

CHAPTER 11

TRANSPORT AND COMMUNICATION

Modern transportation and communication infrastructure plays a significant role in the socio-economic development of a country. In the current context of globalisation and market economy, there is a critical need for evolving a developed and well-knit transport and communication system as well as linking the society with the information superhighway that should be able to integrate Bangladesh with the international transport and communication network. Realising this importance, the concerned ministries and their agencies continue to exert their concerted efforts to develop the system.

The Government has identified the transport and communication infrastructure as the key sector for ensuring socio-economic development. The government has, therefore, taken initiatives to implement appropriate projects in transport and communication sector on a priority basis. These include establishing an extensive road network in each district to connect villages, unions, upazilas and the district headquarters; taking appropriate measures to construct the Padma and Karnaphuli bridge/tunnel, Dhaka-Chittagong four-lane expressway, and expansion and modernization of the railway; establishing rail and road connection with neighboring countries under the Asian Rail and Highways schemes; undertaking measures to dredge every big and small river to maintain navigability throughout the year; improving river routes and river transportation system to facilitate safe and cost effective transportation of cargo and passengers; construction of deep sea ports and modernization of Chittagong and Mongla ports; restructuring Bangladesh Biman to enable it to operate on commercial and profitable basis; encouraging aviation services in the private sector; construction of modern airports of international standard to facilitate air transportation linking Bangladesh with the world; extending telecommunication facilities up to rural areas bringing all upazilas under internet communication system in the next five years; installation of new rail lines to maintain communication link with the capital and provide cheaper transportation in railway sector; construction of underground railway, mono or circular rail and navigable river route around Dhaka to solve the public transportation problem and traffic jam in the capital.

In FY 2008-09, the total budget stood at Tk. 4278.83 crore under revenue and development budget for Roads and Highway Division of the Ministry of Communication. In FY2007-08, the contribution of transport, storage and communication sector to the GDP at constant prices is about 10.44 percent which is 10.61 percent in FY 2008-09.

Roads and Highways Department (R&HD)

In Bangladesh, among the various modes of transport, road transport system in recent years has been playing a significant role in transporting passengers and goods. According to data released by BBS (Bangladesh Bureau of Statistics), in FY 2008-09 the share of transportation sector in GDP at constant price is 6.36 percent.

A total of 113 development projects and 2 technical assistance projects are included in the Annual Development Programme (ADP) of Roads and Highway Department for FY2008-09. An estimated cost of Tk.1399.28 crore has been allocated for 115 projects. Of this GoB component is Tk. 855.63 crore and the the remaining cost of TK. 543.65 crore will financed through project aid. The overall financial progress achieved during the current financial year is 86.70 % of the total allocation made for the year.

A total number of 14 foreign aided projects including 2 TA projects have been included in the current ADP of RHD. A total amount of Tk. 804.38 crore comprising a project aid of Tk 543.65 crore is allocated in order to carry out implementation works on these aided projects. Besides, Tk. 14.58 crore is allocated for 2 TA projects. Of this, GoB share is Tk. 1.68 crore and project aid is Tk 12.90 crore. Up to June 2009 financial achievement recorded 81.81 percent. (Please Check)

The Roads and Highways Department manage several categories of road. As recorded in 2009, total length of road is 20,948 km. RHD has under its control a total number of 4,507 bridges and 13,751 culverts. RHD is currently operating about 153 ferry boats in 60 ferry ghats on its road network throughout the country.

The road network under roads and highways division combining different types of roads built over a period from 2001 to 2009 is given table 11.1:

Table 11.1: Various Categories of Roads under Roads and Highways Department

Year	National Highway (km)	Regional Highway (km)	Feeder Road 'A' type (km)	Total (km)
2001	3086	1751	15962	20799
2002	3086	1751	15962	20799
2003	3086	1751	15962	20799
2004	3723	4832	13823	22378
2005	3570	4323	13678	21571
2006	3570	4323	13678	21571
2007	3570	4323	13678	21571
2008	3482	4128	13255	20865
2009	3478	4222	13248	20948

Source: Department of Roads & Highways, The Ministry of Communication.

Local Government Engineering Department (LGED):

LGED is implementing a series of programmes with foreign and local funding for infrastructure development of urban and rural areas. Since its inception upto June 2009, LGRD has so far constructed a total of 1,31,290 km. (64,691 km dirt road and 66,599 km paved roads) upazila and union roads and 9,53,295 meter bridge/culverts. Besides these, LGED also implemented a number of important programmes which include development of 1,459 growth centres/rural shopping centres, 21,188 km tree plantation, construction of 1,938 union parishad complex buildings. 3,77,308 hectare cultivable land has been brought under Small Scale Water Resource Development Programmes ensuring increased production of crops and fishes. Up to June 2009 about 17,114 lakh man-days of work have been generated from all these activities under LGED. The programmes of LGED for road infrastructure development during FY2002-03 to FY 2008-09 are shown below:

Table 11.2: Programmes of LGED for Infrastructure Development

Activities	Cumulative June- 2002-03	2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	Cumulative figure up to June '09
Dirt Road (km)	45784	6252	6040	6573	42	-	-	64691
Paved Road (km)	38554	4804	5237	5872	5086	3769	3277	66599
Bridge/Culvert (m)	699787	49405	60908	39728	40067	29600	33800	953295

Source: LGED.

After successful completion of Khilgaon flyover in Dhaka city using the expertise of local engineers without any foreign consultants, LGED has now taken-up an initiative for construction of another flyover from Mouchak-Mogbazar intersection to Mohakhali. Feasibility studies, design and estimate in this regard have already been completed with Kuwait fund. The priority has been given to the policy of country-wide homogeneous development in the light of rural development strategy to implement all activities under LGED programmes. LGED has already prepared a long term Master Plan for a period of 2005-25 for development for rural roads and other infrastructure in order to achieve country-wide balanced development as stipulated in PRS.

Bangladesh Road Transport Authority (BRTA)

BRTA has been entrusted with the task to ensure constant supervision, proper management and effective control with a view to bring about discipline in the road transport sector since its inception in 1998. Over the period, BRTA, with active support from the Ministry of Communication has brought about marked improvement in almost all areas. This organisation is responsible for issuing registration and fitness certificate as well as for executing other regulatory activities as per Motor Vehicle Ordinance. In FY2007-08 and FY2008-09, BRTA recorded

revenue collection of Tk. 490.00 and Tk 647.00 crore respectively. To bring discipline in this sector, the organisation has already adopted the following programmes:

Other measures adopted by BRTA include:

- Prepared and published Citizen's Charter.
- Erected divider in the busy roads and near the raid junctions to avoid accidents and loss of lives and properties. In addition, the edges/noses are painted using reflectors /reflective paints.
- Set up Road Safety Cell and," Accident Research Centre" in BUET.
- Introduced one stop service.
- Banned buses/trucks aged over 20-25 years respectively from Dhaka city.
- Encouraged use of CNG run motor transports.
- Prepared National Land Transport Policy.
- Introduced high security driving licence since June 2006.
- Introduced high Security Vehicle Registration and Fitness Certificates.
- Prepared National Road Safety Strategic Action Plan 2008-2010.

Two pollution detective mobile vehicles have been procured. These vehicles will detect the transports emitting black smokes.

Revenue target and collection of BRTA from FY2002-03 to FY2008-09 are shown in Table 11:03.

Table 11.3: Revenue target and collection of BRTA from 2002-03 to 2008-09

(Taka in Crore)

Fiscal Year	Target	Recovery	Recovery rate (%)
2002-03	225.00	222.00	98.67
2003-04	240.00	245.00	102.02
2004-05	261.00	251.00	96.17
2005-06	326.00	335.00	102.76
2006-07	382.00	401.00	104.97
2007-08	441.00	490.00	111.11
2008-09	550.00	647.00	117.64

Source: BRTA

Activities of Bridges Division

Bangabandhu bridge has been constructed to establish direct road and rail link between the north-west and eastern zone of the country, which was separated by the mighty river Jamuna. Besides, the road and railway communication facilities, electricity and gas pipelines have also been laid on the bridge. Set out below is a table that shows year wise comparative statement of toll revenue from Bangabandhu Bridge during the period FY1997-98 to FY2008-09:

Table-11.4 Toll Collected by Bangabandhu Bridge

(Taka in crore)

Fiscal Year	Target	Collection	Revenue as % of target
1997-98*	1.06	0.99	93.26
1998-99	54.17	58.81	108.56
1999-00	66.03	64.77	98.09
2000-01	78.09	81.15	103.91
2001-02	84.94	91.99	108.30
2002-03	95.03	107.02	122.62
2003-04	106.21	129.30	121.70
2004-05	117.6	150.43	127.92
2005-06	131.11	156.08	119.04
2006-07	146.19	171.50	117.30
2007-08	163.03	199.55	122.40
2008-09	181.53	212.45	117.03

Source: Jamuna Multipurpose Bridge Authority. * from 23 June, 1998

Other Projects for Construction of Bridges

In order to establish direct transport link between Dhaka and Munshigonj, construction of Mukterpur (6th Bangladesh-China Friendship) Bridge over the river Dhaleswari was completed in February 2008, 5 months ahead of schedule. The total project cost stands at Tk. 197.36 crore which includes Tk. 121.87 crore (US\$ 18.19) as technical and financial assistance from the People's Republic of China. With the completion of the bridge, quick and easy transportation of agricultural products like vegetables, fruits and other products have been made possible in and around Dhaka city. In FY 2008-09 toll collections from Mukterpur Bridge recorded Tk. 4.61 crore.

After successful completion of Bangabandhu bridge, the Government has taken all out efforts to construct the Padma Bridge, the largest infrastructure project in Bangladesh. Japan International Cooperation Agency (JICA) conducted feasibility study of the project which confirmed the viability of the project from technical and economic viewpoints. The project has been approved by the ECNEC on 20th August, 2007. The total approved cost of the project is Tk. 10,161.75 crore (US\$ 1,472.72 million) with the local and foreign funding of Tk. 3,281.09 crore and Tk. 6,880.66 crore respectively.

The project includes 5.58 km long Bridge, 12.163 km Approach Roads and 16.30 km River Training Works. The Development Partners have agreed in-principle to Co-finance about US\$ 1181.40 m (WB-300 m, ADB-350, IDB-300 m, JICA-200 m and Abudabi Fund-31.40m). Actual construction of the Padma Bridge is expected to commence at the end of 2010 after completion of detailed design and completed within 2013. It may be mentioned that, preparation of detailed design has begun from 2/2/2009. The proposed Padma bridge will connect 19 Districts of South-Western part with the eastern part including the capital. The proposed Padma Bridge lies on the

Asian Highway route AH-1 and if implemented this bridge will bring revolutionary changes in the South Asian countries including internal transportation system of Bangladesh.

The Government has a plan to construct about 6 km long 2nd Padma Bridge at Paturia-Goalundo and 1550 meter long Bekutia Bridge over the river Kocha on Perojpur-Jhalakathi road, which are expected to commence after confirmation of financing. On the other hand, to reduce the traffic congestion, Government has also planned to construct about 32 km. long Elevated Expressway in Dhaka city and preliminary measures have already been taken to implement the project. In FY 2008-09, t Tk. 303.80 crore has been spent against the ADP allocation of Tk. 368.80 crore to implement the projects under Bridges Division.

An integrated transportation network will be developed in Bangladesh with the implementation of the proposed Padma Multipurpose Bridge at Mawa-Janjira. This bridge will bring significant socio-economic upliftment of the people of the south-western region and an estimated 1.2 percent increase of GDP growth rate of the country.

Dhaka Transport Co-ordination Board (DTCB)

The main objectives of Dhaka Transport Co-ordination Board (DTCB) are to plan and coordinate transport infrastructure facilities and traffic management, to build institutional capacity of different organisations working in Dhaka Metropolitan Area (DMA), to prepare a long-term transport development plan. In order to develop transport facilities, DTCB has implemented Dhaka Urban Transport Project (DUTP) with the collaboration from different organisations like, Dhaka City Corporation (DCC), Roads and Highways Department (RHD), Bangladesh Road Transport Authority (BRTA) and Dhaka Metropolitan Police (DMP). The allocation of the project is TK. 714.72 crore, of which GOB allocation is TK. 212.00 crore .

In order to improve the transport system of DMA, the Government has prepared a 20 year (up to 2024) Strategic Transport Plan (STP). DTCB has taken initiatives to implement Clean Air Sustainable Environment (CASE) project financed by the World Bank at a cost of TK. 43.00 crore in FY2009-10 in collaboration with Environment Directorates and DCC. In order to improve transportation facilities, steps have taken to implement Bus Route Franchise from Uttara to Ajimpur route.

Bangladesh Road Transport Corporation (BRTC)

Bangladesh Road Transport Corporation (BRTC) was established in 1961 under an Ordinance to set standard road transport system in the country. The operating surplus recorded Tk. 11.30 crore in FY2007-08 and Tk. 7.98 crore in FY2008-09.

Besides its Strategic interventional role, BRTC arranges special bus services with treatment facility at the time of Eid and Bishaw Ijtema at less fare. There are reserve seats for freedom

fighters, women and disabled persons. BRTC imparts training in the trade of driving and auto mechanics with a view to creating a critical mass of efficient drivers and auto mechanics, which eventually will help reduction of unemployment, and accident. 11,653 Drivers and mechanics were trained in FY 2007-08 while 7,990 drivers and Mechanics have been trained in FY 2008-09. The training institutes earned Tk.3.08 crore and Tk.3.07 crore respectively. In the Central workshop at Tejgaon 1902 and 3,355 vehicles were repaired in FY 2007-08 and 2008-09 and thus the Workshop earned Tk. 3.81 crore and Tk.5.97 crore respectively. Close Circuit Camera (CCTV) have been set up in key point installations. A citizen's charter has been published to let the people know about the services available at BRTC.

Efforts are being made to line up foreign aid for procurement of remaining 95 Double Decker buses under the on-going- approved project of the procurement of 350 Double Decker buses by BRTC. TEC meeting on the International Tender Document of the procurement of 100 CNG Single Decker Buses has been held. Decision on the matter is under process. MOD has been signed on procurement of 300 buses under Korean EDCF loan. A loan agreement is expected to be executed shortly.

Bangladesh Railway (BR)

Bangladesh Railway is one of the oldest service-oriented organisation which provides, environment-friendly, less hazardous and cheap transport services. BR has got a total network of 2835.04-route kilometer (Broad Gauge 659.33 km, Dual Gauge 374.83 km and Meter Gauge-1800.88 km). Train services between Dhaka-Kolkata have been introduced on 14 April 2008 in order to establish communication facility between Bangladesh and India. After inclusion of railway track over the Bangabandhu bridge, railway link between East and West Zone has been established. The overall activities of Bangladesh Railway from FY 2000-01 to FY2008-09 are presented in Table 11.5.

Table 11.5: Overall Activities of Bangladesh Railway

Fiscal Year	Passenger traffic km (million)	Freight traffic km (million)	Revenue earnings (crore Tk)	Revenue expense (crore Tk)
2000-01	4209.00	907.88	366.39	523.87
2001-02	3972.00	951.82	388.40	535.48
2002-03	4024.20	951.99	420.10	586.71
2003-04	4341.50	895.50	394.17	639.41
2004-05	4164.13	816.80	445.62	695.09
2005-06	4387.45	820.49	444.27	814.73
2006-07	4586.04	775.58	452.76	933.13
2007-08	5609.24	869.59	561.64	1088.55
2008-09*	6502.90	800.16	625.35	1305.40

Source: Bangladesh Railway, Ministry of Communication. *P
PSO and welfare grants are included.

In order to turn BR into a commercially and financially viable organisation, a decision has been taken to give it more autonomy. BR has been incurring substantial operating deficits over the years due to various reasons. To reach the breakeven point, an ADB aided technical assistance project titled Railway Recovery Program (RRP) was introduced. The RRP focuses on the following five key elements of reform.

- Significant deficit reduction.
- Termination of open ended subsidies.
- Labor rationalization institutional reforms.
- Adoption of a rational investment program.

Government is committed to transform BR into a feasible and market oriented organization with managerial, financial and administrative autonomy to meet its objectives. To prepare this ground, the Asian Development Bank (ADB) supported a Technical Assistance Project which consisted of three phases.

In Phase one and two the following activities were implemented including the formation of Bangladesh Railway Authority (BRA):

- Reduction of work force from 58,000 to 35,172 (through voluntary separation and rural attrition);
- Closure of a number of losing branch line stations, workshops, sheds etc. and suspension of non-profitable passenger trains;
- Adoption of PSO principle for compensation of GOB if the loss is incurred in running passenger trains on social consideration;
- Tariff fixation along the line of commercial principle;
- Association of private sector in different activities;

Water Transport

Chittagong Port Authority (CPA)

Chittagong Port, the largest sea port of Bangladesh, handles about 92 percent of country's maritime trade. The growth rate of the volume of imports and exports through Chittagong port is about 10 percent and 80 percent respectively. With the remarkable change in cargo handling in international maritime trade, introduction of open market economy with trade liberalisation during the nineties, cargo handling at Chittagong Port has increased over time. Consistent with the improvement of modern ports around the world, efforts are continuing to develop CPA as a modern port. With this end in view, a range of development programmes has been undertaken. These include building a container terminal in the New Mooring area, procurement of container handling equipment including gantry cranes, capital dredging in Karnaphuli river, computerisation of the activities of Port under the Chittagong Port Trade Facilities project, environment management and building of local roads. Statistics of income and expenditure of the CPA during FY 2000-01 to FY 2008-09 are shown below:

Table 11.6: Income and Expenditure of CPA

(Taka in Crore)

Fiscal Year	Income	Expenditure (except the contribution in govt. treasury)	Surplus
2000-01	477.00	302.28	174.72
2001-02	531.37	396.10	135.28
2002-03	530.66	373.75	156.91
2003-04	557.36	325.60	231.76
2004-05	649.78	319.65	330.13
2005-06	741.13	376.11	365.02
2006-07	830.02	451.26	378.76
2007-08	1057.04	447.16	609.88
2008-09	1126.98	502.65	624.33

Source: Chittagong Port Authority, Ministry of Shipping

Mongla Port Authority (MPA)

Mongla is the second seaport of Bangladesh. About 13 percent of total volume of exports and 8 percent of imports are handled by this port. In FY 2008-09, 9.30 lakh metric tons of goods have been imported and 2.08 lakh metric tons of goods have been exported through this port.

Several steps have been taken to improve MPA management. A project titled “Pashur Channel Dredging and Conservation” is being implemented at an estimated cost of Tk. 548.43 crore. Another project titled “Suction drazer collection” has also been taken up for implementation at a cost of Tk. 54.79 crore. In addition, there is a project at Muring area in Pashur Channel for dredging 13.28 lakh square meters at an estimated cost of Tk. 28.89 crore. A project has also been taken up to procure cargo handling equipment for efficient cargo handling with an estimated cost of Tk. 23.40 crore. In order to ensure safe ship movement across the port, a project has been taken up to replace existing equipment in different points of channel at a cost of Tk. 24.74 crore. Income and expenditure of the Mongla Port during FY2000-01 to FY2008-09 have been shown in Table 11.7.

Table 11.7: Income, Expenditure and Profit/Loss of Mongla Port.

(Taka in crore)

Year	Income	Expenditure	Profit/ Loss	Contribution to exchequer
2000-01	75.86	55.04	20.82	0.00
2001-02	70.59	52.75	17.84	4.00
2002-03	55.89	61.40	-5.51	4.00
2003-04	51.98	57.79	- 5.81	4.00
2004-05	45.48	57.10	- 11.62	1.50
2005-06	47.25	59.09	-15.50	0.00
2006-07	43.42	57.50	-14.09	0.00
2007-08	40.28	54.41	-14.13	0.50
2008-09	52.30	59.58	-7.28	

Source: Mongla port

Bangladesh Shipping Corporation (BSC)

To provide an efficient shipping service and to carry out all activities related to international sea trade, Bangladesh Shipping Corporation (BSC) was established in 1972. In spite of limited resources, BSC has built up a mixed fleet of 13 vessels where 10 vessels are ordinary cargo carriers, 1 container carrier & 2 lighter oil tankers. BSC can switch 6-7 percent of our export and import by its present fleet. The main objective of BSC is to transport the major share of export and import. With this end in view, BSC board of directors has planned to acquire 4 Cellular Container vessels, 2 Bulk Carriers, 1 Mother tanker and 2 Product carriers during FY2009-11. Despite being a public sector entity, the performance of BSC is no less than the private shipping companies. Table 11.8 shows gross income-expenditure and net profit-loss during FY 2000-01 to FY 2008-09:

Table-11.8: Statement of Income-Expenditure and Profit-Loss of BSC

(Taka in crore)

Fiscal Year	Total Income	Total Expenditure (including depreciation & interest)	Net Profit	Deprecia tion & Interest	Profit/Loss excluding depreciation & interest
2000-01	212.59	225.49	(12.90)	24.72	11.82
2001-02	200.33	200.21	0.12	20.05	20.17
2002-03	208.20	207.64	0.56	21.12	21.68
2003-04	257.49	242.24	15.25	15.12	30.37
2004-05	315.69	282.44	33.25	15.30	48.55
2005-06	324.07	293.20	30.87	16.38	47.25
2006-07	294.41	278.45	15.96	15.98	31.94
2007-08	416.29	369.61	46.68	16.37	63.41
2008-09	266.57	260.12	6.45	15.14	21.59

Source: Bangladesh Shipping Corporation, Ministry of Shipping.

Bangladesh Inland Water Transport Corporation (BIWTC)

BIWTC is a service-oriented government-owned organisation. It is also the largest inland water transport entity. Currently, 189 vessels are in operation under BIWTC. To meet up the increasing traffic demand, BIWTC has rehabilitated 4 Ro-Ro ferries and 3 Ro-Ro Pontoons at a cost of Tk. 22.48 crore by using its own resources.

BIWTC has been implementing several projects under ADP since FY 2007-08 which include: Rehabilitation of BIWTC's existing 2 coastal passenger vessels (MV. Abddul Matin & MV.Monirul Hoq) (Rehabilitation Cost: 19.50 crore); Rehabilitation of 6 Ro-Ro ferries, 2K – type ferries and pontoons of BIWTC (estimated cost TK. 73.98); Acquisition of 4 Sea-Trucks for carrying passengers in the coastal belt and in the risky water routes of the country (estimated cost TK. 16.50); Rehabilitation and Reconstruction of Infrastructure and Other Facilities damaged by cyclone SIDR (estimated cost TK. 9.72). Table 11.9 shows gross income and expenditure of BIWTC during FY2000-01 to FY2008-09.

Table 11.9: Income and Expenditure Statement of BIWTC

(Tk. in crore)

Fiscal Year	Income	Actual Expenditure	Operational Profit (+)/Loss (-)	Interest & depreciation	Remark
2000-01	88.72	69.60	19.12	16.18	2.94
2001-02	99.73	72.03	27.70	17.18	10.52
2002-03	109.61	69.66	39.62	21.04	18.58
2003-04	118.16	70.54	47.62	22.27	25.35
2004-05	121.61	73.20	48.41	21.91	26.50
2005-06	134.05	85.57	48.32	21.30	27.18
2006-07	147.54	99.10	48.44	20.10	28.34
2007-08	157.97	110.23	47.74	19.24	28.50
2008-09	170.54	129.38	41.16	18.30	22.86

Source: Bangladesh Inland Water Transport Corporation, Ministry of Shipping.

Bangladesh Inland Water Transport Authority (BIWTA)

BIWTA is playing vital role in regulating the water transport system of the country. During FY2008-09, there was an allocation of Tk. 47.96 crore in the RADP against eleven projects and the actual expenditure stood at Tk.45.84 crore. In FY2007-08, the revenue income of BIWTA was recorded Tk.120.29 crore and the expenditure Tk.136.92 crore while in the FY2006-07 income and expenditure stood at Tk.122.09 crore and Tk.142.72 crore respectively.

Under the project, “Long-term dredging programme for maintaining waterways navigable including procurement of three dredgers and one booster pump with other accessories for dredger (2nd revised)”, the cumulative dredging of 53.98 lakh cubic meter has been completed in eleven waterways up to June 2009. Since the inception of the project, a total expenditure of Tk.35.74 crore has been incurred up to June 2009.

Rehabilitation works of four houseboats and 2000 ft. floating pipelines have been completed under the project “Rehabilitation of BIWTA’s two dredgers and related ancillary crafts.” Other than this, procurement of two crane boat engines, 70 pairs steel floater, 250 steel shore pipes, 40 rubber hose pipes and two welding generators have also been made.

At present, rehabilitation works of two dredgers is in progress in Khulna Shipyard Limited. Under another project titled, “Introduction of circular waterways in and around Dhaka city (2nd phase),” a total dredging of 2.45 lakh cubic meter along Ashulia – Tongi river route and 4.24 lakh cubic meter along Demra–Isapura route in the river Balu has been completed up to June 2009. In addition, a total of 7.26 lakh cubic meter dredging was completed in , Badda and Rampura canals, during the same period. It is pertinent to note that the RDPP has been approved by the Planning Commission with a total estimated cost of Tk.65.00 crore considering the implementation period

extended up to June 2012.. Moreover, another important project titled, “Construction of Inland Container River Terminal (ICT), Pangaon (1st Revised)” is being implemented by BIWTA.

Bangladesh Land Port Authority (BLPA)

As trade volumes with the neighbouring countries of Bangladesh through land routes have increased substantially, the government decided to establish Bangladesh Land Port Authority under the Ministry of Shipping with its headquarters in Dhaka in 2001. Out of 14 land ports only Benapole port is operated by the Government directly. In order to meet the increasing demand of handling huge volume of exports and imports through land routes the Government decided to establish land customs stations. These are Benapole, Darshana, Sona Masjid, Hilly, Burimari, Birol, Bhomra, Bibir bazar, Bangla bandh, Akhaura, Tamabil, Haluaghat, Teknaf and Belonia check posts. A project titled ‘Modernization of Benapole Land Port (1st phase)’ project for infrastructural development and extension is being implemented at a cost of TK 24.43 crore. The infrastructural development work includes construction of four warehouses, open stack yards, export and passenger terminals and acquisition of 6 acres of land including development. After the completion of the project, the warehousing capacity of Benapole Land Port will increase from 27,000 mt to 28,600 mt.

Besides, project for procurement of handling equipment at a cost of Tk. 80.21 crore is in the process for approval. Moreover steps have been taken to automate the Benapole Land Port for efficient and transparent port operation. Bibir Bazar Port is in operation. Bangla bandh, Akhaura and Bhomra will be opened in December 2009. (Please check)

Under the Public Private Partnership (PPP) initiative land ports have been leased out on BOT (Build, Operate and Transfer) basis which is an important step towards involving private investment for enhancing economic growth and employment generation. It has been decided by the Government that all ports except Benapole Land Port will be operated through private port operators on BOT basis.

Improvement of land ports will result in increased volume of trade, prevention of smuggling and reduction of evasion of customs duty. It would also promote and expand the area of co-operation between government and private sector in different areas of development. Private investment in the peripheral area of the country will increase which will also augment government revenue income.

Department of Shipping

Department of Shipping is a regulatory body under the Ministry of Shipping. The prime objectives of this department are to ensure secured movement of domestic ships, coastal fishing ships and ships bound for foreign destinations and to protect the trade interest of Bangladeshi ships. The department, therefore, implements the provisions made by the international organisations and also

prepares its rules and regulations to ensure more safety in this sector. This department plays an important role in employment generation by providing training facilities to seamen. Bangladesh is included in the IMO (International Maritime Organisation), STCW (Standard of Training Certification and Watch keeping) white list as the Department of Shipping has been able to revise its examination and certificate system conforming international criteria. This has resulted in the expansion of employment generation opportunities for the Bangladeshi officers and sailors.

Fees for registration and survey of inland and seagoing vessels, competency examination fees for officers and sailors, light house dues, penalty for violations of shipping rules are the sources of income of this department. In FY 2007-08 and FY 2008-09, the Department of Shipping earned revenue to the tune of Tk.8.03 and Tk.9.57 crore respectively.

Air Transport

Civil Aviation Authority of Bangladesh (CAAB)

As a member state of the International Civil Aviation Organization (ICAO), the CAAB as part of its responsibility is putting in place necessary infrastructural facilities for movement of domestic and international aircrafts. To ensure quick and secured movement of foreign and domestic aircrafts in the Bangladeshi sky territory, the CAAB builds and maintains airports, air traffic, air navigation and installs telecommunication services and provides other facilities for the passengers. It is now maintaining 3 international airports and 7 domestic airports, of which 2 airports are left unused. Another 5 STOL (Short Take-Off and Landing) ports have been built for the convenience of airlines and when necessary.

Out of 14 operative and 13 non-operative airports and STOL ports, International Airport at Dhaka is the only airport, which has an operating surplus. The financial position of CAA during FY 2000-01 to FY 2008-09 is shown below:

Table 11.10: Financial Position of CAA during FY 2000-01 to FY 2008-09
(Taka in Crore)

Fiscal Year	Revenue income	Revenue Expenditure	Net Profit
2000-01	207.94	103.88	104.06
2001-02	197.69	108.75	88.94
2002-03	201.04	109.90	91.14
2003-04	212.18	133.36	78.82
2004-05	218.57	141.26	77.31
2005-06	316.67	179.18	137.49
2006-07	287.15	197.40	89.75
2007-08	301.51	207.54	93.97
2008-09	323.89	284.95	38.94

Source: Civil Aviation Authority.

Biman Bangladesh Airlines Limited

The national flag carrier Biman Bangladesh Airlines Limited makes significant contribution towards establishing air links within the country and with other countries.

Despite various constraints, Biman is continuing its development efforts with its fleet of aircrafts. Biman is operating flights to 3 domestic and 18 international destinations. Out of the International destinations, Biman now is operating to 4 destinations in the SAARC countries, 3 in South-East-Asia, 1 in Far-East, 8 in Gulf and the Middle East and 2 in Europe. However, due to significant rise in aviation fuel price in Bangladesh, Biman's expenditure has increased. Biman suspended its operation to New York, Brussels, Paris, Frankfurt, Mumbai, Narita, Yangon in 2006 and Manchester in 2007 due to operating loss and shortage of aircrafts. In spite of fleet constraints, Biman operated more than 200 additional flights to Malayasia and United Arab Emirates during last one year to meet labour traffic demand.

Biman is planning to resume its services to some of the suspended destinations and extend services to some new destinations after acquisition of new generation aircraft. Income and expenditure of Biman during FY2000-01 to FY2008-09 is presented in Table 11.11

Table 11.11: Income and expenditure of Biman (Tk. In crore)

Fiscal Year	Revenue Income	Expenditure	Net Profit(+)/Loss(-)
2000-01	1735.50	1828.56	-93.06
2001-02	1858.83	1932.55	-73.72
2002-03	1918.60	1962.89	-44.29
2003-04	2213.63	2179.46	34.17
2004-05	2453.79	2645.45	-191.66
2005-06	2653.73	3108.44	-454.71
2006-07*	2463.67	2735.84	-272.17
2007-08**	2979.42	2973.51	591.05

Source: Bangladesh Biman Airlines Limited. *Provisional, ** Estimated,

Aging fleet is the major problem of Biman, which resulted in cost increase, disruption of flight schedule and loss of market share. Biman is on the road to modernization of its fleet to make the airline competitive in the market.

In order to replace the aging aircraft and modernise the fleet with new generation aircrafts, Biman signed agreements with aircraft manufacturer The Boeing Company on 22 April 2008 and 30 May 2008 for purchase of 04 new 777-300ER (Extended Range) to be delivered in 2013, 04 new 787-8 to be delivered in 2019/2020 and 2 new 737-800 aircraft to be delivered in 2015. Biman is in the process of taking appropriate aircraft on lease basis for the interim period before induction of the purchased new aircraft in its fleet.

In order to improve its financial position, Biman has been trying to reduce cost through withdrawal of services from highly loss-making routes and restructuring of existing routes. Biman is also planning to outsource some of its non-core activities.

In January 2004, Jet fuel price recorded US Cent 29 per litre at Dhaka and US Cent 22 per litre at Chittagong. During 2004, the price increased to US Cent 43 in Dhaka and US Cent 42 in Chittagong. From 2004 onward, Jet fuel price increased almost regularly. Since 03 June 2008, the price has been US Cent 125 in Dhaka and US Cent 124 in Chittagong, which were 331 percent and 464 percent higher, compared to the price in January 2004. The exorbitant rise in fuel price resulted in huge financial losses for Biman in FY2004-05, FY2005-06 and FY2006-07, in spite of various reform measures. The fuel price comes down to U.S Cent 56 in Dhaka and U.S Cent 55 in Chittagong on 13 January 2009. But again the fuel price increased to U.S Cent 64 in Dhaka and U.S Cent 63 in Chittagong on 03 July 2009. Airline industry worldwide is now facing challenges to run the aviation business due to lower demand as an effect of worldwide recession.

IATA Operational Safety Audit which was made mandatory for IATA member countries was carried out in Biman for the first time in December 2007. After complying with the audit findings fully, Biman formally received IOSA registration in December 2008. This certificate is a proof of international acceptance of Biman's standards of operation.

Biman has entered into Billing and Settlement Plan (BSP) of IATA (International Air Transport Association) to automate the transaction process with its travel agents and to reduce its financial risk, which was completed (except one station) in May 2008.

Biman has also implemented e-ticketing to modernise its ticketing process and to reduce the cost involved in ticket selling in June 2008. Development of computerized revenue management system to make financial information readily available for management decision-making is also in progress.

Information and Communication

Bangladesh Telecommunications Company Limited (BTCL)

The BTCL has taken up series of activities in promoting the ICT sector in the overall development of the country. It generates a sizable amount of revenue for the national exchequer; helps ensure rapid flow of information for other sectors of economy. The BTCL has been implementing two development projects under ADP during FY2008-09 having an allocation of Tk.140 crore. Besides BTCL is implementing a project titled ILDTS International Long Distance Telecommunication Services (ILDTS) project from its own fund with an allocation of Tk.180.00 crore.

To provide high quality international service, a new international Trunk Exchange (ITX-7) with the capacity of 24XSTM-1 has been installed at Mohakhali, Dhaka in FY2008-09. To cater international traffic, the number of international circuits has been increased to 46,712 among which 2150 circuits are satellite based. A new earth station terminal has been installed at Mohakhali, Dhaka in the same fiscal year. Besides, IP bandwidth through SMW-4 has been enhanced to 2480 Mbps in FY2008-09. IP bandwidth through satellite has increased from 24/8 Mbps to 48/32 Mbps. ADSL with capacity of 19,424 has been installed in FY 2008-09 and commenced its commercial operation in Dhaka city

For modernisation, improvement and extension of a telecommunication system of the country, the Government has taken a series of initiatives. In the present era of information technology, telecommunication system as a productive and profitable industry has both direct and indirect impact on the socio-economic development of a country.

To modernize the telecommunication system upto upazila level, the former BTTB installed digital exchange throughout the country under the program of “Asset Acquisition” and other running projects. Up to June 2008, a total of 397 upazilas/growth centres were equipped with digital exchange under this programme.

A project titled “Computerized Ledger Management System”, financed from the non-development budget was taken up by former BTTB to improve its subscriber service quality and billing system. The system is now functioning in Dhaka, Chittagong , Khulna, Bogra, Sylhet, Narayanganj, Barisal, Patuakhali, Dinajpur, Mymensingh, Comilla and Noakhali. The service will be extended to other cities very soon. Through this system the valued customers will get their up-to-date billing information and print bill if necessary from the web site of BTCL. It will enhance the revenue earning in addition to the improvement of services to the valued subscribers.

On I July 2008, the erstwhile BTTB has been declared abolished and Bangladesh Telecommunications Company Limited (BTCL) , a 100-percent government owned Public Limited Company registered under the Companies Act, 1994, has taken up all the assets and liabilities of the erstwhile BTTB through a “ Deed of Agreement” signed between the Government of Bangladesh and BTCL. It is expected that BTCL will take forward all the works of the erstwhile BTTB faster than ever.

BTTB (now BTCL) earns revenue by providing telecommunication services. A statement showing revenue target, collection, expenditure and surplus during FY 2000-01 to FY 2008-2009 is given below:

Table 11.12: Revenue Target, Collection, and Expenditure and Surplus of BTTB during FY2000-01 to FY2008-09

(Tk in Crore.)

Fiscal Year	Target	Revenue collection	Revenue expenditure	Surplus	Achievement against target (%)
2000-01	1600.00	1305.22	390.45	914.77	81.58
2001-02	1603.00	1583.05	463.54	1119.51	98.76
2002-03	1602.15	1544.80	588.43	956.37	96.42
2003-04	1702.00	1531.15	609.02	922.12	89.96
2004-05	1650.00	1424.78	818.92	605.86	86.35
2005-06	1772.00	1316.28	824.56	491.72	74.28
2006-07	1822.00	1666.71	928.51	738.20	91.48
2007-08	1927.00	1565.33	1754.91	(-)189.58	81.23
2008-09	1600.00	2079.90	662.47	1417.43	

Source: BTTB, The Ministry of Post & Telecommunication.

Bangladesh in Information Super Highway

In order to deploy Optical Fibre Network throughout the country, Optical Fibre links between Dhaka-Chittagong, Chittagong-Cox's Bazar, Bogra-Rangpur-Panchagarh, Khulna-Satkhira, Chittagong-Hathazari-Betbunia-Rangamati and some other spur links of the country have been completed. Installation works of Optical Fibre network between Dhaka-Bogra and Dhaka-Munshigonj are underway.

International Telecommunication System of Bangladesh was dependent on satellite which was slow and having narrow band width. According to Telecommunication Policy of the Government, International Telecommunication Network system is being regulated by BTCL. Bangladesh has formally been connected with Information Super Highway through Submarine Cable since May, 2006. International Voice Circuits have been increased by more than 200 percent. IPLC (International Private Leased Circuit) has been opened with different companies. BTCL is connected with Singapore and France and Italy for Internet through 12 X STM-1. BTCL is earning revenue through Submarine Cable. This will enhance the overseas voice communication. The Router capacity of BTCL has been enhanced through upgradation of digital Data Network. Installation of NGN TAX (Next Generation Trunk Auto Exchange). It will enhance the inter-district Telecommunication facilities. Access Networking through Copper Cable, Optical Fiber, x-DSL, Wi-MAX is under process to bring broadband connectivity and other facilities of the Submarine Cable System to the door-step of the subscribers. This will play an important role in ICT development and development of overseas voice communication. Software export, data entry,

calls center services, e-commerce, telemedicine, tele-education. E-governance and other entertainment services like Games, Chat, and Video on demand, information download and VOIP services are the other additional utilities of the Submarine Cable System and these are gradually getting popular in our country.

For the upcoming generation, the Submarine Cable System will provide unhindered access to the information super highway and will also augment new employment opportunities in the country.

Bangladesh Telecommunication Regulatory Commission

In order to ensure development of telecommunication services in Bangladesh and to regulate it all over the country, Telecommunication Regulatory Commission was formed as an independent statutory body under the Telecommunication Act 2001. All relevant powers, responsibilities and pertinent matters related to telecommunication regulation have been vested with the Commission.

According to telecommunication policy, tele-density targeted to be enhanced by 10 percent in the next 10 years. According to BTRC forecast, telephone subscribers will rise to 5 crore by 2010.

The tele- density now stands around 34 percent, which is more than three times than that of projected density. The aim of the Commission is to progressively rely on competitive market-oriented system. In keeping with this objective, the Commission is committed to ensure effective control on telecommunication and to introduce new services and to create a favourable atmosphere for the local and foreign investors who intend to invest in the telecommunication sector in Bangladesh.

Table: 11:13 Subscriber number, Growth and Teledensity of Mobile and Fixed phone.

Category	2005	2006	2007	2008	2009
Mobile Subscribers(crore)	0.93	2.08	3.44	4.37	4.79
Fixed Phone Subscribers crore)	0.09	0.10	0.12	0.13	0.15
Total Subscriber(crore)	1.01	2.18	3.56	4.50	4.94
Growth of mobile phone (%)	123.31	124.44	65.25	27.11	9.77
Growth of Fixed phone(%)	4.81	16.97	16.52	9.03	12.92
Year wise Tele density (%)	7.25	15.39	24.71	30.00	34.00

Source: BTRC

Postal Service

Bangladesh Postal Department (BPD)

The Postal Department is an attached department of the Ministry of Post and Telecommunication. This department provides postal services through 9884 post offices. The principal aim of the postal department is to ensure least costly, regular and quick transmission of postal services to the people. Although the postal department is basically meant for rendering services in terms of collection, transmission and delivery of postal articles, it also renders a number of other services to the people, such as parcel (domestic and international), registration, insured article (domestic and international), VPP, money order services, GEP services, EMS, intel post (fax services), registration of newspaper and e-post.

Besides core services, BPD provides agency services as well. Through these services BPD receives commission at a precise rate. Agency services as follows: post office savings bank (ordinary and fixed account), postal life insurance (PLI), savings certificate (sale and encashment), prize bond (sale and encashment), collection of motor vehicle taxes and renewal of driving licences, sale of revenue and non judicial stamps, collection of presumptive income taxes, motor vehicle tax and fees.

Post Office Savings Bank: During FY2007-08, the deposit at postal savings bank stood at Tk. 3818 crore and the amount of withdrawal stood at Tk. 3429 crore. In FY 2008-09, the deposit at postal savings bank was recorded Tk. 3,944 crore and the amount of withdrawal stood at TK. 3,457 crore.

Savings Certificate: During FY2007-08, the sale of savings certificate was recorded TK. 2845 crore and the amount of encashment recorded Tk. 1913 crore. During FY2008-09, the sale of savings certificate was recorded Tk. 3191 crore and the amount of encashment recorded Tk. 1098 crore.

Postal Life Insurance: During FY2008-09, the number of new policies issued was 16,318 which assured Tk. 143 crore and PLI receipts stood at Tk. 81 crore.

Domestic Money Order

During FY2008-09, the number of domestic money order was recorded 22,98,315. The amount involved was Tk.493.33 crore. During FY2007-08, the number of money order was recorded 28,76,560 and the amount stood at Tk.531.68 crore.

Foreign Money Order

During FY2008-09 the number of foreign money order was recorded 13,074 and the amount of involved was TK.33.38 crore. During FY2007-08 the number of money order stood at 25,541 and the amount was recorded Tk.51.54 crore.

Information and Communication Technology (ICT) Sector:

Information and Communication Technology (ICT) is one of the fastest growing sectors of Bangladesh's economy. It has been recognized as the key driving force for socio-economic and industrial development of Bangladesh. Realizing the importance of ICT, the present Government has declared its commitment to take ICT to the door-steps of the mass people and to establish **'Digital Bangladesh' by 2021**. The underlying vision of establishing a 'Digital Bangladesh' is to use and apply ICT in all sectors and in all spheres of the society, to turn Bangladesh into a middle-income country from its status of a low income country.

Information and Communication Technology: Pace of Development

The Government of Bangladesh has taken several significant steps for development of infrastructure Development, human resources and legal framework of ICT. The ICT Act (Revision), 2009 and National ICT Policy, 2009 have already been promulgated. These are the key developments in the legal framework. The ICT Act has duly addressed the legal issues involved. On the other hand, the National ICT policy recognizes ICT as a key engine not only of economic growth, but also of social development, equity and justice. This policy advocates for knowledge based society where equal access to information allows empowerment, enhanced democracy and sustainable economic growth. National ICT Policy document is structured around a vision, 10 broad objectives, 56 strategic themes and 306 action items. The Vision and objectives are aligned with the national goals while the strategic themes are areas within the broad objectives. The action items are generally meant to be implemented either in the- short term (18 months or less), medium term (5 years or less) or long term (10 years or less). 49 Ministries/Divisions, Institutions are involved to implement the action items. Moreover for the smooth and proper utilization of ICT action items, **the Handbook of ICT Action items'** has already been prepared and distributed among the 49 Ministries/Divisions/ institutions by the Bangladesh Computer Council (BCC). Incorporating issues related to ICT/software, Copyright Act 2000 has been amended to help the ICT sector flourish in the country and to create a favorable environment for ICT.

Consistent with the Government vision and targets, the Ministry of Science and ICT (MOSICT) has initiated different types of programmes for ICT infrastructural development and human resources development (HRD). To support the Government's vision, the following important programmes are being implemented.

- 'ICT Internship course' for IT graduate students to develop human resources in ICT sector,
- 'Post Graduate Diploma (PGD) in ICT courses in different Public Universities/Institutes to make skilled computer professionals within the shortest possible time. **The target of this program is to make 1200 students into ICT professionals.**

- 'Standard Computer Training Course' in the Divisional Headquarters in order to expand the use of computer and information technology outside the capital city.
- '128 Computer Laboratories at 64 Districts' to increase ICT awareness and to deliver ICT trained students. **Meanwhile computer laboratories have been established with 16 computers, 2 printers, 1multimedia projector and other relevant equipment.**
- 'ICT Incubator' in Dhaka in order to develop software industry in the country. 48 software and IT enabled service companies invested Tk.38 crore and 1700 software professionals are employed for export of software in the global ICT market.
- Hi-tech park at Gazipur District to provide a wide range of modern infrastructure and administrative support services and to create an efficient working environment for the development of IT, electronics, engineering, biotechnology and other knowledge-based industries.
- 'ICT Committee/ Forum at Districts and Upazila level' to create awareness and popularize ICT to the general public in the rural areas of the country.

Currently more than 50 software and IT service companies in Bangladesh are exporting software and their services to 30 different countries which include among others USA, UK, Australia, Canada, Denmark, KSA, Japan, Sweden, UAE, Germany, Italy, Netherlands, Norway, Switzerland, France and Nepal. Some important users of Bangladeshi software are Nokia, Japan Airlines, World Bank, HP, US Postal Department and US Department of Agriculture. IT industries are flourishing in Bangladesh. The contribution of IT sector to our economy is increasing day by day. FY2008-09 witnessed a consistent rising trend in IT software exports. Table-11.14 shows IT software export during - FY 2004-05 to FY 2008-09.

Table-11.14: IT Software Exports

FY	Million in US\$
2004-05	4.54
2005-06	27.01
2006-07	26.08
2007-08	24.82
2008-09	26.06

Source: BASIS

Software applications and IT-related services are also available in the field of custom business application, contract programming services, Web content development, Internet-e-government software tools, data conversion and transcription services, call centers and BPO (Business Process Outsourcing) service etc.

Steps have been taken to introduce e-governance, e-commerce, e-banking in the country. Major ministries, divisions and departments have already launched their websites. The official website of

the Government of Bangladesh, www.bangladesh.gov.org, contains link to other ministries and government agencies. A project "Support to ICT Task Force" primarily for introducing e-governance is being implemented by the Planning Commission under the Ministry of Planning initially covering 6 Divisional HQs, PM office and 8 ministries. The purpose of this project is to establish a communication network for voice, data and video communication.

Science and Technological (S&T) Development Programme

Realising the growing importance of Science and Technology (S&T) in the socio-economic development, the present Government has already reorganized and revised National Council for Science and Technology (NCST) Taskforce and National Bio-technology Taskforce. In line with the Government's vision, the Ministry of Science and ICT provides different kinds of fellowships and grants to train and develop more science students.

Every year selected students of different universities receive National Science and Information and Communication Technology (NSICT) fellowships. The MOSICT provided NSICT fellowships to 488 students of Masters, M.Phil and Ph.D levels in FY FY2008-09. Researchers of research institutions and scientists of universities of the country also receive science and technological grant under Science and Technology Programme. The Ministry also provides grants to the non-government science related organizations/institutions and also non-government Secondary and Higher Secondary School and Science Clubs. The Table 11.15 presents grants and fellowships awarded during FY 2004-05 to FY2008-09.

Table 11.15: Fellowship/Grants

Kind of fellowship/Grant	No. of Students/Projects					
	2003-04	2004-05	2005-06	2006-07	2007-08	2009-09
NSICT Fellowship	231	71	200	166	319	488
S&T Program (Special Grant)					85	147
Research and Development Grant (R&D)	86	97	87	-	34	48
Grant on Science Clubs					16	15
Non-governmental Schools/ Colleges	-	-	-	-	22	20

Under the Ministry of Science and ICT, science and technological research institutes like Bangladesh Atomic Energy Commission (BAEC), Bangladesh Council of Scientific and Industrial Research (BCSIR), Bangladesh Computer Council (BCC) provide different kinds of science and technology related research grants and facilities to the students and trainees.

Future Plans of Science and ICT

From this year special emphasis has been given on ICT development and expansion in the country. 4 ICT projects are being implemented by the BCC. The Ministry of Science and ICT proposed 12 projects for special fund amounting to Tk 4447.50 crore in ICT sector. The Government within its limited resources has already allocated Tk100 crore for programmes aimed at developing the ICT sector. In addition, consistent with the government's vision, the ministry of Science and ICT is actively considering the following important programmes:

- Establishment of ICT Capacity Development Company (ICDC) to train ICT graduates and make them IT Professionals for IT related industries. Establishment of IT University/Institute at Gazipur District to increase the number of IT students. An MOU between MOSICT and BCS has already been signed.
- Establishment of a nuclear power plant to meet the increasing demand of electricity. It is important to note that uninterrupted power supply is essential for the development of ICT and socio-economic development. An initiative has been taken to achieve this objective, Rooppur Nuclear Power Plant Project is going to be implemented as soon as possible. An MOU to this effect between Bangladesh and Russia has been signed.
- Signing an MOU between Access to Information (A2I) Programme and Bangladesh National Scientific and Technology Documentation Center (BANSDOC) is under consideration to establish a mobile library for ICT awareness among the school/college students in rural areas.
- Re-introduction of BangaBandhu Fellowship on Science and ICT Science is in progress.
- Establishment of internet connectivity within South Asian Sub-regional Economic Cooperation (SASEC) countries under the Information Highway project.
- Establishment of 5 community e-centre at upazila level under the project empowering rural areas through community e-centre.