distribution and 70% of freight

> *94% of Bangladesh's foreign trade moves through seaports. The maritime sector IS the national economy's backbone — not a peripheral sub-sector.*

1.2 Ports & Offshore Infrastructure

Chattogram (Chittagong) Port handles ~92% of international trade and over 3 million TEUs annually. Mongla Port serves the southwest as a bulk cargo hub. Payra Port is under development. Most significantly, the Matarbari Deep Sea Port — being built with Japanese JICA ODA — will accept VLCCs and large container vessels from 2026–2028, fundamentally reshaping Bangladesh's maritime import capacity. In December 2023, Bangladesh commissioned its first offshore Single Point Mooring (SPM) system at Moheshkhali, cutting crude oil unloading from 11 days to 48 hours and saving USD 128 million per year.

▲*SPM Offshore Terminal, Moheshkhali — Bangladesh's first offshore oil infrastructure (Commissioned December 2023)*

1.3 Shipbuilding Industry

The shipbuilding sector comprises 300+ companies and 120+ registered shipyards, employing ~300,000 people and contributing BDT 150 billion annually. The industry builds vessels up to 25,000 DWT — inland ferries, tankers, fishing trawlers, coastal cargo vessels, and patrol craft. With an average growth rate of 8% (2009–2019, World Bank), Bangladesh has an 0.84% global shipbuilding market share and exports to Norway, Finland, Germany, Denmark, and New Zealand. The government's Vision 2041 target is BDT 1,000 billion in annual sectoral output.

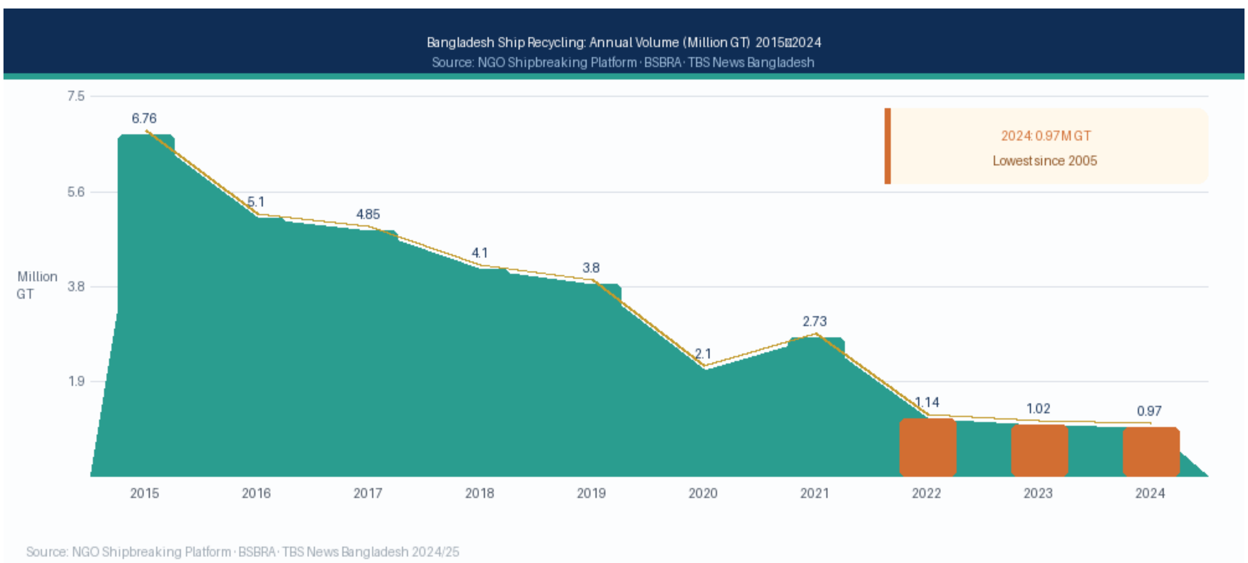
300+	**120+**	**~300,000**	**BDT 150B**	**0.84%**
Shipbuilding Companies	Registered Shipyards	People Employed	Annual Contribution	Global Mkt Share

1.4 Ship Recycling - Sitakunda, Chattogram

The Sitakunda Ship Breaking Yard is one of the world's largest industrial facilities of its kind, spanning 18 km of coastline. It has held the global #1 position in ship recycling since 2015 and supplies ~50% of Bangladesh's total steel raw material requirement — critical in a country with no iron ore reserves. The industry employs 200,000+ workers and circulates BDT 90,000 crore (~USD 8 billion) annually. In 2024, however, imports fell to a 20-year low of 0.97 million GT (144 ships), driven by dollar-crisis constraints, rising ship prices, and the HKC green compliance transition.

Ship repair workers on vessel hull — Sitakunda yard

End-of-life vessels at Sitakunda ship recycling yard



▲*Bangladesh Ship Recycling: Annual Volume Processed (Million GT) 2015–2024 | Source: NGO Shipbreaking Platform · BSBRA*

A large end-of-life vessel beached at Sitakunda — the industry supplies ~50% of Bangladesh's steel raw material requirement

1.5 Marine Fisheries

Bangladesh's marine fisheries sector contributed 2.43% to national GDP in FY 2022-23. The marine fishing fleet comprises 231 active industrial trawlers and ~30,000 artisanal vessels from 200+ landing sites. Total fisheries production reached 5.02 million MT in FY 2023-24, exceeding the government target. The sector provides livelihoods for ~12% of the population and accounts for 0.91% of total export earnings. Bangladesh leads the world in hilsa (Tenualosa ilisha) production, contributing 86% of the global catch.

Bangladesh's inland fishing and cargo boat network — approximately 30,000 artisanal vessels operate in coastal and river fisheries

02 International Marine & Offshore Market — Brief Overview

The global marine and offshore industry is a multi-hundred-billion-dollar sector underpinning world trade, energy security, and national defence. Approximately 80% of global trade by volume moves by sea (UNCTAD), making the marine sector inseparable from economic growth globally. Understanding the international market context is essential for identifying where Bangladesh fits — and where the opportunities lie for both domestic industry and international investors.

▲*Global Marine & Offshore Market Size — 2024 Values and 2032/2034 Forecasts | Sources: Fortune Business Insights · IMARC Group · Grand View Research*

2.1 Global Marine Vessel Market

Market Segment	2024 Value	Forecast & CAGR
Global Marine Vessel Market (total)	USD 160.6 billion	USD 248B by 2032 (CAGR 5.6%)
Offshore Support Vessels (OSV)	**USD 47.7 billion**	**USD 62.3B by 2034 (CAGR 3.0%)**
Offshore Supply Vessels	USD 13.2 billion	USD 21.5B by 2032 (CAGR 7.4%)
Subsea & Offshore Services	**USD 15.6 billion**	**USD 28.0B by 2034 (CAGR 6.0%)**
Small & Medium Vessel Segment (< 25,000 DWT)	USD ~400 billion	Bangladesh target market — $4B potential

> *Asia Pacific leads marine vessel market share at 52% (2023). The region is the world's fastest-growing maritime economy — and Bangladesh, with its strategic Bay of Bengal position, is uniquely placed to capture a growing share.*

2.2 Key Global Market Drivers

- **Rising seaborne trade:** UNCTAD recorded a 2.4% increase in global maritime trade in 2023 after a 2022 contraction; growth is projected to accelerate through 2030.
- **Naval modernisation:** Navies worldwide are expanding and modernising fleets, creating sustained demand for patrol vessels, corvettes, and support craft — the exact vessel types Bangladesh can build.
- **Offshore energy expansion:** Both offshore oil & gas and offshore wind energy are driving strong OSV and offshore service vessel demand. Offshore wind alone is projected to be the fastest-growing OSV segment.
- **Green shipbuilding transition:** IMO targets 40% carbon reduction by 2030 and 70% by 2050. Demand for eco-friendly, LNG-powered, and hybrid vessels is rising rapidly, creating a new market where Bangladesh can compete.
- **LDC graduation wave:** Countries graduating from Least Developed Country status (including Bangladesh, scheduled for 2026) face higher trade standards, pushing both export opportunity and compliance investment.

2.3 Bangladesh in the Global Context

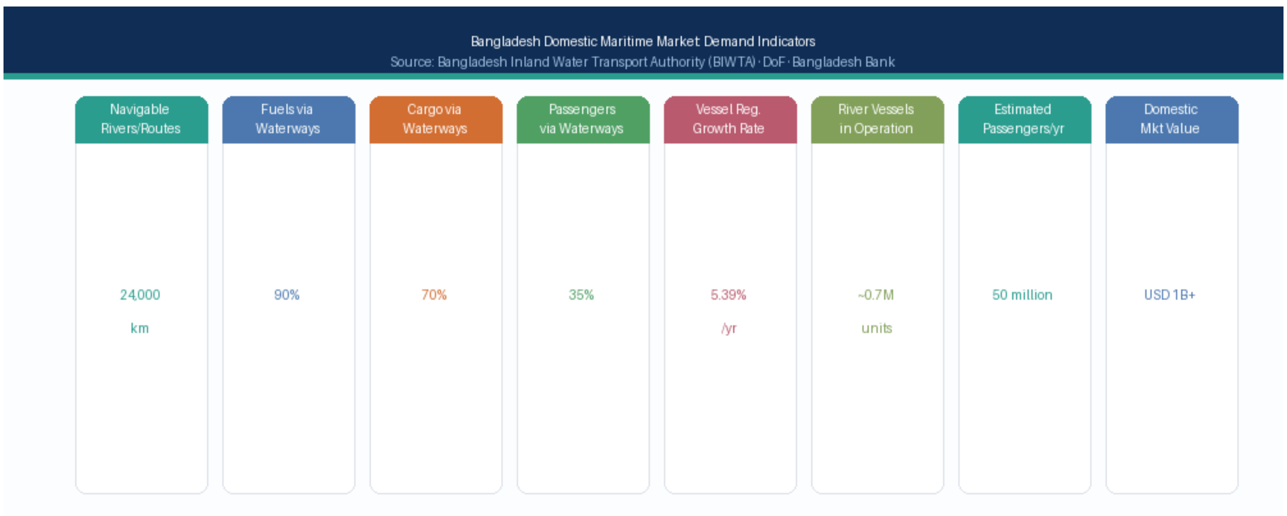
Bangladesh currently holds 0.84% of global shipbuilding market share. While modest, this represents a significant achievement for a country that began commercial shipbuilding only in the 1980s. The global small and medium vessel segment — vessels below 25,000 DWT — is estimated at USD 400 billion. Major shipbuilding nations (China, South Korea, Japan) focus primarily on ultra-large carriers and supertankers above 60,000 GT, leaving the small-to-medium segment relatively underserved. This is precisely where Bangladesh's competitive advantages — low labour costs, skilled workers, established yards — create a realistic pathway to capturing 1% of the market, equivalent to USD 4 billion in annual exports.

Country	Labour Cost/hr	Market Share	Vessel Focus	BD Competitive?
Bangladesh	~$1.5	0.84%	< 25,000 DWT	✓Yes
China	**~$3.0**	**~47%**	**Large vessels > 60K GT**	**Complementary**
South Korea	~$8.0	~26%	LNG carriers, large	Complementary
Japan	**~$16**	**~17%**	**Bulk carriers, tankers**	**Complementary**
Vietnam	~$2.0	~3%	Medium vessels	✗Direct rival
India	**~$2.5**	**~1.5%**	**Naval + medium**	**Partial rivalry**

Source: BIDA / Research publications / Danish Labour Cost Study — data indicative, for comparison purposes

03 Bangladesh Domestic Marine Market — Scenarios & Opportunities

The domestic marine market in Bangladesh is large, structurally driven, and growing. Unlike export-dependent manufacturing sectors, domestic marine demand is non-cyclical — it is driven by geography, infrastructure necessity, and population growth. Bangladesh's 700 rivers and 24,000 km of navigable waterways are not optional transport channels; they are the primary distribution network for fuel, cargo, and passengers for much of the country.



▲*Bangladesh Domestic Maritime Market: Demand Indicators | Source: BIWTA · DoF · Bangladesh Bank*

3.1 Scale of Domestic Demand

Bangladesh's domestic vessel fleet is vast — an estimated 700,000 river craft of various sizes operate year-round. Around 50 million passengers use waterway transport annually. The Bangladesh Inland Water Transport Authority (BIWTA) manages 22 major river ports and over 448 secondary landing stations. The inland fleet requires ongoing maintenance, spare parts, engine replacements, navigation upgrades, safety equipment compliance, and periodic vessel replacement — all of which generate sustained import demand for marine products.

700,000	50M	22	448	5.39%
Inland Vessels in Operation	Passengers/yr by Waterway	Major River Ports (BIWTA)	Secondary Waterway Stations	Annual Vessel Reg. Growth

3.2 Near-Term Domestic Growth Triggers

- **Matarbari Deep Sea Port (2026–28):** Construction and equipment procurement for Bangladesh's first deep-water port will generate demand for offshore cranes, port technology, handling systems, and marine electrical infrastructure.
- **Eastern Refinery Expansion (1.5 MT/yr → 3.0 MT/yr):** Planned expansion will require new storage infrastructure, pipeline equipment, and pumping systems — predominantly imported.
- **Bangladesh Navy Modernisation:** Active procurement of patrol craft, frigates, and offshore patrol vessels. Khulna Shipyard and Chittagong Dry Dock are primary platforms for domestically-built naval vessels using imported components and designs.
- **Bangladesh Coast Guard Fleet Expansion:** The Coast Guard is expanding its patrol and rescue vessel fleet, generating demand for marine electronics, safety equipment, and engines.
- **LNG & Gas Infrastructure:** Bangladesh is actively developing FSRU-based LNG import terminals and expanding gas distribution pipelines — all requiring high-specification offshore and marine equipment.
- **Fishing Fleet Modernisation:** The Department of Fisheries has identified fleet modernisation — navigation equipment, echo sounders, safety gear, and outboard motors — as a priority for the ~30,000 artisanal vessels.

3.3 Government Policy Support for Marine Sector

Policy Measure	Detail
Export Subsidy (Shipbuilding)	10% cash subsidy on ship exports
Reduced Import Duty (Raw Materials)	**5% import duty on shipbuilding raw materials (vs standard rate)**
Reduced Tax on Export Income	5% (listed companies) / 10% (non-listed) on export income
Shipbuilding Industry Policy 2020	**Dedicated national policy targeting USD 4B annual export by 2026**
BIDA Investment Facilitation	One-stop service for FDI in shipbuilding; UNDP-supported sector profile
Bangladesh Refinance Scheme	**Bangladesh Bank / Midland Bank low-interest refinance for shipbuilders**
Worker Training Programme	6,000 workers/year trained; 70% job placement rate in industry

04 Bangladesh Shipbuilding Industry — Potential & Competitive Advantages

Bangladesh's shipbuilding industry has emerged as one of the country's most promising growth sectors. Supported by the World Bank, UNDP, and BIDA, it is recognised as a competitive player in the global small-to-medium vessel market. The following analysis sets out the industry's core strengths, the factors underpinning its competitiveness, and the realistic trajectory for growth.

▲ *Bangladesh Shipbuilding: Key Competitive Advantages Scorecard | Source: BIDA · World Bank · UNDP Bangladesh · PRI Bangladesh*

4.1 Core Competitive Advantages

- **Labour Cost Leadership:** Bangladesh's average shipbuilding labour cost is approximately USD 1.50 per hour — compared to USD 3.00 in China, USD 8.00 in South Korea, USD 16 in Italy, and USD 18 in the USA (Danish Labour Cost Study). This 20–30% cost advantage is structural, not temporary.
- **Skilled & Semi-Skilled Workforce:** 150,000+ skilled/semi-skilled workers in the sector. Annual training capacity of 6,000 workers, with 70% job placement (BIDA). Bangladesh has shipbuilding engineers trained in Singapore, Dubai, and Europe.
- **Ship Recycling Backward Linkage:** Sitakunda ship recycling provides steel plates, pipes, motors, engines, and furniture salvaged from end-of-life vessels — a unique source of low-cost raw materials feeding directly into the shipbuilding supply chain.
- **Geographic Endowment:** 700 rivers and 24,000 km of navigable waterways create both a massive domestic market and natural clustering of shipyard infrastructure along riverbanks in Narayanganj, Chattogram, and Khulna.

- **Vessel Segment Advantage:** The world's three largest shipbuilding nations — China, South Korea, Japan — are focused on mega-vessels above 60,000 GT. The sub-25,000 DWT segment, where Bangladesh is competitive, is structurally underserved by the global industry leaders.
- **Export Track Record:** Since 2009, Bangladesh has exported vessels to 14 countries including Norway, Finland, Germany, Denmark, and New Zealand. Vessel types include ro-ro ships, multipurpose container vessels, tugs, landing craft, bulk carriers, and water taxis.

4.2 Export Track Record & Targets

Indicator	Data
Countries exported to	14 countries (incl. Norway, Finland, Germany, Denmark, New Zealand)
Export earnings (2009–2024)	**USD 43 million total (Policy Research Institute, 2025)**
Peak annual export (2017–18)	USD 30 million
Export growth rate (2012–18)	**USD 5.7M (2012) → USD 30M (2018) — 5× increase**
Government export target	USD 4 billion annually by 2026 (Shipbuilding Industry Policy 2020)
Per-shipyard export potential	**Each export-oriented yard could reach USD 100M/yr with support (PRI, 2025)**
Average industry growth rate	8% per year, 2009–2019 (World Bank)

4.3 Major Shipbuilding Companies

- Ananda Shipyard & Slipways Limited (ASSL) — First to export an ocean-going vessel (MV Stella Maris to Denmark). Multiple export contracts from European buyers.
- Western Marine Shipyard (Chittagong) — Major export contracts; secured fresh orders in 2024 (Financial Express, August 2025).
- Khulna Shipyard Limited (Bangladesh Navy) — Naval vessel construction; signed design contract with Vard Marine (Norway) for 70m Landing Craft Tank (2022).
- Khan Brothers Shipbuilding Limited — 3rd largest shipyard; located on Meghna River.
- FMC Dockyard Limited — Only yard with full forward-backward linkage facilities.
- Radiant Shipyard Limited — First to design and build LPG Carriers in Bangladesh.
- Chittagong Dry Dock Limited / Dockyard & Engineering Works — Naval maintenance and repair.

> *The Payra Port shipyard project — a USD 1.58 billion investment by Damen Shipyards Group (Netherlands) and Gentium Solutions — signals international confidence in Bangladesh's shipbuilding potential. When operational, it will be capable of building much larger vessels than current yards, unlocking new export segments.*

05 International Business & Investment Opportunities

Bangladesh's marine and offshore sector presents a broad range of high-potential opportunities for international companies — whether as equipment suppliers, technology partners, investors, joint-venture participants, or training and certification providers. The following analysis identifies the most significant entry points across the value chain.

▲*Bangladesh Marine & Offshore: International Business & Investment Opportunity Scorecard*

5.1 Equipment & Technology Supply Opportunities

Opportunity Area	Market Context	Entry Mode
Marine Propulsion Engines	All engines currently imported; 300+ shipyards + 0.7M inland vessels	Distribution / JV / Agency
Navigation & Electronics	**30,000 artisanal vessels + 231 trawlers need upgrades + Navy modernisation**	**Direct supply / Distributor**
Safety & Life-Saving Equipment	IMO SOLAS compliance is mandatory for all vessels on international routes	Certification + supply
Marine Coatings	**Sitakunda recycling + 300+ shipbuilders consume large volumes annually**	**Direct / distribution**
Port Cranes & Terminal Equip.	Matarbari, Mongla, Chattogram all expanding; Japanese ODA contracts possible	ODA tender / direct

Hydraulic & Deck Machinery	**Winches, windlasses, steering gear imported for all commercial vessels**	**Agent / distributor**
LNG / Gas Infrastructure	FSRU terminals, regasification equipment, gas detection systems	EPC / JV partner

5.2 FDI & Joint Venture Opportunities

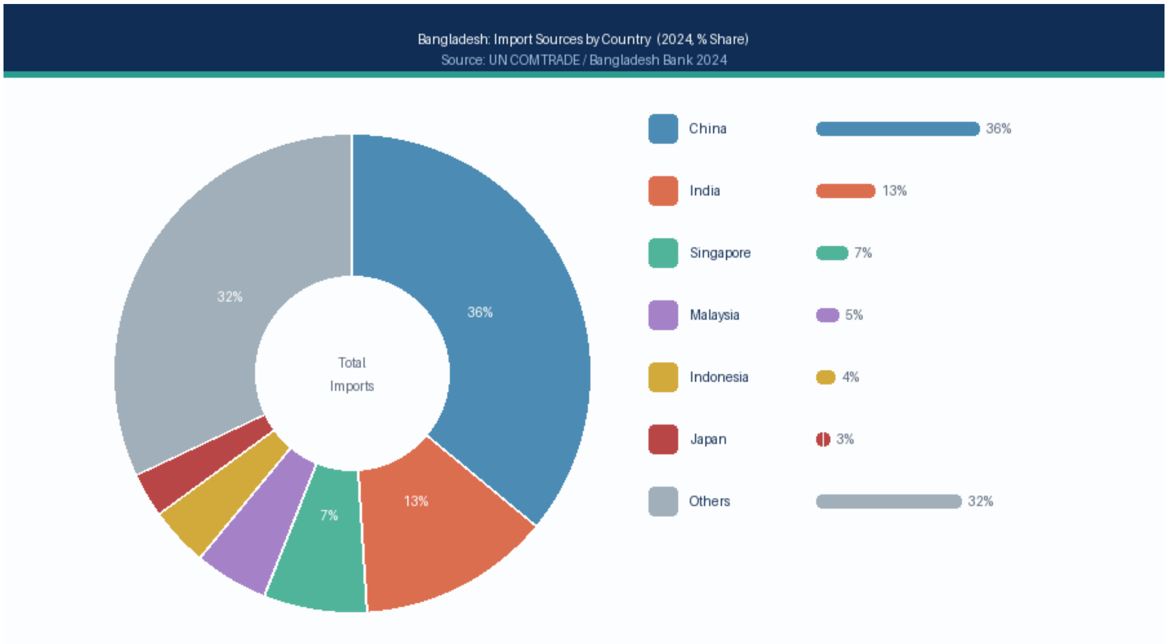
- **New Shipyard Development:** BIDA actively promotes FDI for developing new, internationally compliant shipyards. Land available in Payra, Mongla, and Narayanganj corridors. Government provides land, infrastructure support, and export incentives.
- HKC-Compliant Green Yard Upgrade: Bangladesh ratified the Hong Kong Convention (2023) but has only 5 green-certified yards vs India's 120. An estimated USD 100M+ investment gap exists. International investors with green shipbreaking technology can enter via JV or technology licensing.
- **Backward Linkage Industries:** 50–60% of shipbuilding inputs are imported. Manufacturing marine-grade steel pipes, electrical cables, paint, and engine components in Bangladesh — benefiting from low labour costs and captive market — offers significant returns.
- **Training & Skills Development:** Shortage of certified marine engineers, naval architects, and specialised welders. International maritime academies and training firms can establish partnerships with existing institutions or greenfield vocational centres.
- **Marine Insurance & Classification:** No major international classification society has a significant local physical presence. Lloyd's Register, Bureau Veritas, DNV, ABS, and ClassNK all have growing workloads in Bangladesh.

5.3 Trade Finance & Advisory Opportunities

Bangladesh's shipbuilding companies face chronic financing constraints — most access capital at double-digit interest rates from local banks. International trade finance institutions, export credit agencies (ECAs), and development finance institutions (DFIs) can provide competitive financing structures (buyer credit, supplier credit, export guarantees) that unlock orders for both Bangladeshi yards and international equipment suppliers simultaneously. The World Bank and JICA already demonstrate the model through port infrastructure financing.

> *Every dollar spent by international companies on exhibiting at BIMOX generates direct B2B leads with shipyard purchasing managers, naval procurement officers, port authority equipment buyers, and fishing industry operators — all in one location, over three days.*

06 Import Products & Supplier Nations



▲*Bangladesh Import Sources by Country — 2024 | Source: UN COMTRADE / Bangladesh Bank*

6.1 Key Import Categories

Bangladesh's marine and offshore import market spans eight major product categories. The following tables list the specific products within each category, their primary applications in Bangladesh, and the main supplying countries.

Category 1 — Vessels, Floating Structures & Ship Recycling

Product	Application in Bangladesh	Key Suppliers
Ships for Breaking / Recycling	Sitakunda yards — 144 ships imported (2024)	Global (China 21 ships, S. Korea 19, UAE 17 — 2025)
Dredgers	Port maintenance, river dredging, Bay of Bengal	China, Netherlands, Belgium
Floating Docks & Cranes	Ship repair, naval maintenance, port ops	China, Japan, Germany
Fishing Trawlers	231 industrial trawlers; ongoing procurement	China, South Korea, domestic
Tugs & Pusher Craft	Port operations, inland waterways	China, India, domestic yards

Category 2 — Propulsion, Engines & Power Systems

Product	Application	Key Suppliers
Marine Propulsion Engines	Commercial vessels, naval craft	China, South Korea, Germany (MAN)
Outboard Motors	Fishing boats, artisanal fleet	Japan (Yamaha, Suzuki), China
Fishing Trawler Engines	Industrial & artisanal trawlers	Japan (Yanmar), China, South Korea
Marine Auxiliary Generators	Vessel power generation	China, Cummins (UK/USA), Caterpillar
Turbochargers & Engine Air Systems	Engine efficiency, emissions compliance	Germany (ABB, MAN), Japan
Fuel & Lube Filters / Separators	Engine maintenance, IMO compliance	Germany (Alfa Laval), Japan, China
Propulsion Shafting & Gearboxes	Drive train integrity, all vessel types	South Korea, China, Germany

Category 3 — Pumps, Hydraulic & Deck Machinery

Product	Application	Key Suppliers
Marine Pumps (Bilge, Ballast, Fire)	Core operations on all vessel types	China, Japan, Germany (Grundfos)
Hydraulic Systems & Actuators	Steering, deck machinery	Germany, South Korea, China
Winches & Capstans	Mooring, towing, offshore anchoring	China, South Korea, Netherlands
Anchor Windlasses	All commercial & naval vessels	China, South Korea, Japan
Deck Cranes & Lifting Equipment	Cargo, offshore, port operations	China, Norway (Palfinger), Japan
Steering Gear & Control Systems	Vessel manoeuvring	Germany, Japan, China

Category 4 — Mooring, Docking & Structural Materials

Product	Application	Key Suppliers
Steel Wire Ropes & Anchors	Mooring, offshore rigging	China, India, South Korea
Rubber Fenders	Port berthing protection	China, Japan, South Korea
Marine Grade Steel Plates	Shipbuilding, repair — all yards depend on imports	China, India, South Korea (POSCO)
Marine Pipes & Pipe Fittings	SPM pipeline, vessel plumbing	China, India, Germany
Marine Hoses	Cargo transfer, oil offloading (SPM system)	Germany (Trelleborg), China, USA
Seals, Gaskets & Consumables	Fleet-wide maintenance	China, Germany, India

Category 5 — Marine Paints, Coatings & Repair

Product	Application	Key Suppliers
Marine Paints	Vessel surface protection — all types	Norway (Jotun), Netherlands (Hempel), China
Anti-Fouling Coatings	Hull efficiency, biofouling prevention	Jotun, AkzoNobel (NL), China
Anti-Corrosion Coatings	Offshore structures, SPM terminal, naval vessels	Norway, Netherlands, USA
Protective Offshore Coatings	Offshore platforms, port structures	Norway, Germany, China
Repair & Maintenance Consumables	Sitakunda + all shipbuilding yards	China (dominant), India, EU

Categories 6–8 — Electrical, Navigation & Safety Systems

Product	Application	Key Suppliers
Marine Electrical Cables & Switchboards	All vessels, port electrification	China, Germany (ABB/Siemens)
Control Panels & Power Distribution	Vessel automation, SCADA	Germany, Japan, China
Vessel Automation & Monitoring Systems	Engine room, bridge systems	Norway (Kongsberg), Germany, Japan
Marine Radar & GPS/AIS Systems	Navigation, vessel tracking	Japan (Furuno, JRC), Germany
Echo Sounders & Sonar / Fish-Finders	Fisheries, safe navigation	Japan, Norway, China
VHF/HF Radios & GMDSS Equipment	Mandatory for international voyages	Japan, Germany, China
Lifeboats, Life Rafts & EPIRBs	IMO-mandatory on all commercial vessels	Norway, Germany, China
Firefighting & Gas Detection Systems	Vessels, offshore platforms, LNG terminals	Germany (Dräger), Japan, Norway
Breathing Apparatus (SCBA/EEBD)	Confined space / emergency egress	Germany (Dräger), Japan, China

▲*Bangladesh Marine & Offshore: Key Supplier Nations — Sector Specialisation & Market Share | Source: UN COMTRADE · SIPRI · BSC · BPC*

07 Strategic Analysis — SWOT

The following SWOT analysis evaluates the strategic position of Bangladesh's marine and offshore sector, with specific emphasis on the import market, competitive dynamics, and future trajectory.

STRENGTHS	WEAKNESSES
• Bay of Bengal EEZ: 118,813 km² of sovereign ocean territory • World's 2nd largest ship recycling industry (Sitakunda) • 300+ shipbuilding companies — growing export sector • SPM system live: saves USD 128 million per year • Multi-partner import strategy — not locked in to one source • Fisheries GDP contribution: 2.43% nationally (DoF 2023)	• No deep-water port until Matarbari (earliest 2026–28) • Eastern Refinery at only 1.5 MT/yr capacity • Only 5 HKC-compliant green recycling yards (vs India's 120) • Limited domestic marine engine / electronics manufacturing • Large import-export marine trade gap — forex pressure • Ship recycling at 20-year low in 2024 (0.97M GT)
OPPORTUNITIES	**THREATS**
• Matarbari Deep Sea Port — transformational for import capacity • Bay of Bengal offshore gas blocks — largely unexplored • Blue economy development: offshore wind, marine biotech • LNG terminal and FSRU infrastructure growth • HKC green yard upgrade = market access to EU-flagged ships • BIMOX: sole dedicated marine expo — unrivalled platform access	• India scaling Alang green yards — may overtake Bangladesh in recycling • HKC July 2025 compliance deadline — insufficient green yards • Global shipping slowdown reduces end-of-life ship supply • USD 20B+ Bangladesh trade deficit creates forex vulnerability • Climate change: cyclone risk to offshore and coastal infrastructure • Geopolitical pressures in Indian Ocean affect strategic choices

▲*SWOT Analysis — Bangladesh Marine & Offshore Sector 2025*

08 BIMOX 2026 — Bangladesh International Marine & Offshore Expo

8.1 Exhibition Overview

The Bangladesh International Marine & Offshore Expo (BIMOX) is organised annually by Savor International Limited, Dhaka. Now preparing for its 8th edition in 2026, BIMOX has established itself as the definitive platform connecting international marine equipment manufacturers, technology providers, and service companies with Bangladesh's complete maritime community — government buyers, naval officers, shipyard managers, port operators, fishing industry leaders, and commercial ship owners.

Parameter	Details
Exhibition Name	Bangladesh International Marine & Offshore Expo (BIMOX)
Edition	**8th Edition — BIMOX 2026 (7th: BIMOX 2025, 30 Oct – 1 Nov 2025)**
Organiser	Savor International Limited — Bangladesh's leading specialist exhibition organiser
Venue	International Convention City Bashundhara (ICCB), Kuril, Dhaka
Format	**3-day annual exhibition · 10:00 AM – 7:00 PM daily**
Exhibitors (2025 edition)	~320 companies — domestic and international
Government Backing	**Inaugurated by Bangladesh Navy (ACNS) and Coast Guard (Director General)**
Website	www.savor-bimox.com

BIMOX is the ONLY dedicated international marine and offshore exhibition in Bangladesh. No other platform provides this combined B2B and B2G access to Bangladesh's entire maritime value chain under one roof.

8.2 BIMOX Unique Selling Proposition

USP Dimension	What It Means
UNCONTESTED MARKET POSITION	BIMOX is the ONLY dedicated marine & offshore exhibition in Bangladesh. There is no competing event, no alternative platform — any company targeting this market has one choice.
B2B + B2G ACCESS	Connects international suppliers simultaneously to private shipyards, commercial operators, government naval buyers (Bangladesh Navy, Coast Guard), and state enterprises (BSC, BPC, BIWTA).
USD 1B+ MARKET	Bangladesh's shipbuilding industry alone is valued at USD 1 billion+. Combined with ship recycling (BDT 90,000 crore), offshore energy, and naval procurement, the total addressable market exceeds USD 8–10 billion.
GROWING DEMAND	Vessel registrations grow 5.39%/yr. Shipbuilding target BDT 1,000B by 2041. Matarbari Port opening. LNG expansion. Navy modernisation. Every major maritime project creates new import demand.
POLITICAL BACKING	Inaugurated by Bangladesh Navy and Coast Guard flag officers. Direct access to government procurement decision-makers in a single event.
MULTI-NATION NEXUS	BIMOX brings together exhibitors from China, Japan, South Korea, Germany, Norway, India, Singapore, and beyond — making it a genuine international marketplace, not a bilateral trade fair.
BRAND LEADERSHIP	As the only exhibition in its sector, participation confers instant brand recognition within Bangladesh's maritime community — a community with no other comparable gathering point.

8.3 Regional Evidence — Emerging Markets Leading

The UFI Global Exhibition Barometer (2025) reveals that emerging markets are the fastest-growing exhibition venues globally. India's exhibition market grew 40% above pre-pandemic levels (the world's highest growth rate). Malaysia (+22%), Brazil (+18%), and Thailand (+30%) all posted exceptional growth. Bangladesh sits in exactly this growth window — a rapidly developing economy with a growing private sector, active government procurement, and insufficient domestic exhibition infrastructure to meet demand. BIMOX is the first-mover in Bangladesh's marine sector exhibition space.

Economic Mechanism	How BIMOX Activates It	Measurable Outcome
Foreign Exchange Inflow	~320 exhibitors incl. international companies	FX spent on venue, hotels, travel in Bangladesh
Import Trade Facilitation	**B2B meetings between international suppliers & BD buyers**	**Marine equipment orders placed**
FDI Signalling	Navy/Coast Guard inauguration = government endorsement	International investor confidence in BD market
Technology Transfer	**Live demonstrations of nav, safety, engine tech**	**Adoption of new equipment standards**

Economic Mechanism	How BIMOX Activates It	Measurable Outcome
SME Integration	BD firms find global suppliers, partners, JV prospects	New supply chain relationships
Employment (Direct)	**Event logistics, setup, hospitality**	**300–500 direct event jobs**
Employment (Indirect / Sustained)	New orders → new production → new jobs at shipyards	Long-term maritime sector employment growth

> *BIMOX is not just an exhibition — it is a three-day economic catalyst for Bangladesh's marine and offshore sector. Every exhibitor, every visitor, every deal initiated on the floor contributes to the sector's growth trajectory.*

9 Sources & References

This fact sheet is a living document, updated regularly. All data is current as of April 2026 where available.

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