CHAPTER-11

TRANSPORT AND COMMUNICATION

The role of an efficient transport and communication system is extremely critical for the socio-economic progress of a country. As physical infrastructure is indispensable, a well-knit transport and communication network ensures a well-balanced distribution system for the means of production, efficient marketing of produced commodities, maintaining stability of prices and rapid industrialisation. In the current context of globalisation and market economy, there is a critical need for evolving a developed and well-knit transport and communication system that should be able to integrate Bangladesh with the international transport and communication network. Realising this importance, the concerned ministries and their agencies continue to exert their concerted efforts to develop the system. In the RADP of FY 2004-05 there is an allocation of Tk. 4543.77 crore for transport and communication sector. In FY 2004-05, the contribution of this sector to the GDP at constant prices is about 10.01 percent (provisional). The transport and communication network in Bangladesh has evolved with roads, railway, and water and air-transport as well as, post, telecommunication and information technology.

Transport

Road transport

Over the last thirty-four years, a huge road network of 2 lakh 71 thousand km has been built what was only 4000 km after independence. Besides, the Roads and Highways and the Local Government Engineering Department is also playing a vital role in the development of transport infrastructure. Set out below is a chart that shows the total road network as exists in Bangladesh:

Table: 11.1 Road Network in Bangladesh

Category	*1998 (km.)	**2003 (km.)	** 2004 (km.)	**2005 (km)
National highway (NH)	3144	3086	3723	3570
Regional Highway (RH)	1746	1751	4832	4323
Zila Road	15964	15962	13823	13678
Upazila Road	19490	35205	36343	36166
Union Road	65222	46465	43674	42329
Village Road	11727	136178	138891	171335
Total	222593	238647	241286	271401

Source:* 1)'A National Strategy for Economic Growth, Poverty Reduction and Social Development. (PP-97)
**2)Roads and Highways and Local Government Engineering Department.

*The Information on the above table are based on data collected in 1998. 25000 km road constructed under the Food for Works Programme is not included in this table.

Due to the phenomenal expansion of the road transport sector, its share in transporting passengers and freight has been tremendously increasing compared to the other modes of transport. It has also been observed from a survey conducted by the Planning Commission in 1998 that road transportation is getting more importance compared to other modes of transportation. In order to update the information, a similar survey needs to be carried out.

Roads and Highways Department(R&HD)

According to a report of R & HD, there were a total of 21571 km. roads, 3790 bridges having the length of 130 km. and 10981 culverts with 54 km. length under this Department until the middle of 2005. This department is implementing a number of programmes for building vital roads and bridges throughout the country for socio -economic development. The bridge over the river Dakatia at Chadpur and the one over the river Rupsha (Khan Jahan Ali bridge) have already been opened formally for traffic movement. Besides, the construction of Gorai Bridge on Kustia-Rajbari road and Kapashiya Bridge on Salna-Rajendrapur-Kapashiya road is nearing completion.

About 3244 km road including 171 bridges, 135 culverts and 26 ferry ghats have been seriously damaged by the devastating floods of 2004. These damaged roads have been repaired to make them traffic worthy by an immediate action plan. According to the preliminary assessment, Tk. 1304 crore will be required for rehabilitation and restoration of the devastated structures. DFID has provided Tk. 44.34 crore for rehabilitation programme of the roads. On the other hand, two foreign aided projects named as "Flood Damaged Rehabilitation Project 2004" under the assistance of IDA and "Emergency Flood Damaged Rehabilitation Assistance Project 2004" with the assistance of ADB have been proposed to be incorporated in the revised ADP of current fiscal year. In addition, Tk. 866.86 crore has been allocated for maintenance. The road network under R & HD combining different types of roads built over a period from 1995 to 2005 is given below:

Table- 11.2: Various Categories of Roads under Roads & Highways Department

Year (Up to the June, 30)	National Highway (km)	Regional highway (km)	Feeder Road 'A' type (km)	Total (km)
1995	2920	1700	11450	16070
1996	2920	1700	12934	17554
1997	2920	1700	15656	20276
1998	3144	1746	15964	20854
1999	3090	1752	16116	20958
2000	3086	1751	15962	20799
2001	3086	1751	15962	20799
2002	3086	1751	15962	20799
2003	3723	4832	13805	22360
2004	3723	4832	13823	22378
2005	3570	4323	13678	21571

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

Box 11.1 Measures adopted in Road Sector

- Private sector involvement has been ensured in developing road network of the country;
- A road maintenance fund is being established to ensure proper maintenance of the road network;
- Poverty Reduction Strategy: Roads and Highways Department is preparing its investment programme consistent with PRSP .In this process, women are being given higher priorities in district and other road construction projects to ensure higher growth in women employment in rural economy.

Local Government Engineering Department (LGED):

For infrastructure development of urban and rural areas, LGED is implementing a range of programmes with foreign and local finance. Included among them are: construction of rural roads, bridges /culverts, growth centres, hat bazar/women's corner, embankment, plantation, UP complex, ghat/jetty, irrgation drainage for better agricultural production in dry seasons, regulator sluice gate, plantation and preservation of water in the canals. Besides, for the convenience of the people in urban areas, roads/ footpaths/bridges/culverts, drains, latrines/community latrines, bus /truck terminals, town halls, super markets/kitchen markets, tube well etc. are being constructed /reconstructed. Recently, LGED has completed the construction of Khilgaon Flyover using indigenous technology. It is a new addition to urban infrastructure development in Bangladesh. During FY 1991-92 to 2004-2005, a total of 92721 km (55976 km earthen road and 36745 km paved road) upazila road and union road and 440418 meter bridge/culvert, 14661 km Tree Plantation, 1247 nos, UP Complex Bhaban, 109040 hectare FCDI and Command Area Development and 388nos, Cyclone Shelters have been constructed and also 11702.83 lakh man days employment have been generated. The programmes of LGED for infrastructure development of FY 2004-05 are shown below:

Table-11.3: Programmes of LGED for Infrastructure Development

Activities	Cumulative figure Since 1991-92 to June,99	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	2004-05	Cumulative figure up to June '05
Earthen Road (km)	14844	5888	5525	10102	4555	4750	6252	6040	55976
Paved Road (km)	11621	1946	2142	3870	3255	3739	4804	5237	36745
Bridge/culvert (m)	118876	34757	46448	67449	50882	42003	49405	60908	440418

Source: LGED.

Bangladesh Road Transport Authority (BRTA)

BRTA was set up in 1988 to carry out the task of overall supervision, management and control of the transport sector. This organisation is responsible for issuing registration and fitness certificate as well as carrying out other regulatory activities of road transport services. To bring discipline and momentum in this sector, the organisation has already adopted the following programmes:

***Formulation of Polices and Laws*:** The draft action plan of 2005-07 has been prepared after completion of Natural Road Safety Action Plan 2002-04. The plan is in the process of final approval.

***Safety on Roads*:** Road safety cell has been set up and at the same time," Accident Research Centre" has also been set up in BUET. There is an initiative to include road safety issues in the primary and high school curriculum. Reflectors have been installed at the important intersections of roads.

Measures to Control Pollution of Environment: To control pollution, two stroke three-wheelers have been withdrawn, use of CNG -driven motor vehicles has been encouraged and the age of imported reconditioned motor vehicles has been reduced from five years to four years. Two pollution detective mobile vehicles have been procured. These vehicles will detect the transport emitting black smokes to bring them under law. Considering the public demand, the number of taxicabs has been increased. Vigilance teams are formed to watch and ensure that the commercial bus owners cannot extract extra fare during festivals. Above all, BRTA has started providing online customer service. The table below shows the revenue income by BRTA during FY 1994-95 to FY 2004-05:

Table 11.4: Revenue Income by BRTA from Motor Vehicles Tax and Fees during FY 1994-95 to FY 2004-05

(in crore Tk.)

Fiscal Year	Target	Revenue Income	Revenue as % of target
1994-95	85	75.23	88.51
1995-96	110	92.76	84.36
1996-97	130	106.22	81.71
1997-98	110	95.67	86.97
1998-99	125	87.26	69.81
1999-00	150	99.95	66.64
2000-01	120	121.31	101.10
2001-02	145.11	173.45	119.53
2002-03	225	222.26	98.78
2003-04	240	244.84	102.01
2004-05	267.00	262.00	98.13

Source: BRTA, The Ministry of Communication.

Jamuna Multipurpose Bridge Authority (JMBA):

Jamuna Bridge is playing a vital role in road transport system. The Bridge has made the communication between eastern and northern region of the country easier .As a result, the producers are getting fair prices of their produces, which are encouraging them to produce more. This, in effect, is inducing increased production. Besides, with the establishment of new industries economic activities in the north -west zone increased manifold. Therefore, there is an

increasing trend in toll collection. Set out below is a table that shows yearwise toll collected by Jamuna Multipurpose Bridge Authority (JMBA) during FY 1997-98 to FY 2004-05:

Table-11.5 Toll Collected by JMBA

(In crore Taka)

Fiscal Year	Target	Collection	Revenue as % of target
1997-98	1.06	99.68	93.26
1998-99	54.17	58.81	108.56
1999-00	66.03	64.77	98.09
2000-01	78.09	81.15	103.91
2001-02	84.94	91.99	108.30
2002-03	95.03	107.02	122.62
2003-04	106.21	129.30	121.70
2004-05	117.6	150.43	127.92

Source: Jamuna Multipurpose Bridge Authority.

Bescause of construction of a dual gauge railway across Tangail under Jamuna Rail link Project, it was possible to set up a direct railway link between the capital city Dhaka and Rajshahi and Khulna Division. Alongside setting up rail and electricity line, gas line has been set up over the bridge. Gas is currently being supplied to Sirajgonj town and to Baghabari power station. If it is possible to supply gas to Bogra and other northern districts gradually, it will facilitate conversion of oil-based power plants into gas-based system. Meanwhile Bogra is connected with gas supply system. This will help to save foreign currency on the one hand and maintain environmental balance on the other.

Other Projects for Construction of Bridges

After successful completion of Jamuna Bridge, the Government has taken initiatives to build bridges over other major rivers to develop an integrated transportation network throughout the country. Building bridges over Daleshwari and Padma is one of these initiatives. The proposed Padma Bridge will provide direct link between Dhaka and the second river port Mongla and the largest land port Benapole including the southwestern region of Bangladesh. Construction of the bridge is expected to commence from 2008-09, subject to availability of foreign funding and it is expected to be completed within 5 years. With the gradual development and expansion of metropolis Dhaka along with the improvement of road network in the adjoining areas, it has been decided to build Mukterpur Bridge over the river Dhaleshwari on Dhaka-Munshigonj road. This Bridge will be named as "Sixth China Bangladesh Friendship Bridge ". An agreement has been signed with the Government of the People's Republic of China for financing this project. According to the agreement, the construction of the bridge has commenced in March 2005 and it will be completed by the middle of 2008. This bridge will establish direct link between Munshigonj and Dhaka districts. Then, it will be easier to have supply of vegetables and fruits from Munshigonj. This would result in increased economic activities at Munshigonj.

Dhaka Transport Co-ordination Board (DTCB):

To provide support to the development of transport infrastructure facilities in Metropolitan Area, "Dhaka Transport Co-ordination Board (DTCB)" was established in 2001 by an Act. Its main objective is to develop a planned and environment- friendly transport system in close cooperation between the public and private sector. Another principal objective of the Board was to prepare a long-term transport plan for the metropolitan area by strengthening institutional capacity of Rajdhani Unnyan Kartipksha, Bangladesh Road Transport Authority and Department of Environment. Dhaka Urban Transport Project (DUTP) has been implemented at a total cost of US $143 million (Tk. 834 crore), with the World Bank credit of $106 million. However, most of the components of the project including construction of Mahakhali Flyover, installation of traffic signals at 61 intersections and preparation of 20-years Strategic Transport Plan has also been completed.

The above activities of the DTCB have sensitised the city dwellers to abide by traffic rules making it easier to enforce them. This has eased up traffic jam partially and brought much relief to the city dwellers. Traffic enforcement has been raised by using the equipment supplied to Dhaka Metropolitan Police and its capacity and performance is better than before. Traffic training schools are using the supplied instruments properly and the traffic polices are receiving regular training.

Bangladesh Road Transport Corporation (BRTC):

BRTC has a rich tradition as an entity. To establish a sound transport system, BRTC was established in 1961 by an Ordinance. Its main objectives are to:

(a) ensure a cheap, speedy, secured, comfortable and modern transportation system;
(b) help develop non-government transport system;
(c) play an important role in controlling the transport quality and transport fare;
(d) develop skilled manpower in transport sector through training;
(e) play a strategic interventional role for a sound and organised transport system.

BOX 11.2 BRTC's Strategic Interventional Role

- Render continuous transport service during flood, tidal surge and natural calamities.
- Provide continuous transport service during hartal, strike, and political agitation.
- BRTC provides supports to the Government in controlling situation when the private sector vehicle owners raise fare and try to bring home their demands by stopping vehicular traffic. It intervenes directly to support Government's efforts to control the situation arising from any uncalled for demand.
- It provides its Truck service for movement of Government relief materials.
- When the private owners are reluctant to provide transport services in unprofitable routes, BRTC comes forward to provide service at relatively less fare.

Although this organisation remained a losing concern for many years, it has now been able to infuse dynamism, skill and discipline in management and other areas following several reforms. Income and expenditure statement of BRTC during FY 1995-96 to FY 2004-05 are shown below:

Table 11.6: Income and Expenditure Status of BRTC during FY 1995-96 to FY 2004-05

(In lakh Tk)

Fiscal Year	Income	Operational Expenditure	Operating Surplus	Interest & Depreciation	Net loss
1995-96	2292.53	2122.67	169.86	741.10	571.24
1996-97	2715.21	2336.91	378.30	993.45	615.15
1997-98	2627.79	2372.36	255.43	972.41	716.98
1998-99	3068.76	2544.65	524.11	1434.60	910.49
1999-00	3281.98	2706.19	575.79	1803.87	1228.08
2000-01	3703.41	3038.53	664.88	2841.56	2176.68
2001-02	4656.24	3238.08	1418.16	4169.18	2751.02
2002-03	6269.45	4336.99	1932.46	5613.64	3681.18
2003-04	6873.00	5286.00	1587.00	4709.71	3122.71
2004-05	7556.00	6164.27	1391.76	4725.64	3333.88

Source: BRTC, Ministry of Communication.

Besides its Strategic interventional role, BRTC arranges special bus services with treatment facility at the time of Eid and Bishaw Ijtema at less fare. There are reserve seats for freedom fighters, women and disabled persons. It also provides bus services for women and working women through 22 buses. Above all, BRTC workshop plays a vital role in employment and training of the drivers.

Rail Transport

Bangladesh Railway (BR):

BR is one of the oldest service-oriented commercial organsations, playing a vital role in the socio -economic as well as industrial development of the country. As a dependable mode of transport, BR can provide environment-friendly, less hazardous and cheap transport service. BR has got a total network of 2854.96 route kilometer (Broad Gauge =660.22 km, Dual Gauge =365.00km and Meter Gauge=1829.74km). After inclusion of railway track over the Jamuna Bridge, railway link between East and West Zone has been established. The following statement depicts the overall activities of BR:

Table 11.7: Overall Activities of Bangladesh Railway

Fiscal Year	Passenger traffic km (million)	Freight traffic km (million)	Revenue earnings (crore Tk)	Revenue expense (crore Tk)
1995-96	3333.25	689.02	284.09	401.59
1996-97	3753.61	782.43	330.68	414.17
1997-98	3855.5	803.85	350.91	433.36
1998-99	3678.00	896.40	374.27	461.15
1999-00	3940.69	777.10	341.49	469.86
2000-01	4209.00	907.8	366.39	523.87
2001-02	3972.00	951.8	388.40	535.48
2002-03	4024.20	951.8	420.10	586.71
2003-04	4341.5	895.5	394.17	639.41
2004-05	4111.83	822.72	479.00	612.36

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

Box 11.3: Recovery Programme of Bangladesh Railway

A recovery programme aided by ADB has been introduced to make the organization profitable. Following are the five elements of the reform programme:

1. Significant deficit reduction;
2. Termination of open-ended subsidies;
3. Labor rationalization;
4. Institutional reforms;
5. Adoption of rational investment programme.

In order to transform BR into a commercially and financially viable organisation and to run it with professional expertise, a decision has been taken to give it more autonomy and change its organisational structure. To meet this requirement, a technical assistance project titled "Organisational Reforms" has been taken up with the assistance of ADB .The project is divided into 3 phases:-(1) Phase 1: Diagnostic, (2) Phase 2: Implementation, (3) Phase 3: Other activities like achieving financial viability of BR, long term involvement of private sectors, rationalisation of personnel, standardisation of accounting system etc in continuation of Phase 1 and 2. The 1st and 2nd phases have been completed and the 3rd phase has begun. The project is completed in June '05.

Water Transport

Chittagong Port Authority (CPA):

Chittagong Port is the principal seaport of Bangladesh. About 85 percent of imports and 80 percent of exports are handled by this port. Side by side, with the remarkable change in cargo handling in international maritime trade and introduction of open market economy during the nineties and foreign trade liberalization policy, cargo handling at Chittagong port has been increasing steadily. Consistent with the development of modern ports around the world, efforts are continuing to develop the same as a modern port. With this and in view a range of development programmes have been undertaken. These include building of a container terminal in the New Mooring area, procurement of container handling equipment including granting cranes, capital dredging in Karnaphuli river, computerization of over all activities of Chittagong Port under the Chittagong Port Trade Facilities project, environment management and building of local roads. Not only that if the infrastructure of the port can be well developed, it can stretch out its services beyond our territorial boundary to Nepal, Bhutan, and northwestern parts of India by fostering friendly relationship. Statistics of income and expenditure of the CPA during FY 1995-96 to FY 2004-05 are shown below:

Table-11.8: Income and Expenditure of CPA during FY 1995-96 to FY 2004-05

(In Crore Taka)

Fiscal Year	Income	Expenditure (except the contribution in Govt. treasury)	Surplus
1995-96	315.86	223.46	92.40
1996-97	324.31	213.33	110.98
1997-98	345.22	242.72	102.50
1998-99	374.51	262.17	112.34
1999-00	421.81	295.17	126.64
2000-01	477.00	302.28	174.72
2001-02	531.37	396.10	135.27
2002-03	530.66	373.75	156.91
2003-04	552.42	318.52	233.90
2004-05	643.76	329.36	314.36

Source: Chittagong Port Authority, Ministry of Shipping.

Mongla Port Authority (MPA):

Mongla is the second seaport of Bangladesh. About 13 percent of total export and 8 percent of the import are handled by this port. Revenue income and expenditure of this port during FY 1995-96 to FY 2004-05 are shown below:

Table 11.9: Revenue Income and Expenditure of MPA during FY 1995-96 to FY 2004-05

(In Lakh Tk.)

Fiscal Year	Actual Income	Actual Expenditure	Profit /Loss	Contribution to Govt. Exchequer
1995-96	6461.86	3277.26	3184.60	650.00
1996-97	6269.72	3401.60	2868.12	650.00
1997-98	6827.54	3614.14	3213.40	900.00
1998-99	7421.05	3885.10	3535.95	1250.00
1999-00	7876.11	4214.12	3661.99	1250.00
2000-01	7586.16	4343.25	3242.91	550.00
2001-02	7058.87	4215.71	2843.16	400.00
2002-03	5588.50	5080.30	508.20	400.00
2003-04	4770.18	4513.05	257.13	400.00
2004-05	4682.23	4664.09	18.14	150.00

Source: Mongla Port Authority, Ministry of Shipping.

Bangladesh Shipping Corporation (BSC):

To provide an efficient shipping service and to carry out all activities related to international sea trade, Bangladesh Shipping Corporation (BSC) was established in 1972. In spite of limited resources, BSC has built up a mixed fleet of 13 vessels where 10 vessels are ordinary cargo carriers, 1 container carrier and 2 lighter oil tankers. BSC can handle 8-9 percent of our export and import by its present fleet. The main objective of BSC is to transport the major share of export and import. To achieve this objective, BSC has planned to build a fleet of 24 vessels through procurement of 15 additional one.

Despite being a public sector entity, the performance of BSC is no less than the private shipping companies. Set out below is a table that shows gross income-expenditure and net profit-loss during FY 1995-96 to FY 2004-05:

Table-11.10: Statement of Income-Expenditure and Profit-Loss of BSC since FY 1995-96

(In Crore Tk.)

Fiscal Year	Total Income	Total Expenditure (including depreciation & interest)	Net Profit	Depreciation & Interest	Profit/Loss excluding depreciation & interest
2004-05	315.69	282.44	33.25	15.30	48.55
2003-04	257.49	242.24	15.25	15.12	30.37
2002-03	208.20	207.64	0.56	21.12	21.68
2001-02	200.33	200.21	0.12	20.05	20.17
2000-01	212.59	225.49	(12.90)	24.72	11.82
1999-00	142.92	174.49	(31.57)	21.40	(10.17)
1998-99	153.96	183.93	(29.97)	20.87	(9.10)
1997-98	207.23	216.44	(9.21)	18.94	9.73
1996-97	206.84	232.03	(25.19)	37.79	12.60
1995-96	218.90	233.78	(14.88)	27.00	12.12

Source: Bangladesh Shipping Corporation, Ministry of Shipping.

Box: 114: Recent Reform Programmes to turn BSC into a profit-making organisation.

1. Most of the vessels in the fleet of BSC are old. Idle time of the vessels, therefore, becomes longer that result in loss to the organisation. In this context, in order to reduce idle time and augment income, the vessels operating in the uneconomic liner routes have been withdrawn and engaged in charter trade. Because of the financial condition of the entity, the vessels were not repaired in time. However, repair works were done later by taking advance from the charterers. As a result, idle time of the vessels has reduced substantially.

2. The spare space of BSC has been rented out and thus BSC is earning Tk. 37.00 lakh per year as rent.

3. To reduce excess manpower, voluntary retirement scheme has been adopted. This has resulted in savings to the tune of Tk. 4.87 crore.

4. Due to the present strength of fleet, the business span of BSC has been squeezed. As a result, the regional offices of BSC at Singapore and London were closed and thus Tk.1.4 crore is saved annually.

5. Steps have been taken to reduce various overhead costs, such as telephone, fuel of car, overtime, printing and stationery, advertisement etc.

6. Computer training programme has been introduced for BSC staff and TOE is being prepared based on 15 ships in the fleet.

7. Besides shipping services, BSC has one workshop named "BSC Marine Workshop" to attend all kinds of repairs of vessels. It also provides repair facilities to both foreign and local ships which saves a lot of foreign exchange.

Bangladesh Inland Water Transport Corporation (BIWTC):

BIWTC is a service -oriented government-owned organisation. It is also the biggest inland water transport organisation. Currently, there are 195 vessels in this organisation. Of these, 142 are commercial and 53 are auxiliary vessels. Most of the vessels of the organisation are very old. Though the Corporation incurs heavy expenditure for their repair and maintenance, it continues to

provide its service in transporting passengers, vehicles and goods for the sake of public interest. Currently, the corporation offers the following services:

1. Inland passenger service

2. Coastal passenger service

3. Ferry service

4. Cargo service.

BIWTC is also continuing its coastal and inland service on subsidy in the interest of public. Although, it set out its journey as a losing concern, now it has been able to augment its revenue by streamlining its management. A statement showing income and expenditure of the Corporation is presented below:

Table 11.11: Income and Expenditure Statement of BIWTC during FY 1995-96 to FY 2004-05

(In Crore Tk)

Fiscal Year	Income	Actual Expenditure	Operational Profit (+)/Loss (-)	Interest & depreciation	Net profit/loss
1995-96	73.89	59.48	14.41	12.90	- 1.51
1996-97	86.75	64.64	22.11	13.08	9.03
1997-98	85.58	65.06	20.52	13.34	7.18
1998-99	68.64	61.21	7.43	13.75	- 6.32
1999-2000	77.80	64.66	13.14	14.38	- 1.24
2000-01	88.72	69.60	19.12	16.18	2.94
2001-02	99.73	72.03	27.70	17.18	10.52
2002-03	109.61	69.66	39.62	21.04	18.58
2003-04	118.16	70.54	47.66	22.27	2535
2004-05	117.27	70.50	47.77	22.27	24.50

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

Bangladesh Land Port Authority (BLPA):

As trade volumes with the neighbouring countries of Bangladesh through land routes have increased substantially the "Land Port Authority Act 2001" was enacted to facilitate and enrich export-import trade through land route. Under this Act, Bangladesh Land Port Authority has been established under the Ministry of Shipping with its headquarters in Dhaka. It started functioning since 14 June 2001. It may be noted that since 1994, there exists an arrangement for providing land port facilities to Benapole Land Customs Station treating it as a unit under Mongla Port Authority. As export-import increased significantly, facilities have been created for proper maintenance and management of Benapole Land Port, considering its economic significance. Facilities have also been created in the India-Bangladesh border customs check posts especially in those check posts through which large volume of export-import takes place. Included among them are Benapole, Darsona, Sona Masjid, Hilly, Burimari, Birol, Bhomra, Bibir Bazar, Bangla

Bandh, Akhaura, Tamabil, Haluaghat and Tekhnaf check posts. Among the land ports, the Benapole Land Port is playing a significant role. The following table shows the summary income statement of BLPA during FY 2001-02 to FY 2004-05:

Table 11.12: Summary income statement of BLPA during FY 2002-03 to FY 2004-05

(In Lakh Tk)

Fiscal Year	Income	Expenditure	Net Income
2001-02 (Feb-June '02)	365.19	326.51	38.68
2002-03	1960.29	804.77	110.08
2003-04	1051.91	1217.77	-165.86
2004-05(Provisional)	1290.35	1129.97	160.38

Source: Bangladesh Land Port Authority.

Once all the land ports under BLPA become fully functional, regional and international trade among Bangladesh, India, Myanmar, Nepal and Bhutan would be expanded further. On the other hand, if these ports were established on BOT basis, it would promote private investment, which will play a positive role in the national economic activities. Improvement of land ports will result in increased volume of trade, prevention of smuggling and reduction of evasion of customs duty. It would also promote and expand the area of co-operation between government and private sector in different areas of development. Private investment in the peripheral area of the country will increase which will also augment Government revenue income.

Department of Shipping:

Department of Shipping is a regulatory body under the Ministry of Shipping. The prime objectives of this department are to ensure secured movement of domestic ships, coastal fishing ships and ships bound for foreign destinations and to protect the trade interest of Bangladeshi ships. The Department, therefore, implements the provisions of ordinance made by international organisations and also prepares its rules and regulations to ensure more safety in this sector. The Department usually undertakes various development programmes for the water transportation. With the enforcement of 12 safety rules in 2001-02, Bangladesh Merchant Shipping Ordinance 1983 and Bangladesh Inland Water Transport Ordinance, ship casualties have reduced. At present, implementation of a project titled "Inland Ship Safety Administration and Improvement of Environment Management" is under way. The aim of the project is to implement the safety rules and identify the causes for the environment pollution. These activities would directly and indirectly support the efforts for economic development of the country. Now, to upgrade the standard of training facilities of Bangladesh seafarers and to create employment opportunities in the national and foreign ships, a project namely "Development of Seamen's Training Centre and Renovation of the Seamen's Hostel" has been undertaken.

This department plays an important role in employment generation by providing training facilities to seamen. Bangladesh is now included in the IMO white list as the Department of Shipping has been able to revise its examination and certificate system conforming international criteria. This has resulted in the expansion of employment generation opportunities for the Bangladeshi officers and sailors.

Fees for registration and survey of inland and seagoing vessels, competency examination fees for officers and sailors, light house dues, penalty for violations of shipping rules are the sources of income of this department. Income and expenditure statement of the department during FY 1995-96 to FY 2004-05 is shown below:

Table- 11.13: Income and Expenditure Statement of the Department of Shipping during FY 1995-96 to FY 2004-05

(In Crore Tk.)

Fiscal Year	Target of Revenue Income	Revenue Income	Revenue Expenditure
1995-96	2.36	2.06	1.78
1996-97	3.15	2.36	1.88
1997-98	3.15	2.78	2.36
1998-99	3.15	2.83	2.25
1999-00	3.32	5.07	2.36
2000-01	3.86	5.14	2.51
2001-02	3.36	6.46	2.52
2002-03	7.30	6.85	2.81
2003-04	8.23	7.35	2.86
2004-05	9.82	8.37	2.65

Source: Department of Shipping, Ministry of Shipping.

BOX 11.5 Water Transport Policy

- Development and maintenance of main channels of seaport and main and important channels of inland water transport movement.
- Establishment of internal communication among the main river ports, quays, inland container ports and depots along with the development of the existing seaports.
- Rationalization of fleet of ships and development of shipping movement and inland shipping sector by providing benefits with a view to encouraging investment in this sector.
- Providing assistance to the management and development of national shipping lines.
- Providing passenger and transport services to the coastal islands with landing facilities thereof.
- Modernization and expansion of training facilities for the cadets of sea-going vessels, sailors and staff of the inland vessels.
- Protection of waterways from environmental erosion.
- Enhancing dredging capacity in order to protect the navigability of waterways.
- Improvement of salvaging operations
- Updating of existing rules and regulations relating to the control of sea-vessels, ports and water transport sector to the international standard.
- Expansion of working area to the ministerial level with a view to providing improved services in respect of framing policy, planning, enacting rules and regulations and their application.
- Ensuring the best utilization of latest information technology in water transport sector.
- Setting up naval museum as an edifying instrument for future generation.
- Ensuring proper naval security.
- Providing regional and sub regional sea transport/ port facilities.

Air Transport

Civil Aviation Authority (CAA):

As a member state of the International Civil Aviation Organization (ICAO), the CAA 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 CAA 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 5 domestic airports. Apart from this, 1 domestic airport and 5 STOL ports have been built for the convenience of airlines. Statistics on movement of aircrafts, passengers and cargoes in the airports during 1995 to 2005 are presented below:

Table 11.14: Statistics on Movement of Aircrafts, Passengers and Cargoes in the Airports during 1995 to 2005

Sector/ Traffic	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005
a) Aircraft Movement											
Domestic	51261	53784	56039	71405	77831	77950	77960	75846	76432	73086	73486
International	11882	12695	12763	12969	13007	15000	15050	15356	16903	19183	19682
Total Increase/decrease (%)	63144 0.74%	66479 5.28%	68801 3.49%	84374 22.63%	90838 8.66%	92950 2.33%	93010 0.07%	91202 -1.94%	93335 2.34%	92269 1.14%	93168 0.93%
b) Passenger Movement											
Domestic	893608	929207	913107	743312	1148120	1150000	1200000	1045147	1026970	1002579	1112480
International	1625512	1734625	1868554	1916052	1912280	2203665	2408030	2604123	2624952	2888130	2900132
Total Increase/decrease (%)	2519160 5.80%	2663872 5.74%	2781661 4.42%	2659364 -4.40%	3000400 15.00%	3353665 9.58%	3608030 7.58%	3649270 1.14%	3651922 0.07%	3890709 6.54%	4012612 3.13%
c) Cargo Movement											
Domestic	1337	1460	1209	1190	1243	1250	1300	2524	3803	9000	9564
International	70361	74606	79602	82338	84644	111097	112000	100666	109973	111036	113002
Total Increase/decrease (%)	71698 5.95%	76066 6.09%	80811 6.23%	83528 3.36%	85887 12.82%	112347 30.80%	113300 0.09%	103190 -8.92%	113776 10.26%	120036 5.5%	122566 2.11%

Source: Ministry of Civil Aviation & Tourism.

Out of the 14 operative and 13 non-operative Airports and STOL ports, Zia International Airport is the only airport, which has an operating surplus. So, its revenue earning has been decreased by

2.24% compared to the previous year. The financial position of CAA during FY 1995-96 to FY 2004-05 is shown below:

Table 11.15: Financial Position of CAA during FY 1995-96 to FY 2004-05

Fiscal Year	Revenue income	Revenue Expenditure	Net Profit
1995-96	12824.9	5653.56	7171.43
1996-97	13335.9	6317.65	7018.28
1997-98	14588.2	6896.28	7691.93
1998-99	15640.7	7527.58	8113.15
1999-00	19494.4	8503.45	10991.0
2000-01	20794.4	10388.3	10406.0
2001-02	19768.47	10875.20	8893.27
2002-03	20103.76	10990.16	9113.60
2003-04	21218.41	13335.95	7882.46
2004-05	22380.00	14674.09	7705.91

Source: Civil Aviation Authority.

Biman Bangladesh Airlines (BBA):

The national flag carrier Biman Bangladesh Airlines makes significant contribution towards establishing air links within the country and with other countries. Despite various constraints, Biman is continuing its development efforts with its fleet of 14 aircrafts. Biman is operating flights to 8 domestic and 26 international destinations. Biman's international destinations include 5 in SAARC countries, 4 in South East Asia, 2 in East and Far-east, 9 in the Gulf and the Middle-east, 5 in Europe and 1 in North America. Although Biman did not open any new route in 2004, it increased its flight frequencies to some destinations. Biman has also re-structured some of its routes for rationalisation of cost and to provide operational flexibility. In order to cater to passenger demand, Biman is operating flights to Middle East connecting Chittagong and Sylhet.

Biman carried 2, 64,317 passengers on domestic and 12,24,795 passengers on international routes in FY 2004-05.During the year passengers on international routes increased by 3.15 percent over the year 2003-04. Overall decreased rate of passenger transportation is 1.01 percent in FY 2004-05. During the same period, cargo carriage of Biman has decreased by 42.56 percent on domestic routes, increased by 3.67 percent in international routes and overall cargo transportation has increased by 2.96 percent. Statistics on passengers and traffic carried by Biman during FY 1995-96 to FY2004-05 is presented below:

Table 11.16: Passengers and traffic carried by Biman during FY 1995-96 to FY 2004-05

	Passenger Carriage				Cargo Carriage			
Fiscal Year	Domestic	Growth Rate	International	Growth Rate	Domestic	Growth Rate	International	Growth Rate
1995-96	458938	0.72	801356	0.12	718	-12.55	29443	-4.72
1996-97	497339	8.37	855027	6.70	749	4.32	29661	0.74
1997-98	391101	-21.36	855352	0.04	562	-24.97	30826	3.93
1998-99	367230	-6.10	866443	1.30	708	25.98	28853	-6.40
1999-2000	358288	-2.43	923402	6.57	612	-13.56	35832	24.19
2000-01	378280	5.58	1045826	13.26	455	-25.65	38673	7.93
2001-02	421117	11.32	1082769	3.53	589	29.45	38530	-0.37
2002-03	297532	-29.35	1127270	4.11	603	2.38	38566	0.09
2003-04	316832	6.49	1226659	8.82	578	-4.15	37589	-2.53
2004-05 (Provisional)	264317	-16.58	1224795	3.15	332	-42.56	38821	3.67

Source: Biman Bangladesh Airlines

By achieving growth in overall passenger transportation in FY 2003-04, Biman's revenue earnings grew by 15.38 percent compared to the previous FY and Biman's provisional profit stood at Tk. 34.05 crore. During the FY 2004-05, Biman has projected a profit of Tk.40.43 crore. However, due to exorbitant rise in aviation fuel price in Bangladesh, Biman's profitability in FY 2004-05 has turned to an estimated loss of Tk305.33 crore. Income and Expenditure A/C of Biman during FY 1995-96 to FY 2004-05 is presented below:

Table- 11.17: Income and Expenditure Statement of Biman Bangladesh Airlines during FY 1995-96 to FY 2004-05

(In Crore Tk.)

Fiscal Year	Revenue Income	Revenue Expenditure	Net Profit/ Loss
1995-96	1076.48	1054.11	22.37
1996-97	1144.41	1242.34	(97.93)
1997-98	1280.30	1345.28	(64.98)
1998-99	1330.13	1330.16	(0.03)
1999-00	1561.50	1551.99	9.51
2000-01	1721.12	1819.32	(98.21)
2001-02)	1845.43	1924.56	(73.73)
2002-03	1918.60	1962.88	(44.28)
2003-04 (Provisional)	2213.63	2179.58	34.05
2004-05(Estimated)	2360.54	2665.87	(305.33)

Source: Biman Bangladesh Airlines, The Ministry of Civil Aviation & Tourism.

Box 11.6: Cost Reduction Measures of Biman

Biman has adopted the following cost reduction measures over the last 3 years to improve its financial position. By this time, reforms have already been carried out in 17 sectors and another 18 sectors have also been identified for further reform:

(a) **Reforms completed**: Areas in which reforms have been completed include miscellaneous handling, local and foreign hotel accommodation, aircraft lease, aircraft *D*-check by Biman Engineer in Dhaka instead of abroad, reinsurance of aircraft in abroad, operation of Hajj flights with own wide body aircraft, introduction of reduced fair in domestic sector, up gradation of in-flight entertainment system by own Engineer, technical handling of foreign airlines operating in Dhaka, training of pilots at Biman Training Centre instead of sending them abroad, reduction of travel commission from 9% to7%, reducing of food upliftment cost in foreign stations, management of Biman canteen by private, cancellation of advertising in foreign magazines, purchase of 27 new microbuses by preventing production, demurrage on passengers baggage and supply of food and dressing service to foreign Airlines operating in Dhaka by Biman Flight catering centre and reduction of manpower.

(b) **Areas identified for reform are**: Converting fuelling system of transports into CNG, reduction of fuel price through bargaining in foreign stations, introduction of reduced fare offer in off-season in domestic sector and posting one officer instead of country manager and station manager in foreign stations (for example Frankfurt and Tokyo), introduction of medical allowances instead of payment of direct medical expenses for Biman employees etc

Communication

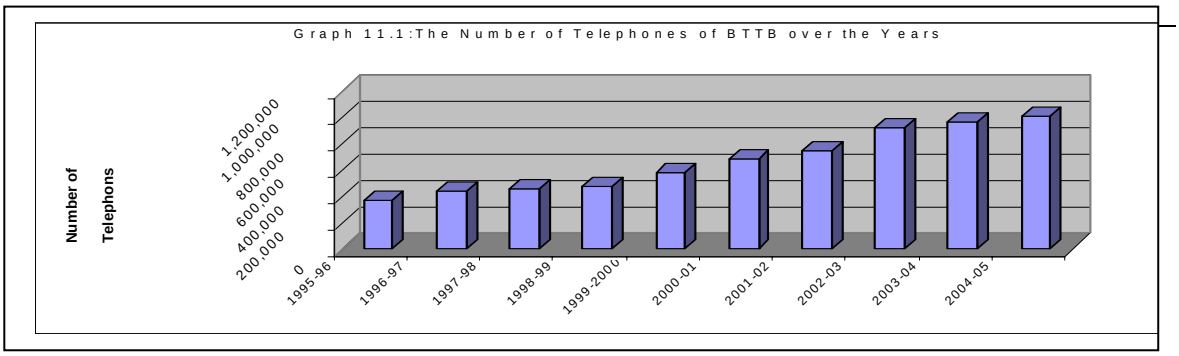
Bangladesh T & T Board (BTTB):

In the present era of information technology, telecommunication system as a productive and profitable industry has both direct and indirect impact on the socio-economic development of a country. Besides augmenting revenue earning of the Government, this service plays a critical role at every stage of economic development through quick transmission of information. Despite resource constraints, Government has, therefore, taken up several development projects involving latest technology for the improvement of telecommunication and quality of its service. In the current fiscal year, Tk. 1137.00 crore has been allocated for implementing 13 projects of BTTB. The growth in the number of telephones, NWD circuits, and foreign circuits during FY 1995-96 to FY 2004-05 is shown below:

Table 11.18 Statement of the Number of Telephone, NWD Circuit, and Foreign Circuits of BTTB since FY 1995-96

Fiscal Year	Telephone	Increase/ decrease	NWD circuits	Increase / decrease	Foreign circuits	Increase/ decrease
1995-96	368,769	53,789	11,151	502	1,267	313
1996-97	440,491	71,722	20,695	9,544	1,609	342
1997-98	462,573	22,082	20,695	-	1,841	232
1998-99	474,322	11,749	23,185	2,490	2,081	240
1999-2000	579,794	105,472	22,832	(-) 353	2,302	221
2000-01	688,920	109,126	22,770	(-) 62	2,767	465
2001-02	746,078	57,158	29,016	6,346	3,327	560
2002-03	920993	174915	33781	4765	3700	373
2003-04	966,349	45,356	42049	8268	6064	2427
2004-05	1008603	42254	43210	1161	7340	1276

Source: BTTB, Ministry of Post & Telecommunication.



To provide services to the people, who do not have any telephone facility, card phone system was introduced throughout the country since1991-92. The number of card phones in 1992 was 153, which increased to 1508 in June 2005 of FY 2004-05. Besides card phones, people from home and abroad can establish communication with the remote areas through operator trunk dialing. To transmit high-speed data and to introduce broadband Internet service, 23 digital data network node has been established in 13 districts. Internet service has already been extended to all districts and upazilas having Digital Exchanges. BTTB has introduced '012' service so that the customers can establish communication in 10 countries abroad at a cheaper cost. To provide uninterrupted service to the subscribers, BTTB introduced 'One Stop Service Centre' in Ramna, Gulshan, and Sher-e -Bangla Nagar. The customers are not therefore compelled to move from one office to another in order to make complaints about telephone fault and excess bill. There is a plan to open more of such service centres in future.

To develop modernised telephone system at upazila level, BTTB is going to establish small size Digital exchanges at 92 upazilas of the country using its fund titled "Resource Mobilisation and Services". Up to June2005, a total of 171 upazilas and 8 growth centres have already been provided with digital exchanges by utilising this fund and other funds available with ongoing development projects. Rest of the upazilas of the country will be provided with digital exchanges through the project titled "Installation of Digital Telephone Exchange in Upazilas and Growth Centres". In addition to normal NWD and ISD facilities, Internet services will also be available to the subscribers of digital exchange.

Mobile phone service from the public sector, installed under the project titled "10 Lakh T&T Mobile phone (2.5 lakh in the first phase), was formally inaugurated in December 2004. A separate company "Teletalk" has already been established to operate the Mobile phone services. Teletalk mobile phone has been in the market since March 2005. In order to deploy a self-sufficient optical fibre network throughout Bangladesh, a high capacity optical fibre link has been installed between Dhaka-Chittagong along with some spur links. Side by side, optical fibre links between Dhaka-Bogra and Brahmanbaria- Sylhet are also in progress. After completion of these

works in 2005, all the telecommunication system of Bangladesh will be completely replaced by digital system.

There is an initiative to install submarine cable through a consortium called SEA-ME-WE-4 in order to expand the prospect of data entry and software exporting capability of Bangladesh. Required survey work has already been done and it is expected that Bangladesh will be able to join the global information super highway within 2005 through submarine cable. Public and private operators will get global gateway facility for data and voice communication with the help of broadband connectivity in this information super highway.

BTTB earns revenue by providing telecommunication services. A statement showing revenue target, collection, expenditure and surplus during FY 1995-96 to FY 2004-2005 is given below:

Table 11.19: Revenue Target, Collection, and Expenditure and Surplus of BTTB during FY 1995-96 to FY 2004-05

(in lakh Tk.)

Fiscal Year	Target	Revenue collection	Revenue Expenditure	Surplus	Achievement against target (%)
1995-96	90000.00	83731.85	29041.32	54690.53	93
1996-97	120525.39	107248.46	57380.98	49867.48	89.36
1997-98	147518.42	124518.38	72017.09	52501.29	84.41
1998-99	138000.00	125424.81	61678.40	63746.41	91
1999-2000	150000.00	140067.64	48648.31	91419.33	93.38
2000-01	160000.00	126511.37	39045.39	87465.98	79.07
2001-02	160300.00	158305.15	46354.09	111951.06	99
2002-03	160000.00	154479.98	58843.12	95636.86	96.55
2003-04	1702,00.00	1531,15.67	608,08.31	923,07.36	90
2004-05	1650,00.00	141000.00	787,81.92	622,18.08	85.45

Source: BTTB, The Ministry of Post & Telecommunication.

Bangladesh Telecommunication Regulatory Commission:

In order to ensure development of telecommunication services in Bangladesh and to regulate it all over the country, Telecommunication Regulatory Commission was formed as an independent statutory body under the Telecommunication Act 2001 on 31 January 2002. All relevant powers, responsibilities and pertinent matters related to telecommunication regulation have been vested with the Commission. The objectives of the Commission include *inter alia:* broadening the efforts for improvement of the sector through better regulation; providing the people with easy access to the telecommunication services for economic development; ensuring a modern dependable telecommunication and internet service to the people at a reasonable cost, ensuring the efficiency of the telecommunication system and enhancing its capability to compete at both the national and international sphere, preventing and abolishing discrimination in providing telecommunication services. The aim of the Commission is to progressively rely on competitive

market-oriented system. In keeping with this objective, the Commission is committed to ensure effective control on telecommunication and to introduce new services and to create a favourable atmosphere for the local and foreign investors who intend to invest in the telecommunication sector in Bangladesh.

Programmes taken up by the Commission:

- In order to gear up the activities of Bangladesh Telecommunication Regulatory Commission, two donor-assisted projects have been taken up. Once these projects are implemented, it would be possible to ensure frequency monitoring system of international standard and to establish a mobile operator centre in Chittagong and a collective interconnection centre at BTTB. This would result in early resolution of problems related to interconnectivity as well as frequency monitoring;
- The license fee of ISP has been drastically reduced after establishment of BTRC. As a result, Internet service became available for the subscribers at a cheap rate. Specially, at the upazila level, ISP licences are available for Tk. 1000. As a result, the number of the subscribers is increasing remarkably;
- License holders of telecommunication and broadcasting have been allocated proper frequency through which picture, voice and data are transmitted.
- Once VOIP is opened, the facility of talking abroad at cheap rate will be enhanced. The process of installing this facility is underway. The Commission deposited Tk 146 crore in the Government exchequer as proceeds of collections from license fees, frequency charge and other fees after meeting all expenditure of the Commission. In FY 2004-05 the targeted income of the Commission is Tk. 215 crore against which the Commission has already earned Tk. 300 crore. Total licences issued by BTRC are given below:

Table 11.20:Total licences issued by BTRC

Type	Company/Organization	Total
Nationwide Fixed Telecom License (BTTB)	1	1
Caller Mobile Telecom Licence (Teletalk)	1	1
Personal Hand phone (BTTB)	1	1

Source: BTRC

Postal service

Bangladesh Postal Department (BPD):

Postal Department is an attached department of the Ministry of Post and Telecommunication. This department provides postal services through 9860 post offices (*up to January 2004*). The principal aim of the postal department is to ensure least costly, regular and quick transmission of postal services to the people.

Although the Postal Department is basically meant for rendering services in terms of collection, transmission and delivery of postal articles, it also renders a number of other services to the people. The core activities of the department are stated below:

- Guaranteed Express Post (G.E.P.).
- Express Mail Service.
- Express Parcel Post (E.P.P.)
- E-Post Service. I
- Intel Post
- Money Order service
- Register Newspaper
- Book post
- Parcel service
- Insurance service
- Value payable service
- Registration service
- Postal Goods receiving (Foreign and local), Transmission and Distribution.

Many more services have been included within the function of the Department. In exchange of these services the Postal Department receives commission at a specified rate. Main agency services are:

- Savings Bank and Savings Certificate (Deposit and Withdrawal)
- Sale of Non-Judicial Stamps
- Collection of Motor Vehicle Tax and other Fees
- Sale of Biri banderol
- Sale of Prize bond and enchase
- Sale of Phone card and receiving phone bill
- Sale of non judicial stamps
- Sale of other stamps etc.

Information and Communication Technology (ICT) Sector:

Information and Communication Technology (ICT) has revolutionised the global communication sector. In the current context of globalisation and market economy, country's economic progress is virtually impossible without the development of this sector. Considering the importance of this sector, the Hon'ble Prime Minister has already declared this sector as the thrust sector. The Cabinet has approved the National ICT policy and in line with that policy, a range of initiatives has already been taken. By this time, the Cabinet has approved the draft of ICT Act to help the ICT sector flourish in the country. In addition, the Copyright Act 2000 has been amended incorporating issues relating to software intellectual property rights.

To develop human resources in ICT sector, a course curriculum for secondary and higher secondary level has been prepared. Added to this is the distribution of computers through

different programmes. Arrangements have also been made to train up the teachers in computer education. Besides, in all public and private universities, courses related to information technology have been introduced and side-by-side with this course, one year Diploma Course has also been introduced. As many as 400 individuals who received this diploma are engaged in different organisations. To promote this sector, an ICT internship course has been introduced. Decision has been taken to establish a High Tech Park at Kaliakoir of Gazipur to attract foreign investors. To encourage local entrepreneurs and to develop software industry in the country an ICT incubator has been established at Kawran Bazar. Besides, in order to establish transparency in the Government, E -Governance has been introduced .By this time; this programme has been implemented in 8 Ministries including Prime Minister's Office and 6 Divisional Headquarters.

Box 11.7: National Information and Communication Technology (ICT) Policy: Major Policy Statements

- **Training and Human Resources Development:** Bangladesh must prepare itself to compete effectively in the global ICT market. As the demand for skilled manpower in ICT is growing worldwide, the country needs to produce a large number of ICT professionals.
- **Information and Communication Technology Infrastructure:** To support the growing demand of the ICT sector, appropriate ICT infrastructure should be established immediately both in public and private sector. As telecommunication infrastructure is an integral part of ICT, the telecommunication sector should be deregulated and made open to private sector entrepreneurs and investors as early as possible. In order to establish direct connectivity with international information and communication backbone, Bangladesh will join the Fibre Optic Submarine-cable network.
- **Research and Development in ICT:** Research and development in ICT will focus on need based fundamental and applied research contributing to the improvement of quality and efficiency of the application to our ICT industry.
- **ICT Industry:**

  a. Software Industry: To develop and encourage the local software industry, price preference shall be given to locally developed software in respect of all kinds of procurement. As a financial support, the Government will provide the industry with the equity fund. Moreover, the Ministry of Commerce shall take necessary steps to identify markets for the industry.

  b. Hardware Industry: As hardware industry often requires a huge capital investment, the Government shall encourage technology transfer agreements and the entrepreneurs for joint venture industries.

  c. Services Industry: Since Bangladesh enjoys the advantage of cost-effective labor, the Government must endeavor for expansion and export of ICT-enabled services such as medical transcription, data entry, data processing, call centers etc. at home and abroad.
- **E-Commerce:** The Government shall make preparations to introduce and promote Government-to-Government (G2G) transaction under the purview of e-commerce. Gradually this initiative will also be extended from G2G to Government-to-Business (G2B) transaction in the same line.
- **E-Government /E- Governance:** The Government shall use ICT system within the public administration to improve efficiency, reduce wastage of resources, enhance planning and raise the quality of services.

Box 11.7: National Information and Communication Technology (ICT) Policy: Major Policy Statements (Contd.)

- **Legal Issues:** Software copyright provisions embodied in the Copyright Act, 2000 shall be implemented by promptly setting up appropriate enforcing bodies as mentioned in the Act.
- **Health Care:** The main focus in the use of ICT and communication technologies in Healthcare will be to deliver new capabilities for hospitals and healthcare providers. ICT should be used to develop such capabilities especially in the areas of electronic medical records, telemedicine, medical and health education etc.
- **Agriculture and Poverty Alleviation:** Proper initiatives will be taken to utilize ICT systems in agro-based industries, agricultural research, and dissemination of agricultural technology, agro-business development to the farmers and preparation and maintenance of agricultural database.
- **Social Welfare:** Nation-wide ICT system will be implemented for rural development activities, agricultural, horticulture, fisheries and livestock extension for farmers, career guidance for youth, technology guidance for rural enterprises, micro level planning etc. Communities and user groups or beneficiaries would be actively encouraged to participate in all such activities.
- **Transportation:** The Government will introduce an ICT-based integrated transport management system.
- **Tourism:** Information Technology should be used to project tourists' attractions in Bangladesh through the Internet. The partnership with both the local and foreign agencies relevant to tourism will be strengthened and encouraged to introduce on-line reservation for travel and accommodations, booking and ticketing for arts and entertainment events and shopping.
- **Environment:** Information technology will be deployed to collect and disseminate information on environmental problems and their causes in order to create awareness about environment among the common people.
- **Judiciary:** To enhance the capacity of the Judiciary, computer based Management Information System (CMIS), with suitable Wide Area Network (WAN) and Local Area Network (LAN) will be established for the Supreme Court and for the District Court and Tribunals.
- **Regional and International Cooperation:** The Ministry of Science and ICT shall explore Regional, Sub-Regional and International cooperation and execute collaborative agreements on ICT with developed and developing countries as well as with relevant international agencies and development partners.

Bangladesh is now exporting software and IT enabled services in many countries including USA, Europe, Japan and Australia. Some important users of Bangladeshi software are: Nokia, Japan Airlines, World Bank, HP, US Postal Department/US Department of Agriculture etc. Type of software that are being exported include Gaming Software, Video Network, Animation, Web Hosting, ExML and ODBC Database driver, Mail tracking System, Management and Monitoring Software, Customs business Application Contract Programming Service, Wave Content Development, Data conversion and Transcription Service etc. About 50 ICT companies of Bangladesh are exporting their software and ICT enabled services to 30 countries.

To meet the emerging challenges arising from globalisation and the dictates of market economy, there is no other option but to develop transport and communication sector. Realising this, allocation to this sector has been enhanced accompanied by initiatives to further strengthen this sector by adopting new programmes. The ADP allocation of this sector in FY 1998-99 was Tk 3097.93 crore while in FY 2004-05 it stood at Tk. 3968.41 crore.