

A Review of the Blue Economy of Bangladesh through the Marine and Coastal Tourism Lens

Azra Rifat^{1*}, Rezoana Alam²

Abstract

This paper is a review with aiming to provide an overview on the Marine and Coastal tourism of Bangladesh as an important contributor in the Blue Economy of Bangladesh. The study signifies the sustainable exploitation and conscientious management of oceanic resources to ascertain economic growth with improved livelihood and simultaneously preserve the ecological health of the ocean. The whole concept of the ocean and shore based sustainable economy is also named as Blue Economy. And in Bangladesh, Coastal and Marine Tourism or Maritime tourism is deemed to be the second-highest job-creating sector of the Blue Economy next to industrial fishing. Similar to other South-Asian regions and the Caribbean, Bangladesh is geographically blessed with a coastal area which is serving a significant part for contributing to the growth of the Ocean Economy. This review paper explored numerous research works from several sources based on the blue economy and maritime tourism development of the world and Bangladesh. Further, we have selected most suitable secondary data to portray the role of maritime tourism in the blue economy of Bangladesh. This exploration of the prospects of Marine and Coastal tourism found avenues towards a direction of employment, alternative job and foreign investment through the sustainable use of aquatic and shoreline resources. Alongside aiding and boosting GDP growth, Maritime tourism inspires Community Participation, a tool of sustainability, to ensure a raised standard of living and environmental balance as well. The prospects for developing coastal and maritime tourism in Bangladesh are multidimensional because of the topographical and strategic location. This study also compares the data of the Cruising industry of Bangladesh and the world as a potential segment of marine tourism.

Keywords:

Ocean Economy, Blue Economy, Maritime tourism, Sea-based Economy, Coastal tourism, Cruising, Sustainable Tourism, Bangladesh

¹ Department of International Tourism and Hospitality Management, Primeasia University, Dhaka, Bangladesh.

² Department of International Tourism and Hospitality Management, Primeasia University, Dhaka, Bangladesh.

*Corresponding author's E-mail
azra.rifat@primeasia.edu.bd

1. Introduction

In world history, one of the oldest and most crucial economic concepts is the ocean economy. Derived from that, the blue economy is a framework that inspires the sustainable utilization and management of ocean resources to ensure economic growth, improved livelihood and preserves the environmental health of the ocean. There are several sectors involved in the Blue Economy, such as:

- Fisheries,
- Tourism and Maritime transport,
- Offshore renewable energy,
- Aquaculture,
- Seabed extractive activities,
- Marine biotechnology
- Bioprospecting

Maritime tourism represents a significant share of all the components and is the second-highest job-creating sector of Blue Economy after industrial fishing. Maritime tourism is one of the rapidly growing sectors of the world tourism industry which is subject to marine environment and ocean resources. Maritime tourism has become a strong driver for the economic growth and job creation of many coast-based countries from the Caribbean and South-Asian regions. Bangladesh –a south Asian country- is naturally blessed with a coastal area that has a great potential for developing maritime tourism that can contribute to the blue economic growth of the country. This study attempts to portray the past and current scenario as well as the potential of the blue economy on the basis of coastal and marine tourism in light of existing literature.

2. Methodology

The goal of the study is to explore the Blue Economy through the lens of marine and coastal tourism in Bangladesh. As a significant part of the Blue Economy, Maritime Tourism can boost up national economic growth. The study is a review of the available pieces of literature published in different sources. We have collected the literature through Google search Engine and Google Scholar search with the keywords: “Ocean Economy”, “Sustainable Tourism”, “Blue Economy of Bangladesh”, “Maritime tourism”, “Sea-based Economy”, “Coastal tourism”, “Cruising”, “Coastal and Marine Tourism in Bangladesh”, “Maritime Tourism in Bangladesh”. Thus a total of 112 scholarly articles met the inclusion criteria. After that, several articles were excluded based on the title and we extracted 61 from it; lastly based on the contents of the abstracts, we eliminated 42 and reviewed 19 articles. Thereafter we have chosen related

news articles, government and non-government reports, etc. Although we found inadequate relevant scholarly works, secondary data on the associated issues from various books, policies, papers, and presentations made some value addition to this review. Different descriptive statistical methods like graphical, numerical and tabular methods were used to synthesize and illustrate the acquired data. Finally, we did a thematic organization of the most recent literature to draw some policy directives.

3. A Review on the Literature

3.1 An Overview of the Blue Economy

The oceans cover three fourth of the surface of the whole planet and supports almost all life of the earth by generating oxygen and regulating the global climate. Oceans are great source of global food generation and food security, production of blue renewable energy, employment and are the means of transportation for 80% of global trade (Bari 2016). Thus oceans can be a propeller of economic growth and improved livelihood for the coastal countries which requires proper utilization of ocean resources through the concept of Blue Economy.

Blue economy is an emerging concept and framework that focuses on the utilization of the ocean resources in a sustainable way to ensure enhanced livelihood, economic growth and preservation of ocean health. In 2012, the Rio+20 UN Sustainable Development Conference was held in Brazil, where the concept of Blue Economy was prominently addressed and ‘Maritime Economy’ was considered as ‘Blue Economy’ (Askari, Bushra and Hossain 2021). According to The National Maritime Foundation of India, the definition of the Blue Economy is “Marine-based economic development that leads to improved human wellbeing and social equity, while significantly reducing environmental risks and ecological scarcities”. The basic difference between the Blue Economy and Ocean economy is that the Ocean Economy doesn’t provide any indication of sustainability, whereas Blue Economy mainly encourages the development of ocean-based economy in a sustainable way (Iqbal 2020). Above all, Blue Economy concept not only ensures the development of economic growth but also establishes environmental and social sustainability (Tegar and Gurning 2018).

Ocean Economy and Blue Economy should not be considered as same because ocean economy is one of the integral parts among the 26 integral parts of the Blue Economy. The components of Blue Economy are not only the oceanic activities and not all types of oceanic activities are parts of Blue Economy (Islam, Rahaman and Ahmed 2018). Since the economic sectors of Blue Economy are diversified, the components of Blue Economy have been classified into various groups by several international bodies namely World Bank, EU, UNWTO. The EU has divided the components of Blue

Economy into two major sectors under which there have several sub-sectors. The two major sectors of Blue Economy categorized by EU are:

- 1) The established economic sectors,
- 2) The emerging economic sectors.

Table 1: The established Blue Economy sectors and sub-sectors (European Commission 2021)

Sectors	Sub-sectors
Marine living resources	Primary production
	Processing of fish products
	Distribution of fish products
Marine non-living resources	Oil and gas
	Other minerals
Marine renewable energy	Offshore wind energy
Port activities	Cargo and warehousing
	Port and water projects
Shipbuilding and repair	Shipbuilding
	Equipment and machinery
Maritime transport	Passenger transport
	Freight transport
	Services for transport
Coastal tourism	Accommodation
	Transport
	Other expenditure

The emerging and innovative economic sectors of Blue Economy identified by EU are the Marine renewable energy, Blue bio-economy, Marine minerals, Desalination, Maritime defense, security and surveillance, Maritime research and education, Submarine cables and Maritime robotics (European Commission 2021).

Among the components of Blue Economy, Marine and coastal tourism is a key economic sector, especially for the coastal developing countries and Small Islands Developing States. Marine tourism accounts for around 25% of GDP and is considered as the major source of foreign exchange earnings in Small Islands Developing States (SIDS) (Tonazzini, et al. 2019). Around USD 220 billion of global marine consumer goods and services are contributed by maritime and coastal tourism (Kabil, et al. 2021). Coastal and maritime tourism cover the largest share of the global tourism industry and

second-highest job providing component of Blue Economy after industrial fishing by providing 6.5 million jobs globally (Brumbaugh and Patil 2017). In EU Blue Economy, Coastal and maritime tourism is the largest sector in terms of GVA and employment.

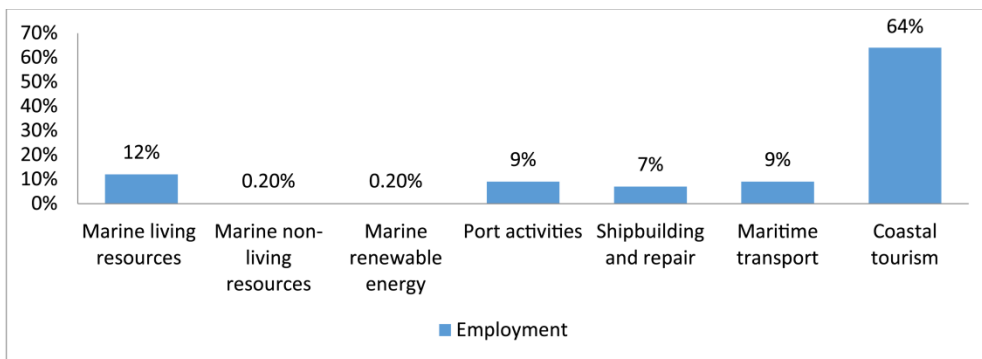


Figure 1: Contribution of established sectors in the Blue Economy jobs of EU in 2018 (European Commission 2021)

According to UNWTO, maritime tourism is associated with SDG-14 by ensuring the wellbeing of local communities through the sustainable utilization of the ocean resources. Since this sector is highly human labor-intensive, it can enhance the living standard of local communities by generating job opportunities, enlarging local supply chains, supporting local cultural heritages and increasing the capability of host communities (Bhuiyan, et al. 2020)

Globally, Coastal and Maritime Tourism represents 5% of the world GDP. From Figure 2, the expectation is, this sector will produce job opportunities for nearly 8.5 million people by 2030 which is a rise of 21.4% from 2010 (7 million employment in 2010). The share of CMT in the entire maritime industry value added is expected to reach 26% by 2030, which will make it the principal contributor to the blue economy.

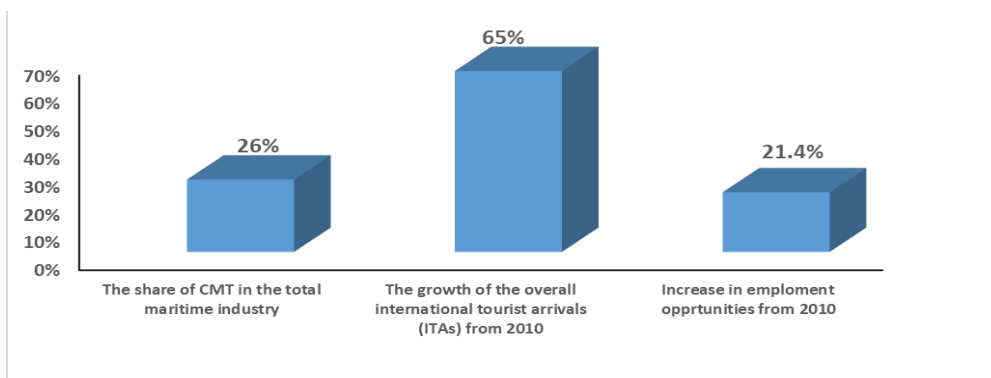


Figure 2: Estimation of CMT growth by 2030 (Islam and Sarker 2021)

The growth of the inclusive international tourist arrivals (ITAs) is inspiring and likely to rise to 65% in 2030 in comparison with 2010, with an expected 1.8 billion travelers per year, and to be even greater in developing economies than in developed economies (Islam and Sarker 2021).

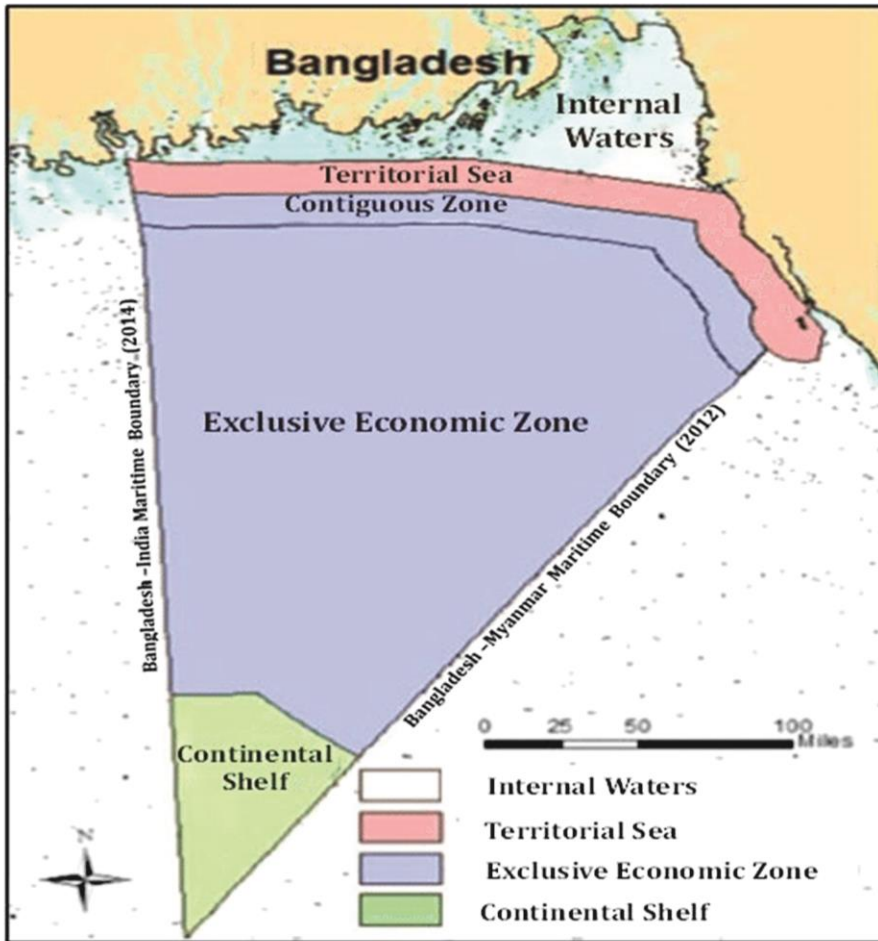


Figure 3: Maritime boundary of Bangladesh (Hussain, et al. 2018)

As a South-Asian littoral country, Bangladesh has immense possibility to develop in Blue Economic sectors. After the favorable resolution of the dispute on maritime delimitation with the neighboring countries India and Myanmar in 2014 and 2012 respectively, Bangladesh has legally achieved 1,18,813 km² in the Bay of Bengal which has opened a new door for employment and economic growth in the Blue Economic sectors, especially in marine fisheries, tourism, aquaculture, shipbuilding and recycling, exploitation of natural resources, trade and energy. Among these sectors if only four

sectors can be exploited properly within the acquired area of Bangladesh around USD 2.5 trillion will be possible to earn every year by 2030. These four sectors are fisheries, tourism, port expansion and oil and gas extraction (UNB News 2021).

Maritime and Coastal Tourism have a substantial potentiality in the economy of Bangladesh due to the existence of the Bay of Bengal in the southern part of the country. The Coastal zone of Bangladesh covers an area of 47201 sq. km. which is 32% of the total area of the country. Around 35million people live in the coastal zone which represents 29% of the total population. The coastal zone of Bangladesh has a numerous beaches, islands and forests which are enriched with diversified natural and cultural attractions. Among of these BPC has identified few numbers of spots where tourism is well-established but most of the islands and beaches are still unexplored and untouched. There has lot of potentiality for developing marine and coastal tourism in those places. Besides, most of the places where tourism is well established are developed in an unplanned way which ultimately causes a negative effect on the natural and cultural resources of those places.

Table 2: Existing and Potential Coastal and Marin Tourism activities (Developed by the authors from various online sources):

Coastal Tourism		Marine Tourism	
Existing	Potential	Existing	Potential
Swimming	Paddle boarding	Sailing	Yachting
Sunbathing	Sand-dune surfing	Surfing	Scuba diving
Kite flying	Tidal-pool exploration	Cruising (On a limited scale)	Glass bottom boating
Parasailing	Tidal-pool exploration	Jet skiing	Under water fishing
Enjoying sea-food	Skim- boarding		Water Skiing
Coastal walks			Wind Surfing
Beach biking			Wake boarding
Sand sculpting			Whale submarine
Shell-fish gathering			Under water archeology
Beach-combing			Kite surfing
Picnic and Barbecues			

Coastal and maritime tourism activities of Bangladesh can be classified into two categories:

1. Existing Coastal and Marine tourism;
2. Potential Coastal and Marine tourism.

The improvement of the current activities and taking the initiative for establishing new activities would attract more visitors and will boost a new dimension to promote the tourism industry and thus, the government and entrepreneurs will be more involved in this sector. The Government initiatives for safer marine tourist spots will strengthen the sector into a reliable source of income generation by encouraging vacationers. From an estimation, more than three thousand national and international tourists will visit the St. Martin every day and in case a cruise terminal is fully launched, then it will increase in multiples (Chawdhury and Islam 2021).

3.2 Coastal Tourism

A coastal environment is where Coastal tourism activities take place, which goes for both beach-based and non-beach-focused land-based leisure, relaxation, recreational and other tourism activities subject to the vicinity of the ocean/sea and includes the suppliers as well as various manufacturing industries related to these activities. Numerous examples of beach-based activities can be swimming, sunbathing, surfing, and other sports and activities. On the other hand, examples of non-beach-focused activities are coastal walks, wildlife observing, lodging, food and beverage, and so on in that specific coastal environment (Ecorys. 2013).

Many tourist destinations in Bangladesh are in coastal areas and based on marine environments. Hence, they are characterized as coastal and marine tourist spots. Some of them are relatively well-established and recognized by Bangladesh Parjatan Corporation. The locations are mainly in Chittagong, Cox's Bazar, Khulna and Patuakhali districts. The main tourist spots in Chittagong District are Patenga sea beach and Parki sea beach. Cox's Bazar District has an unbroken 120 km long sandy sea beach with gentle slope. This district is the home of quite a few tourist spots like Laboni point, Himchori, Inani beach, Sonadia Island, Teknaf Sea beach, Saint Martin Island and Cherdawip. Another district, Khulna is considered as the gateway to the Sundarbans, one of the UNESCO world heritage sites. Bordering the Bay of Bengal, Khulna has two important coastal and marine tourist spots; Katka and Dublar Char. Lastly, Patuakhali, a south-central district of the country that is nearby to the Bay of Bengal, has become attractive due to Kuakata sea beach which is locally known as Shagor Konnya (Daughter of Ocean). Aside from that, plenty of other beaches those are not as developed as the ones discussed. They seem to have enormous intact potentials. Those potentials must be unfolded to appeal to more tourists from home and abroad (Nobi and Majumder 2019).

3.3 Marine Tourism

Marine tourism is on the ocean based tourism. Fun and leisure activities based on marine tourism are yachting, wake-boarding, waterskiing, boat-based fishing, sea kayaking, wildlife watching, surf-ski paddling, kite-surfing, board-sailing (windsurfing), dragon-boat paddling, stand-up paddle boarding etc. (Siddique, et al. 2022).

Among many activities of Marine tourism, Cruise tourism is a significant potential sector. Globally, Cruising is acknowledged as one of the most vibrant and fast-growing components of the travel and tourism industry. In the entire tourism market, the progression of the international cruising industry is noteworthy. In the face of the global economic fall, the cruise market is still propelling in full force. Cruise-based tourism may well be described as an exclusive and wide-ranging way of traveling on a cruise, usually for at least two days by following a precise itinerary where the cruise calls on several harbors and ports which may be linked with ethnic towns or hinterland. The nature of this travel and tourism-based product is to ensure and combine the attractions, events, access, accommodation, and related other facilities. (Chawdhury and Islam 2021).

Leisure and recreation-based contemporary cruising have an absolute difference from the scenario and the idea of cruising in the 1970s. Casinos, seashore trips, port lectures, souvenir and shopping facilities, spa and other relaxation-based services were absent in the early era. Apparently, this sector has gone through a metamorphosis as it was a tiny and specific oceanic passenger industry turning into a wide-ranging and complex vacation-based business, which includes all the different sectors and charms of the travel industry. It is eminent that the cruising industry has been undergoing a significant expansion in the earlier 20 years (Brida and Zapata 2010). Globally, from 1990 – 2019, a yearly passenger compound annual growth rate of 6.6% is seen in the ocean-based cruise industry (Growth of the Ocean Cruise Line Industry, n.d.).

3.3.1 Global Cruising Scenario

The entire Travel & Tourism sector comprising cruise tourism is accounted for 10.4% of global GDP and 9.9% of global employment in 2017 (Chawdhury and Islam 2021). In the year 2019, Around 2.8 million passengers enjoyed their visit through the large and luxurious cruise ships which contributed creating 1,177,000 cruise industry based jobs to the global job sector. The global economy was significantly benefitted by \$150 billion in total contributions, including \$50.24 billion in wages and salary (Chawdhury and Islam 2021). However, COVID-19 froze the sea-based passenger cruise industry for several months. From 2019 to 2021, overall 31 ships left worldwide ocean cruise operations, dropping passenger capacity by 49,105. These numbers were to be compensated by eight new ships with a passenger capacity of 34,312 that were estimated to be added in 2021 (Growth of the Ocean Cruise Line Industry n.d.). The

international ocean cruise passenger capacity estimation was very nearly 581,200 from 323 ships to carry a total of 13.9 million passengers at the end of the year 2021 (a 96.2% escalation over 2020 and a -49.4% drop from 2019) (Growth of the Ocean Cruise Line Industry n.d.).

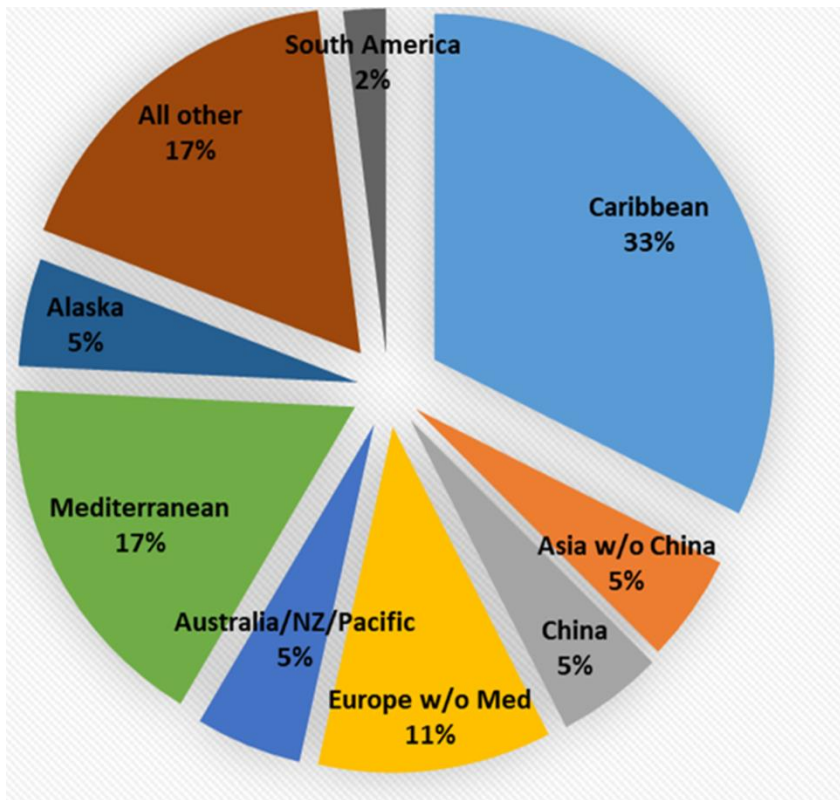


Figure 4: Deployment of Cruise line in 2020 [Adapted from Chawdhury & Islam (2021)]

In terms of the deployment of cruise tourism, from figure 4, the Caribbean areas are acknowledged as the most chosen areas of the tourists and account for 33% of the world's total cruise tours, whereas Mediterranean Sea, Europe, China, Australia, Alaska, Asia and South America accounts for 17%, 5%, 5%, 5%, 5% and 2% of respectively. We can easily understand that, the deployment in this Asian region is very low compared to Caribbean, Mediterranean areas.

3.3.2 Cruising in Bangladesh

The existing cruise ships in Bangladesh can be divided into two categories namely sea cruise ships and river cruise ships. In this article, we are focusing on the sea based cruising. According to online sources, On Bay of Bengal, Bangladesh mainly has some

passenger transport facilities to St. Martins Island like Keri Sindbad, Keri Cruise and Dine, Bay Cruiser, MV Karnafully Express and some others. In recent times, some new milestones have been touched by the maritime tourism segment of Bangladesh. International luxury cruise ships started to travel to this country from 2017, and the number increased in 2019. Additionally, the introduction of the nation's first domestic luxury cruise ship (MV Bay-One) in Bangladesh occurred in December 2020, which has the capacity to accommodate around 2000 guests. Initially, this luxurious ship was having its operation on the Cox's Bazar–Saint Martin's–Cox's Bazar route. Very recently, a new route has been introduced (Chattogram–Cox's Bazar–Saint Martin), and other routes to adjacent islands. (Islam and Sarker 2021). Karnafuly Ship Builders Ltd had brought the ship, built by Mitsubishi Heavy Industries, from Japan in September 2020 (Shawon 2021).

The government is working on building international standard cruise ships - with a hope to launch them by 2023. The Construction of three cruise ships is being done by Karnafuly Ship Builders Ltd. in Chattagram, where the cost estimated is a total of Tk2310 million. According to the State Minister for Shipping Khalid Mahmud Chowdhury, "It will not only expand the country's tourism industry but also will play a special role in the economy. Each of these vessels will have all modern entertainment facilities so that a tourist can spend up to 15 days on a cruise comfortably. These ships will be able to travel to India, Sri Lanka and the Maldives" Bangladesh Inland Water Transport Corporation Chairman Syed Tajul Islam said, "Then the International Association of Classification Societies will verify the vessels' classification before we launch them. We are thinking of signing contracts with major private companies such as Sheraton, Pan Pacific Sonargaon, and InterContinental in order to offer world-class cruises to tourists." According to officials with a view to ensuring top-notch facilities, "each cruise ship will have 150 cabins for the passengers and 50 cabins for the crew. Every cabin will have an attached bathroom. In addition, there will be 20 presidential suits for the passengers. Each vessel will have all the modern facilities including a 3D cinema hall, two swimming pools, laundry, bar, cafe, helipad, open space, poolside cafe, parlour, kids' corner, and food court. The helipad will allow on board authorities to airlift any passenger to nearby hospitals if they get sick during a cruise. The movie theatres will accommodate 60 people. They can also be used as conference rooms or for family get-togethers by passengers." (Shawon 2021).

3.3.3 Swatch of No Ground

Positioned in the southern side of Dublar Char Island in the Bay of Bengal, the Swatch of No Ground (SoNG) is a trough-shaped submarine canyon covering about 1738 square kilometers area with an average depth of 900 meters. A part of this was declared as the first marine protected area (MPA) of Bangladesh by the government ("World leaders can," 2016). It is reported to be safe breeding and spawning ground for such endangered species as dolphins, whales, sharks, turtles, and many other marine

wildlife. The SoNG is immensely valuable in case of tourism. Nevertheless, the scope of using this exceptional portion of the sea as a tourist spot has long been unrealized. SoNG will be a thrilling place to the visitors for observing the marine wildlife. Whales and Dolphins are commonly appeared wildlife in SoNG which have increasingly become an attractive touristic amenities. In 2007, for observing Whales and Dolphins more than 425,000 international visitors visited in 2004. This growth of number of visits at the annual rate was of 11% since 1998 (Nobi and Majumder 2019).

4. Conclusion and Recommendation

Evidently, Maritime tourism in Bangladesh is growing. With the rise in the nation's per capita GDP, vacation, leisure and recreational activities are increasingly becoming very popular. Although Covid-19 has stalled the growth, people visit tourist spots during their holydays now with more interest than before, leading to a hope of getting more contribution economically. Furthermore, foreign tourists are also interested in visiting several coastal and marine tourist spots such as the St. Martin's Island, Sundarbans, and Cox's Bazar sea-beach. But still there is a necessity to work on a number of issues to bring satisfaction among domestic and foreign tourists. With the improvement of the existing spots and the development of new ones, the country can increase the visitor impact and spending, total employment and a thrust in other related economic sectors. A very prospective sector, cruising, is also not an exception. Several feasibility studies and steps should be taken to launch new marine tourism based activities. The tourism industry is called "An Industry of the industries". Learning the instances of other tourism-based developed countries like Maldives, Thailand, hopefully, Bangladesh can change the current scenario of the economy very positively and sustainably.

References

- Askari, Humayun Rashid, Rezwana Tauhid Bushra, and Mohammad Nazir Hossain. 2021. "The Maritime Sector in the Economic Development of Bangladesh." *Bangladesh Maritime Journal (BMJ)* 112.
- Bari, Abdullahel. 2016. "Our Oceans and the Blue Economy: Opportunities and Challenges." *Elsevier* 5.
- Bhuiyan, Anowar Hossain, Abud Darda, Wahidul Habib, and Belal Hossain. 2020. *Marine Tourism for Sustainable Development in Cox's Bazar, Bangladesh*. Tokyo: Asian Development Bank Institute.
- Bir, Joyanta, Md Rony Golder, Md. Fahad Al Zobayer, Kishur Kumar Das, Shanchita Zaman Chowdhury, Lopa Mudra Das, and Partha Chandra Paul. 2020. "A review on blue economy in Bangladesh: prospects and challenges." *International Journal of Natural and Social Sciences* 22-23.

Brida, J.G., and S Zapata. 2010. "'Cruise tourism: economic, socio-cultural and environmental impacts'." *Int. J. Leisure and Tourism Marketing*, Vol. 1, No. 3 pp.205–226.

Brumbaugh, Rob, and Pawan Patil. 2017. "Sustainable tourism can drive the blue economy: Investing in ocean health is synonymous with generating ocean wealth." *World Bank Blogs*. May 22. Accessed March 07, 2022. <https://blogs.worldbank.org/voices/Sustainable-Tourism-Can-Drive-the-Blue-Economy>.

Chawdhury, Dilruba, and Md Aminul Islam. 2021. "Cruise Tourism: A New Aspiration for Bangladesh Tourism Industry." *AIP Conference Proceedings*.

Ecorys. 2013. "Study in Support of Policy Measures for Maritime and Coastal Tourism at EU Level (Specific Contract under FWC MARE/2012/06—SC D1/2013/01-SI2.648530)."

European Commission. 2021. *The EU Blue Economy Report*. Luxembourg: European Union. n.d. *Growth of the Ocean Cruise Line Industry*. <https://cruisemarketwatch.com/growth/#:~:text=This%20places%20worldwide%20ocean%20cruise,49.4%25%20decline%20from%202019>.

Hussain, M. Gulam, Pierre Failler, A. Al Karim, and M. Khurshed Alam. 2018. "Major opportunities of blue economy development in Bangladesh." *JOURNAL OF THE INDIAN OCEAN REGION* 90.

Iqbal, Rear Admiral M Khaled. 2020. "Ocean Governance for Sustainable Maritime Development in the Bay of Bengal." *Bangladesh Maritime Journal (BMJ)* 15.

Islam, Md Wasiul, and Tapan Sarker. 2021. "Sustainable coastal and maritime tourism: a potential blue economy avenue for Bangladesh." *ADB Working Paper 1293* (Tokyo: Asian Development Bank Institute). <https://www.adb.org/publications/sustainable-coastal-maritime-tourism-potential-blue-economy-avenue-bangladesh>.

Islam, Md. Khairul, Mahbubur Rahaman, and Zobayer Ahmed. 2018. "Blue Economy of Bangladesh: Opportunities and Challenges for Sustainable Development." *Advances in Social Sciences Research Journal* 168.

Kabil, Moaaz, Setiawan Priatmoko, Róbert Magda, and Lóránt Dénes Dávid. 2021. "Blue Economy and Coastal Tourism: A Comprehensive Visualization Bibliometric Analysis." *Sustainability* 3.

Nobi, Mohammad Nur, and Md. Alauddin Majumder. 2019. "Coastal and Marine Tourism in the Future." *Journal of Ocean and Coastal Economics* Volume 6 (Issue 2).

Shawon, Ali Asif. 2021. "Bangladesh begins building international standard cruise vessels." *Dhaka Tribune*. September 26. Accessed March 11, 2022. <https://archive.dhakatribune.com/bangladesh/2021/09/26/bangladesh-begins-building-international-standard-cruise-vessels>.

Siddique, P.M.K. Hassan, Kaniz Fatima, Captain Faisal Azim, and Md. Mostofa Sadik. 2022. "Challenges of Marine Tourism in Bangladesh." *Bangladesh Maritime Journal* 6 (1). doi:ISSN 2519-5972 .

Tegar, Dimas, and R.O. Saut Gurning. 2018. "Development of Marine and Coastal Tourism Based on Blue Economy." *International Journal of Marine Engineering Innovation and Research* 2.

Tonazzini, D, J Fosse, E Morales, A González, S Klarwein, K Moukaddem, and O Louveau. 2019. *Blue Tourism. Towards a sustainable coastal and maritime tourism in world marine regions*. Barcelona: eco-union.

UNB News. 2021. *Blue Economy in Bangladesh: Prospects and Challenges*. Dhaka, November 23.

WTTC. 2021. *Bangladesh (2021 Annual Research: Key Highlights)*. World Travel & Tourism Council (WTTC).