

CHAPTER 11

TRANSPORT AND COMMUNICATION

[A modern, sustainable, safe, efficient and environmental-friendly transport and communication system is prerequisite for expected socio-economic development of a country. In the context of globalisation and market economy, a well-organised and modern transport and communication system is recognised as essential infrastructure throughout the world to increase production, fair marketing, maintain price stability and to eliminate regional inequalities. According to data released by BBS, in FY 2012-13, the growth rate in this sector and its contribution to GDP at constant prices were about 6.27 percent and 11.50 percent respectively which stood at 6.47 percent and 11.54 percent respectively during FY 2013-14(provisional estimate). The recent studies reveal that the share of road transport in carrying of freight and passenger traffic is more than 80 percent in tonne-km and more than 88 percent in passenger-km respectively. The road network under Roads and Highways Department is the main component of inland transportation system that also includes railways and waterways. Along with the road network, LGED is implementing a series of programmes including construction/ reconstruction/rehabilitation of bridges/culverts in each district to connect villages, unions and upazilas. Railway is one of the dependable means which provides, environment-friendly, less hazardous and less expensive transport services. The Government is committed to transform Bangladesh Railway into a commercially and financially viable organisation with managerial, financial and administrative autonomy to meet its objectives. Several measures have already been undertaken for excavation and re-excavation of dying river ways, development and maintenance of navigability of different river routes, ensuring safe movement of water crafts, development of inland river ports, making the circular waterways around Dhaka operational, creating infrastructure facilities to carry container goods in inland waterways, preparation of hydrographic charts using digital system etc. Biman Bangladesh Airlines Limited makes significant contribution towards establishing air links within the country and with other countries. Special emphasis has been given on telecommunication sector. This sector has been playing a major role in developing modern telecommunication network.]

A well-organised and modern transport and communication system is indispensable for continued socio-economic development of Bangladesh. In Bangladesh, this sector is growing and making significant contribution to GDP. According to data released by BBS, in FY 2013-14, the growth rate in this sector and its contribution to GDP at constant prices were about 6.47 percent and 11.54 percent respectively. These rates were 6.27 percent and 11.50 percent respectively during FY 2012-13. It is therefore, important to build a well-knit and dependable transport and communication system in the country. Relevant ministries, departments and agencies are engaged in development initiatives to bring about improvement in this sector.

A. Roads Communication

Roads and Highways Department (RHD)

The Roads and Highways Department (RHD) manages several categories of roads. As recorded in 2014, the total length of road under RHD is 21,302 km. Of these, 18 percent of roads are national highways while 20 percent and 62 percent are regional highways and feeder roads respectively. A total number of 4,507 bridges and 13,751 culverts are under control of RHD. It is currently operating about 154 ferry boats in 49 ferry *ghats* on its road network throughout the country. According to recent studies, the share of road transport in carriage of freight and passenger traffic is more than 80 percent in tonne-km and more than 88 percent in passenger-km respectively.

The road network under RHD combining different types of roads built over a period from 2001 to 2014 is shown 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 |
| 2011 | 3492 | 4268 | 13280 | 21040 |
| 2012 | 3544 | 4278 | 13640 | 21462 |
| 2013 | 3570 | 4323 | 13678 | 21571 |
| 2014 | 3813 | 4247 | 13242 | 21302 |

Source: Department of Roads & Highways.

A total of 145 development projects including 3 Technical Assistance projects have been included in the Annual Development Programme (ADP) of RHD for FY 2013-14. RHD has spent Tk. 3,625 crore during FY 2013-14 out of its total allocation of Tk. 3,645.69 crore in ADP. Overall progress of RHD during FY 2013 -14 is 99.46 percent.

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 up to FY 2013-14, LGED has so far constructed a total of 93,734 km. *upazila*, union and rural roads, as well as 12,98,474 metre bridges/culverts on these roads. Besides, LGED also implemented a number of important programmes which include 23,874 km tree plantation, construction of 2,600 union *parishad* complex buildings. A total of 4,49,548 hectares of cultivable land has been brought under Small Scale Water Resource Development Programmes ensuring increased production of crops and fishes. The programmes of LGED for road infrastructure development during FY 2005-06 to FY 2013-14 are shown in Table 11.2.

Table 11.2: Programmes of LGED for Infrastructure Development

| Activities | Cumulative June- 2005 | 2005-06 | 2006-07 | 2007-08 | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14 | Cumulative figure up to 2013-14 |
|---------------------------|--------------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------------------------------------|
| Dirt Road (km) | 58076 | 6573 | 42 | - | - | - | - | - | - | - | 64691 |
| Paved Road (km) | 52386 | 5872 | 5086 | 3993 | 3277 | 4023 | 4614 | 4905 | 6639 | 6548 | 97344 |
| Bridge/ Culvert (m) | 1000815 | 39728 | 40067 | 29600 | 33800 | 29363 | 38502 | 26415 | 27057 | 32707 | 1298474 |

Source: LGED.

At Present 19 new development projects are being implemented by LGED for development of infrastructure in urban area including district and *upazila* level *pouroshavas*. After successful completion of *Khilgaon* Flyover in Dhaka city using expertise of local engineer without any foreign consultant, LGED is now implementing another flyover with funding from SFD and OFID for *Mouchak-Mogbazar* intersection to *Mohakhali*.

In implementation all activities under LGED, priority has been given to the policy of country-wide uniform development in the line of Rural Development Strategy (RDS), Urban Management Policy Statement (UMPS), National Water Policy (NWP) and Poverty Reduction Strategy (PRS) of the Government. LGED has already prepared a long term Master Plan for a period of 2005-2025 for development of rural roads and other infrastructure in order to achieve country-wise 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 1988. This organisation is responsible for issuing registration and

fitness certificates as well as for executing other regulatory activities as per Motor Vehicle Ordinance.

In FY 2012-13, BRTA recorded revenue collection of Tk.770 crore (70% of target). During FY 2013-14, BRTA collected Tk.951 crore against the target of Tk.1,131 crore that is 84.06 percent of target. Revenue target and collection of BRTA during the period from FY 2003-04 to FY 2013-14 are shown in Table 11.3.

Table 11.3: Revenue Target and Collection of BRTA

(In Crore Taka)

| FY | Target | Recovery | Recovery rate (%) |
|-----------|---------------|-----------------|--------------------------|
| 2003-04 | 240 | 245 | 102.02 |
| 2004-05 | 261 | 251 | 96.17 |
| 2005-06 | 326 | 335 | 102.76 |
| 2006-07 | 382 | 401 | 104.97 |
| 2007-08 | 441 | 490 | 111.11 |
| 2008-09 | 550 | 647 | 117.64 |
| 2009-10 | 660 | 642 | 97.34 |
| 2010-11 | 870 | 686 | 78.73 |
| 2011-12 | 904 | 642 | 71.01 |
| 2012-13 | 1100 | 770 | 70.00 |
| 2013-14 | 1131 | 951 | 84.06 |

Source: BRTA

Meanwhile, the BRTA has undertaken the following programmes in order to bring discipline and dynamism in this sector:

- Introduction of IT based control system.
- Introducing Retro-reflective Number Plates in FY 2013-14 to prevent theft and detect the vehicle.
- 23,585 numbers of drivers' were given short-term training on professional capacity and road safety awareness.
- Introduction of high security driving license and high security vehicle registration and fitness certificates.
- Uses of CNG run motor transports.
- Revenue collection through online banking.
- Preparation of National Land Transport Policy.
- Procurement of pollution detective mobile vehicles. These vehicles will detect the transports emitting black smokes.
- Organise seminar, symposium to increase public awareness.

Dhaka Transport Coordination Authority (DTCA)

Dhaka Transport Coordination Authority (DTCA) has been established in place of Dhaka Transport Coordination Board (DTCB) incorporating Dhaka, Narayanganj, Munshigonj, Manikgonj, Gazipur and Narshingdi districts in order to introduce an efficient, well planned,

coordinated and modern transport system in greater Dhaka. Main functions of DTCA are to adopt a strategic plan and provide inter-authority coordination and coordination in transport sector of Dhaka city in order to alleviate traffic congestion, to provide suggestions for land use, development to individuals and organisations for the purpose of implementing a well planned integrated transportation in Dhaka city and to approve the final design of schemes related to transport to be implemented by different authorities/organisations.

Bus Rapid Transit (BRT) Line-3

The length of the proposed corridor of **Bus Rapid Transit (BRT) Line-3** is about 22.0 km. The route of Bus Rapid Transit (BRT) Line-3 is from *Hazrat Shahjalal (R) International Airport to Jheelmil via Mohakhali-Mogbazar-Ramna-Gulistan-Nayabazar*. It is expected that 30,000 passengers in both directions will be able to commute per hour. Congestion will be reduced substantially and the traffic situation will be improved to a greater extent. E-ticketing clearing house is being established with the financial assistance of JICA to enable the passengers to travel in different mode of transport (BRTC/BRT/MRT/BR/Commuter Train/BIWTC/Private Bus Company etc.) with the same e-ticket.

Mass Rapid Transit (MRT) Line-6 (Metro Rail)

The route of the MRT Line-6, financed by Japan International Cooperation Agency (JICA), is from *Uttara 3rd Phase to Bangladesh Bank via Pallabi-West side of Begum Rokeya Sharani-Khamarbari-Farmgate-Hotel Sonargaon-Shahbag-TSC-Doel Chattar-Topkhana Road*. After completion of the project, 60,000 passengers in both directions will be able to commute per hour. The length of the metro rail will be 20.1 kilometer. A Public Limited Company named DMTCL (Dhaka Mass Transit Company Limited) has been formed to construct, operate and maintain the Mass Rapid Transit (MRT).

Bangladesh Road Transport Corporation (BRTC)

Bangladesh Road Transport Corporation (BRTC) was established in 1961 under an Ordinance to establish standard road transport system in the country. The responsibilities of the entity include:

- 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 the controlling outfit for better and quality service within government fare and freight structure 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.
- Introduce e-ticketing.

Table 11.4 shows year wise income and expenditure of BRTC.

Table 11.4: Revenue Income and Expenditure of BRTC

(In Crore Tk.)

| Fiscal Year | Income | Operating Cost | Operating Surplus |
|-------------|--------|----------------|-------------------|
| 2003-04 | 70.71 | 58.37 | 12.33 |
| 2004-05 | 75.45 | 62.28 | 13.17 |
| 2005-06 | 88.32 | 78.58 | 9.73 |
| 2006-07 | 92.52 | 85.96 | 6.56 |
| 2007-08 | 105.27 | 95.88 | 9.39 |
| 2008-09 | 106.26 | 97.85 | 8.41 |
| 2009-10 | 106.96 | 93.88 | 13.08 |
| 2010-11 | 121.35 | 112.89 | 8.45 |
| 2011-12 | 173.60 | 171.90 | 1.70 |
| 2012-13 | 201.70 | 198.48 | 3.22 |
| 2013-14 | 242.22 | 232.68 | 9.54 |

Source: BRTC

BRTC possesses at present 1,668 vehicles out of which 1,530 are Buses and 138 are Trucks. BRTC has introduced articulated bus in its fleet for the first time in the country. To upgrade the service of BRTC, e-ticketing system has been introduced since 2009 at 58 ticket counters in 3 routs of Dhaka city. Pre-paid smart card service (SPASS) with ICT Reader Device has also been introduced. Already 30,303 passengers have bought SPASS card till June 2014. The automated system has strengthened BRTC's inspection network which has generated positive impact on reduction of misuse of property. The numbers of vehicles as well as new routes have already been increased covering almost the whole country. From 2009, passenger service has increased up to 20 percent as a result of introducing 88 new routes. Now the total number of routes in BRTC stands at 380.

BRTC has 17 training institutes in different parts of the country. During 2009-2014, a number of 32,670 personnel had undertaken training. Among them 4,689 were trained in the FY 2013-14.

Bridges Division

The functions of the Bridges Division under the Ministry of Road Transport and Bridges include construction and maintenance of bridges having the length of 1,500 metre and above, toll roads, flyover, causeways and link roads.

Bangabandhu Bridge

The *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. This bridge, as a development catalyst, is 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 the *Bangabandhu* Bridge during the period from FY 2003-04 to FY 2013-14:

Table-11.5 Targets and Collections of Tolls at *Bangabandhu* Bridge

(In Crore Taka)

| Fiscal Year | Target | Collection | Revenue as % of Target |
|--------------------|---------------|-------------------|-------------------------------|
| 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 | 212.44 | 117.00 |
| 2009-10 | 230.00 | 243.93 | 106.05 |
| 2010-11 | 260.00 | 267.66 | 102.95 |
| 2011-12 | 312.21 | 304.66 | 97.58 |
| 2012-13 | 335.40 | 325.20 | 96.96 |
| 2013-14 | 358.98 | 323.38 | 90.08 |

Source: Bridges Division.

***Padma* Bridge**

After successful completion of the *Bangabandhu* Bridge, Bangladesh Government has taken steps to construct a 6.15 km long bridge at an estimated cost of about Tk.20,570.20 crore across the river Padma. The physical work of the *Janjira* approach road, *Mawa* approach road and service area has been started and the progress is 27 percent, 19 percent and 9 percent respectively. The Contract agreement has been signed with China Major Bridge Engineering Co. Ltd. for the construction of the main bridge on 17 June 2014. The bridge will connect 19 districts of the South-Western region with the East and South Eastern Region of Bangladesh. This bridge will set direct link between two major seaports of the country and will be an integral part of the Asian Highway No-1 and Trans Asian railway network system. With the implementation of Padma Bridge, Bangladesh will have an integrated transportation network. This Bridge will bring revolutionary changes in poverty alleviation and socio-economic upliftment of the country.

Elevated Expressway

The Government has taken up an initiative to construct about 47 km. long Dhaka Elevated

Expressway from *Shahjalal* International Airport to *Kutubkhali* on Dhaka Chittagong Highway on PPP basis at a cost of Tk.8,940.18 crore to reduce traffic congestion in the capital city.

B. Railway Communication

Bangladesh Railway (BR) provides, environment-friendly, less hazardous and less expensive transport services. It has got a total network of 2,877 route kilometres (broad gauge 659 km, dual gauge 410 km and metre gauge-1,808 km). After the construction of railway tracks over the *Bangabandhu* Bridge, railway link between the East and West Zones has been established. Dual gauge rail track constructed from *Jamtoil* to *Joydevpur* over *Bangabandhu* Bridge has established direct rail link between East and West zones. A total of 48 development projects of Bangladesh Railway with an outlay of Tk.3,668 crore has been included in the Revised ADP during FY 2013-14. Table 11.6 present year wise data on passenger traffic, freight traffic, revenue earnings and revenue expenses over the period from FY 2003-04 to FY 2013-14.

Table 11.6: Passenger Traffic, Freight Traffic, Revenue Earnings and Revenue Expenses of Bangladesh Railway

| Fiscal Year | Passenger Traffic km (million) | Freight Traffic km (million) | Revenue Earnings (Crore Tk) | Revenue Expense (Crore Tk) |
|-------------|-----------------------------------|---------------------------------|--------------------------------|-------------------------------|
| 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 | 7304.95 | 710.06 | 566.30 | 1257.20 |
| 2010-11 | 8051.92 | 684.63 | 629.55 | 1491.82 |
| 2011-12 | 8787.23 | 582.11 | 722.11 | 1567.18 |
| 2012-13 | 8253.42 | 525.37 | 929.33 | 1562.38 |
| 2013-14* | 8250.27 | 739.09 | 970.63 | 1706.60 |

Source: Bangladesh Railway, Ministry of Communication. *provisional

The Government is committed to transform Bangladesh Railway into a commercially and financially viable organisation with managerial, financial and administrative autonomy to meet its objectives. Recently decisions for ensuring more autonomy and changing governance structure of BR have been taken in order to make it commercially and financially viable. To implement the decisions, a technical assistance project titled “Organisational Reforms of Bangladesh Railway” has been taken up with the support from ADB. Under this project, following activities including involvement of private sectors in various programmes of BR have been completed:

- Reduction of work force (58,000 to 27,971) through voluntary retirement and natural attrition;
- Closure of a number of losing branch lines stations, workshops, sheds etc. and suspension of non-profitable passenger trains;
- Adoption of Public Service Obligation (PSO) principle;
- Fixation of tariff along the line of commercial principle;
- Partnership with private sector in different activities.

Implementation of another project titled ‘Bangladesh Railway Sector Improvement’ is underway with the support from ADB. With an outlay of Tk.2,351.58 crore, the project will be completed by June 2015. The main components of the project include: a) construction of double lines from *Tongi* to *Bhairab bazar* with signalling system and b) reforms of Bangladesh Railway. The overall activities of the project have been divided into six well integrated modules. There is a package of initiatives under this project which include:

- Turning Bangladesh Railway into a client-oriented commercial entity;
- Restructuring of lines of business;
- Improvement of financial and administrative human resource management including preparation of asset register.

It is expected that Bangladesh Railway will be transformed into an effective corporate agency under the ownership of the Government.

C. Water Transport

To ensure maximum use of waterways, the Ministry of Shipping has taken up the tasks for development of internal water transport infrastructure, its maintenance, operation and control. A master plan for dredging of internal water routes has been taken up. Construction of deep sea port at *Sonadia* of Cox’s Bazar district has been planned to expand regional trade by using the advantage of geographical location of the country. As a result, trade and commerce of this region especially with India, China and Myanmar will be expanded. Moreover, construction of the third sea port in the country’s southern areas alongside Chittangong and *Mongla* ports has been planned. There are nine agencies under the Ministry of Shipping that include: Bangladesh Inland Water Transport Authority, Bangladesh Inland Water Transport Corporation, Chittagong Port Authority, *Mongla* Port Authority, Bangladesh Land Port Authority, Department of Shipping, Bangladesh Shipping Corporation, Marine Academy and National Maritime Institute. Activities of some of these agencies are presented below:

Chittagong Port Authority (CPA)

Chittagong Port, the largest sea port of Bangladesh, handles about 92 percent of country’s

maritime trade. There is an ongoing process of building Chittangong Port as a modern sea port keeping pace with other modern sea ports in the world. CTSM (Computerised Container Terminal Management System) and VTMS (Vessel Traffic Management Information System) have introduced to automate the port. The Port authority established Dolphin jetty, environmental management unit as well as bought Bay Cleaner -1 and 2 for waste management. Moreover, CCTV, UVIS, Proximity based ID card, Two stage Gate control System, X-Ray Scanner Machine have also been introduced to ensure flawless security of the port. The growth of import and export recorded through this port ranged from 12-14 percent on an average.

Statistics of income and expenditure of the CPA during FY 2003-04 to FY 2013-14 are shown in Table 11.7.

Table 11.7: Income and Expenditure of CPA

(In Crore Taka)

| Fiscal Year | Income | Expenditure (Except Contribution to Govt. Treasury) | Surplus |
|-------------|---------|--|---------|
| 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 | 1155.35 | 624.78 | 530.57 |
| 2010-11 | 1423.13 | 597.00 | 826.13 |
| 2011-12 | 1529.90 | 662.62 | 877.30 |
| 2012-13 | 1570.37 | 803.00 | 767.37 |
| 2013-14* | 1469.14 | 953.19 | 515.95 |

Source: Chittagong Port Authority, Ministry of Shipping *provisional

Mongla Port Authority (MPA)

Mongla is the second seaport of Bangladesh. Because of its geographical location, *Mongla* Port is widely known less disaster-prone and eco-friendly port. It has three container yards with a total area of 35,752 sq. metres which can accommodate 2,180 TEUs (Twenty-Foot Equivalent Unit) containers of same heights. In addition, it has got 4 transit sheds and 2 warehouses which can store 33,258 metric tonnes of cargo. *Mongla* Port is capable of facilitating trade between north-west part of Bangladesh, Nepal, Bhutan and places adjacent to the Indian border. In FY 2013-14, a total of 35.43 lakh metric tonnes of imported cargo and 43,007 TEUs container have been handled through this port. In FY 2013-14, it earned a total income of Tk.145.29 crore. Table 11.8 shows year wise data on revenue income, expenditure, profit/loss of *Mongla* Port during the period from FY 2003-04 to FY 2013-14.

Table 11.8: Income, Expenditure and Profit/Loss of Mongla Port

(In Crore Taka)

| Fiscal Year | Income | Expenditure | Profit/ Loss |
|-------------|--------|-------------|--------------|
| 2003-04 | 51.98 | 57.79 | - 5.81 |
| 2004-05 | 45.48 | 57.10 | - 11.62 |
| 2005-06 | 47.25 | 56.64 | -9.40 |
| 2006-07 | 49.34 | 55.53 | -6.19 |
| 2007-08 | 47.70 | 47.65 | 0.45 |
| 2008-09 | 58.40 | 55.42 | 2.98 |
| 2009-10 | 66.49 | 64.22 | 2.27 |
| 2010-11 | 81.03 | 71.11 | 9.92 |
| 2011-12 | 105.81 | 71.66 | 34.15 |
| 2012-13 | 138.07 | 94.12 | 43.95 |
| 2013-14 | 145.29 | 97.19 | 48.09 |

Source: Mongla Port

The Government has attached top priority to the development of port facilities up to the international standard. To develop the port, 3 development projects have been undertaken at an estimated cost of Tk. 414.94 crore. It is expected that after implementation of those projects MPA will operate more efficiently.

Bangladesh Shipping Corporation (BSC)

Bangladesh Shipping Corporation (BSC) provides an efficient shipping service and carry out all activities related to international sea trade. BSC has built up a mixed fleet of 8 vessels where 1 container vessel, 5 multipurpose cargo vessels and 2 lighter oil tankers. BSC can boost up 4-5 percent of our export and import by its present fleet. Table 11.9 shows gross income-expenditure and net profit-loss of BSC during FY 2003-04 to FY 2013-14:

Table 11.9: Statement of Income-Expenditure and Profit-Loss of BSC

(In Crore Taka)

| Fiscal Year | Total Income | Total Expenditure (Including Depreciation & Interest) | Net Profit | Depreciation & Interest | Profit/Loss Excluding Depreciation & Interest |
|-------------|--------------|---|------------|-------------------------|---|
| 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 |
| 2010-11 | 266.66 | 264.79 | 1.83 | 14.47 | 16.3 |
| 2011-12 | 282.01 | 280.55 | 1.46 | 13.24 | 14.70 |
| 2012-13 | 328.51 | 326.88 | 1.63 | 60.64 | 62.27 |
| 2013-14* | 341.27 | 339.19 | 2.08 | 25.00 | 27.08 |

Source: BSC * provisional

Bangladesh Inland Water Transport Corporation (BIWTC)

BIWTC is a service-oriented Government-owned organisation. It is also the largest inland water transport entity. Currently, with a fleet of 182 vessels, BIWTC is playing a significant role in the economic activities of the country by carrying passengers and cargo.

BIWTC has recently completed the rehabilitation work, constructed 7 ferries, 7 pontoons, 4 sea-trucks, 6 water buses, 2 *ghat* pontoons. New vessels are playing significant role in providing ferry and passenger services. Ferries and pontoons are deployed at *Mawa* and *Paturia* ferry sectors. In addition, sea trucks ensure the daily communication in the coastal areas and off-shore islands. These are also playing a significant role in generating income by BIWTC. Table 11.10 shows gross income and expenditure of BIWTC during the period from FY 2003-04 to FY 2013-14:

Table 11.10: Income and Expenditure Statement of BIWTC

(In Crore Taka)

| Fiscal Year | Income | Actual Expenditure | Operational Profit(+)/Loss (-) | Interest & Depreciation | Remark |
|-------------|--------|--------------------|--------------------------------|-------------------------|--------|
| 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 | 19.30 | 28.50 |
| 2008-09 | 170.54 | 129.38 | 41.17 | 18.64 | 17.86 |
| 2009-10 | 190.33 | 159.69 | 49.05 | 18.29 | 28.73 |
| 2010-11 | 206.67 | 155.20 | 58.17 | 21.05 | 32.07 |
| 2011-12 | 226.00 | 201.74 | 46.20 | 22.00 | 19.28 |
| 2012-13 | 272.14 | 190.63 | 81.51 | 23.09 | 56.41 |
| 2013-14 | 275.50 | 225.08 | 50.42 | - | - |

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

Bangladesh Inland Water Transport Authority (BIWTA)

Bangladesh Inland Water Transport Authority (BIWTA) is mainly responsible for carrying out regulatory functions of the inland water transportation system of the country. Among other responsibilities of the entity include excavation and re-excavation of drying river ways, development and maintenance of navigability of different river routes, ensuring safe movement of water crafts, development of inland river ports, activating the circular waterways around Dhaka, creating infrastructure facilities to carry container goods through inland waterways and preparation of hydrographic charts using digital system. A total of 9 development projects of BIWTA has been included in the ADP of FY 2013-14.

Table 11.11 shows the year wise income and expenditure of BIWTA during the period from FY 2003-04 to FY 2013-14.

Table 11.11: Income and Expenditure of BIWTA

(In Crore Taka)

| 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 | 177.56 | 182.74 | -5.18 |
| 2010-11 | 228.01 | 229.58 | -1.57 |
| 2011-12 | 263.18 | 245.31 | 17.87 |
| 2012-13 | 304.02 | 284.33 | 19.69 |
| 2013-14* | 317.64 | 354.02 | -36.38 |

Source: BIWTA, Ministry of Shipping. *provisional

BIWTA performs dredging works each year for development and maintenance of the inland water transportation system. The volume of development and maintenance dredging during the period from FY 2003-04 to FY 2013-14 is presented in Table 11.12.

Table 11.12: Development and Maintenance Works of BIWTA

| Fiscal Year | Dredging Quantity (Lakh Cubic Meter) | | |
|--------------------|---|-----------------------------|-----------------------------|
| | Total | Development Dredging | Maintenance Dredging |
| 2003-04 | 32.18 | 13.17 | 18.47 |
| 2004-05 | 34.72 | 15.87 | 18.85 |
| 2005-06 | 64.79 | 50.59 | 14.20 |
| 2006-07 | 36.70 | 16.28 | 20.42 |
| 2007-08 | 31.25 | 17.18 | 14.07 |
| 2008-09 | 32.46 | 9.11 | 23.35 |
| 2009-10 | 39.96 | 5.00 | 34.96 |
| 2010-11 | 65.70 | 25.54 | 40.16 |
| 2011-12 | 68.10 | 24.48 | 43.62 |
| 2012-13 | 96.64 | 51.98 | 44.66 |
| 2013-14* | 92.89 | 40.14 | 52.75 |

Source: BIWTA*up to May 2014

Bangladesh Land Port Authority (BLPA)

Bangladesh Land Port Authority is mandated to reinforce import-export trade among the neighbouring countries through land routes. As part of its mandated responsibilities, the

Authority has established over time 20 land ports at various locations of the country namely *Benapole, Sonamosjid, Hilli, Teknaf, Bibirbazar, Banglabandha, Birol, Burimari, Tamabil, Akhaura, Bhomra, Darshana, Belonia, Nakogaon, Ramgorh, Gobraakura and Thegamukh*. Out of these 20 land ports, 6 ports namely *Birol, Banglabandha, Sonamosjid, Hilli, Teknaf and Bibirbazar* have been handed over to private operators. The trend of inter-country trade volume through land routes has been on the increase because of the favourable policy climate ensured by the Government. It is expected that the government revenue collection will increase significantly with the furtherance of inter- state trade through land routes in near future.

As part of the programme for development of the land ports, BLPA implemented a project titled ‘Modernisation of *Benapole* Land Port (1st phase)’ with an outlay of Tk.51.57 crore. Under this project, passenger terminal, international bus terminal and export terminal have been constructed with modern facilities in the port premise. In addition, the storage capacity of *Benapole* Land Port has elevated from 30,000 metric tonnes to 36,600 metric tonnes. By now, steps has been taken to bring *Benapole* Land Port under an automation programme to make its operation transparent and smooth. Besides, another two projects titled ‘Development of *Bhomra* Land Port’ and ‘Development of *Nakugaon* Land Port’ have been completed at a cost of Tk.20.85 crore and Tk.16.76 crore respectively to intensify trade activities among the neighbouring countries. Table 11.13 shows year wise income and expenditure of BPLA during the period from FY 2003-04 to FY 2013-14.

Table 11.13: Income and Expenditure of Bangladesh Land Port Authority

| (In Crore Taka) | | | |
|-----------------|--------|-------------|---------|
| Fiscal year | Income | Expenditure | Deposit |
| 2003-04 | 10.52 | 12.18 | 1.66 |
| 2004-05 | 18.59 | 16.00 | 2.59 |
| 2005-06 | 34.96 | 18.47 | 16..49 |
| 2006-07 | 20.28 | 13.55 | 6.73 |
| 2007-08 | 22.66 | 22.73 | 0.06 |
| 2008-09 | 26.74 | 24.96 | 1.78 |
| 2009-10 | 33.52 | 26.29 | 7.22 |
| 2010-11 | 41.20 | 32.63 | 8.57 |
| 2011-12 | 42.08 | 31.91 | 10.17 |
| 2012-13 | 47.78 | 37.29 | 10.49 |
| 2013-14 | 61.36 | 32.04 | 29.32 |

Source: Bangladesh Land Port Authority

Department of Shipping

The prime objectives of the Department of Shipping 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. 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 revised its examination and certificate system conforming international criteria. This has resulted in the expansion of employment opportunities for the Bangladeshi officers and sailors. The Department also advises the Government on shipping policy and related matters, keeping liaison with the IMO/ILO/UNCTAD and other international shipping related organisations and takes necessary measures for implementation of various international conventions adopted by these organisations.

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. Year wise income and expenditure of the Department of Shipping during the period from FY 2003-04 to FY 2013-14 are shown in Table 11.14.

Table 11.14: Income and Expenditure of the Department of Shipping

(In Crore Taka)

| Fiscal Year | Target of Income | Actual Income | Expenditure |
|-------------|------------------|---------------|-------------|
| 2003-04 | 8.23 | 7.53 | 2.86 |
| 2004-05 | 9.82 | 8.37 | 2.65 |
| 2005-06 | 9.40 | 7.35 | 3.73 |
| 2006-07 | 8.45 | 7.40 | 3.71 |
| 2007-08 | 8.15 | 8.03 | 3.66 |
| 2008-09 | 8.15 | 9.57 | 5.82 |
| 2009-10 | 9.15 | 11.67 | 4.63 |
| 2010-11 | 10.25 | 12.55 | 5.53 |
| 2011-12 | 12.71 | 13.26 | 5.57 |
| 2012-13 | 13.21 | 12.74 | 14.63 |
| 2013-14 | 15.26 | 14.43 | 10.12 |

Source: Department of Shipping

The Department of Shipping has taken an investment project named ‘Establishment of Global Maritime Distress and Safety System (GMDSS) and Integrated Maritime Navigation System’ in order to enhance safety and security of inland, coastal and seagoing vessels. The project is scheduled to be completed by December, 2016 with a cost Tk.370.89 crore.

D. Air Transport

Civil Aviation Authority of Bangladesh (CAAB)

As a member state of the International Civil Aviation Organisation (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, and another 2 STOL (Short Take-Off and Landing) ports.

The financial position of CAAB during the period from FY 2003-04 to FY 2013-14 is shown in Table 11.15.

Table 11.15: Financial Position of CAA

(In Crore Taka)

| Fiscal Year | Revenue income | Revenue Expenditure | Net Profit |
|-------------|----------------|---------------------|------------|
| 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 |
| 2010-11 | 595.19 | 315.78 | 279.41 |
| 2011-12 | 731.87 | 337.43 | 394.44 |
| 2012-13 | 783.24 | 337.86 | 445.37 |
| 2013-14 | 1023.55 | 460.24 | 563.30 |

Source: Civil Aviation Authority.

The Government has been successful in convincing International Civil Aviation Organisation (ICAO) to withdraw its sanction in the name of Significant Safety Concern. Now Bangladeshi new airlines can operate flights in any international destinations. Regent airways achieved Air Operator Certificate (AOC) to operate flights in international routes. AOC has also issued in favour of Novo-Air to operate flights in both domestic and international routes.

***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.

Presently, *Biman* is operating 2 domestic and 19 international destinations. Out of the

international destinations, 3 destinations are in the SAARC countries, 5 destinations are in the Far East and South East Asia, 8 destinations are in the Gulf and the Middle- East and the remaining 3 destinations are in Europe.

At present *Biman* has 10 aircraft in the fleet including 4 777-300 ER, 2 leased 777-200ER, 2 Airbus-310-300 and 2 leased 737-800 aircraft. In 2011, *Biman* entered into a new era by inducting 2 777-300ER aircraft under the Purchase Agreement with Boeing for 10 aircraft signed in 2008. In February and March 2014, *Biman* has taken delivery of another two 777-300ER from Boeing. *Biman* will procure two 737-800 from Boeing in November and December 2015. Remaining 4 x 787-8 aircraft are scheduled to be delivered in 2019-2020.

Apart from modernisation of fleet, *Biman* Bangladesh Airlines Ltd. has taken steps to optimise its revenue earnings and reduce sales cost through Revenue Management and Revenue Integrity Systems, now under implementation. Year wise income and expenditure of *Biman* during FY 2003-04 to FY 2013-14 is shown in Table 11.16.

Table 11.16: Income and Expenditure of *Biman*

(In Crore Taka)

| Fiscal Year | Revenue Income | Expenditure | Net Profit(+)/Loss(-) |
|-------------|----------------|-------------|-----------------------|
| 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 | 5.91 |
| 2008-09 | 3039.70 | 3024.12 | 15.58 |
| 2009-10 | 2943.62 | 3023.76 | -80.14 |
| 2010-11 | 3343.94 | 3543.43 | -199.49 |
| 2011-12 | 3789.51 | 4395.46 | -605.95 |
| 2012-13 | 4,080.03 | 4,329.90 | -191.59 |
| 2013-14 | 3,932.35 | 4,166.06 | -233.71 |

Source: Bangladesh Biman Airlines Limited.

E. Information and Communication

Bangladesh Telecommunications Company Limited (BTCL)

Bangladesh Telecommunications Company Limited (BTCL), the only public sector telecom service provider, is providing advanced telecommunication services to its subscribers. The entity has planned to extend latest telecom facilities to augment its revenue and to ensure high speed communication by setting-up nationwide and international telecommunication network. Table 11.17 shows the income and expenditure during the period from FY 2003-04 to FY 2013-14.

Table 11.17: Year wise Income and Expenditure of BTCL

(In Crore Taka)

| Fiscal Year | Target | Revenue Earned | Expenditure | Balance |
|-------------|---------|----------------|-------------|---------|
| 2003-04 | 1702.00 | 1531.15 | 609.02 | 922.13 |
| 2004-05 | 1650.00 | 1424.78 | 818.92 | 605.86 |
| 2005-06 | 1772.00 | 1316.28 | 824.56 | 491.72 |
| 2006-07 | 1903.47 | 1666.71 | 928.51 | 738.2 |
| 2007-08 | 1927.00 | 1565.33 | 1754.91 | -189.58 |
| 2008-09 | 1500.00 | 1719.68 | 1621.77 | 97.91 |
| 2009-10 | 1583.24 | 1283.65 | 1371.00 | -87.35 |
| 2010-11 | 1566.48 | 1640.43 | 1675.85 | -35.42 |
| 2011-12 | 1760.00 | 2186.17 | 2203.38 | -17.21 |
| 2012-13 | 2498.05 | 1761.40 | 1756.26 | 5.14 |
| 2013-14* | 1305.88 | 1075.11 | 1078.39 | -3.28 |

Source: BTCL. *provisional

In June, 2014, BTCL had 14.7 lakh telephone line capacity and 9 lakh telephone connection throughout the country. At the same time, 128 Kbps to 2Mbps ADSL internet capacity in 46 districts was 89,000 and total number of connection stood at 15,443. Bandwidth connected through submarine cables was 5 gigabyte/second for voice and 8 gigabyte/second for data. At the same time, satellite bandwidth for internet was 194 megabyte per second and for voice it was 72 megabyte per second. In-addition, implementation of ‘Optical-fiber Network Development’ project is going on at rapid pace in 1000 unions. BTCL is trying to improve the quality of its customer services. Telephone subscribers can now view bill status and print telephone bill online from the internet.

Bangladesh Telecommunication Regulatory Commission (BTRC)

In order to streamline and regulate the telecommunication services in Bangladesh, the Government established Bangladesh Telecommunication Regulatory Commission (BTRC) in 2002. The Commission operates within the broad framework of the Telecommunication Policy adopted by the Government. The telecom sector is recognised as the fastest growing sector in Bangladesh. Currently, six mobile operators and eight PSTN operators are operating in a competitive environment to facilitate the customers with voice services. As of now, the tele-density (voice) of Bangladesh is around 78.12 percent. The number of mobile phone subscribers has reached almost 120 million. Recently, the Commission has issued a set of guidelines called ‘SIM/RUIM Registration Guidelines’ to reduce the abuse of mobile phones.

Table 11.18 shows the number of subscribers, the growth of mobile and fixed phones and the tele-density during the period from 2007-2014.

Table 11.18: Subscriber Number, Growth and Teledensity of Mobile and Fixed Phone

| Category | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 |
|---------------------------------|-------|-------|-------|------|-------|-------|-------|-------|
| Mobile Subscribers (crore) | 3.44 | 4.37 | 4.79 | 6.86 | 7.97 | 9.38 | 10.50 | 11.66 |
| Fixed Phone Subscribers (crore) | 0.12 | 0.13 | 0.15 | 0.11 | 0.11 | 0.11 | 0.13 | 0.10 |
| Total Subscriber (crore) | 3.56 | 4.50 | 4.94 | 6.97 | 8.08 | 9.49 | 10.63 | 11.7 |
| Year wise Tele density (%) | 24.71 | 30.00 | 34.00 | 47.8 | 52.54 | 63.74 | 68.87 | 78.12 |
| Internet Subscriber (crore) | - | - | - | - | 1.58 | 2.7 | 3.56 | 3.79 |

Source: BTRC

Bangladesh Submarine Cable Company Limited (BSCCL)

Bangladesh Submarine Cable Company Limited (BSCCL) is the sole provider of bandwidth service through SEA-ME-WE-4 (South East Asia-Middle East-Western Europe-4) Submarine Cable System 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. The company has been playing a major role in developing a modern telecommunication network through the submarine cable.

BSCCL is a growing company in Bangladesh's telecom sector which earned revenues to the tune of Tk. 125.50 crore in FY 2011-12 and Tk. 144.15 crore in FY 2012-13. Table 11.19 shows year wise income and expenditure of BSCCL during the period from FY 2008-09 to FY 2013-14.

Table 11.19: Income and Expenditure of Bangladesh Submarine Cable Company Limited

(In Crore Taka)

| | 2008-09 | 2009-10 | 2010-11 | 2011-12 | 2012-13 | 2013-14* |
|----------------|---------|---------|---------|---------|---------|----------|
| Revenue Earned | 43.59 | 60.33 | 83.79 | 126.17 | 144.15 | 73.70 |
| Expenditure | 32.04 | 25.68 | 53.27 | 42.30 | 34.56 | 30.51 |
| Net Profit | 11.55 | 34.66 | 30.51 | 83.87 | 109.59 | 43.19 |

Source: BSCCL* July 2013 to March 2014

Utilisation of Bandwidth

Over the last few years, the bandwidth use has grown from 7.5 to 42 Gbps (based on the allocation of the STM-1 ports). This is attributable to the growth of international circuits, growing internet subscribers and expansion of broadband internet, the use of bandwidth has increased.

Working with Upgrade # 3

The Government has plans to extend the broadband internet and telecommunication facilities for the benefits of the people by narrowing the digital divide, and promoting ICT businesses and activities for which Bangladesh will need a substantial amount of bandwidth. BSCCL has invested from its own fund to acquire a bandwidth of 6 million MIU*Km in the Upgrade # 3 of the SMW-4 Consortium. As a result, the amount of bandwidth reserve has been upgraded from 44.60 to 200 Gbps.

Second Submarine Cable

Bangladesh has signed the Construction & Maintenance Agreement (C&MA) on 7th March, 2014 with SEA-ME-WE-5 Submarine Cable consortium to get connected with the 2nd Submarine Cable. It is expected that Bangladesh will be connected with 2 submarine consortia by June, 2016.. Through this connectivity Bangladesh may avail additional 1400 Gbps capacity. The landing station of the second submarine cable is planned to be established in *Kuakata* of *Patuakhali* district.

Information and Communication Technology (ICT)

The Government is committed to take ICT to the door-steps of the mass people and has, therefore, taken several significant steps to develop infrastructure and legal framework of ICT. The ICT Act (Amendment), 2009 and National ICT Policy, 2009 have already been promulgated. The policy contains 10 objectives and, to meet these objectives 306 action items were identified to implement on short, medium and long term basis. Ministries/ Divisions and Government agencies were given responsibilities for implementing the action items. Some of them were implemented immediately as quick-wins. These include payment of utility bills, purchase of railway tickets, and information on availability of seats of trains, early warning for natural disaster and *e-purjee* for sugarcane farmers using mobile phones. Use of mobile technologies in publication of results of various examinations and in university admission has reduced the time, hassle and cost of the students and their parents to a large extent. Information and service centres were established with a view to delivering services to the door-steps of the people and steps have been taken to expand and diversify these initiatives.

The Government constituted Digital Bangladesh Task Force in 2009 by renaming the National ICT Task Force. The aim is to expand the use and application of ICT by scaling up digital literacy at every strata of the society; ensuring service delivery to the citizens through the use of ICT; reducing poverty through expansion of ICT-based industry; generating employments in knowledge-based industry; and building a modern and developed country to be branded as Digital Bangladesh through introduction of e-commerce and e-governance.

Controller of Certifying Authority (CCA)

Controller of Certifying Authority has been established to introduce digital signature in order to implement Information and Communication Technology Policy-2009 and Information and Communication Technology Act for achieving the target of introducing e-commerce, e-transaction and e-governance as the foundation of building the Digital Bangladesh. The authority is established as an attached office under Ministry of Information and Communication Technology as per the article 18 of ICT Act. The following benefits can be achieved as a result of introducing digital signature:

- Safe and secured transaction of most of the important digital information will be ensured;
- Introducing e-commerce, e-payment, e-transaction and e-procurement will be eased up through Controller of Certifying Authority;
- Controller of Certifying Authority will play influential role to control cyber crime.

Bangladesh Computer Council (BCC)

Bangladesh Computer Council has taken a number of initiative to promote the use of ICT. Some of the notable steps include:

- Establishment of 372 computer labs in educational institutions during FY 2013-14;
- Establishment of District e-Service Centre;
- Establishment of Union Information and Service Centre;
- Establishment of national data centre to facilitate service delivery in electronic forms;
- Formulation of laws, rules and policies for the development of ICT in the country;
- Continuation of the ICT incubator at BDBL *Bhaban* at *Kawran Bazar* with 48 ICT companies with a view to promoting ICT industry;
- Upgrading the standard on Bangla Character Code Set to unicode-based standard to expand the use of Bangla in ICTs.
- Formulation of ICT Rules (Certification Authorities) 2010 to introduce digital signature;
- Initiatives to establish cyber tribunal as per ICT Act 2006;
- Initiatives to establish STPs in all divisional headquarters;
- Establishment of 1,013 solar-powered e-centres at union level;

Bangladesh High-Tech Park Authority (BHTPA)

In order to accelerate building ‘Digital Bangladesh’ the BHTPA established in 2010 as a statutory body, under the Division of Information and Communication Technology. The prime objective of BHTPA is to boost up human resource development and to harness economic development from this sector by establishing Hi-Tech industries, Software Technology Parks (STP), ICT Business incubators and IT enabled services around the country. In line with its’

objectives BHTPA has launched a few projects such as '*Kaliakoir Hi-Tech Park*', *Janata* Tower Software Technology Park, *Jessore* Software Technology Park, Chittagong University of Engineering and Technology, Free-Lancer Institute (*Natore*) for entrepreneurship development in IT sector etc. In near future all these initiatives will create job opportunity for university graduates as well as for other IT skilled people. The government has a plan to establish HTP/STP/IT Park in each division.

Postal Services

The main tasks of the Department of Postal Services are collection, transmission and delivery of the postal articles. It principally aims to ensure quicker service at a minimum cost through 9,884 post offices operating across the country. In recent times postal service has been made available outside Bangladesh as well. Apart from the core ones, this department is rendering a number of other services, of which parcel (domestic and international), registration, insured articles (domestic and international), VPP, money order services, GEP services, EMS services, Intel post (Fax service), newspaper registration and e-post are worth mentioning. Besides the core services, agency services are also provided by which it earns a fixed amount of commission. These services are: post office saving bank (normal and fixed accounts), postal life insurance, saving certificates (sale and encashment), prize bond (sale and encashment), radio license (issue and renewal), collection of vehicle taxes and renewal of driving licenses, sale of revenue and non-judicial stamps, *bidi* band role sale, collection of presumptive income taxes, delivery and collection of telephone bills, print and sale of all non-postal stamps. The basic difference, however, between agency services and the core services is: agency services are rendered only domestically, while the core services are available both at home and abroad.

Post Office Savings Bank: During FY 2007-08, the deposit at postal savings bank stood at Tk.3,818 crore and the amount of withdrawal stood at Tk.3,429 crore. In FY 2013-14, the deposit at postal savings bank was recorded Tk.4,938 crore and the amount of withdrawal stood at Tk.4,446 crore.

Savings Certificate: During FY 2007-08, the sale of savings certificate was recorded Tk. 2,845 crore and the amount of encashment recorded was Tk. 1,913 crore. During FY 2013-14 the sale of savings certificate was recorded Tk. 7,149 crore and the amount of encashment recorded was Tk. 2,329 crore.

Electronic Money Transfer Service (EMTS): A new postal service branded as EMTS was introduced in May, 2010. Within a short span of time, this inland remittance service has become popular. In FY 2011-12, the total number of EMTS issued was 48.80 lakh and amount involved was Tk.2,264.65 crore against which BPO earned Tk.28.23 crore. During FY2013-14, the total number of EMTS issue was 10 lakh and the amount of EMTS was Tk.786.03 crore against which BPO earned Tk.9.00 crore.