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 crucial need for evolving a developed and well-knit transport and communication system, as well as linking the society with the information superhighway so as to integrate Bangladesh with the international transport and communication network.

The Government has identified the transport and communication infrastructure as the key sector for ensuring socio-economic development of the country. Therefore, steps have been taken 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; constructing deep sea ports and modernising Chittagong and Mongla ports; restructuring Bangladesh Biman to enable it to operate on commercial and profitable basis; encouraging aviation services in the private sector; constructing 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; installing new rail lines to maintain communication link with the capital and provide cheaper transportation in railway sector; constructing underground railway, mono or circular rail and navigable river route around Dhaka to solve the public transportation problem and traffic jam in the capital.

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 recent studies, the share of road transport in carriage of freight and passenger traffic by mechanized surface transport is more than 60 percent in tonne-km and more than 70 percent in passenger-km respectively.

A total number of 119 development (or investment) projects including 6 JDCF projects have been included in the Annual Development Program (ADP) of Roads and Highways Department for FY 2009-10. An amount of Tk.23,08.21 crore is allocated for a total of 119 investment projects. Of

this, GoB component is Tk. 1710.34 crore and project aid is Tk.597.87 crore. The overall financial progress achieved during the current financial year is 85.20 percent of the total allocation.

The Roads and Highways Department (RHD) manage several categories of road. As recorded in 2010, the 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 2010 is given in 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
2010	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 2010, LGRD has so far constructed a total of 1,35,313 km. (64,691 km dirt road and 70,622 km paved roads) upazila and union roads and 9,82,658 meter bridge/culverts. Besides these, LGED also implemented a number of important programmes which include 23,473 km tree plantation, construction of 2,046 union parishad complex buildings. A total of 3,82,303 hectare cultivable land has been brought under Small Scale Water Resource Development Programmes ensuring increased production of crops and fishes. Up to June 2010 about 1,852.35 million 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 2009-10 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	2009-10	Cumulative figure up to June '10
Dirt Road (km)	45784	6252	6040	6573	42	-	-	-	64691
Paved Road (km)	38554	4804	5237	5872	5086	3769	3277	4,023	70622
Bridge/Culvert (m)	**699787**	**49405**	**60908**	**39728**	**40067**	**29600**	**33800**	**29,363**	**9,82,658**

Source: LGED.

After successful completion of Khilgaon flyover in Dhaka city using the expertise of local engineers, LGED has now taken-up an initiative for construction of another flyover from Mouchak-Mogbazar intersection to Mohakhali for improvement of Dhaka road transport system. Feasibility studies, design and estimate in athis 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.

Bangladesh Road Transport Authority (BRTA)

BRTA has been entrusted with the task of ensuring constant supervision, proper management and effective control with a view to bringing 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 FY2008-09 and FY2009-10, BRTA recorded revenue collection of Tk. 647 and Tk 642 crore respectively.

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 FY2009-10 are shown in Table 11:03.

Table 11.3: Revenue target and collection of BRTA from 2002-03 to 2009-10

(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
2009-10	660.00	642.00	97.34

Source: BRTA

Activities of Bridges Division

Bridge division under Ministry of Communications started functioning from 2008. The functions of this Division include construction and maintenance of Bridges of 1,500m and above, toll roads, flyover, causeways, link roads etc.

Bangabandhu Bridge and Mukterpur Bridge

Bangabandhu Bridge has been constructed to establish direct road and rail link between the north-west and eastern zone of the country. Besides, the road and railway communication facilities, electricity and gas pipelines have also been laid on the bridge. On the other hand, to establish direct transportation link between Dhaka and Munshigonj, 1.521km long Mukterpur Bridge at a cost of US$ 29.45 million was constructed in 2008. These bridges, as development catalysts are playing a significant role in the socio-economic progress of Bangladesh and in improving the transportation network of the country.

Set out below is a table that shows year wise comparative statement of toll revenue from Bangabandhu Bridge during the period FY1997-98 to FY2009-10:

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
2009-10	197.30	241.37	122.34

Source Bridges Division. * from 23 June, 1998

Padma Multipurpose Bridge

After successful completion of the Bangabandhu Bridge, the largest infrastructure project in Bangladesh in 1998, the Government has given highest priority for constructing a bridge across the mighty river Padma for establishing direct road and railway link with the South-Western region of Bangladesh which is separated from the East and South Eastern Region. To implement the project, the appointed Design Consultant, approved by the purchase committee, has already completed the Detailed Designs for main bridge, approach road, bridge end facilities and River Training Works (RTW).

After finalisation of appointment of contractors and signing of loan agreement with the Co-financiers, the construction works of 6.15 km long Padma Bridge with an estimated cost of about US$ 2.97 billion is expected to commence from July/August 2011 and to be completed within December 2013. Development Partners already declared to co-finance US$ 2,355 million. WB has given indication to finance additional US$ 300 million. This Bridge will connect 19 districts of south-western part with the eastern part including the capital. An integrated transportation network will be developed in Bangladesh with the implementation of Padma Bridge.

Dhaka Elevated Expressway

To reduce the traffic congestion, the Government has taken all out efforts to construct about 26 km. long **Elevated Expressway** in Dhaka City on PPP basis. According to the Private Sector Infrastructure Guidelines, the Cabinet Committee on Economic Affairs (CCEA) approved the project for implementation through BOT/BOOT. On the other hand, a proposal to start pre-qualification processes for selecting investor was also approved by the CCEA. In response to pre-qualification notice 11 firms submitted their proposal and after evaluation 4 firms have been selected as pre-qualified investors.

The cabinet on 23rd August 2010 approved about 26 Km. long route for Dhaka Elevated Expressway that would run from Shahjalal International Airport to Kutubkhali at Dhaka Chittagong road via Mohakhali, Tejgaon, Moghbazar. After issuing RFP to the pre-qualified investors 2 firms submitted their proposals and evaluation of financial proposal for technically qualified investor i.e. Italian –Thai Development Public Company Limited has already been completed. The construction work is expected to commence from April 2011 after signing of contract with the investor and to be completed within the tenure of the present Government.

Karnaphuli Tunnel and Zahangir Gate-Rokeya Sharani Tunnels

To reduce traffic congestion in Dhaka city, the Government has taken preliminary steps to construct about 1.5 km long Tunnel from Zahangir Gate to Rokeya Sharani. Government has also taken initiatives to construct a 2 km long Tunnel under the river Karnaphuli with a view to connect the main part of Chittagong city with the other part on the opposite bank of that river.

Second Padma Multipurpose Bridge

The Government has taken preliminary steps to construct about 6 km long Second Padma Multipurpose Bridge at Paturia-Goalundo point at a cost of US$ 1.9 billion to establish direct communication between capital city with the west and south-west part of Bangladesh as well as with the main land port Benapole, Darshona and the sea port Mongla which will also contribute to wide area connectivity.

Bekutia Bridge

To establish a direct road communication between Barisal and Khulna Division, the Government has taken initiative to construct about 1,550 meter long Bekutia Bridge over the river Kocha on Perojpur-Jhalokati road. The Preliminary Development Project Proposal (PDPP) of the said project at a cost of Tk. 465 crore.

Bridges Division has taken initiatives to conduct studies on following locations as part of constructing new bridges at different locations for improving road network:

- Barisal-Jhalokathi-Bhandaria-Perojpur
- Patuakhali-Amtoli-Barguna-Kakkchira (Ferry location) road
- Kachua-Betagi-Patuakhali-Lohalia-Kalaya road
- Labukhali-Dumki-Boga-Dashmina-Golachipa-Amragachi road
- Mehendigonj-Barisal (Lahar Hat) road
- Pirojpur-Bagerhat Road
- 2nd Tista Bridge at Kurigram-Gaibandha-Sirajgonj road
- Bridge over the river Arialkha river on Rahmatpur-Hizlakok road
- Bridge over the river Kalabador on Bhola Bus Stand-Laharhat road

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) and 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 crore .

In order to improve transport sector of Dhaka city , the Government has formulated and approved a strategic transport plan (STP) for 20 years (up to 2024) . At present DTCB is implementing Bus Rapid Transit (BRT) feasibility and Bus rationalization studies under Clean Air and Sustainable Environment (CASE) project at a cost of Tk. 34 crore, financed by the World Bank. To improve the transport system of Dhaka, Bus Route Franchise (BRF) has been introduced at Uttara to Ajimpur Route with e-Ticketing system. Besides, JICA with its own fund is carrying out a feasibility study on Uttara 3rd phase-via-Pallibi to Sayedabad Route with a view to introducing Metro rail service as identified in MRT line-6 of STP. Besides, DTCB is coordianating with otlher agencies /stakeholders and holding meetings on different transport infrastructural developments like Elevated express Way, Flyover, East-West connectivity, Rail over pass, Road under passes etc. for the development of an integrated transportation system in and around Dhaka.

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.

- Operate fast, efficient, economic, comfortable, modern and reliable road transport system in the country;
- Help develop road transport system in the private sector;
- Play essential role as controlling mechanism for better and quality Service within government fare structure and freight in road transport sector in the country;
- Conduct driving and mechanics training for creation of trained and efficient manpower;
- Play strategic interventional role for sustaining better and disciplined road transport system in the country as well as to play strategic interventional role at the time of emergency like Political agitations, strike, hartal, natural calamities as flood, cyclone tidal surge etc.

In may be mentioned here that since inception of the Corporation it had been a losing concern. To get rid of past problems BRTC implemented reform programmes and geared up its administrative, operational, technical and financial activities. Thus the Corporation earned operational surplus since 1995-96 and the trend is continuing. 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 provides 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. 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.

BRTC has already procured 100 buses under NDF fund. With the unspent fund of the some project BRTC will procure additional 175 buses by February 2011. Under EDCP loan BRTC will procure 255 buses. A project for procurement of 300 DD buses, 100 AC SD buses and 50 articulated buses has been undertaken.

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 2,835.04-route kilometer (Broad Gauge 659.33 km, Dual Gauge 374.83 km and Meter Gauge-1,800.88 km).

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 FY2009-10 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	6800.73	800.15	625.35	1172.74
2009-10	7354.68	640.81	645.24	1305.40

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

The Government, underscoring the need for railway communication, attaches topmost priority to railway amongst all the surface mode of transports in Vision-2021. 28 new projects have been approved in the past two years at a total cost of Tk.13,767.32 crore (GOB: Tk.7,314.78 crore and PA: Tk.6,452.54 crore) for the improvement of railway. Out of 26 projects, 5 projects have been taken in hand for about 454.6 km expansion of railway network such as Dohazari-Cox's Bazar-Gundum (128 km), Kalukhali-Bhatiapara-Gopalganj-Tungipara (135.5 km), Pachuria-Faridpur-Bhanga (60.1 km), Ishurdi-Pabna-Dhalar char (78 km) and Khulna-Mongla (53 km). Out of 26 projects, 12 important projects of BR against Indian Credit Line have been undertaken under which 40 BG locomotives, 125 BG and 414 MG coaches, 2 BG inspection cars, 180 BG and 100MG tank wagon, 220 MG flat wagon and 10 sets of DEMUs will be procured; Khulna-Mongla rail line and 2nd Bhairab and 2nd Titas Bridge will also be constructed. Moreover, 159.84 km MG and 59.4 km BG rail line rehabilitation, construction of a new ICD at Dhirasram, modernization of Saidpur workshop, modernization of 13 station's signalling system, rehabilitation of 200MG and 60 BG passenger coaches, procurement of 2 relief cranes, establishment of load monitoring device in Bangabandhu bridge have been undertaken against approved projects.

To meet the expectation of the stakeholders necessary steps have been taken for doubling Dhaka-Chittagong railway corridor and introduction of rail communication over the Padma Bridge. Bangladesh signed the "Intergovernmental Agreement on the Trans-Asian Railway (TAR) Network". Steps have been taken to establish Trans-Asian Railway Network and Regional/sub-regional connectivity in Bangladesh. To achieve Digital Bangladesh, information on train ticket is available through mobile phone from in September 2009 and on-line ticketing system has been introduced on 4th March 2010. Moreover, to meet the traffic demand Turag Express, Dhumketu Express, Burimari Express, Chattala Express, Ramsagar Express trains have been introduced.

The Government is committed to transform BR into a feasible and market oriented organisation 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 works force from 58,000 to 28,282 (through voluntary separation and natural attrition;
- Closure of a number of losing branch lines 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 10-14 percent. With the remarkable change in cargo handling in international maritime trade, introduction of open market economy with trade computerising 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 granty cranes, capital dredging in Karnaphuli river computerization of the activities of Port under the Chittagong Port Trade Facilities project, environment management and building of local roads.

At present, Chittagong Port Authority has been implementing three investment projects . The present status of the projects are as follows :

Chittagong Port Trade Facilitation

The objective of the project is to increase the capacity of the Container Terminal in Chittagong Port and upgrade it to international Port security and environmental standards. The project is being executed under five packages; CPA-1, CPA-2, CPA-3, CPA-4 and CPA-5. Out of five packages three packages namely Oily Waste Collection and Disposal vessel (CPA-2), civil work for waste collection and disposal facilities (CPA-3) and Port service road (CPA-5) has already been completed. CTMS and MIS (CPA-1) and up- gradation of internal road and bridge between CCT and GCB and Gate Control Equipment (CPA-4) are in progress.

New Mooring Container Terminal

The main objective of the project is to ensure efficient and full-fledged operation of container handling at New Mooring Container Terminal (NCT). The Govt. approved the DPP of the project with an estimated cost of Tk. 114.48 crore.

Capital Dredging and Bank Protection

The objective of the project is to carry out capital dredging in the Karnaphuli Channel from Sadarghat Jetty to 3rd Karnaphuli bridge to ensure the navigability of the channel and works of bank protection with jetty facilities to provide berthing facilities for inland coasters and vessels at aforesaid area of the channel. The DPP of the project with an estimated cost of Tk. 376.34 crore was approved. Statistics of income and expenditure of the CPA during FY 2000-01 to FY 2009-10 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	1133.72	457.51	676.21
2009-10	1150.26	576.78	573.48

Source: Chittagong Port Authority, Ministry of Shipping

Mongla Port Authority (MPA)

Mongla is the second seaport of Bangladesh. About 8 percent of country's maritime trade are handled by this port. In FY 2009-10, 15 lakh metric tons of goods have been imported and 1.48 lakh metric tons of goods have been exported through this port and at the same time 20,651 TEUS container and 1,44,250 metric tones container cargo have been handled through this Port.

The Government has given top priority for developing port facilities up to international standard. To develop the port 7 development projects have been undertaken at an estimated cost of Tk. 467.45 crore. It is expected that after implementation of those projects MPA will be operated efficiently. The broad outline of the projects is as follows:

Procurement of Cargo Handling Equipment

For procuring cargo and container handling equipment, the project has been undertaken at a cost of Tk. 22.97 crore. Under the project 2 Straddle Carrier, 2 Terminal Tractor and 2 Container trailer has been procured and to procure 6 nos. Forklift truck project is scheduled to be completed by December 2010.

Navigational Aids to Mongla Port

To assist movement of sea-going vessels in the channel day and night, the project has been undertaken at a cost of Tk. 23 crore. Under this project, 62 buoys, 2 beacons, 6 light towers with lanterns and anchors will be procured and installed. The project is scheduled to be completed by June 2011.

Dredging at the Outer Bar in the Pussur Channel

The project has been undertaken to increase navigability at the outer bar area of the Pussur Channel to facilitate entrance of more than 9 meter draft ships into Mongla Port area easily. The

project at an estimated cost of Tk. 58.46 crore was prepared to dredge about 3.2 million cubic metre silt in the outer bar area.

Dredging in the Harbour Channel of Mongla Port

To increase the navigability of the Harbour Channel of the Pussur River the project has been undertaken at a cost of Tk. 100 crore. Under the project 4.196 million cubic meter dredging will be done at different places in the Pussur Channel. The project will be implemented over a period of FY2010- 11 to FY2012-13.

Procurement of Cutter Suction Dredger, Pilot and Despatch Boat for Mongla Port

To carry out regular maintenance dredging for smooth functioning of the port, 1 cutter suction dredger, 1 pilot boat and 1 pilot despatch boat will be procured at a cost of Tk 82.93 crore. The project is scheduled to be completed by June 2013

Port and Logistics Efficiency Improvement

To prepare Master Plan and short, medium and long term plan for improving efficiency of Mongla Port this study project has been undertaken at a cost of Tk. 6.25 crore with the financial assistance of Asian Development Bank. The project is scheduled to be completed by April 2011.

Procurement of Dredgers and Ancillary Crafts

To procure 6 dredgers for BIWTA, BWDB & MPA this project titled "Procurement of 6 Dredgers and Ancillary Crafts and Accessories for Ministry of Water Resources and Ministry of Shipping (Mongla Port-1 No., BIWTA-3 Nos. BWDB-2 Nos.) is being implemented at a cost of Tk. 638.94 crore. Under this project, 1 dredger with ancillary equipment will be procured for Mongla Port at a cost of Tk. 104.25 crore. The project will be implemented with the financial assistance of Indian government.

Several steps have been taken to improve MPA management. A project tiled "Pashur Channel Dredging and Conservation" is being implemented at an estimated cost of Tk. 548.43 crore. Another project titled "Suction Dredger Collection" has also been taken up for implementation at a cost of Tk. 54.79 crore. In addition, there is a project at Mooring 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.23.4 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 from FY2000-01 to FY2009-10 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	56.64	-9.40	0.00
2006-07	49.34	55.53	-6.19	0.00
2007-08	47.70	47.65	0.45	0.50
2008-09	58.39	55.42	2.97	-
2009-10	61.76	65.04	-3.33	-

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. BSC has built up a mixed fleet of 13 vessels where 10 vessels are ordinary cargo carriers, 1 container carrier and 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. Moreover, the entity is implenting two programmes being finaced from the non-development budget. These are:

- Implementation of Long Range Identification and Tracking (LRIT) System as BSC's vessels
- Modernization of BSC Marine Workshop.

Table 11.8 shows gross income-expenditure and net profit-loss of BSC during FY 2000-01 to FY 2009-10:

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	Depreciation & 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	16.73	63.41
2008-09	276.74	287.00	-10.26	-32.11	-42.37
2009-10	273.25	259.91	13.34	17.16	30.50

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 is playing a significant role in the economic activities of the country by carrying trucks, passenger coaches and other vehicles in ferry services round the clock. The ferry services are maintained by 12 Ro-Ro ferry, 8 K-type ferry, 8 dumb ferry and 7 medium and small ferries. At present these ferries are carrying 5000-5500 vehicles everyday on average in all the sectors.

During the FY 2009-10, the following projects of BSC have been included in ADP:

- Rehabilitation of 6 Ro-Ro ferries, 2 K-type ferries and 6 Pontoons of BIWTC (1st Revised) at the estimated cost of Tk.73.98 crore during July'07-June'11;
- Construction of 4 Sea-Trucks for carrying passengers in the coastal belt and in the risky water routes of the country has been completed at cost of Tk.16.50 crore in June'10;
- Rehabilitation and Re-construction of infrastructures and other facilities damaged by Cyclone SIDR at the cost of Tk. 9.72 crore in June'10;
- Construction of Ro-Ro ferry, Ro-Ro pontoon, K-type ferry and Utility Type-1 ferry and pontoon for BIWTC (1st Revised) at cost of Tk.102.22 crore during January'09-June'13;
- Construction/Acquisition of Four 108 TEU's Self Propelled Multi-Purpose Inland Container Vessels for BIWTC from JDC Fund. At cost of Tk.137.79 during January'10-June'13;

Table 11.9 shows gross income and expenditure of BIWTC during FY2000-01 to FY2009-10.

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	160.86	110.23	47.74	19.24	28.50
2008-09	170.54	129.38	41.17	18.30	17.86
2009-10	190.33	159.69	49.05	10.41	27.64

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

Bangladesh Inland Water Transport Authority (BIWTA)

Bangladesh Inland Water Transport Authority (BIWTA), a non-commercial service oriented organization that has been set up to provide infrastructure facilities/services such as, development of inland waterways, modernization of ports, maintenance and regulation of certain navigable waterways for the promotion of water-borne transportation. BIWTA has been providing necessary services in 6,000 km. and 3,800 km. waterways in monsoon and dry season respectively. BIWTA has a plan to execute different programmes which are consistent with Vision 2021

For the development of inland water transport (IWT) sub-sector a range of steps have been taken to implement under different term plans. Accordingly activities relating to development of navigability of inland waterways by dredging, resuscitation of dead and dying rivers routes, development of inland river ports, providing navigational aids for smooth and safe movement of cargo and passenger vessels, improvement of waterways around Dhaka city for making it navigable and wider, providing infrastructure facilities for transportation of container in inland waterways and prepare hydrographic chart in digital system, have been taken into consideration. Table 11.10 shows income and expenditure of BIWTA .

Table 11.10: Description of Income and Expenditure of BIWTA

(Taka in crore)

Financial Year	Income	Actual Expenditure	Net Profit/ Net Loss
2003-04	79.77	106.17	-26.41
2004-05	92.56	111.58	-19.01
2005-06	117.15	134.46	-17.31
2006-07	122.09	142.72	-20.63
2007-08	120.29	137.93	-17.64
2008-09	160.15	160.53	- 0.38
2009-10	198.68	205.12 (Provisional)	-6.44

Source: Bangladesh Inland Water Transport Authority (BIWTA), Ministry of Shipping.

Important activities undertaken recently

- **Activities for maintenance of waterways**

As part of its development plan, a mega project titled “Capital Dredging” for 53 river routes with an estimated cost of Tk.11,470 crore has been undertaken. The project will be implemented in two phases for which a total of 130.2 million cubic meter dredging in 23 river routes and 197.8 million cubic meter dredging in 30 river routes have been projected in the 1st and 2nd phase respectively. The 1st phase of the project is targeted to be completed in the year 2013 and 2nd phase in 2018. Besides, in order to conduct the dredging activity of both development and maintenance nature and to increase the dredging capacity of the agency as well, BIWTA has taken up a project to procure 17 dredgers of different sizes with other accessories with an estimated cost of Tk.14,50 crore. This project has also been planned to be implemented in two phases where 10 dredgers will

be procured in the 1st phase and the rest in the 2nd phase. The 1st phase will be completed in 2013 and the 2nd phase in 2015.

- **Activities for procurement of dredgers**

Though a riverine country, , no significant activities were undertaken in the past to maintain the navigability 6000 km waterways. It had been maintaining the navigability of such an extensive waterways with 7 dredgers only procured between 1972 and 1975. The Government, therefore, approved a project for acquisition of 2 dredgers considering its extreme importance. Moreover, another dredger is being procured under BIWTA's own financing. Accordingly a contract for Tk.57.52 lakh has already been signed for procuring 3 dredgers which are to be added with the existing dredger fleet of BIWTA latest by the end of 2010-11.

- **Introduction of Circular Waterways Around Dhaka city**

A dredging of 0.711million cubic meter has been carried out against the target of 0.53 million cubic meter in this financial year under the project titled "Introduction of circular waterways around Dhaka city (2nd phase)". Moreover, dredging of 5.97 million cubic meters have been done in the canal of Badda. In addition, construction of RCC jetty with fender, RCC stairs, terminal building with berthing facilities and land development with dam are underway.

- **Construction of Inland Container Terminal**

In order to reduce the container congestion in Chittagong Port and facilitate container carrying in inland waterways, the construction of container terminal on the bank of Buriganga river at Pangaon under Keraniganj upazila of Dhaka is in progress which is expected to be completed by the end of this financial year (2010-11).

- **Some important development activities**
    - Construction of 2 (two) pontoons has already been completed under the project, titled "Construction of port facilities in order to prevent unauthorized encroachment of the Buriganga river and its foreshore land". Moreover, Construction of quay wall, RCC stairs, open yard, recreation centre, spud and dredging of channel are underway against the same project;
    - Activities relating to removal of polythene, garbage and other waste materials from the river Buriganga and Turag are going on in full swing. The cost is being borne from the Climate Change Trust Fund for which Tk. 9.91crore is targeted against a total of Tk. 22.64 crore for the 1st phase in accordance with the decision of the government;
    - A decision has already been made to procure 2(two) multi-beam echo sounders with a cost of Tk.7.24 crore for making the hydrographic modern chart digital and accurate one. Its execution is under process.

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 several 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 is being implemented at a cost of TK 39.89 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 metric tonnes to 28,600 metric tonnes.

Besides, projects titled "Procurement of handling equipment and CCTV for Benapole Land Port" at a cost Tk.77.4 crore and "Development of Bhomra Land Port" at a cost of Tk. 19.02 crore are are being processed for approval. Moreover, steps have been taken to introduce automated system at the Benapole Land Port under revenue budget for efficient and transparent port operation.

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 kipping) 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 2008-09 and FY 2009-10 , the Department of Shipping earned revenue to the tune of Tk.9.57 and Tk.11.67 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 4 STOL (Short Take-Off and Landing) ports have been built for the convenience of airlines and when necessary.

Of the 14 Airports and STOL ports of CAAB, 13 are being operated on subsidy. Hazrat Shahjalal International Airport is the only airport of the Authority, which has surplus earning over its expenditure.The financial position of CAA during FY 2000-01 to FY 2009-10 is shown below:

Table 11.11: Financial Position of CAA

(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	412.49	203.61	208.88
2009-10	551.15	258.20	292.95

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.

There are 12 aircraft in Biman's Fleet, which consists of one 777-200ER, four DC 10-30, three A310-300, two 737-800 and two F28-4000 aircraft. In order to overcome the shortage of aircraft and modernizing the fleet, Biman signed an agreement with aircraft manufacturer, the Boeing Company of USA, on 22 April 2008 and 30 May 2008 for purchasing four 777-300 ER (Extended Range), four 787-8 and two 737-300 ER aircraft in 2013. The rest four 787-8 aircraft and two 737-800 aircraft will be delivered in 2019/2020 and 2015, respectively.

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 FY2007-08 is presented in Table 11.12

Table 11.12: 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 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.

Information and Communication

Information and Communication Technology (ICT) Sector

The present government is committed to establish Digital Bangladesh. The Government of Bangladesh has taken several significant steps for development of infrastructure Development, human resources and legal framework of ICT. 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 through the development and expansion of ICT use in the country.

The Government has taken several significant measures to develop infrastructure and legal framework of ICT. The ICT Act (revision), 2009 and National ICT Policy, 2009 have already been promulgated. The ICT Act has duly addressed the legal issues involved. The National ICT Policy is structured around a Vision, 10 broad objectives, 56 strategic themes and 306 action items to be implemented by 49 Ministries/Divisions/Departments either on the short term (18 months or less), medium term (5 years or less) or long term (10 years or less). Meanwhile some immediate action items have been implemented. 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. Now electric bill payment, gas bill payment, reservation of railways ticket and advanced messages on disaster are being done through mobile phone. Moreover students and their guardians are using mobile to get the S.S.C/H.S.C results and admission tests of different Public Universities which has decreased their labor and shortened their time.

The Government has been working relentlessly to enhance the digital literacy in all sphere of the society through the ICT development and application, to ensure ICT based service delivery to the mass people, to reduce poverty from the society establishing ICT dependent industry and economy, to create knowledge based society and to establish Bangladesh as a modern and developed country. Consistent with the Government vision and targets, the Ministry of Science and ICT (MOSICT) has implemented a number of projects and programmes. Some the major projects are i) Establishment of Computer Laboratories in 1610 Schools and Colleges at 64 Districts, ii) Establishment of 152 Community e-Centre (CeC) at upa-zillas, iii) Network Establishment in Government Offices, iv) Centrally Website hoisting in the BCC's Server, v) Establishment of Cyber Centre at the Public University and University colleges and vi) Establishment of the office of the Controller of Certifying Authority and introduction of Digital Signature.

Increased e-governance system and digital literacy have already started in the administration from the grass root level. Laptops with internet connection have been supplied to the Divisional Commissioners, Deputy Commissioners and Upa-Zilla Nirbahi Officers and they have also been trained. A Project named "Development of National ICT Infra-net work for Bangladesh Government (Bangla Govnet)" has been taken up to establish Network within the different tiers of government offices. Bangubandhu Sheikh Mujibur Rahaman fellowship has been reintroduced to produce scientists, technologists, researchers and academicians in different levels and fields of ICT.

Currently more than 50 software and IT service companies in Bangladesh are exporting software and extended 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

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.

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 in progress.

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, 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 being processed 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 gaining popularity in the 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 Telecommunications Company Limited (BTCL)

The BTCL has taken up a 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. Bangladesh Telecommunications Company Limited (BTCL), the only public sector telecom service provider, is doing its best to provide advanced telecommunication services to its valuable subscribers. BTCL intends to extend latest telecom facilities to increase revenue earning and to boost up economic growth by setting-up nationwide and international high speed communication.

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 improve communications system within the government offices, 72 administrative offices have been connected with optical cable to nearby BTCL Exchanges. These offices include Prime Minister's office, Cabinet division, Commissioners' offices and Deputy Commissioners' offices. Video conferencing and other modern telecom facilities through this network will be made available soon. Installation of NGN (Next Generation Network) based 10 lac new telephone lines in Dhaka, Chittagong, Khulna and Rangpur has been planned. Progress of 100 UP (Union Parishads) connection through optical fibre is going on. Within next 3 years, at least 1,000 UPs will be brought under optical fibre network.

Telephone call charge and premium dial up internet charge has been revised and made consistent countrywide, which is 0.30 Tk/minute only. Call charge to other operators (PSTN/Mobile/IP) is 0.65 Tk/minute. BTCL offered free telephone connection in Divisions/ zillas/ upazillas where there are vacant capacities and cable networks and thus, it was able to provide more than 1 lakh new connections last year.

A number of 31,170 International circuits were inserted during 2009-10, raising the total number of international circuit to 2,10,030. A new international gateway exchange has been set up at Mohakhali in last year. International Internet Gateway (IIG) bandwidth has been attached and the total number of bandwidth stood at 3.34 Gbps. ADSL (Asynchronous Digital Subscribers Line) with capacity of 23,008 has been installed in FY 2009-10. DDN (Digital Data Network) services are capable of connecting offices at 41 districts at high speed. DDN contain a capacity of 1,000 ports and the number of corporate subscribers recorded 426, the number of IPLC (International Private Leased Line) subscribers recorded 6 in June' 2010.

Currently two projects are being implemented, titled "Telecommunication Network Development Project" and "Infobahon Project". Besides, implementation of two other projects titled "IGW Project" and "1,71,000 line digital telephone project" being financed from BTCL's own resources

are also underway. On successful implementation of these projects, services like Broadband Internet, High Speed data and other broadband internet dependable ICT services would be available in all district headquarters along with some upzillas.

Moreover, a number of projects has been taken up for implementation to enhance the modern telecommunication services (Telephone, Video, Broadband Internet etc.) to the remote areas of the country. These are "NGN based Telecommunication System for Digital Bangladesh", "WiMAX Project", "Optical Fiber Network Expansion Project for 1000 Union" being financed by by GoB and "Ten lakh telephone Installation Project" being financed by BTCL from its own resources.

BTCL earned Tk. 1,283.65 crore and spent Tk. 1,371.00 crore in FY2009-10. BTCL's annual revenue and expenditure are shown below:

Table 11.13 BTCL's Annual Revenue and Expenditure

(Tk. In Crore)

Fiscal Year	Revenue Earned	Expenditure	Net Surplus
2000-01	1265.11	390.45	874.66
2001-02	1583.05	463.54	1119.51
2002-03	1544.80	588.43	956.37
2003-04	1531.15	609.02	922.13
2004-05	1424.78	818.92	605.86
2005-06	1316.28	824.56	491.72
2006-07	1666.71	928.51	738.20
2007-08	1565.33	1754.91	-189.58
2008-09	2108.51	662.47	1446.04
2009-10	1283.65	1371.00	-87.35
Total	**15289.37**	**8411.81**	**6877.56**

Source:BTCL

BTCL marketing cell started its operation in July 2008. By June' 2010, the cell contributed much in promoting products through advertisement. BTCL participated in 3 national exhibitions successfully. BCube, the ADSL broadband has become popular as it offers high speed quality internet service at low price. Blink, the quick solution for wide area high speed network, is also attracting the large corporate bodies.

Bangladesh Submarine Cable Company Limited (BSCCL)

Bangladesh Submarine Cable Company Limited (BSCCL) is the sole provider of Bandwidth service through Submarine Cable (under the SEA-ME-WE-4 Consortium) in Bangladesh and is contributing to the revenue earnings of the Government. BSCCL is a leading company in implementing National ILDTS and ICT policies of the Government.

It can be mentioned here that BSCCL had been formed by the Government under Section 5B of the Bangladesh Telegraph and Telephone Board (Amendment) Ordinance 2008, separating the

Company along with the Landing Station from the erstwhile BTTB. Since the present Government came to the office special emphasis is being given on telecommunication sector. BSCCL has been playing a major role in developing a modern telecommunication network through the submarine cable, which would be the main infrastructure of Digital Bangladesh.

Some of the important achievements of BSCCL include

- Bearing in mind the Vision 2021, it has promoted the use of Internet and brought the Internet service to the doorsteps of common people. It has reduced the bandwidth charge for Submarine Cable (wet segment) by 10 percent during August 2009.
- The use of Bandwidth of Bangladesh had reached to 15.8 Gbps in June 2010 that was around 8.2 Gbps in July 2009. Based on this data, the Bandwidth has grown to 7.6 Gbps during the last one year.
- According to the Bandwidth demand forecasting for 5 years, the existing capacity of the country may get used up by 2014. Thus DSCCL is working with the Upgrade#3 process of the SEA-ME-WE-4 Consortium to enhance its capacity for the future which would help building the Digital Bangladesh by 2021. The projected cost of the process has been estimated as Tk. 100.00 crore that is expected to be completed within 1-1.5 years.
- The financial status of the company for the last two years since its inception has been summarized as below.

In FY2009-10, revenue collection is recorded Tk.59.94 crore and expenditure Tk.26.32 crore as against Tk.43.69 crore and Tk.32.13 crore respectively in FY 2008-09. It may be concluded that by the successful use of the submarine cable system various industries related to Telecom and ICT have flourished in the country. By ensuring the use of modern infrastructure provided through the submarine cable, the ICT related Business (Call Center Services, Software Export, Data Entry, etc.) would grow rapidly 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 is 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 47.8 percent, which is more than three times than that of projected target. 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: 11:14 Subscriber Number, Growth and Teledensity of Mobile and Fixed Phone

Category	2005	2006	2007	2008	2009	2010
Mobile Subscribers(crore)	0.93	2.08	3.44	4.37	4.79	6.86
Fixed Phone Subscribers (crore)	0.09	0.10	0.12	0.13	0.15	0.11
Total Subscriber(crore)	1.01	2.18	3.56	4.50	4.94	6.97
Growth of mobile phone (%)	123.31	124.44	65.25	27.11	9.77	43.22
Growth of Fixed phone(%)	4.81	16.97	16.52	9.03	12.92	-36.36
Year wise Tele density (%)	7.25	15.39	24.71	30.00	34.00	47.8

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 9,884 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. Agency services offered by BPD are 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 FY1999-00 the deposit at postal savings bank stood at Tk. 984.77 crore and the amount of withdrawal stood at Tk. 1,075.71 crore. In FY 2009-10, the deposit at postal savings bank was recorded Tk. 5,606 crore and the amount of withdrawal stood at TK. 3,800 crore.

Savings Certificate: During FY1999-00, the sale of savings certificate was recorded TK. 967.88 crore and the amount of encashment recorded was Tk. 832.82 crore. During FY2009-10, the sale of savings certificate was recorded Tk. 4786 crore and the amount of encashment recorded was Tk. 2,819 crore.

Postal Life Insurance: In the FY1999-00 total postal life insurance premium recorded Tk,18.51 crore and expenditure in establishment cost recorded at Tk.10.32 crore. During FY2009-10, total postal life insurance premium recorded Tk,78.07 crore and expenditure in establishment cost recorded at Tk.29.49 crore.

Domestic Money Order

During FY 1999-00, the number of domestic money order was recorded 34,26,352. The amount involved was Tk.314.98 crore. During FY2009-10, the number of money order recorded 20,22,330 and the amount stood at Tk.474.53 crore.

Foreign Money Order

During FY 1999-10 the number of foreign money order was recorded 86,536 and the amount of involved was TK.79.21 crore. During FY2009-10 the number of money order stood at 5,800 and the amount was recorde Tk.169.3 crore.