

CHAPTER 11

TRANSPORT AND COMMUNICATION

[Transport and communication system, as an integral physical infrastructure, plays a vital role in socio-economic development of the country. A well-organised and modern transport and communication system is recognised as essential infrastructure to increase production, fair marketing, maintain price stability and to eliminate regional inequalities. It is very much necessary to make a developed and efficient transport and communication system to synchronize with international, national and regional road network. Therefore, initiatives are undertaken to implement many projects on priority basis in this sector. Roads/highways/bridges/culverts construction/reconstruction/rehabilitation activities are undertaken and are being implemented. To continue Railway as an environment-friendly, safe, affordable and dependable means of transport and to gain commercial and financial success, professional knowledge based organisational reforms and sector improvement are being implemented. 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 with its limited resources is conducting international and national flights in different routes. To modernise, develop and expand the country's telecommunications system, various measures have been undertaken by the government. Keeping consistent with the targets of Vision-2021, UN's SDG and Seventh Five Year Plan (FYP), government has undertaken various initiatives to expand information technology. Meanwhile the government has approved ICT Policy 2015 aimed at development and promotion of ICT sector to ensure its effective use to achieve nation's development goals. High-Tech Park Authority, Controller of Certifying Authority already started some activities like e-governance, Digital signature, establishment of IT park, e-service etc. It is expected that by the beginning of 2017 Bangladesh will be connected with second submarine cable for the creation of a modern telecommunication and internet network, which will be an important infrastructure for the establishment of Digital Bangladesh.]

Periodic development of modern, organised, sustainable transport and communication denotes the picture of economic development of the country. According to BBS, in FY2015-16, the growth rate in this sector and its contribution to GDP at constant prices were about 6.08 percent and 11.31 percent respectively. These rates were 5.96 percent and 11.43 percent respectively during FY2014-15. In the current context of globalisation and the market economy, involvement with regional and international transport networks is crucial for Bangladesh. Improved and integrated transport and communication infrastructure is essential for the development of economy. Considering this importance, respective ministries and agencies are continuing rapid increase in their development activities.

A. Roads Communication

Roads and Highways Department (RHD)

The total length of road is 21302.08 km, of which 18202.06 km is under the management of Roads and Highways Department at present. Of the total road network under the Department, 3812.78 km is National Highway (17.90%), 4246.97 km Regional Highway (19.94%) and remaining 13242.30 km is *Zilla* roads (62.16%). Besides, RHD has 4,507 number of bridges and 13,751 numbers of culverts under its control. Moreover, RHD has currently been operating about 135 ferry boats in 54 ferry *ghats* on its road network throughout the country. It may be mentioned here that the length of road network under RHD did not increase during last couple of years. But the quality of different important road segments has been significantly improved through carrying out development/improvement works of various standards as per requirement. The road network under RHD combining different types of roads built over a period from 2007 to 2016 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/ Zila Road (km)	Total (km)
2007	3570	4323	13678	21571
2008	3570	4323	13678	21571
2009	3477	4165	13248	20890
2010	3478	4222	13248	20948
2011	3492	4268	13280	21040
2012	3538	4276	13458	21272
2013	3570	4323	13678	21571
2014	3544	4278	13659	21481
2015	3813	4247	13242	21302
2016	3813	4247	13242	21302

Source: Roads and Highways Department; Ministry of Road, Transport and Bridges.

A total number of 132 development projects including 4 technical assistance projects have been included in the Annual Development Programme (ADP) of Roads and Highways Department for FY2015-16. An amount of Tk.5,990.32 crore is allocated for projects. Of this, Government component is Tk.4,992.34 crore and project aid is Tk.997.98 crore.

During FY2015-16, 4 laning of National Highways 80 km, construction of flexible pavement (without surfacing) 437.37 km, widening of road 477.81 km, strengthening 345.17 km, rigid

pavement 11.08 km, construction of bridge 6423.40 meter (70 numbers) and culvert 1858.24 meter (367 numbers) was done under the development programme of RHD.

During FY2015-16, strengthening of road 117.88 km, carpeting with sealcoat of 457.30 km, overlay 1378.23 km, Double Bituminous Surface Treatment (DBST) 27.49 km, sealcoat 1535.60 km, rigid pavement 6.86 km, reconstruction of bridge 633.32 meter (11 numbers) and culvert 419 meter (52 numbers) was done under the revenue programme of RHD. Beside public sector Government has taken necessary initiatives to implement 6 road and bridge projects out of total 13, selected for public private partnership (PPP) arrangement.

Government is very much concerned about ensuring safety for passenger and goods on its road network. Flawless road design is being implemented through identifying the accident black spots on the National Highways. The intensity of road accident has been reduced due to proper maintenance of road and straightening of road alignment. RHD has taken initiative to implement a separate project “Improvement of Black Spots in National Highways” for the treatment of 161 black spots at an estimated cost of Tk.165 crore. Preventive measures have been taken at 15 black spots during FY2015-16.

Local Government Engineering Department (LGED)

Contribution of advanced infrastructures in rural areas towards improving the county’s socio-economic condition leading to alleviating poverty, is immense and undeniable. Local Government Engineering Department (LGED) has been discharging a very unique and essential role in implementing national programmes through development and improvement of infrastructures in the rural and urban areas including development of small scale water resources infrastructures, development infrastructures in *Pourashavas* and poverty alleviation. A long term Master Plan over a period of 2005-2025 has already been prepared for successful implementation of rural infrastructures and other programmes by LGED aiming at balanced development across the country and is being implemented accordingly.

Local Government Engineering Department (LGED) has been implementing a number of projects/ programmes for the development of rural and urban infrastructures of the country and extending technical assistance to the Local Government Institutions. Since its inception up to FY2015-16, LGED has so far developed 1,03,090 km Upazila, Union and Rural Roads, constructed 1,306,174 m bridges/culverts on those roads and planted trees along 24,517 km of those roads. Moreover, 1,956 growth centres, 1,969 rural bazars have been developed and 3,010 *Union Parishad* Complex buildings have been constructed. Table 11.2 depicts achievements in transport infrastructure under various development projects of Local Government Engineering Department up to FY2015-16 since its inception.

Table 11.2: Achievement in Transport Infrastructure Development under LGED

Component	Financial Year										Total (Cumulative upto June 2016)
	Cumulative upto June 2006	2007 - 08	2008 - 09	2009 -10	2010 -11	2011-12	2012-13	2013- 14	2014- 15	2015- 16	
Earthen Road (km)	64649	-	-	-	-	-	-	-	-	-	64649
Paved Road (km)	53201	3993	3277	4023	4614	4905	6639	6548	5990	4813	103090
Bridge/Culvert (m)	998288	30020	33800	29363	38502	26415	27057	32707	24455	28500	1306174

Source: LGED.

Since 2009 LGED has achieved through 352 sub-projects under its small scale water resources development programmes, has been removed water-logging from 6,25,237 hectares land; increased water preservation capacity, increased irrigation facilities and irrigable areas. By building 20 Rubber Dams on small to medium size perennial rivers, LGED has taken up a measure towards application of new technology and providing more eco-friendly irrigation supports to enhance the irrigation facility. Moreover 28 development projects are being implemented by LGED for development of infrastructures in urban area including district and *upazila* level *pourashavas*. Among these urban development projects, improved 825 kilometers roads; constructed 1,015 meters bridges/culverts; constructed or reconstructed 110 km drains were completed in FY2015-16.

Bangladesh Road Transport Authority (BRTA)

Bangladesh Road Transport Authority has been entrusted with the task of ensuring overall supervision, proper management and effective control with a view to bring about discipline in the road transport sector since its inception in 1988. This organisation is responsible for issuing registration and fitness certificates of vehicles as well as executing other regulatory activities as per Motor Vehicles Ordinance 1983. In FY2014-15, BRTA collected revenues Tk.1,060.44 crore against the target of Tk.1,249 crore that is 84.90 percent of the target. In FY2015-16, BRTA collected Tk.1,615.95 crore against the target of Tk.1,301 crore. Revenue target and collection of BRTA during the period from FY2006-07 to FY2015-16 are shown in Table 11.3.

Table 11.3: Revenue Target and Collection of BRTA

(In Crore Taka)

Fiscal year	Target Amount	Collection	Percentage of Collection (%)
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	685	78.74
2011-12	900	642	71.34
2012-13	1100	770	70.00

Fiscal year	Target Amount	Collection	Percentage of Collection (%)
2013-14	1156	952	84.00
2014-15	1249	1060.44	84.90
2015-16	1301	1615.96	124.13

Source: BRTA

In addition to collection of revenues BRTA has taken the following measures to bring discipline and dynamism in overall development and to eradicate environmental pollution and traffic congestion:

- National Road Safety Strategic Action Plan 2014-2016 are being implemented;
- To reduce road accident and enhancing road safety consciousness 17,884 professional drivers have been provided short term training in FY2014-15 and in FY2015-16 the number of drivers trained are 25,083;
- Legal actions have been taken against black smoke emitting defective vehicles through mobile courts to control vehicular pollution;
- Up to June, 2016 a total of 13,11,336 sets Retro Reflective Number Plates and Radio Frequency Identification (RFID) tags have been produced since November 2012 and 9,40,604 sets of the same have been affixed to various vehicles. In FY2015-16, a total of 4,03,427 sets Retro Reflective Number Plates and Radio Frequency Identification (RFID) tags have been produced and 3,44,941 sets of the same have been affixed to various vehicles. Production and affixing activities of Retro Reflective Number Plates and RFID tags have been continuing;
- In FY2015-16 a total of 3,90,732 chip-based electronic smart Card Driving License have been produced and distributed;
- In FY2015-16 a total of 3,01,731 Chip-based Electronic Digital Registration Certificate (DRC) have been produced and 1,72,846 DRC distributed;

Bangladesh Road Transport Corporation (BRTC)

Bangladesh Road Transport Corporation was established in 1961 aiming to stablish a better road transport system in the country. BRTC plays an important role to ensure modern, fast, efficient, economic, comfortable and safe road transport system through a controlled mechanism for better quality service and reasonable fare/freight. The financial statement of BRTC from FY2006-07 to FY2015-16 is given in the Table 11.4:

Table 11.4: Revenue Target and Collection of BRTC

Financial Year	Operating Income	Operating Expenditure	(In Crore Taka)
			Operating Surplus
2006-07	92.52	85.96	6.56
2007-08	105.27	95.88	9.39
2008-09	99.63	94.88	4.75

Financial Year	Operating Income	Operating Expenditure	Operating Surplus
2009-10	98.81	91.31	7.50
2010-11	115.11	109.84	5.27
2011-12	173.60	171.90	1.70
2012-13	201.70	198.48	3.22
2013-14	243.11	233.53	9.54
2014-15	234.07	230.51	3.56
2015-16	266.36	258.31	8.05

Source: BRTC

At present, BRTC fleet contains 1,539 buses and 138 trucks. These buses and trucks are been operated through 19 bus depots (382 routes) and 2 truck depots respectively. Some 36 buses were donated to 27 educational institutions from BRTC fleet in FY2013-14 to facilitate the journey of the students of different educational institutions.

Dhaka Transport Coordination Authority (DTCA)

Dhaka Transport Coordination Authority was established on 2 September, 2012 to create a planned modernised transportation system for greater Dhaka area and to provide regular supervision and co-ordination for all possible planning and transportation infrastructure development works. DTCA emerged in 1998 (“Dhaka Transport Coordination Board” name was amended in 2001) to meet a requirement by the suggestion of the project DUTP. DTCA jurisdiction covers 7400 Sqkm that includes districts of Dhaka, Narayanganj, Munshigonj, Mankgonj, Gazipur and Narsingdi including Dhaka North City Corporation, Dhaka South City Corporation, Gazipur City Corporation and Narayanganj City Corporation. To manage these areas, DTCA follows its own act named as Dhaka Transport Coordination Authority Act, 2001.

The major function of DTCA is to formulate Strategic Transport Plan and to provide inter agency cooperation and coordination to alleviate traffic congestion of Dhaka City. DTCA also provide suggestions to land use organisations or individuals, public service provider organisations and all concerned to transports and take necessary measures in this regard for the purpose of implementing a safe-coordinated transport system in Dhaka. DTCA also approve, coordinate and monitor all the transport related developments plans within its jurisdictional area. Important activities of DTCA are presented below:

a) Dhaka Mass Rapid Transit Development Project (MRT) Line-6

With the aim to eliminate the traffic congestion in Dhaka metropolitan area, implementation of a 20.1 km long elevated MRT Line-6 (Metrorail) from Uttara to Bangladesh Bank was taken in December 2012 with an estimated cost of Tk.21,985.07 crore. It will be the first ever rapid and high capacity mass transit system in Bangladesh. Once completed, this mass transit system can transport 60,000 (sixty thousands) passenger in both way in each hour. A hundred percent government owned company, Dhaka Mass Transit Company Limited (DMTCL) was established to administer, maintain and manage Metrorail system. In order to open the Metrorail Line-6 by 2019, the activities are going on as scheduled.

b) Bus Rapid Transit (BRT) Line-3

With a view to develop mass rapid transit system in Dhaka city and in line with the strategic transport plan recommendations, the bus based mass transit implementation programme has been taken under Clean Air and Sustainable Environment (CASE) project with the assistance from the World Bank.

- The feasibility study and preliminary design works of BRT Line-3 have been completed.
- The detail engineering design works is ongoing. The consultant has submitted Operational Plan, Basic Design Report, Traffic Management Report, ITS Report and Draft Engineering Design.
- DTCA has been continuing its effort to arrange financing to construct BRT Line-3 from Airport to Keraniganj.

Brief Description of Project

- Route: Hazrat Shahajalal International Airport – Mohakhali – Moghbazar – Kakrail – Gulistan – Jhilmil
- Route Length: 22.4 km
- Number of Station: 16
- Average Speed: 23 km/hr
- Passenger capacity: 15 thousands passenger per hour (both direction)
- Number of Bus Depots: 2
- Type of Bus: Single Articulated Bus (18 m long)
- Passenger Capacity per Bus: 140 passengers

Besides that, a 20 km long BRT Line 3 north section from Airport to *Gazipur* is implementing by RHD under ADB financing. Through DTCA, there is a provision of coordination arrangement between the two BRT projects, so that the passengers can travel seamlessly from *Gazipur* to *Keraniganj* area using the BRT system.

Bridges Division

Bridges Division under the ministry of Road Transport and Bridges has been playing an important role in the transport sector of the country. This division is responsible for implementation and maintenance of bridges and tunnels of 1,500 meter and above flyover, expressway, causeway, link road etc. The main activities of “Bangladesh Bridge Authority”, the only organisation of Bridges Division are as follows:

Bangabandhu Bridge

4.8 k.m. long *Bangabandhu* bridge is a milestone for communication with the northern region. Apart from the road and railways facilities, other facilities like electricity, gas and fiber optic telephone line have been established through this bridge. Communication system has become much easier for constructing the bridge. Agriculture production has increased to a great extent in northern region and farmers are getting the fair price of their products. Besides, industries have flourished in that region as well. Revenue collection is increasing every year from the Bridge. The revenue earnings for the period FY2006-07 to FY2015-16 from this bridge is shown in the table 11.5:

Table 11.5: Description of the toll realized from *Bangabandhu* Bridge

(In Crore Taka)			
Financial Year	Target	Revenue collection	Collection rate (%)
2006-07	146.19	171.50	117.31
2007-08	163.03	199.55	122.40
2008-09	181.53	212.45	117.00
2009-10	230.00	243.93	106.00
2010-11	260.00	267.66	102.94
2011-12	312.21	304.66	97.58
2012-13	335.40	325.20	96.96
2013-14	358.98	323.38	90.23
2014-15	365.13	349.08	95.60
2015-16	391.98	402.55	102.69

Source: Bangladesh Bridge Authority.

Padma Bridge

The present government has attached the highest priority for constructing the 6.15 k.m. long Padma Multipurpose Bridge at Mawa-Janjira point for establishing communication network among all regions of the country. The implementation work of the project is progressing in full swing.

The Padma Bridge will connect 19 districts of south-western region of the country with the eastern part and the capital Dhaka. Moreover, this bridge will bring revolutionary changes in the communication system in the South Asian regions as well as in the internal communication system due to its alignment in the Asian Highway (AH-1). Apart from contributing to the communication network, the bridge will also help in the economic development through increasing production, employment, income and alleviating poverty. This bridge will play an important role in the socio-economic development by raising GDP by 1.20 percent and reducing poverty by 0.84 percent approximately.

The bridge is expected to open for traffic movement in 2018. The progress of important packages of *The Padma Multipurpose bridge project* up to June, 2016 are as follows:

- Construction of *Janjira* approach road (Physical progress 73%), Construction of *Mawa* approach road (Physical progress 92.30%), Service area-2 (Physical progress 98%) are in progress.
- The physical progress of Main bridge is 27 percent.
- The physical progress of river training work is 22.63 percent.
- About 1,810 plots have been allotted to the affected families in the resettlement sites till June 2016. Among them 804 landless (affected) families have got plot without any cost.
- 70,452 saplings have been planted to resettlement and service area on both sides of *Padma* bridge.

Dhaka Elevated Expressway

The contract agreement has been signed with “Italian-Thai Development Public Company Limited” to construct the 46.73 km (with ramp) long Dhaka elevated expressway from *Hazrat Shah Jalal* international airport to *Kutubkhali* on the Dhaka-Chittagong highway on PPP basis. The construction work will end in 2019.

Tunnel under the River *Karnaphuli*

Steps have been taken to construct about 3.40 km long tunnel under the river *Karnaphuli* in order to connect the main part of Chittagong city with the other part. This tunnel will reduce the traffic congestion and ease road communication between Dhaka-Chittagong-Cox’s Bazar and also ease the transportation of goods from Chittagong sea port and proposed *Sonadia* deep sea port. Land acquisition and detailed design of the project is going on.

Construction of BRT Lane (Elevated Section)

Steps have been taken to construct of 20 km long Bus Rapid Transit (BRT) lane under ‘Sustainable Urban Transport Project’ from *Gazipur* to *Shah Jalal* international Airport. Bangladesh Bridge Authority (BBA) is responsible for implementation of 4.5 km elevated section. The Detailed design of elevated section has already been done.

Construction of Dhaka-Ashulia and Dhaka East-West Elevated Expressway:

Feasibility study is nearly completed to construct about 38 km long Dhaka-Ashulia Elevated Expressway from Hazrat Shah Jalal international airport to Chandra through *Ashulia*. Commercial agreement has been signed with the Chinese Government nominated organization China National Import and Export Corporation (CMC) on 30 June, 2015.

Feasibility study has commenced to construct about 40 km long Elevated Expressway from Hemayetpur of Savar to Modonpur of Chittagong road through Sirajdikhan. These two expressways will reduce traffic congestion in and around Dhaka city and traffic from Chittagong, *Sylhet* and other eastern part and from south western region through *Padma* Bridge to the north-western districts will be easier.

B. Railway Communication

Bangladesh Railway is a government owned and managed transportation agency of the country. Present Government has given a special attention for development of Railway in Bangladesh after assuming power in 2009. The Railway Division was transformed into an independent Ministry on 4 December, 2011 with a view to reinvigorating the organisation to make it a dependable, affordable, environment friendly and compatible mass-transport system. More resources have been allocated for development of railway in comparison to any other previous government. 37 projects have been implemented at a cost of Tk.6,955.33 crore since 2009. At present Bangladesh Railway is implementing 52 (including sub-projects) development projects. A total of Tk.4,629.62 crore has been allocated in RADP to implement these on-going projects.

Since 2009 Bangladesh Railway has newly constructed 232 km rail line, 67 station buildings, 179 bridges and converted 248 km railway track into Dual gauge track. Besides, 1,052 km railway track, 597 bridges, 160 station buildings, 288 passenger coaches, 277 wagons have been rehabilitated. To address the shortage of rolling stocks 20 MG locomotives, 26 BG locomotives, 119 passenger carriages and 20 sets DEMU, 165 BG and 81 MG tank wagons, 270 Flat wagons and 30 Brake vans have been procured.

For the fulfillment of the desires of the mass people and for improving the service according to the commitment of present Government a total of 104 new trains have been introduced in different routes including Rangpur-Dhaka, Dhaka-Sylhet and Mymensingh-Bangabandhu Bridge East section and services of 30 trains have been extended.

A large numbers of development programmes such as procurement of 100 MG locomotives, 591 MG and 260 BG coaches have been undertaken to meet up the increasing demand of mass people. Table 11.6 present year wise data on overall performance of Bangladesh Railway over the period from FY2006-07 to FY2015-16.

Table 11.6: Overall Performance of Bangladesh Railway

Fiscal Year	Passenger Kms (Million)	Freight Ton Kms (Million)	Total operating revenue (Tk. in crore)	Total operating expense (Tk. in crore)
2006-07	4586.03	775.57	555.24	933.12
2007-08	5609.24	869.50	674.25	1088.54
2008-09	6800.73	800.15	737.92	1172.74
2009-10	7305.00	710.00	673.16	1257.20
2010-11	8051.92	692.64	747.70	1491.82
2011-12	8787.23	582.11	726.42	1567.12
2012-13	8253.00	525.00	804.26	1562.38
2013-14	8135.00	677.35	800.17	1601.69
2014-15	8711.36	693.84	935.45	1808.29
2015-16*	8800.15	750.10	1067.32	2071.03

Source: Bangladesh Railway, Ministry of Communication. *provisional

C. Water Transport

To ensure maximum use of waterways as efficient, environment-friendly and secure communication the Ministry of Shipping has taken up the tasks for development of internal water transport infrastructure, its maintenance, operation and control. To contribute the overall economic development of the country through ensuring modern port management, safe and uninterrupted movement of water vessels, developing human resources and providing efficient and affordable water transport services there are twelve organisations/agencies under the Ministry of Shipping that include:

1. Bangladesh Inland Water Transport Authority (BIWTA)
2. Bangladesh Inland Water Transport Corporation (BIWTC)
3. Chittagong Port Authority (CPA)
4. Mongla Port Authority (MPA)
5. Bangladesh Land Port Authority (BLPA)
6. Department of Shipping (DOS)
7. Bangladesh Shipping Corporation (BSC)
8. Marine Academy, Chittagong (MA)
9. National Maritime Institute, Chittagong (NMI)
10. National River Conservation Commission
11. Payra Port Authority
12. Deep Sea Port cell

Activities of some of these agencies are presented below:

Bangladesh Inland Water Transport Authority (BIWTA)

As a statutory organisation Bangladesh Inland Water Transport Authority (BIWTA) is responsible for development, maintenance, conservation and performing regulatory functions of the inland water transportation system. Several measures have already been undertaken to achieve the goals targeted under different time frames. Excavation and re-excavation of dead and drying river routes, 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 city, creating infrastructural facilities to carry container goods in inland waterways, preparation of hydrographic charts in digital system, etc. are the major initiatives to be mentioned.

A total of 12 development projects of BIWTA were included in the Revised Annual Development Programme (RADP) with allocation of Tk.537.93 crore in the FY2015-16. A sum of Tk.530.15 crore (provisional) has been incurred up to June 2016 against the projects included in the RADP.

The revenue income of BIWTA in FY2015-16 is Tk.334.64 crore upto may 2016. Table 11.7 shows the year wise income and expenditure of BIWTA during the period from FY2006-07 to FY2015-16.

Table 11.7: Income and Expenditure of BIWTA

In Crore Taka)

Fiscal Year	Income	Actual Expenditure	Profit/Loss (+,-)
2006-07	122.09	142.72	-20.63
2007-08	120.29	137.93	-17.64
2008-09	160.22	160.53	-0.31
2009-10	177.55	182.74	-5.18
2010-11	228.00	229.57	-1.57
2011-12	263.18	245.31	+17.87
2012-13	304.02	284.33	+19.69
2013-14	320.02	378.48	-57.54
2014-15	268.29	194.26	74.03
2015-16*	495.32	515.14	-19.82

Source: BIWTA, Ministry of Shipping. *provisional

BIWTA performs dredging works every year both deveopment and maintenance in nature. The aim at performing these sorts of activities is to ease and make convenient for the transportation of passenger and cargo. The volume of development and maintenance dredging during the period from FY2006-07 to FY2015-16 is presented in Table 11.8.

Table 11.8: Development and Maintenance Works of BIWTA

Fiscall Year	Dredging Quantity (lakh cubic meter)		
	Total	Development Dredging	Maintenance Dredging
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	104.92	47.02	57.90
2014-15	170.92	120.15	50.77
2015-16	283.01	178.22	104.79

Source: BIWTA

In addition to the above dredging activities, BIWTA procured 3 technologically advanced dredgers, 2 high-powered salvage vessels, different types of navigational aids (e.g.,Lighted Buoy, Steel Lighted Buoy, Bridle Chain, Solar panel, R.C.C Sinker etc.) and other ancillary equipmentn during the last three fiscal years. With the installation of the said navigational aids and of 427 pontoons of various sizes in different launch landing stations and river ports after

having minor and major repairs, the transportation of passengers and goods have become easier during the above mentioned period.

Bangladesh Inland Water Transport Corporation (BIWTC)

Bangladesh Inland Water Transport Corporation (BIWTC) is a service oriented commercial organisation in the Public Sector. At present, the organisation is diligently providing Ferry Services, Passenger Services, Cargo Services and Ship Repair Services by operating 197 of different types of vessels.

With the aim of improving service quality and operational efficiency, during the period June, 2009-June, 2015, BIWTC has been constructed total 45 different type of vessels under different development projects by spending Tk.25,753.39 lakh out of which 17 ferry, 10 different type of Pontoon, 4 Sea-truck, 12 Water Bus and 2 inland passenger vessel.

The newly built vessels are playing significant role in the ferry and passenger services provided by BIWTC which makes the services more safe and easy. By deploying 17 ferries BIWTC is now carrying smoothly about 6,300-6,500 vehicles in all the ferry routes every day. Besides, 4 sea-trucks ensure the daily communication in the coastal areas and off-shore islands. Water buses are also playing significant role to carry passengers and cargoes in the circular water route around Dhaka city. Over and above, BIWTC has been added 2 new inland passenger vessels MV Bangali and MV Modhumoti from 2014 and 2015. After 62 years, BIWTC constructed these 2 vessels from Corporation's own fund for providing safe and riskless passenger transportation to the southern people. Table 11.9 shows gross income and expenditure of BIWTC during the period from FY2006-09 to FY2015-16:

Table 11.9: Income and Expenditure Statement of BIWTC

(In Crore Taka)

Fiscal Year	Income	Actual Expenditure	Operational Profit	Interest & Depreciation	Profit before Dividend	Dividend paid to govt.	Net Profit
2006-07	147.54	99.09	48.45	20.10.	28.35	-	28.35
2007-08	160.85	111.05	49.80	19.30	30.50	2.00	28.50
2008-09	171.71	130.20	41.51	18.65	22.86	5.00	17.86
2009-10	200.13	150.10	50.03	18.30	31.73	3.00	28.73
2010-11	211.99	153.81	58.18	21.11	37.07	5.00	32.07
2011-12	229.68	183.48	46.20	21.92	24.28	5.00	19.28
2012-13	272.21	190.99	81.22	23.14	58.08	2.00.	56.08
2013-14	287.24	204.42	82.82	22.44	60.38	3.00	57.38
2014-15	330.20	230.31	99.88	26.84	73.04	3.00	70.04
2015-16	300.20	213.22	86.97	33.88	53.09	2.50	49.59

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

Chittagong Port Authority (CPA)

As the principal port of Bangladesh, Chittagong Port Authority handles nearly 92 percent of import- export of the country. All-out efforts are being taking to make this port as the modern port in line with other re-nowned ports of the world. Despite many obstacles of world-wide

trade, the growth of import-export trade through Chittagong Port is increasing day by day. At present the annual growth of import-export trade conducted through Chittagong port is 12 percent to 14 percent on an average. Considering the enormous importance of Chittagong port on total economy of the country, the present Government has taken a massive development programme to add more dynamism in the operating activities of the port. Now Chittagong Port is ready to extend its facilities for using Chittagong port by neighboring countries. As per international standard one of the main performance indicators of any port is to keep turn-around time of vessels at minimum level. After vigorous efforts taken by the port administration at present Turn-Around time of vessels stands on 4.70 days during FY2015-16. To conduct of the operational activities of the port smoothly and to increase the efficiency, the dwelling time of container should also kept at minimum level along with vessels Turn-Around time. Statistics of income and expenditure of the CPA during FY2006-07 to FY2015-16 are shown in Table 11.10.

Table 11.10: Income and Expenditure of CPA

(In Crore Taka)

Fiscal Year	Rev. Income	Rev. Expenditure	Rev. Surplus (Before Tax)
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	1453.15	634.13	819.02
2011-12	1529.92	652.62	877.30
2012-13	1570.37	803.00	767.37
2013-14	1634.32	815.65	818.67
2014-15	1876.82	860.95	1015.87
2015-16	2020.11	1065.70	954.40

Source: Chittagong Port Authority, Ministry of Shipping *provisional

Mongla Port Authority (MPA)

Mongla Port was established in 1 December, 1950 as an anchorage. It has been turned into a modern facilitated sea port gradually by implementing different development projects. At present, Mongla port has the capacity to berth 35 of ships at a time in i.e. 6 own Jetties, 6 in Mooring Buoys, 16 in anchorages and 7 in private companies' Jetties. There are 4 transit sheds, 2 warehouse, 3 container yards, 2 car yards that can accommodate more than 70 lakh MT of cargos, 1 lakh TEUs of containers and 6000 of cars annually.

In FY2015-16, Mongla port has handled 57.98 lakh MT of cargo, 41,935 TUEs of container and earned Tk.195.23 crore. Table 11.11 shows year wise data on revenue income, expenditure, profit/loss of *Mongla* port during the period from FY2006-07 to FY2015-16.

Table 11.11: Income, Expenditure and Profit/Loss of Mongla Port

(In Crore Taka)

Fiscal Year	Actual Income	Actual Expenditure	Net Income/Loss (+/-)
2006-07	49.34	55.53	- 6.19
2007-08	47.70	47.65	0.05
2008-09	58.40	55.43	2.97
2009-10	66.49	64.22	2.27
2010-11	85.52	63.69	21.83
2011-12	105.81	71.66	34.15
2012-13	138.08	94.13	43.95
2013-14	155.73	102.10	53.63
2014-15	170.17	109.48	60.69
2015-16*	195.23	130.72	64.51

Source: Mongla Port Authority *provisional

To expedite the operational activities and develop the port infrastructure, Government has taken different types of initiative such as construction of *Padma* Bridge at *Mawa* point, establishment of Khulna-Mongla railway link, supply of gas through pipeline, construction of *Khan Jahan Ali* airport, establishment of 1,320 MW powered coal based power plant at *Rampal*, Special Economic zone at *Mongla* Port area etc. Those works are expected to be completed by 2018-2020. After completion of the *Padma* Bridge, an opportunity will be opened up for Dhaka based export and import cargo specially for readymade garments. Moreover after establishment of coal based power plant at *Rampal* minimum 45 lakh MT of coal would likely to be imported through Mongla Port annually as raw materials of the company. On the other hand, special Economic Zone will create a new horizon for imports and exports. Consequently, the used of *Mongla* port will be increased tremendously.

Payra Port Authority

Payra Port as third Sea-port of Bangladesh was inaugurated on 19 November, 2013. In order to engage the limited scale of operational activities primarily with cement clinker, fertiliser and other bulk carrier vessels call in at the outer anchorage and discharge the cargo onto the inland vessels for hinterland transportation. For hassle free inland vessels movement faraway and mooring buoys have been laid to earmark navigational channel. In addition, a VHF Bade station had also been installed with telecommunication equipments. The customs and shipping facilities has also been established. As per requirement of International Association for Port and Harbor ISPS code has implemented and UN locator code allotted for *Payra* Port by the United Nations, An Electric Sub-Station with 1,000 KVA capacity is installed for uninterrupted power supply. Besides a water treatment plant with a capacity to produce 250 MT/h has been installed for supplying pure drinking water to foreign vessels.

Bangladesh Land Port Authority (BLPA)

Bangladesh Land Port Authority came into being in 2001 under the BLPA Act, 2001 as a statutory regulatory body with a vision of expedite and facilitate export-import activities through land ports and improve to make it safest, most efficient and most sustainable port. So it has a mission to develop and modernise infrastructure, efficient cargo handling; improvement of storage facilities and fostering PPP for effective and better service delivery, Bangladesh Land Port Authority started its activities through the declaration of 12 land ports in 2001. Afterwards, 11 more land customs stations have been declared as land ports, At present, total number of land ports is 23. Among them, *Benapole, Bhomra, Burimari, Akhaura, Burimari* and *Nakugaon* Land Port are being operated by own management of BLPA. On the other land *Sonamosjid, Hilli, Teknaf, Banglabandha* and *Bibirbazar* land ports are being operated on BOT basis. The construction of infrastructures for *Tamabil* Land Port is under implementation which will be completed by June, 2017. With a view to starting the operation of the remaining land ports, the process for the work of acquiring land along with the construction of necessary infrastructures is under process. Table 11.12 shows year wise income and expenditure of BPLA during the period from FY2006-07 to FY2015-16.

Table 11.12: Income and Expenditure of Bangladesh Land Port Authority

(In Crore Taka)

Fiscal year	Income	Expenditure	Surplus (+/-)
2006-07	20.28	13.46	6.82
2007-08	22.66	22.73	-0.07
2008-09	26.74	24.97	1.77
2009-10	33.52	26.29	7.23
2010-11	41.20	32.38	8.82
2011-12	42.08	31.91	10.17
2012-13	47.78	37.29	10.49
2013-14	61.36	51.06	10.25
2014-15	70.52	47.38	23.14
2015-16	80.01	42.67	32.57

Source: Bangladesh Land Port Authority

Department of Shipping (DOS)

The Department of Shipping is a government regulatory agency under the Ministry of Shipping. Principally, this Department is responsible to ensure safety of inland, coastal, fishing ocean-going vessels of Bangladesh and foreign vessels calling at ports as well. It also protects the trade interest of the Bangladeshi vessels. The functions of this organisation are performed according to the provisions of national shipping policies, shipping laws and regulations and applicable conventions relating to maritime and shipping. The Department contributes significantly in providing job opportunities of the Bangladeshi peoples by generating skilled manpower in the maritime sector through imparting training and issuing competency certificates to the crews and seafaring officers with a view to maneuvering vessels efficiently.

The main sources of revenue incomes of the Department are: registration and survey of ships, conducting competency examination and issuing certificate to the seafaring officers and crews, examination fees, light dues, issuing seafarers ID cards, manning agents licensing fees, penalty for contravention of shipping laws etc. The statement of incomes and expenditures of this organisation are shown in the Table: 11.13.

Table 11.13: Income and Expenditure of the Department of Shipping

(In Crore Taka)

Fiscal Year	Target of Income	Actual Income	Expenditure
2006-07	4.08	3.71	7.40
2007-08	4.05	3.66	8.03
2008-09	5.29	6.19	9.57
2009-10	4.72	4.63	11.67
2010-11	5.49	5.53	12.54
2011-12	7.01	5.54	13.26
2012-13	19.32	14.66	12.95
2013-14	12.87	10.12	14.43
2014-15	10.56	9.33	18.22
2015-16	13.94	11.63	29.03

Source: Department of Shipping

Bangladesh Shipping Corporation (BSC)

Bangladesh Shipping Corporation (BSC) was established on 5 February, 1972. The main objective of BSC is to provide safe and efficient shipping services in international routes and carryout all sorts of activities connected with or ancillary to shipping. Although there is a limitation of wealth in the country, BSC acquired 38 vessels through continuous efforts and patronage of the Government since inception. Of which, after sale of old and uneconomic vessels, BSC has now a mixed fleet of 8 vessels comprising of 1 container vessel, 5 multipurpose cargo vessels and 2 lighter oil tankers. BSC can carry only 4-5 percent of total import-export cargo of the country by this fleet. Table 11.14 shows gross income-expenditure and net profit-loss of BSC during FY2006-07 to FY2015-16:

Table 11.14: Statement of Income-Expenditure and Profit-Loss of BSC

(In Crore Taka)

FY	Total Income	Total expenses (Including depreciation and interest)	Net Profit/Loss (+/-)	Depreciation and interest	Operational Profit including depreciation and interest.
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	21.85
2009-10	273.25	259.91	13.34	17.16	30.5

FY	Total Income	Total expenses (Including depreciation and interest)	Net Profit/ Loss (+/-)	Depreciation and interest	Operational Profit including depreciation and interest.
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	171.14	167.77	3.37	40.57	43.94
2014-15	130.01	124.68	5.33	2.54	7.87
2015-16*	139.10	128.99	10.11	2.30	12.40

Source: BSC * provisional

Marine Academy, Chittagong

Marine Academy has been preparing professionally efficient environmentally alett cadets in accordance with the component international Maritime Organisation of the United Nations for the last five decades, Besides these, about more than thirty thousand Marine Officers and Marine Engineers have been providing training courses (preparatory & ancillary). In order to create women empowerment and in according with the directives of the Prime Minister, female cadet training has been introduced in the Marine Academy. And on completion of their 2 years pre-sea training in the Academy, they are now engaged in Bangladesh Shipping Corporation's Ships. In accordance with the joint initiative of Australian Maritime College under the project titled "Marine Education development" its training programme like internationalisation, simplification of cadets employment in international Merchant fleet, modernisation of all training courses have been made through IMEC (International Maritime Employers Committee) and IMO STCW convention, 2010.

National Maritime Institute, Chittagong.

National Maritime Institute, Chittagong is the only technical Training Centre for Bangladeshi seafarers (ratings). In this institution 1,146 trainees were trained in the FY2012-13 and 2,540 in the FY2013-14. Numbers of regular trainees have been increased from 150 to 300 per year. Unemployed youths are selected for training from all over the country under a standard selection procedure. They are trained here as per the syllabus in accordance with the (STCW) convention of (IMO) to develop them into competent maritime manpower. Various ancillary courses are being introduced here for enhancing the skills and promotion of serving seafarers (Post-Sea ratings and officers). The seafarers trained for this institute are employed in the national and foreign flag-ships earn remarkable foreign currency, which play an important role for the development of socio-economic of the country.

National Conservation Commission

The National Conservation Commission Law 2013 has been enacted by the National Parliament in order to protect all the rivers and water bodies from illegal occupation, pollution of water and environment, construction of illegal infrastructure and various illegal interventions in the river. This is the law that strives for maintenance the rivers transforming them into multiple use for

socio-economic development. National River Conservation Commission is implementing this land.

D. Air Transport

Civil Aviation Authority of Bangladesh (CAAB)

Bangladesh is a member country of the International Civil Aviation Organisation (ICAO). Civil Aviation Authority of Bangladesh (CAAB) renders its services to regulate and to develop required aviation facilities in Bangladesh for national and international air transportation. Civil Aviation Authority installs, maintains and operates aerodromes, air traffic, air navigation and tele communication services and facilities. All other aviation related ground services and facilities are also ensured by CAAB for safe and smooth aircraft operation within the territorial air space of the country.

CAAB at present operates 3 international airports and 7 domestic airports and 2 STOL ports. Out of these, 8 airports are in operation. Due to inadequacy of passengers, no flight is operating at 2 other domestic airports and 2 STOL ports. The financial position of CAAB during the period from FY2006-07 to FY2015-16 is shown in Table 11.15.

Table 11.15: Financial Position of CAAB

(In Crore Taka)

Fiscal Year	Revenue Income	Revenue Expenditure	Net Profit
2006-07	287.15	197.40	89.75
2007-08	301.51	207.54	93.96
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	731.88	337.44	394.44
2012-13	783.24	337.87	445.37
2013-14	1026.28	427.68	598.60
2014-15	1220.80	481.13	739.67
2015-16	1330.06	632.39	697.67

Source: Civil Aviation Authority.

Biman Bangladesh Airlines Limited

Biman Bangladesh Airlines Limited, the national flag carrier, plays a vital role in air transportation within and outside the country. *Biman* has been maintaining its core network in spite of limited fleet and financial constraints. At present, *Biman* is operating flights to 7 domestic and 15 international destinations. Out of the international destinations, *Biman* operates to 2 destinations in the SAARC countries, 4 destinations in the Far East and South East Asia, 8 destinations in the Gulf and Middle-East and 1 destination in Europe. Year wise income and expenditure of *Biman* during FY2006-07 to FY2015-16 is shown in Table 11.16.

Table 11.16: Income and Expenditure of *Biman*

(In Crore Taka)

Fiscal Year	Revenue Income	Expenses	Net Profit/Loss (+/-)
2006-07	2,463.67	2,735.84	-272.10
2007-08	2,979.43	2,973.52	5.91
2008-09	3,039.70	3,024.12	15.58
2009-10	2948.03	2994.05	-46.02
2010-11	3343.93	3568.09	-224.16
2011-12	3823.67	4417.88	-594.21
2012-13	3959.20	4150.78	-285.63
2013-14	3760.12	3958.92	-198.80
2014-15	4687.34	4415.11	272.23
2015-16*	5063.21	4620.74	442.47

Source: Bangladesh Biman Airlines Limited. * Provisional

At present, *Biman* has 14 aircraft in the fleet including four 777-300ER, two 777-200ER, two Airbus-310-300, four 737-800 and two Dash8-Q400 aircraft. In 2011, *Biman* entered into a new era by inducting two 777-300ER aircraft under the Purchase Agreement with Boeing for 10 aircraft signed in 2008. *Biman* took delivery of another two 777-300ER in February and March 2014 and two 737-800 in November and December 2015 from Boeing. Remaining 4x787-8 aircraft are scheduled to be delivered in 2018-19.

In order to enhance fleet capability, *Biman* acquired two 777-200ER on 5 years dry lease in March and May 2014 from Egypt Air Holding Company. *Biman* also acquired two Dash8-Q400 aircraft on 5 years dry lease from Smart Aviation, Egypt in April 2015. *Biman* has completed phasing out of age-old F-28 and DC10-30 aircraft. Two A310-300 aircrafts will be phased out by September 2016.

Bangladesh Parjatan Corporation

Bangladesh Parjatan Corporation was established in November 1972 by the ordinance of the President and commenced its function since 1 January, 1973. Bangladesh Parjatan Corporation initiated its function with 4 commercial unit such as Laboni, Upal, Probal and old Cottage at Cox's Bazar and now the total commercial units of this corporation is 45 in the whole country. As a Government Tourism Organisation, the foremost objectives of the corporation are to promote tourism in Bangladesh, build up positive image of the country in abroad, elevate infrastructure at tourism sites, provide services to the tourists and flourish tourist resources that exist in Bangladesh, create employment opportunity in different sectors of this industry which is helpful to alleviate poverty.

E. Information and Communication

Bangladesh Telecommunication Regulatory Commission (BTRC)

Bangladesh Telecommunication Regulatory Commission (BTRC) is functioning since 2002 with the view to provide reliable and affordable telecommunication services for the mass people irrespectively with the effective utilisation of Telecommunication and ICTs infrastructure. Since the establishment of BTRC due to liberalisation of telecom sector, the rate of subscribers (which was estimated 10 users per 100 people in next 10 years as per National Telecommunication Policy 1998) increased exponentially surpassing the estimation. Besides, effective management of BTRC has helped to introduce 3G technology, reduction of voice call and SMS tariff, reduction of tariff on international outgoing calls, increase in international incoming call volume including increased number of telephone and internet users. Above all coordination of strength of capabilities and frameworks of both the government and private sector were possible with the view to reach the internet facilities up to all districts and *upazila* level of the country.

Presently the penetration of telephone users specially the number of mobile subscribers is increasing beyond prediction, where the total number of subscriber exceeded 13 crore in June 2016. Table 11.17 shows the number of mobile and fixed phone subscribers, growth rate, internet users, teledensity etc. from 2007 to June 2016 and table 11.18 shows the total number of subscribers of different mobile operators during June 2016.

Table 11.17: Subscriber Number, Growth and Teledensity of Mobile and Fixed Phone

Subscriber Number, Growth Rate and Teledensity	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016*
Mobile Subscriber (Crore)	3.44	4.46	5.24	6.87	7.30	8.66	9.74	11.48	12.68	13.13
fixed phone Subscriber (Crore)	0.12	0.13	0.17	0.17	0.17	0.10	0.10	0.11	.11	0.08
Total Subscriber(Crore)	3.56	4.02	4.71	5.64	7.47	8.76	9.84	11.59	12.79	13.21
Internet User (Crore)	-	-	-	-	-	2.84	3.10	3.55	4.83	6.32
Yearly Teledensity (%)	24.71	27.91	31.95	38.05	44.6	60.9	63.91	76.44	81.93	84.43

Source: BTRC; * Up to June, 2016

Table 11.18: Number of Subscribers of Different Mobile Operators (up to June, 2016)

S.L.	Operators	Subscribers (In Crore)
1.	Grameen Phone Ltd (GP)	5.69
2.	Banglalink Digital Communications Limited (Banglalink)	3.19
3.	RobiAxiata Limited (Robi)	2.74
4.	Airtel Bangladesh Limited (Airtel)	0.99
5.	Pacific Bangladesh Telecom Limited(Citycell)	0.07
6.	Teletalk Bangladesh Ltd (Teletalk)	0.45
	Total	13.13

Source: Bangladesh Telecommunication Regulatory Commission (BTRC) .

Bangladesh Telecommunications Company Limited (BTCL)

In addition to increase revenue, telecommunications has a positive role in rapid exchange of information at all levels of economic activity. To modernise and expand the country's telecommunications system, varieties of activities have been continued by BTCL. BTCL earns revenue by providing telephone, data and internet services. Table 11.19 shows the revenue targets, revenue income and expenditure details of BTCL during the period from FY 2006-07 to FY 2015-16.

Table 11.19: Year wise Income and Expenditure of BTCL

(In Crore Taka)

Fiscal Year	Target	Revenue Earned	Expenditure
2006-07	1903	1667	929
2007-08	1927	1565	1755
2008-09	1500	1720	1622
2009-10	1583	1241	1343
2010-11	1566	1640	1976
2011-12	1760	2186	2203
2012-13	2498	1761	1756
2013-14	1306	1005	1385
2014-15	848	821	1106
2015-16	784	835	852

Source: BTCL.

Telephone and Internet Service of BTCL

BTCL had 14.44 lakh telephone line capacity and 7.16 lakh telephone connection throughout the country at the end of the FY2015-16. At the same time, 256 Kbps to 1.5 Mbps unlimited ADSL internet service was subscribed by 20 thousands customers. Newly introduced GPON based internet service allows 1-4 Mbps internet speed over optical fiber and it got 132 customers in a test area Mirpur DOHS. This service is going to be expanded soon in Dhaka and Chittagong and will provide internet at higher speed with voice, video and IPTV. BTCL has so far connected all zillas and 277 upazilas through 17,500 Km optical fiber cable, which is the main ICT backbone of the country.

Bangladesh Submarine Cable Company Limited (BSCCL)

Bangladesh Submarine Cable Company Limited (BSCCL) is a public limited company under the Posts and Telecommunication Division which connects Bangladesh with International Information Superhighway through SEA-ME-WE-4 submarine cable system. For exchanging data and voice it is possible to maintain international connectivity easily through this submarine cable beneath the Ocean. Before connecting to submarine cable, Satellite System was used for International Telecommunication. BSCCL was listed in Dhaka Stock Exchange (DSE) and Chittagong Stock Exchange in 2012 as the first government regulated company in telecommunication sector. From its establishment BSCCL is a profitable company and it

becomes a successful, transparent and dependable in capital market. Table 11.20 shows year wise income of BSCCL during the period from FY2008-09 to FY2015-16.

Table 11.20: Income and Expenditure of Bangladesh Submarine Cable Company Limited

(In Crore Taka)

	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Revenue Earned	43.59	60.34	83.78	121.45	124.84	75.37	54.07	61.86
Net Profit (before tax)	11.55	34.86	54.86	83.13	109.59	48.81	13.90	17.86
Net Profit (after tax)	11.55	34.65	30.51	74.48	87.21	36.23	12.91	16.55

Source: BSCCL

Major works of Bangladesh Submarine Cable Company Limited (BSCCL) are:

- Connecting with the Second Submarine Cable SEA-ME-WE-4;
- Bandwidth Lease to the North Eastern Provinces of Tripura, India;
- Reducing Bandwidth Price to 625 taka per Mbps for 10 Gbps level;
- Increasing the Usage of Bandwidth from 13 Gbps in 2009 to 131 Gbps in 2016.

Information and Communication Technology (ICT)

Keeping consistent with the targets of Vision: 2021, UN's SDG and 7th Five Year Plan (FYP), government has taken various initiatives to the expansion of IT, a major driving force for the socio-economic development of the country. Meanwhile the government has approved the ICT Policy 2015 aimed at development and promotion of ICT sector to ensure its effective use to achieve nation's development goals. New policy of ICT have 10 objectives and it have 235 short term, medium term and long term work plan for different departments, division and ministries. Digital Bangladesh is not dream it is now reality. Union Digital Center is one of the most important examples of success of the ICT sector in Bangladesh.

Focus of the ICT policy 2015, ICT Division, Bangladesh Computer Council (BCC), Bangladesh High Tech Park Authority, Controller of Certifying Authority already started some activities, The main activities are e-governance, digital signature, establishment of IT park , e-service etc. Now people take the opportunity of the digital Bangladesh. They pay their utility bill, examination result, university examination work through mobile phone.

Present government is committed to make Bangladesh a middle income country by 2021 through the use of ICT in all spheres of life. The country has made remarkable progress on many aspects including the Information and Communication Technology (ICT) sector under the visionary leadership of Prime Minister Sheikh Hasina since Bangladesh started the journey towards implementation of Digital Bangladesh in 2009. The ultimate goal is to turn Bangladesh into a middle-income country by 2021.

In line with its plan to build Digital Bangladesh as charted out in the Vision 2021, the government put thrust on the use of ICT for improving productivity, governance and service delivery and on the development of IT industry.

Bangladesh received different International Award on ICT last two year. Prime Minister Sheikh Hasina was nominated for the “*South South Cooperation Visionary Award*” for her role in advancing Bangladesh towards digital system and expansion of education. *World Summit on Information Society (WSIS) 2014 Prize* award was given to Access to Information (A2i) programme in recognition of its role in improving people’s lives through the use of ICT. It (award) was in the category of service at people’s doorstep. The award is being considered as recognition to the development that took place with the implementation of various digital initiatives.

ICT Infrastructure Development

Recently implemented 3 projects developed an infrastructure all over the country. Such as:

- (1) *Development of National Infra Network for Bangladesh Government (BanglagovNet) Project* is one of the important Projects of BCC. Under the Project all government offices brought under one network. Establishment of network among 58 ministries/departments, 223 important offices in Dhaka under ministries and departments, 64 districts and at least 64 upazila level offices has been so far connected. One assistant programmer has been recruited in ICT centre at the office of each district level office. The assistant programmers are rendering the service in their respective districts.
- (2) With the implementation of *Info Sharkar-2 Project*, the use of ICT is enhancing efficiency, accountability and transparency in the government administration as well as the ICT use reducing wastage of resources, expediting planning and improving the service quality of the administration. Under this project some 18,130 connectivity to be installed in district and *upazila* level offices. Of them, the work for installing connectivity of 13,000 offices has already been completed.
- (3) ICT division under the Posts, Telecommunication and ICT Ministry successfully implemented *SASEC Information Highway Project (Bangladesh Part)* at cost of Tk. 28.61 crore, which was financed by the Asian Development Bank (ADB) and the Government of Bangladesh. The ICT division has successfully completed the project (July 2001 to June 2015). The aim of the project was to establish and use strong communication network under SASEC countries. 56-kilometre fresh optical fiber cable line of new 48 core has been installed under the project from BTCL *Panchagarh* exchange to *Banglabandha* zero point of *Tetulia upazila* with a view to setting up sub-regional connectivity.

Establishment of Hi-Tech Park and Software Technology Park

Kaliakoir Hi-tech Park is the first ever state-owned Hi-tech Park in Bangladesh, set up on 232 acres of land at *Kaliakoir upazilla* in *Gazipur* district. The 232-acre of land was divided into five blocks to attract both local and foreign investment here. The Hi-tech Park Authority signed an agreement with Summit Technopolis Limited on May 28, 2015 for the infrastructural development of Block 2 and 5. The Hi-tech Park Authority inked another agreement with Fiber @home Consortium Bangladesh Technocity on August 11, 2015 for the development of the third

block. Besides, the appointment of developer firms is under process to build infrastructures of the remaining blocks. Some 70,000 jobs will be created once the park is established.

Initiative has been taken to set up one IT village/Hi-Tech Park in divisional level to ensure area-wise development. It was also finalised that *Varendra* Silicon City would be set up on 34.56 acre of land in *Rajshahi*, *Sylhet* Electronic City on 162.83 acre of land in *Sylhet* and *Mohakhali* IT village on 47 acre of land at *Mohakhali* in Dhaka. To this end, a programme titled 'Feasibility study to set up IT villages in divisional level' has been taken. Under the project feasibility study has been conducted in *Rajshahi*, *Sylhet*, *Jessore*, *Mohakhali* and *Barishal*. Besides, feasibility study in Chittagong and *Rangpur* is underway.

Human Resource Development in ICT Sector

- *Leveraging ICT for growth, Employment and Governance* is the first project in the country that introduces online competitive examinations with participation of a large number of graduate and post graduate level examinees. In the first batch 6,848 people completed registration online. The youths were selected for higher training generally in two types of programme. These are: software development and business process outsourcing (BPO), Post graduates in science and business studies are given priority.
- *Capacity Building on IT Engineers Examination (ITEE) Management Project* is now being implemented for building capacity of the IT manpower and making their efficiency to the international standard.
- Mid Level Training Programme, Skill Enhancement Training Programme was taken under Support to Development of *Kaliakair* Hi-tech park project to create skilled manpower in IT and ITES sectors. The training of 2,852 have so far completed and 1,223 persons have been given job under Employment Incentive Programme. Some 100 graduates received advanced training from Infosys Technologies of Mysore in India.
- *Learning and Earning Development Project* was introduced to pave the way of employment for huge educated youths utilising the numerous possibilities of information technology. A programme was undertaken named Learning and Earning before the project. The overall situation of the project is highlighted in the below:
 - Learning and Earning Development Project was undertaken with a view to create freelancers in the district and *upazila* level.
 - Fifty Five thousands freelancers will be created. As part of making the freelancers, now a programme is going on to train up 20,000 women on IT and outsourcing.
 - Meanwhile, the training programme in 64 organizations in 64 districts is going on.
 - The activities to implement the project 'Computer and Language Training Lab in educational institutions across the country' is underway. Under the project 2,000 computer labs and 64 Language Training Labs will be established in 64 districts. If the project is implemented students of the grassroots will get scope for computer training

- 1000 teachers will be turned into language trainers through training in nine languages (English, French, Spanish, German, Japanese, Korean, Russian, Arabic and Chinese) for language labs.
- Bangladesh Computer Council has set up National Data Center as part of the development of the infrastructure. The data center was established in the head office of the BCC with a view to making a modern technology based data center. Considering the expansion and demand of ICT, the government took the initiative to establish a new Tier-IV data center adjacent to Kaliakoir Hi-Tech Park and expand the existing Tier-III data center in BCC.

Bangladesh Post Office

Bangladesh Post Office (BPO) is serving the people with its 9,886 outlets throughout the country. The main objective of Bangladesh Post Office is to provide regular and speedy postal service with minimum cost. The core services of Bangladesh Post Office provided both domestically and internationally. Besides, mail delivery, BPO has more services for the common people like parcel services (domestic and international), Registration, Insured Parcel (domestic and international), VPP, Money Order Service, GEP service, EMS service, Intel Post (Fax services), Reg, News paper and E-Post etc.

Along with its own services BPO has also some agency services. BPO gets a percentage of commission providing those agency services. The agency services namely Post Office Savings Bank (Ordinary and Fixed deposit), Postal Life Insurances Saving Certificates (sell and encashment). Revenue stamps and non-judicial stamps, Bandroll sell of printing and supply of all kinds of non-postage of government. Some activities of Bangladesh Post Office are: Letter Mail Traffic, Post Office Savings Bank, Savings Certificates, Electronic money Order Service (EMTS) and Postal Life Insurance (PLI).