CHAPTER 11
TRANSPORT AND COMMUNICATION

[*Modern transport and communication infrastructure play a significant role in the socio-economic development of a country. Among all infrastructure systems, a well-knit transport and communication system is crucial for the advancement of a developing country. In FY2009-10, growth in this sector and its contribution to GDP at constant price were about 10.79 percent and 7.69 percent respectively. These rates were 10.91 percent and 7.93 percent respectively during FY2010-11(BBS estimation). The Government has identified regional and international transport connectivity and started linking the country with the connectivity network for ensuring socio-economic development of the country. Therefore, steps have been taken to implement appropriate projects in transport and communication sector on a priority basis. Road network under Roads and Highways Department is the main component of inland transportation system that also includes railways and waterways. Along with road network, LGED is implementing a series of programmes including construction/reconstruction/rehabilitation of bridges/culverts in each district to connect villages, unions and upazilas. Bangabandhu Bridge has been constructed to establish direct road and rail links between the north-west and eastern zone of the country. Besides, road and railway communication facilities, electricity and gas pipelines have also been laid on the bridge. This bridge, as a development catalyst, is playing a significant role in the socio-economic progress of Bangladesh and in improving the transportation network of the country. After successful completion of the Bangabandhu Bridge, the largest infrastructure project in Bangladesh, the Government has given highest priority for constructing a bridge across the mighty river Padma for establishing direct road and railway links with the South-Western region of Bangladesh which is separated from the East and South Eastern Region. The Government has taken preliminary steps to construct about 6 km long Second Padma Multipurpose Bridge at Paturia-Goalundo point to establish direct communication between the capital and the west and south-west part of Bangladesh. To reduce the traffic congestion, Government has taken all out efforts to construct about 26 km. long Dhaka Elevated Expressway from Shahjalal International Airport to Kutubkhali on Dhaka Chittagong Highway on PPP basis. To provide an efficient shipping service and to carry out all activities related to international sea trade, Bangladesh Shipping Corporation (BSC) was established in 1972. BSC has built up a mixed fleet of 13 vessels. BIWTC is a service-oriented government-owned organisation. It is also the largest inland water transport entity. Currently, 208 vessels are in operation under BIWTC. Bangladesh Inland Water Transport Authority (BIWTA) as a regulatory body is responsible for development and maintenance functions of the inland water transportation system in the country.* ***]***

Roads and Highways Department (R&HD)

In Bangladesh, among the various modes of transport, road transport system in recent years has been playing a significant role in transporting passengers and goods. According to recent studies, the share of road transport in carriage of freight and passenger traffic is more than 80 percent in tonne-km and more than 88 percent in passenger-km respectively. The Roads and Highways Department (RHD) manages several categories of roads. As recorded in 2011, the total length of road under RHD is 21,040 km. 16.60

percent of these roads are national highways while 20.10 percent and 63.24 percent are regional highways and feeder roads respectively. RHD has under its control a total number of 4,507 bridges and 13,751 culverts. RHD is currently operating about 153 ferry boats in 60 ferry ghats on its road network throughout the country. The road network under roads and highways division combining different types of roads built over a period from 2001 to 2011 is shown in Table 11.1:

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

Year	National Highway (km)	Regional Highway (km)	Feeder Road 'A' type (km)	Total (km)
2001	3086	1751	15962	20799
2002	3086	1751	15962	20799
2003	3086	1751	15962	20799
2004	3723	4832	13823	22378
2005	3570	4323	13678	21571
2006	3570	4323	13678	21571
2007	3570	4323	13678	21571
2008	3482	4128	13255	20865
2009	3478	4222	13248	20948
2010	3478	4222	13248	20948
2011	3492	4268	13280	21040

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

A total number of 152 development (or investment) projects including 6 JDCF projects has been included in the Annual Development Program (ADP) of Roads and Highways Department for FY 2010-11. An amount of Tk.2,063.61 crore is allocated for a total of 152 investment projects. Of this, GoB component is Tk. 1,571.25 crore and project aid is Tk.492.36 crore. The overall financial progress achieved during the current financial year is 89.29 percent of the total allocation.

Local Government Engineering Department (LGED):

LGED is implementing a series of programmes with foreign and local funding for infrastructure development of urban and rural areas. Since its inception upto June 2011, LGED has so far constructed a total of 75,236 km. upazila, union and rural roads, constructed 11,58,918 meter bridges/culverts on these roads. Besides these, LGED also implemented a number of important programmes which include 20,865 km tree plantation, construction of 2,046 union parishad complex buildings. A total of 3,96,960 hectare cultivable land has been brought under Small Scale Water Resource Development Programmes ensuring increased production of crops and fishes. The programmes of LGED for road infrastructure development during FY2003-04 to FY 2010-11 are shown below:

Table 11.2: Programmes of LGED for Infrastructure Development

Activities	Cumulative June- 2003-04	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	Cumulative figure up to June '11
Dirt Road (km)	52036	6040	6573	42	-	-	-	-	64691
Paved Road (km)	43358	5237	5872	5086	3769	3277	4,023	4614	75236
Bridge/ Culvert (m)	886960	60908	39728	40067	29600	33800	29,363	38502	1158928

Source: LGED.

After successful completion of *Khilgaon* flyover in Dhaka city using the expertise of local engineers, LGED has now taken-up an initiative for construction of another flyover from Mouchak-Mogbazar intersection to *Mohakhali* for the improvement of Dhaka road transport system. Feasibility studies, design and estimate in this regard have already been completed with Kuwait fund. The priority has been given to the policy of country-wide homogeneous development in the light of rural development strategy to implement all activities under LGED programmes. LGED has already prepared a long term Master Plan for the period 2005-25 for development of rural roads and other infrastructures in order to achieve country-wide balanced development.

Bangladesh Road Transport Authority (BRTA)

BRTA has been entrusted with the task of ensuring constant supervision, proper management and effective control with a view to bringing about discipline in the road transport sector since its inception in 1998. Over the period, BRTA, with active support from the Ministry of Communications, has brought about marked improvement in almost all areas. This organisation is responsible for issuing registration and fitness certificates as well as for executing other regulatory activities as per Motor Vehicle Ordinance. In FY2009-10 and FY2010-11, BRTA has recorded revenue collection of Tk. 642 and Tk. 686 crore respectively.

Other measures adopted by BRTA include:

- Prepared and published Citizen's Charter.
- Set up Road Safety Cell and," Accident Research Centre" in BUET.
- Introduced one stop service.
- Encouraged use of CNG run motor transports.
- Prepared National Land Transport Policy.
- Introduced High Security Vehicle Registration and Fitness Certificates.

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

Revenue target and collection of BRTA from FY2002-03 to FY2010-11 are shown in Table 11:3.

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

(In Crore Taka)

Fiscal Year	Target	Recovery	Recovery rate (%)
2002-03	225	222	98.67
2003-04	240	245	102.02
2004-05	261	251	96.17
2005-06	326	335	102.76
2006-07	382	401	104.97
2007-08	441	490	111.11
2008-09	550	647	117.64
2009-10	660	642	97.34
2010-11	870	686	78.73

Source: BRTA

Activities of the Bridges Division

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

Bangabandhu Bridge

Bangabandhu Bridge has been constructed to establish direct road and rail link between the north-west and eastern zone of the country. Besides, the road and railway communication facilities, electricity and gas pipelines have also been laid on the bridge. This bridge, as a development catalyst, is playing a significant role in the socio-economic progress of Bangladesh and in improving the transportation network of the country. Set out below is a table that shows year wise comparative statement of toll revenue from Bangabandhu Bridge during the period FY1997-98 to FY2010-11:

Table-11.4 Toll Collected by Bangabandhu Bridge

(In Crore Taka)

Fiscal Year	Target	Collection	Revenue as % of target
1997-98*	1.06	0.99	93.26
1998-99	54.17	58.81	108.56
1999-00	66.03	64.77	98.09
2000-01	78.09	81.15	103.91
2001-02	84.94	91.99	108.30
2002-03	95.03	107.02	122.62
2003-04	106.21	129.30	121.70
2004-05	117.6	150.43	127.92
2005-06	131.11	156.08	119.04
2006-07	146.19	171.50	117.30
2007-08	163.03	199.55	122.40
2008-09	181.53	212.44	117.00
2009-10	230.00	243.93	106.05
2010-11	260.00	267.66	102.95

Source: Bridges Division. * from 23 June, 1998

Padma Multipurpose Bridge

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

After finalisation of appointment of contractors and signing of loan agreement with the co-financiers, the construction works of 6.15 km long Padma Bridge with an estimated cost of about US$ 2.97 billion is expected to begin soon. On the other hand Loan Agreements with Development Partners like IDA for US$ 1200 million, JICA for US$ 415 million, ADB for US$ 615 million & IDB for US$ 140 million have already been signed. The appointments of Contractors for different packages are now under process. This Bridge will connect 19 districts of south-western part with the eastern part including the capital. An integrated transportation network will be developed in Bangladesh with the implementation of Padma Bridge.

Second Padma Multipurpose Bridge

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

Dhaka Elevated Expressway

To reduce the traffic congestion, Government has taken all out efforts to construct about 26 km. long Dhaka Elevated Expressway from Shahjalal International Airport to Kutubkhali on Dhaka Chittagong Highway on PPP basis at the cost of US$ 1.24 billion. An investor "Italian –Thai Development Public Company Limited" has already been selected and accordingly concession agreement has been signed and expected date of finishing the project is 2013.

Karnaphuli Tunnel and Jahangir Gate-Rokeya Sharani Tunnels

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

Bekutia Bridge

To establish a direct road communication between Barisal and Khulna Division, the Government has taken initiative to construct about 1,550 meter long Bekutia Bridge over the river Kocha on Perojpur-Jhalokati road. The Preliminary Development Project Proposal (PDPP) of the said project at a cost of USD 67.39 million has already been prepared.

Dhaka Transport Co-ordination Board (DTCB)

The main objectives of Dhaka Transport Co-ordination Board (DTCB) are to plan and coordinate transport infrastructure facilities and traffic management, to build institutional capacity of different organisations working in Dhaka Metropolitan Area (DMA) and to prepare a long-term transport development plan. In order to develop transport facilities, DTCB has implemented Dhaka Urban Transport Project (DUTP) with the collaboration from different organisations like, Dhaka City Corporation (DCC), Roads and Highways Department (RHD), Bangladesh Road Transport Authority (BRTA) and Dhaka Metropolitan Police (DMP). The allocation of the project is TK. 714.72 crore, of which GOB allocation is TK. 212 crore .

To ensure the improvement in Dhaka city`s transportation system another feasibility study named "Dhaka urban Transport Network Development Study (DHUTS)" has been completed with the management and finance of JICA. As the feasibility study has been completed, the implementation of MRT Line- 6 is expected to begin soon. The proposal of the implementation and necessary coordination during implementation of MRT Line-6 has been approved. The revised route alignment of MRT Line-6 has been approved initially. It begins at Uttara third phase, runs via *Pallabi*, *Rokeya Sarani*, *Bijoy Sarani*, *Farmgate* , *Sonargaon* Intersection , *Shahbag*, *TSC Doyel Chattar*, *Topkhana* road up to Bangladesh Bank and after that it will continue through the *Atish Dipankar Road* up to *Saidabad*.

Bangladesh Road Transport Corporation (BRTC)

Bangladesh Road Transport Corporation (BRTC) was established in 1961 under an Ordinance to set standard road transport system in the country.

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

BRTC has aleady procured 275 CNG Single Decker buses under NDF and EDCF loans. BRTC has procured 255 CNG Single Decker buses with spare parts. Under project for procurement of 300 DD buses, 100 AC SD buses and 50 articulated buses , BRTC made a contract agreement for procurement of another 290 DD buses and the Letter of Credit regarding procurement of 290 DD buses has been opened and it will be possible for procuring these buses within December 2011. PDPP for procurement of 1000 buses and 1000 trucks has been approved on principle by the Planning Commission and the project for construction of Training Institute at Tungipara has been placed before the PEC. DPP for procurement of the 300 single decker AC\ non-AC buses and 300 trucks under Indian Dollar Credit Line has been sent to Ministry of Communication.

Bangladesh Railway (BR)

Bangladesh Railway is one of the oldest service-oriented organisations which provides, environment-friendly, less hazardous and less expensive transport services. BR has got a total network of 2,835.04-route kilometer (Broad Gauge 659.33 km, Dual Gauge 374.83 km and Meter Gauge-1,800.88 km). After the construction of railway tracks over the Bangabandhu Bridge, railway link between East and West Zone has been established. The overall activities of Bangladesh Railway from FY 2000-01 to FY20010-11 are presented in Table 11.5.

Table 11.5: Overall Activities of Bangladesh Railway

Fiscal Year	Passenger traffic km (million)	Freight traffic km (million)	Revenue earnings (crore Tk)	Revenue expense (crore Tk)
2000-01	4209.00	907.88	366.39	523.87
2001-02	3972.00	951.82	388.40	535.48
2002-03	4024.20	951.99	420.10	586.71
2003-04	4341.50	895.50	394.17	639.41
2004-05	4164.13	816.80	445.62	695.09
2005-06	4387.45	820.49	444.27	814.73
2006-07	4586.04	775.58	452.76	933.13
2007-08	5609.24	869.59	561.64	1088.55
2008-09	6800.73	800.15	625.35	1172.74
2009-10	7304.95	710.06	566.30	1257.20
2010-11	8051.92	684.63	629.55	1305.40

Source: Bangladesh Railway, Ministry of Communication.

To meet the expectation of the stakeholders, necessary steps have been taken for doubling Dhaka-Chittagong railway corridor and introducing rail communication over the Padma Bridge. Bangladesh signed the “Intergovernmental Agreement on the Trans-Asian Railway (TAR) Network”. Steps have been taken to establish Trans-Asian Railway Network and Regional/sub-regional connectivity in Bangladesh. To materialize 'Digital Bangladesh', information on train ticket is now available through mobile phone and on-line ticketing system has been introduced on as well. Moreover, to meet the traffic demand Turag Express, Dhumketu Express, Burimari Express, Chattala Express, Ramsagar Express trains have been introduced.

The Government is committed to transform BR into a feasible and market oriented organization with managerial, financial and administrative autonomy to meet its objectives. To prepare this ground, the Asian Development Bank (ADB) supported a Technical Assistance Project which consisted of three phases. In Phase one and two the following activities were implemented including the formation of Bangladesh Railway Authority (BRA):

- Reduction of works force from 58,000 to 28,282 (through voluntary retirement and natural attrition;
- Closure of a number of losing branch lines stations, workshops, sheds etc. and suspension of non-profitable passenger trains;
- Adoption of PSO principle for compensation of GOB if the loss is incurred in running passenger trains on social consideration;
- Tariff fixation along the line of commercial principle;
- Association of private sector in different activities;

Water Transport

Chittagong Port Authority (CPA)

Chittagong Port, the largest sea port of Bangladesh, handles about 92 percent of country's maritime trade. The growth rate of the volume of imports and exports through Chittagong port is about 10-14 percent. Statistics of income and expenditure of the CPA during FY 2000-01 to FY 2010-11 are shown below:

Table 11.6: Income and Expenditure of CPA

(In Crore Taka)

Fiscal Year	Income	Expenditure (except the contribution in govt. treasury)	Surplus
2000-01	477.00	302.28	174.72
2001-02	531.37	396.10	135.28
2002-03	530.66	373.75	156.91
2003-04	557.36	325.60	231.76
2004-05	649.78	319.65	330.13
2005-06	741.13	376.11	365.02
2006-07	830.02	451.26	378.76
2007-08	1057.04	447.16	609.88
2008-09	1133.72	457.51	676.21
2009-10	1155.35	624.78	530.57
2010-11	1423.13	597.00	826.13

Source: Chittagong Port Authority, Ministry of Shipping

Mongla Port Authority (MPA)

Mongla is the second seaport of Bangladesh. Because of its geographical location, Mongla Port is widely known as natural calamity protected eco friendly port. It has three container yards with area of 35752 sq. meter which can accommodate 2180 TUES containers in a single high and 5 transit sheds and 2 warehouses can store 33,258 metric tons of cargo. Mongla Port is capable to serve trade of north-west part of Bangladesh, Nepal, Bhutan and places adjacent to India border, In the financial year 2010-11, a total of 25.31 lakh metric tons of imported cargo and 1.67 lakh metric tons of exported cargo, 27123 TEUS container and 144250 metric ton containerized cargo have been handled through this port. In the financial year of 2010-11 a total Tk. 81.03 crore has been earned. A statement of revenue income and expenditure of Mongla Port from 2000-01 to 2010-11 is given below.

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

(In Crore Taka)

Year	Income	Expenditure	Profit/ Loss	Contribution to exchequer
2000-01	75.86	55.04	20.82	0.00
2001-02	70.59	52.75	17.84	4.00
2002-03	55.89	61.40	-5.51	4.00
2003-04	51.98	57.79	- 5.81	4.00
2004-05	45.48	57.10	- 11.62	1.50
2005-06	47.25	56.64	-9.40	0.00
2006-07	49.34	55.53	-6.19	0.00
2007-08	47.70	47.65	0.45	0.50
2008-09	58.40	55.42	2.98	-
2009-10	66.49	64.22	2.27	-
2010-11	81.03	71.11	9.92	-

Source: Mongla port

The Government has given top priority on developing port facilities up to international standard. To develop the port, six development projects have been undertaken at an estimated cost of Tk. 363.20 crore. It is expected that after implementation of those projects MPA will be operated efficiently. The broad outline of the projects is as follows:

Procurement of Cargo Handling Equipment

The project was undertaken for procuring Straddle carriers, Forklift trucks, Terminal Tractors and Container Trailers at a cost of Tk. 22.79 crore. With the expenditure of Tk. 17.26 crore 2x Terminal Tractors and 2x Container Trailers have been procured. The project has been completed in June 2011.

Navigation Aids to Mongla Port To assist the movement of sea-going vessels in the channel both at day and night, the project has been undertaken at a cost of Tk. 23.00 crore. The project is scheduled to be completed by June 2012.

Dredging at the Outer Bar in the Pussur Channel

The aim of this project is to increase navigability at the outer bar area to facilitate entrance of more than 9 meter draught ships into Mongla Port area easily by dredging 3.2 million cubic meter soil at an estimated cost of Tk. 122.82 crore. The project is scheduled to be completed by June 2013.

Dredging in the Harbour Channel of Mongla Port The Project has been undertaken to increase the navigability of Harbour Channel of the Pussur river by dredging 4.196 million cubic meter soil at an estimated cost of Tk. 100.00 crore. The project is scheduled to be completed by June 2013.

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

To undertake regular maintenance dredging and smooth functioning of the port 1x cutter suction dredger, 1x Pilot and 1x Pilot despatch boat will be procured at an estimated cost of Tk. 82.93 crore. The project is scheduled to be completed by June 2013.

Port and Logistics Efficiency Improvement

A study has been completed in 2011 to prepare Master Plan outlining short, medium and long-term activities for improvement of efficiency of Mongla Port.

Bangladesh Shipping Corporation (BSC)

Bangladesh Shipping Corporation (BSC) was established in 1972 to provide an efficient shipping service and to carry out all activities related to international sea trade,. 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 6-7 percent of our export and import by its present fleet. The main objective of BSC is to transport the major share of export and import.

Table 11.8 shows gross income-expenditure and net profit-loss of BSC during FY 2000-01 to FY 2010-11:

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

(In Crore Taka)

Fiscal Year	Total Income	Total Expenditure (including depreciation & interest)	Net Profit	Depreciation & Interest	Profit/Loss excluding depreciation & interest
2000-01	212.59	225.49	-12.90	24.72	11.82
2001-02	200.33	200.21	0.12	20.05	20.17
2002-03	208.20	207.64	0.56	21.12	21.68
2003-04	257.49	242.24	15.25	15.12	30.37
2004-05	315.69	282.44	33.25	15.30	48.55
2005-06	324.07	293.20	30.87	16.38	47.25
2006-07	294.41	278.45	15.96	15.98	31.94
2007-08	416.29	369.61	46.68	16.73	63.41
2008-09	276.74	287.00	-10.26	-32.11	-42.37
2009-10	273.25	259.91	13.34	17.16	30.50
2010-11	280.2	275.45	4.75	16.3	21.05

Source: BSC

Bangladesh Inland Water Transport Corporation (BIWTC)

BIWTC is a government-owned service-oriented organisation. It is also the largest inland water transport entity. Currently, 208 vessels are in operation under BIWTC. BIWTC is playing a significant role in meeting the increasing traffic demand of the country by carrying trucks, passenger coaches and other vehicles in ferry services round the clock. In oreder to tackle the increasing traffic in the ferry sectors, BIWTC has constructed 2 Utility Type-1 Ferry and 2 Utility Type Pontoon at the cost of TK. 13.79 crore and also constructed 2 k-type ferries at the cost of TK.16.56 crore by using BIWTC's own fund during the FY 2010-11. Besides, for providing services in the circular water ways around Dhaka, BIWTC has also constructed 2 water Buses. Table 11.9 shows gross income and expenditure of BIWTC during FY2000-01 to FY2010-11.

Table 11.9: Income and Expenditure Statement of BIWTC

(In Crore Taka)

Fiscal Year	Income	Actual Expenditure	Operational Profit (+)/Loss (-)	Interest & depreciation	Remark
2000-01	88.72	69.60	19.12	16.18	2.94
2001-02	99.73	72.03	27.70	17.18	10.52
2002-03	109.61	69.66	39.62	21.04	18.58
2003-04	118.16	70.54	47.62	22.27	25.35
2004-05	121.61	73.20	48.41	21.91	26.50
2005-06	134.05	85.57	48.32	21.30	27.18
2006-07	147.54	99.10	48.44	20.10	28.34
2007-08	160.86	110.23	47.74	19.24	28.50
2008-09	170.54	129.38	41.17	18.30	17.86
2009-10	190.33	159.69	49.05	10.41	27.64
2010-11	206.67	155.20	51.46	21.05	25.41

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

In the FY 2010-11, BIWTC has completed the rehabilitation work of Ro-Ro ferry Khan Jahan Ali and Ro-Ro pontoon No.9 under the Development project "Rehabilitation of 6 Ro-Ro ferry, 2 K Type Ferry and 6 Ro-Ro Pontoon of BIWTC (1st Revised)" under ADP. BIWTC also constructed 1 Ro-Ro ferry and 1 Ro-Ro pontoon under the project "Construction of Ro-Ro ferry, Ro-Ro pontoon, K-type ferry and Utility Type-1 ferry and pontoon for BIWTC (1st Revised)" under ADP at the cost of TK. 29.66 crore and deployed the ferry andpontoon at Mawa sector from August 2011.

Bangladesh Inland Water Transport Authority (BIWTA)

Bangladesh Inland Water Transport Authority (BIWTA) is responsible for development, maintenance, conservation and performance of regulatory functions of the inland water transportation system. Several measures have already been undertaken to achieve the goals targeted under different time schedules. 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,

activating the circular waterways around Dhaka, creating infrastructure 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 19 development projects of BIWTA are included in the Revised Annual Development Programme (RADP) in FY2010-11. Among them, 10 projects are included for which an allocation of Tk. 233.63 crore has been made in the RADP. On the other hand 2 projects are being implemented under the agency's own finance. A sum of Tk. 287.33 crore has been incurred up to June 2011 against these Projects (both ADP and self financing) in which Tk. 231.01 crore for the projects included under RADP. The revenue income of BIWTA in the FY2010-11 is Tk.202.96 crore. The statement showing BIWTA's income and expenditure is provided in Table-11.10.

Table 11.10: Income and Expenditure of BIWTA

(In Crore Taka)

Financial Year	Income	Actual Expenditure	Net Profit/ Net Loss
2003-04	79.77	106.17	-26.41
2004-05	92.56	111.58	-19.01
2005-06	117.15	134.46	-17.31
2006-07	122.09	142.72	-20.63
2007-08	120.29	137.93	-17.64
2008-09	160.15	160.53	- 0.38
2009-10	177.56	182.74	-5.18
2010-11	202.96	205.10	-2.14

Source: BIWTA,Ministry of Shipping.

Bangladesh Land Port Authority (BLPA)

As trade volumes with the neighbouring countries of Bangladesh through land routes have increased substantially, the Government decided to establish Bangladesh Land Port Authority under the Ministry of Shipping with its headquarters in Dhaka in 2001. The Government of Bangladesh has declared 17 customs stations, namely *Benapole, Sonamosjid, Hilli, Teknaf, Bibirbazar, Banglabandha, Birol, Burimari, Tamabil, Akhaura, Bhomra, Darshana, Belonia, Nakhogaon, Ramgorh, Gobrakura* and *Kroitoli* as land ports and put those under direct administrative control of Bangladesh Land Port Authority. Out of 17 ports 4 ports, namely *Sonamasjid, Hilli, Teknaf & Bibirbazar,* are being operated on BOT (Build, Operate and Transfer) basis. Port operators have been appointed for *Banglabandha* and *Birol*. Meanwhile, the target of infrastructural development has been achieved at *Banglabandha* Land Port. The Standard of Procedure (SOP) has been signed between Bangladesh and India with regard to access of Nepalese trucks into *Banglabandha* Land Port. But the SOP is yet to be achieved. Due to absence of road communication and railway siding development activities have not started at Birol. However, the operational activities at *Burimari* and *Akhaura* Land Ports have started following the development of necessary infrastructure by the Port Authority.

The project named "Modernisation of Benapole Land Port (1st phase)" is being implemented at a cost of Tk. 39.89 crore. The project includes construction of 4 warehouses, an open yard, export and passenger terminal, and acquisition of 5.73 acres of land. The project will be completed by June, 2012. After successful completion of the project, the storage capacity of Benapole Land Port will increase from 30000.00 metric toones to 36000.00 metric tonnes. The progress of the project is 80 percent in June, 2011. Another project named "Development of Bhomra Land Port" is being implemented at the cost Tk. 19.00 crore for the development of Bhomra Land Port.

Through this project 4 warehouses, an open yard, a weighbridge scale with the capacity of 100 metric tons and an office building will be constructed. After completion of this project storage capacity of the port will be 5400 metric tonnes. Projects named "Procurement of Handling Equipment & CCTV for Benapole Land Port" at a cost of Tk. 80.00 crore, "Development of *Nakugaon* Land Port" at a cost of Tk. 15.68 crore and "Development of *Thegamukh* and *Ramgarh* Land Port" at the cost of Tk. 39.21 crore are now under process for approval. Moreover, for the sake of transparency and speed in port operation, steps have been taken to introduce automated system in the *Benapole* Land Port.

Department of Shipping

Department of Shipping is a regulatory body under the Ministry of Shipping. The prime objectives of this department are to ensure secured movement of domestic ships, coastal fishing ships and ships bound for foreign destinations and to protect the trade interest of Bangladeshi ships. The department, therefore, implements the provisions made by the international organisations and prepares its rules and regulations to ensure more safety in this sector. This department plays an important role in employment generation by providing training facilities to seamen. Bangladesh is included in the IMO (International Maritime Organisation), STCW (Standard of Training Certification and Watchkipping) 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. The Department also advises the Government on shipping policy and related matters, keeping liaison with the IMO/ILO/UNCTAD and other international shipping related organizations and takes necessary measures for implementation of various international conventions adopted by these organisations.

Fees for registration and survey of inland and seagoing vessels, competency examination fees for officers and sailors, light house dues, penalty for violations of shipping rules are the sources of income of this department. Incomes and expenditures of the Department of Shipping from 2000-01 to 2010-11 are as follows:

Table 11:11 Incomes and Expenditures of the Department of Shipping

(In Crore Taka)

Year	Target of Income	Actual Income	Expenditure
2000-2001	3.86	5.14	2.51
2001-2002	3.36	6.46	2.52
2002-2003	7.30	6.85	2.81
2003-2004	8.23	7.53	2.86
2004-2005	9.82	8.37	2.65
2005-2006	9.40	7.35	3.73
2006-2007	8.45	7.40	3.71
2007-2008	8.15	8.03	3.66
2008-2009	8.15	9.57	5.82
2009-2010	9.15	11.67	4.63
2010-2011	10.25	12.55	5.53

Source: Department of Shipping

The Department of Shipping has implemented a technical assistance component named " Maritime Transport'' under the "Bangladesh Trade Support Programme'' by the Commerce Ministry. Under this component new draft legislations have been prepared in order to update the existing maritime laws and regulation with a view to promoting trade and shipping in Bangladesh.

Air Transport

Civil Aviation Authority of Bangladesh (CAAB)

As a member state of the International Civil Aviation Organization (ICAO), the CAAB as part of its responsibility is putting in place necessary infrastructural facilities for movement of domestic and international aircrafts. To ensure quick and secured movement of foreign and domestic aircrafts in the Bangladeshi sky territory, the CAAB builds and maintains airports, air traffic, air navigation and installs telecommunication services and provides other facilities for the passengers. It is now maintaining 3 international airports and 7 domestic airports, and another 4 STOL (Short Take-Off and Landing) ports.

Of the 14 Airports and STOL ports of CAAB, 7 air ports are in operation. The financial position of CAA during FY 2000-01 to FY 2009-10 is shown below:

Table 11.12: Financial Position of CAA

(In Crore Taka)

Fiscal Year	Revenue income	Revenue Expenditure	Net Profit
2000-01	207.94	103.88	104.06
2001-02	197.69	108.75	88.94
2002-03	201.04	109.90	91.14
2003-04	212.18	133.36	78.82
2004-05	218.57	141.26	77.31
2005-06	316.67	179.18	137.49
2006-07	287.15	197.40	89.75
2007-08	301.51	207.54	93.97
2008-09	412.49	203.61	208.88
2009-10	551.15	258.20	292.95
2010-11	595.19	315.78	279.41

Source: Civil Aviation Authority.

Biman Bangladesh Airlines Limited

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

Presently, Biman is operating to 3 domestic and 19 international destinations. Out of the international destinations, 4 destinations are in the SAARC countries, 3 destinations are in South-East Asia, 1 destination is in the Far East, 9 destinations are in the Gulf and the Middle-East and 2 destinations are in Europe.

Biman has now 11 aircrafts; out of eleven there are 04 DC-10-30, 03 Airbus-310-300, 02 B737-800 and 02 F-28. In order to mitigate the capacity constraints and modernize the fleet with new generation aircraft, Biman signed agreements with aircraft manufacturer 'The Boeing Company' in 2008 for purchase of 04 new 777-300ER to be delivered in 2011/2013, 04 new 787-8 to be delivered in 2019/2020 and 02 new 737-800 aircraft to be delivered in 2015.

Biman is planning to resume its services to some of the suspended destinations and extend services to some new destinations after acquisition of new generation aircraft. Income and expenditure of Biman during FY2000-01 to FY2009-10 is presented in Table 11.13

Table 11.13: Income and Expenditure of Biman

(In Crore Taka)

Fiscal Year	Revenue Income	Expenditure	Net Profit(+)/Loss(-)
2000-01	1735.50	1828.56	-93.06
2001-02	1858.83	1932.55	-73.72
2002-03	1918.60	1962.89	-44.29
2003-04	2213.63	2179.46	34.17
2004-05	2453.79	2645.45	-191.66
2005-06	2653.73	3108.44	-454.71
2006-07	2463.67	2735.84	-272.17
2007-08	2979.42	2973.51	5.91
2008-09	3039.70	3024.12	15.58
2009-10	2943.62	3023.76	-80.14

Source: Bangladesh Biman Airlines Limited.

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

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

Information and Communication

Bangladesh Telecommunications Company Limited (BTCL)

The BTCL has taken up a series of activities in promoting the ICT sector in the overall development of the country. It generates a sizable amount of revenue for the national exchequer; helps ensure rapid flow of information for other sectors of economy. Bangladesh Telecommunications Company Limited (BTCL), the only public sector telecom service provider, is doing its best to provide advanced telecommunication services to its valuable subscribers. BTCL intends to extend latest telecom facilities to increase revenue earning and to boost up economic growth by setting-up nationwide and international high speed communication.

In June, 2011, BTCL had 693 Exchanges in Bangladesh with telephone capacity of 13.65 lac and connection of 9.90 lac. At present, BTCL has exchanges in 456 upazillas and 25 growth centres. Work is going on to bring 27 upazillas including 22 hill-tracts upazillas under digital system. BTCL has laid domestic optical fibre network of 4100 Km. BTCL has 5 international gateways (IGW) and 2 satellite earth stations. Number of international circuits through submarine cable is 74,176 and through satellite is 6,500. BTCL internet bandwidth is 9xSTM4, i.e., 5.6 Gbps.

BTCL is trying to provide all the telecom services at affordable prices. BTCL to BTCL telephone call charge is now 0.30 Tk/minute countrywide. Call charge from BTCL to other operators (PSTN/Mobile/IP) is 0.65 Tk/minute. Dial up internet Clik2Net is available throughout the country on all telephone line. Browsing charge is 0.30 Tk/minute. BCube is the ADSL broadband internet service through telephone line, speed ranging from 128 Kbps to 2 Mbps. ADSL capacities is 46,848 numbers in 35 districts and connection upto 30 June, 2011 is 8,273. Customers who need more bandwidth have options of leased line optical fibre connection.

BTCL is trying to improve quality of customer services. Telephone subscribers can view bill status and print telephone bill online from internet. BTCL annual revenue statement (cash basis accounting) is shown below:

Table 11.14 BTCL's Annual Revenue and Expenditure

(In Crore Taka)

Financial Year	Target	Revenue Earned	Expenditure	Balance
2000-01	1600.00	1265.11	390.45	874.66
2001-02	1603.00	1583.05	463.54	1119.51
2002-03	1602.15	1544.80	588.43	956.37
2003-04	1702.00	1531.15	609.02	922.13
2004-05	1650.00	1424.78	818.92	605.86
2005-06	1772.00	1316.28	824.56	491.72
2006-07	1903.47	1666.71	928.51	738.2
2007-08	1927.00	1565.33	1754.91	-189.58
2008-09	1500.00	2108.51	662.47	1446.04
2009-10	1583.24	1283.65	1371.00	-87.35
2010-11*	1566.48	1418.96	1044.75	374.21

Source: BTCL* provisional

The allocated fund for 2 projects under Annual Development Plan in FY2010-11 was Tk. 136.57 crore. Expenditure upto June 2011 was Tk. 135.55 crore. 'Infobahan' project has been completed in June 2011. Telecommunications Network Development Project, funded by Government of Japan, has been approved by ECNEC. Almost all districts will be brought under broadband internet coverage through this project. NGN based Telecommunication project to connect all upazillas through optical fibre has taken up which will enable vast people to use broadband internet. All union parishads (UP) will come under optical fibre network by next 3 years. Currently, work for 108 UPs is in progress and a project for 1006 UPs is awaiting approval by government.

BTCL funded projects named ILDTS-2007 policy implementation, Old digital telephone system replacement project in Dhaka and Expansion of 1,45,000 lines and setting up 56 ONU (Optical Network Unit) exchanges are in progress. Prime Minister's office, Cabinet Division and 70 other Commissioners' and DCs' offices have been connected to nearby exchanges through optical fibre, which will allow a nationwide video conferencing among government Administrative offices.

Bangladesh Telecommunication Regulatory Commission (BTRC)

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

The tele-density now stands around 47.8 percent, which is more than three times than that of projected target. The aim of the Commission is to progressively rely on competitive market-oriented system. In keeping with this objective, the Commission is committed to ensure effective control on telecommunication and to introduce new services and to create a favourable atmosphere for the local and foreign investors who intend to invest in the telecommunication sector in Bangladesh.

Broadband internet and e-commerce in Bangladesh is moving ahead. BTRC has issued directives to reduce the leased Internet Bandwidth cost by 16.67 percent (i.e. maximum charge would be Tk.10,000 Mbps) to facilitate the end users. For mending the gap and for the liberalization of innovative VoIP technologies, a number of IP Telephony license have been issued. Request for Proposal (RFP) has been issued to 5 International Consultancy firms (to run 3G licensing procedure flawlessly and smoothly). From these, one international consultancy firm will be selected and by around August, 2012, 3G licenses may be awarded. Regulatory and Licensing Guidelines for renewal of the Cellular Mobile Telecom Operator License has already been issued. The approximate value of accumulated revenue from these license renewals will be Tk. 8,000 crore, leading towards government treasury.

Table: 11:15 Subscriber Number, Growth and Teledensity of Mobile and Fixed Phone

Category	2006	2007	2008	2009	2010	2011
Mobile Subscribers(crore)	2.08	3.44	4.37	4.79	6.86	7.97
Fixed Phone Subscribers (crore)	0.10	0.12	0.13	0.15	0.11	0.11
Total Subscriber(crore)	2.18	3.56	4.50	4.94	6.97	8.08
Growth of mobile phone (%)	124.44	65.25	27.11	9.77	43.22	16.18
Growth of Fixed phone(%)	16.97	16.52	9.03	12.92	-36.36	0.00
Year wise Tele density (%)	15.39	24.71	30.00	34.00	47.8	52.54
Internet Subscriber(crore)	-	-	-	-	-	1.58

Source: BTRC

Bangladesh Submarine Cable Company Limited (BSCCL)

Bangladesh Submarine Cable Company Limited (BSCCL) is the sole provider of Bandwidth service through Submarine Cable (under the SEA-ME-WE-4 Consortium) in Bangladesh and is contributing to the revenue earnings of the Government. BSCCL is a leading company in implementing National ILDTS and ICT policies of the Government. Since the present Government came to the office, special emphasis is being given on telecommunication sector. BSCCL has been playing a major role in developing a modern telecommunication network through the submarine cable, which would be the main infrastructure of Digital Bangladesh.

BSCCL is a growing company in Bangladesh's Telecom sector which has earned revenue of Tk. 59.49 crore in FY2009-10 and Tk. 83.78 crore in 2010-11. The company has paid Tk. 13.59 crore as VAT/Tax to the Government

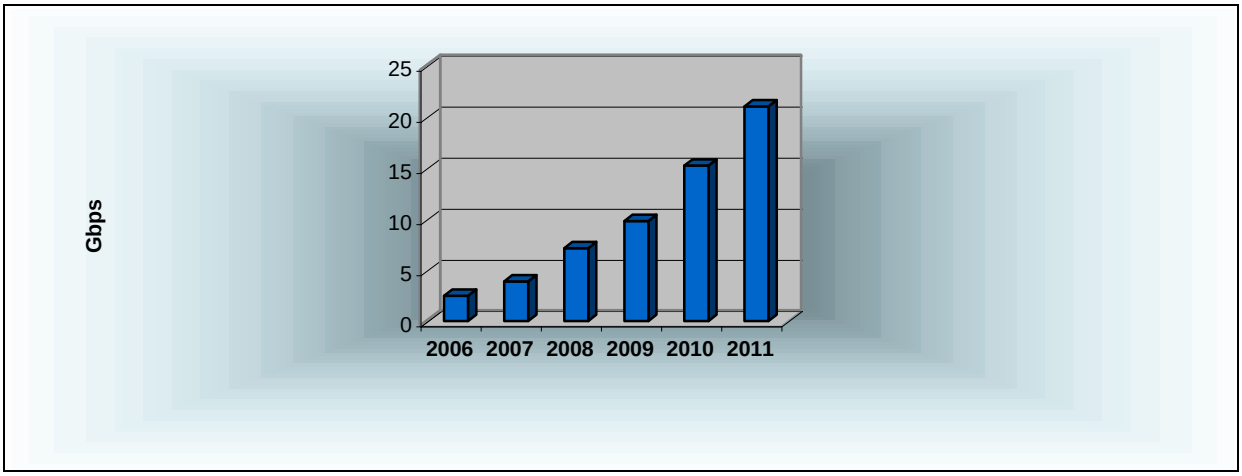
Reduction of Bandwidth Price for Internet

To support the Vision 2021 and to bring the Submarine Cable (wet segment) bandwidth within the reach of the common people, bandwidth charge for Internet has been reduced by 10 percent in August 2009 which brought down the monthly internet price per Mbps from Tk.27,000 to Tk.18,000 at the ISP end. In the next step, the price in wet segment has been further reduced to 10 percent in January 2011 bringing down the ISP end price to 12000 Tk. per month per Mbps for the expansion of internet and promoting use of Submarine Cable's huge bandwidth in the rural areas of Bangladesh.

Utilisation of Bandwidth

Since the inception of the present Government, the bandwidth use has grown from 7.5 to 21 Gbps (based on the allocation of the STM-1 ports). Due to the growth of international circuits, growing Internet subscribers and expansion of broadband Internet, the use of bandwidth has increased. A graph of the utilization of Submarine Cable Bandwidth is given below:

Graph11.1: Utilisation of Bandwidth



Broadband Internet and Telecommunication Facilities

In order to take forward the agenda of the Vision 2021, the Government has exclusive plans to extend the broadband internet and telecommunication facilities for the benefits of the people for which Bangladesh will require a substantial amount of bandwidth. Based on the current growth of utilization and internal forecasting it can be saidthat the existing submarine cable bandwidth would get used up in 3 to 4 years from now. BSCCL has invested Tk. 50 crore from Company's own fund to acquire a bandwidth of 4 million MIU*Km in the Upgrade # 3 of the SMW-4 Consortium. This amount of bandwidth should be sufficient to meet the bandwidth requirements of the near future and, as the investment per unit Bandwidth is small, the overall price of wet segment (submarine cable) bandwidth will also come down.

Lease of Spare Bandwidth in International Market

Currently, only 30 percent of the total capacity of bandwidth is being utilised. BSCCL has, therefore, a plan to lease out a portion of the spare capacity which would otherwise have been kept unutilised. This in turn will create a scope for earning a considerable amount of foreign exchange.

Information and Communication Technology (ICT)

The Government has taken several significant steps for the development of infrastructure, human resources and legal framework for ICT. It is now one of the fastest growing sectors of Bangladesh economy. It has been recognised as the key driving force for socio-economic development of Bangladesh. Realising the importance of ICT, the present Government has declared its commitment to take ICT to the door-steps of the people and to establish 'Digital Bangladesh' by 2021 through the development and expansion of ICT use in the country.

As part of the process of achiving the avowed goal the ICT Act (Amendment), 2009 and National ICT Policy, 2009 have already been promulgated. The policy contains 10 objectives and to meet these objectives 306 action items were prescribed to implement in short, medium and long term time horizon. Ministries, Divisions and government agencies were given responsibilities as implementing agencies for

the action items. Some of them were implemented within this time as immediate requirements. These include payment of utility bills, purchase of railway ticket, and information on availability of seats of trains, early warning system for natural disaster and e-purjee for sugarcane farmers using mobile phones. Use of mobile technologies in publication of the results of various examinations and in university admission has reduced the time, hassle and cost of the students and their parents to a large extent. Information and service centres were established with a view to delivering services to the door-steps of the people and steps have been taken to expand and diversify these initiatives.

The Government has formed Digital Bangladesh Task Force in 2009 by renaming National ICT Task Force. The aim is to expand the use and application of ICT by increasing digital literacy at every strata of the society; to ensure service delivery to the citizen through various ICT initiatives; poverty alleviation through expansion of ICT-based industry; employment generation in knowledge-based industry; and to build a modern and developed country to be branded as Digital Bangladesh through introduction of e-commerce and e-governance. In order to ensure service delivery to the citizens through development of ICT, steps have been taken to establish a separate Department of ICT.

Bangladesh Computer Council (BCC)

Bangladesh Computer Council has taken a range of steps to transform the nation to an advanced one in ICT.

- Formulation of laws, rules and policies for the development of ICT in the country;
- Formulation of ICT Rules (Certification Authorities) 2010 to introduce digital signature;
- Preparation of Licensing Guidelines (Certification Authorities), Guidelines for authentication and audit;
- Establishment of Cyber Tribunal as per ICT Act 2006;
- Implementation of "National Infra-network for Bangladesh Government (BanglaGov Net)" project to establish a public network;
- Continuation of the ICT incubator at BDBL Bhaban at Kawran Bazar with 47 ICT companies with a view to promoting ICT industry;
- Setting up a software technology park (STP) at *Janata* Tower;
- Establishment of STPs in all divisional headquarters;
- Establishment of 147 e-centres at upzila level in FY 2009-10 to facilitate government service delivery;
- Establishment of 21 cyber centres in universities and university colleges to facilitate ICT uses at the tertiary level;
- Establishment of 3172 computer labs in educational institutions during FY 2009-10 and 2010-11 to expand ICT education at the grass-root level of the country;
- Establishment of 1013 solar-powered e-centres at union level;

- Establishment of national data centre to facilitate service delivery in electronic forms;
- Upgrading the standard on Bangla Character Code Set to unicode-based standard to expand the use of Bangla in ICTs. The upgraded version is adopted by BSTI in February 2011 as BDS 1520:2011.
- Formulation of the standard on Mobile Bangla keypad. The standard is adopted by BSTI in February 2011 as BDS 1834:2011.

Hi Tech Park

In order to attract big transnational companies or world-class investors with a view to facilitating hi-tech and knowledge-based industries, construction of infrastructure facilities for Hi-Tech Park on 231.685 acre of land at Kaliakoir, Gazipur is going on. The basic infrastructure was built on this land at a cost of Tk 26.68 crore under "Basic Infrastructure for Hi-Tech Park at *Kaliakoir, Gazipur*" Project.

Postal Service

Bangladesh Postal Department (BPD)

The Postal Department is an attached department of the Ministry of Post and Telecommunication. This department provides postal services through 9,884 post offices. The principal aim of the postal department is to ensure least costly, regular and quick transmission of postal services to the people. Although the postal department is basically meant for rendering services in terms of collection, transmission and delivery of postal articles, it also renders a number of other services to the people, such as parcel (domestic and international), registration, insured article (domestic and international), VPP, money order services, GEP services, EMS, Postal cash card, Intel post (fax services), registration of newspaper and e-post.

Besides core services, BPD provides agency services as well. Agency services offered by BPD are as follows: post office savings bank (ordinary and fixed account), Postal Life Insurance (PLI), savings certificate (sale and encashment), prize bond (sale and encashment), collection of motor vehicle taxes and renewal of driving licences, sale of revenue and non judicial stamps, collection of presumptive income taxes, motor vehicle tax and fees.

Post Office Savings Bank: During FY1999-00 the deposit at postal savings bank stood at Tk. 984.77 crore and the amount of withdrawal stood at Tk. 1,075.71 crore. In FY 2010-11, the deposit at postal savings bank was recorded Tk.4,885 crore and the amount of withdrawal stood at TK. 5,332 crore.

Savings Certificate: During FY1999-00, the sale of savings certificate was recorded TK. 967.88 crore and the amount of encashment recorded was Tk. 832.82 crore. During FY2010-11, the sale of savings certificate was recorded Tk. 4,615 crore and the amount of encashment recorded was Tk. 3,374 crore.

Postal Life Insurance: In FY1999-00, total postal life insurance premium recorded Tk,18.51 crore and expenditure in establishment cost recorded at Tk.10.32 crore. During FY2010-11, total postal life insurance premium recorded Tk,84.90 crore and expenditure in establishment cost recorded at Tk.33.63 crore.

Inland Money Order

During FY 1999-00, the number of domestic money order was recorded 34,26,352. The amount involved was Tk.314.98 crore. During FY2010-11, the number of money order recorded 15,68,011 and the amount stood at Tk. 435.97crore.

Foreign Money Order

During FY 1999-10 the number of foreign money order was recorded 86,536 and the amount of involved was TK.79.21 crore. In FY2010-11, the total number of FMO was 1159 against which remittance of Tk. 6.73 crore was received. Another Tk.40.51 crore was received through Western Union Money Transfer.

Electronic Money Transfer Service: A new postal service branded as EMTS was introduced on 5 May, 2009. Within a short span of time this inland remittance service became increasingly popular. In FY2010-11, the total number of EMTS issued was 17,99,356 and issue amount was Tk. 711.94 against which BPO earned Tk.9.24.