

## [CHAPTER ELEVEN

### TRANSPORT AND COMMUNICATION

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*For the socio-economic development of a country, a sophisticated and well-planned transport and communication system plays a vital and immeasurable role. Regional and international transport networking with Bangladesh as well as other communication system development is very crucial. According to Bangladesh Bureau of Statistics (BBS), the contribution of the transport and communication sector to GDP is 7.44 percent and 7.33 percent at constant price during FY 2020-21 and FY 2021-22 respectively and the rate of growth is 4.04 percent and 5.70 percent at constant price during FY 2020-21 and FY 2021-22 respectively considering the base year 2015-16. It is very much necessary to make a developed and efficient transport and communication system that will connect Bangladesh with international and regional road network as well as with other ICT networks. From this point of view, Padma Bridge, Metro-rail, Bus Rapid Transit, Dhaka Elevated Expressway, Karnaphuli Tunnel and some other mega-projects are being implemented which are contributing to GDP growth of the country. The total length of highways in the country is 22,433 km up to February 2022. To operate Railway as an environment-friendly, safe, affordable and dependable means of transport, total number of 230 projects costing of Tk.. 5,53,662.00 crore have been included in newly approved railway master plan and those projects are being implemented at six stages from July 2016 to June 2045. At present, total length of railway is 3,093 km. Several measures have been undertaken for development and maintenance of navigability of different river routes, ensuring safe movement of water crafts, development of inland river ports, creating infrastructure facilities to carry container goods in inland waterways etc. About 92 percent international trade is happening through Chattogram seaport. In the FY2021-22 (up to January 2022), the average growth rate of import-export was 4.21 percent for cargoes and 1.81 percent for containers. As national flagship carrier Biman Bangladesh Airlines Limited is conducting 7 national and 19 international flights in different routes. In FY2020-21, Biman has carried 10.07 lakh passengers and 27,247 tons of cargo. To modernize, develop and expand the country's telecommunication system, various measures have been undertaken by the government. The total number of mobile phone subscribers and internet subscribers exceed 18.15 crore and 12.28 crore in February 2022 respectively. At present Bangladesh Submarine Cable Company Limited (BSCCL) alone is satisfying about 60% demand in the case of the country's overall internet bandwidth, whose amount is about 2060 Gbps (Gigabyte Per Second) up to 28 February 2022. Keeping consistency with the targets of SDG declared by United Nations and 8<sup>th</sup> Five Year Plan, the government has undertaken various initiatives to expand information technology. Various development projects and programs are in progress to ensure the use and application of information and communication technology by increasing digital literacy at all walks of life, extend public service through IT-based activities and finally, build a modern and developed Bangladesh through the introduction of e-governance and e-commerce.*

A modern and planned transport and communication system plays a vital role on socio-economic development of a country. Regional and international transport networking with Bangladesh as well as other communication system development is very crucial. According to

Bangladesh Bureau of Statistics (BBS), the contribution of the transport and communication sector to GDP is 7.44 percent and 7.33 percent at constant price during FY 2020-21 and FY 2021-22 respectively and the rate of growth is 4.04 percent and 5.70 percent at constant price

during FY 2020-21 and FY 2021-22 respectively considering the base year 2015-16. In this context, for implementation of 8<sup>th</sup> Five Year Plan, Perspective Plan and keeping consistency with the targets of SDG-2030, the government has significantly increased development initiatives.

### A. Roads Communication

#### Roads and Highways Department (RHD)

There are about 22,433 km highways of various types under the management of Roads and Highways Department. Out of this highway network, 18 percent is National Highway, 22

percent is Regional Highway and remaining 60 percent is Zilla roads. In addition, RHD has 4,404 bridges and 15,084 culverts under its control. Moreover, RHD has currently been operating about 117 ferry boats in 46 ferry Ghats, 129 Pontoons and 90 gangways on its road network throughout the country. However, the quality of different important road segments has been significantly improved through carrying out development/improvement works of various standards as per requirements.

The Table 11.1 provides a thirteen-year time series data on RHD road lengths.

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

(Length in kilometer)

Year	National Highway	Regional Highway	Zilla Road	Total
2010	3478	4222	13248	20948
2011	3492	4268	13280	21040
2012	3538	4276	13458	21272
2013	3570	4323	13678	21571
2014	3544	4278	13659	21481
2015	3813	4247	13242	21302
2016	3813	4247	13242	21302
2017	3813	4247	13242	21302
2018	3813	4247	13242	21302
2019	3906	4483	13207	21596
2020	3906	4767	13423	22096
2021	3944	4883	13592	22419
2022*	3990	4897	13545	22433

**Source:** Roads and Highways Department; Ministry of Road, Transport and Bridges. \*Up to February 2022

In order to develop a modern transport and communication system, a total number of 170 development projects have been included in the Annual Development Programme (ADP) of Roads and Highways Department for FY 2021-22. An amount of Tk. 19,656.96 crore is allocated for these projects. Of this, GoB component is Tk. 16,138.44 crore and project aid is Tk. 3,518.52 crore. An amount of Tk. 7,266.52 crore is spent so far during FY 2021-22 till January against the total allocation.

There are twenty projects under the RHD which will be implemented on PPP basis through participation of the public sector as well as private sector for the development of road network. Among these projects, the following six important projects have been approved.

- Upgradation of *Joydevpur-Debogram-Bhulta-Madanpur- (Dhaka Bypass) Highway (N-105) - to 4 Lane*
- Upgradation of *Hatirjheel-Rampura-Banosree Sheikher Jayga-Amulia-Demra Highway (including Chattogram Road Mour and Tarabo Link Road) - to 4 Lane.*
- Improvement of *Gabtolli-Nabinagar Highway to Expressway with provision of 2 lane service lane on both sides (22 km)*
- Upgradation of *Chattogram-Cox's Bazar Highway to 4-lane*
- Construction of *Dhaka Outer Ring Road (South Part)*
- Development of *Dhaka (Joydebpur)-Mymensingh Road*

### **Implementation of New Policies in Road Sector**

The Highway Act, 2021 is passed by Parliament on 7 December 2021. The recently approved Road Transport Law, 2018 has already come into effect. The initiatives are taken to update existing Highways Act, 1925 and Tolls Act, 1851. The Road Maintenance Fund Board Act, 2013 has already been approved to ensure timely and continuous funding for repairing and maintenance of the

road. Moreover, Landscaping Act 2020 of RHD has been approved on 24 February 2020.

### **Road Safety**

RHD has been working with KOICA, an agency of Korean Government to develop a modern, safe and integrated road infrastructure using Intelligent Transportation System (ITS). A project named 'Improving the Reliability and Safety in National Highway corridors of Bangladesh by Introducing of ITS' is under process for approval.

In line with the UN Decade of Action for Road Safety 2011-2020 and UN Sustainable Development Goals, different time bound strategies have been taken to implement a safe road network.

In line with the National Road Safety Strategic Action Plan, RHD has also taken initiatives to implement a project named 'Construction of restrooms with parking facilities for truck drivers at 4 National Highways'. The highways are: Dhaka-Chattogram, Dhaka-Sylhet, Dhaka-Rangpur and Dhaka-Khulna.

The Bangladesh Road Safety Program (BRSP) with an estimated cost of USD 360 million financed by World Bank is under the process for approval. The main component of the projects are: Creating road safety cell, Modernizing accident information cell and digital enforcement system, Creating institute for training the drivers, Creating vehicle observation center, Establishing post crash response system and Creating awareness among people about the importance of road safety.

Road Safety Audit of 300 kilometer has been completed and for auditing another 255 kilometer of roads the process of appointing the advisors is ongoing.

A study project was implemented in order to develop 693 intersections under RHD network. The designs of intersections are being implemented on the basis of the findings of the study to reduce traffic jam and ensure road safety.

111 recommendations of National Road Safety Council are being implemented to prepare a work plan with a view to ensure a disciplined road transport sector.

172 blackspots on different sections of Roads and Highways Network were corrected. Out of 252 number of blackspots, the remaining 80 will be corrected under the project “Road Safety of National and Regional Highways” which is under process for approval. The objective of this project is to implement necessary sign signal and road marking, construct bus-bay, identify risky sections on the highway network and correct the precarious corridors.

#### **Toll Collection under RHD**

An amount of Tk. 915.54 crore was collected as road, bridge and ferry toll during FY 2020-21 under RHD. An amount of Tk. 583.22 crore is collected during FY 2021-22 (up to January).

#### **RHD activities on Climate Change and Disaster Management**

RHD usually conducts Environment Impact Assessment (EIA) before implementing any project for ensuring environment-friendly road transport infrastructure. Besides this, RHD is working to reduce Green House Gas emission to fulfill the target set by Nationally Determined Contribution (NDC).

A feasibility study on the effect of climate change on the costal roads under RHD was completed in the last year. The study suggested how to create environment-friendly road infrastructure in future projects. Also initiatives were taken to conduct another feasibility study to assess the impact of road infrastructure in other regions of the country especially in the Hill Tracts and Haor area.

Brick Chips used as a material for road construction are extremely harmful to the environment. RHD had taken research initiatives in Road Research Laboratory to reduce the use of brick Chips and replace it with the materials like Steel Slags.

#### **Local Government Engineering Department (LGED)**

A long term Master Plan over a period of 2005-2025 has already been prepared for successful implementation of rural infrastructures and other programs by LGED aiming at balanced development across the country and is being implemented accordingly. In the last 14 years (2009 to February 2022) through the successful implementation of various projects, LGED has developed about 67,514 km road. Through the successful implementation of various projects 3,39,514 meters of bridges/culverts have been constructed on rural roads. Besides these, LGED has developed 5,731 growth center/village markets, built 3360 Union Parishad Complex Bhaban, 360 upazila Complex Bhaban and 1,762 cyclone center. Moreover, tree plantation have been completed on 25,626 km roads so far.

Sustainable urban development is one of the prerequisites for the overall economic and social development of the country. In this regard, LGED has constructed about 12,163 km roads/footpaths and 19,390 m of bridges/culverts in cities through various projects for sustainable transportation in urban areas during the last 14 years (2009 to February 2022 ).

The table 11.2 depicts achievements in transport infrastructure under various development projects of LGED up to February 2022 of FY2021-22.

**Table 11.2: Achievement in the Development of Transport Infrastructure under LGED**

Activities	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022*	Total
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
Paved Road (km)	4023	4614	4905	6639	6549	5990	4813	5200	8534	5400	5500	3100	2247	67514
Bridge/Culvert (m)	29363	38502	26415	27057	32707	29000	28500	32000	29700	30000	7978	18000	10292	339514
Construction of road & footpath at urban area (km)	92	70	468	717	698	1315	1110	1037	1256	1746	2332	710	612	12163
Construction of bridge & culvert at urban area (m)	250	791	627	784	1011	1240	915	795	1167	3615	2538	3857	1800	19390

Source: LGED \* up to February 2022

### LGED activities on Climate Change and Disaster Management

The main objective of the project “Climate Resilient Infrastructure Mainstreaming (CRIM) Project” is to incorporate the Climate Change Adaptation Framework into the planning, implementation, supervision and maintenance works of LGED. Establishment of Climate Resilient Local Infrastructure Center (CRoLIC), construction of 45 multi-purpose cyclone shelters in Bhola, Borguna and SaTk.hira districts, Rehabilitation of 85 km access roads of cyclone shelters, construction of flood control embankments, improvement of sanitation facilities, safe drinking water supply and infrastructure development of the transport sector are being implemented through this project.

LGED is implementing 'Climate Resilient Rural Infrastructure Project' (1st Revised) in 24 upazilas of 6 coastal disaster prone districts. Rehabilitation of 568.15 km rural roads, Rehabilitation of 64.18 km HBB roads, construction of 600.79 meter drains, re-excavation of 45 km canals etc. has been done.

LGED is implementing Multipurpose Disaster Shelter Construction Project (MDSP) to protect the lives and property of people in coastal rural

areas from natural disasters like cyclones and tidal surges. The coastal districts are Barisal, Bhola, Patuakhali, Pirojpur, Chittagong, Cox's Bazar, Feni, Noakhali and Laxmipur. So far, 416 cyclone shelters have been constructed and 100 cyclone shelters repaired through this project.

### Bangladesh Road Transport Authority (BRTA)

With a view to bring about discipline in the road transport sector since its inception Bangladesh Road Transport Authority (BRTA) has been entrusted with the task of ensuring overall supervision, proper management and effective control. At present, the organization is running its operation through its 57 district circle offices and 5 metro circle offices. Issuance of registration and fitness certificates of vehicles, route permit and driving license is the main responsibility of this organization. BRTA is playing an important role in overall development of transport sector as well as establishment of discipline in the sector.

Following measures have been taken to enhance standard of service, prevent environment pollution and reduce traffic jam:

- In order to renew the fitness certificate of motor vehicles in an automated manner with

the financial and technical assistance of a Korean international organization, BRTA is renewing fitness certificates at Dhaka Metro Circle-1, Mirpur, through a 2 (two) lane Vehicle Inspection Center (VIC) since October 2016. Recently, an initiative has been taken to set up a VIC with 12 (twelve) lanes in the same office.

- A central platform named 'BRTA Service Portal (BSP)' has been launched to bring all BRTA services to the doorsteps of the people. All services of BRTA will be provided online through the BRTA Service Portal (BSP) in phases.
- Collection of MV taxes and fees through online banking system is continuing.
- Removing the miserable condition of Taxi cab service, a modern and environment-friendly taxi cab service has been introduced in Dhaka in the light of Taxi Cab Guidelines, 2014.
- A modern central Data Center has been established for preserving different vehicle and driving license data
- To ensure road safety and provide proper service to the service recipients, initiatives have been taken to establish BRTA Office Cum Motor Driving Testing, Training and Multipurpose Center (BMDTTMC) in every district.
- National Road Safety Strategic Action Plan 2021-24 draft has been prepared to reduce the number of injured and death in road accidents. National Safe Roads Day has been celebrated on 22 October 2021 under the theme "Obey the speed limit, prevent road accidents".
- Ridesharing Service Policy, 2018 has been introduced for the purpose of operating privately owned motor vehicle hire. A total number of 27,882 motor vehicles under 14 ride-sharing service providers have been being operated with Ridesharing Services up

to 28 February 2022 by obtaining Ridesharing Motor Vehicle Enlistment Certificate from BRTA.

- Issuance of Motor Vehicle Fitness Certificate from any circle office has been opened since 2020. The fitness certificate of any motor vehicle can be obtained from any circle office of BRTA.

Up to February 2022 in FY2021-22, BRTA collected revenues Tk.. 1,127.95 crore against the target of Tk.. 2400.00 crore. The figures of target and actual collection of revenues from FY2010-11 to FY 2021-22 are given in table 11.3 below:

**Table 11.3: Revenue Target and Collection of BRTA**

(Taka in crore)

Fiscal year	Target Amount	Collection	Percentage of Collection (%)
2010-11	908.56	685.60	75.46
2011-12	903.59	642.37	71.09
2012-13	1101.25	769.86	69.91
2013-14	1156.60	952.25	82.33
2014-15	1249.23	1062.29	85.04
2015-16	1354.01	1619.02	119.57
2016-17	1771.84	1469.86	82.96
2017-18	1805.51	1545.07	85.57
2018-19	1834.14	1825.83	99.55
2019-20	2017.92	1681.67	83.34
2020-21	2235	1627	72.79
2021-22*	2400	1127.95	46.99

Source: BRTA \* Up to February 2022

### **Bangladesh Road Transport Corporation (BRTC)**

'Bangladesh Road Transport Corporation (BRTC)' plays an important role to ensure modern, fast, efficient, economic, comfortable and safe road transport system through a controlled mechanism for better quality service and reasonable fare/freight. At present, there are

1600 buses and 589 trucks in the fleet of BRTC as well as there are 22 bus depots and 2 truck depots.

Some progressive activities of BRTC in recent time are given below:

- To make comfortable journey to the government and semi-government employees including the students of different universities, BRTC deployed 358 staff buses to 47 institutions. Moreover, 10 number of Double Decker buses running in Chattogram City under the supervision of Zilla Parishad for which the students of schools are benefited.
- BRTC has introduced “Women Bus Service” for the working women of different sectors to facilitate their safe journey. Now 06 buses are running in 06 routes in Dhaka City.
- BRTC is providing free transport service to the designated and war-wound freedom fighters. In addition, BRTC reserves 15 seats in each bus of city service for women, children, physically disabled people and freedom fighters. “No smoking” sticker has been given inside each bus of BRTC.
- Moreover, BRTC provides special bus service to the people in the event of natural disaster (like COVID-19) and during emergency period including Eid, Hajj, Bishwa Ijtema, etc.
- Now International Bus Service is running in Dhaka-Kolkata-Dhaka, Dhaka-Agartala-Dhaka, Agartala-Dhaka-Kolkata-Agartala, Dhaka-Sylhet-Shilong-Guwahati and Dhaka-Khulna-Kolkata routes.
- Besides this, “Vehicle Tracking System” is introduced in 501 buses and 01 truck procured in 2019. “Vehicle Tracking

System” will be introduced gradually in all buses and trucks of BRTC.

- BRTC has undertaken a project “Modernization and Strengthening of 03 Training Institutes and 17 Training Centers of BRTC to develop the skills of drivers” approved on 20/03/2018. Modern equipment is being procured through this project for modernization and strengthening of 25 training units through construction of 21 training centre buildings.
- Through the project “Skills for Employment Investment Program (SEIP)” under Finance Division, Ministry of Finance, an initiative is taken to create 01 (one) lakh skilled drivers in the next 05 years. BRTC will train 47,500 drivers in 05 years to develop their skill. 14,700 trainees in 1st phase, 8,100 trainees in 2nd phase, 17,700 trainees in 3rd phase have completed their trainings.
- BRTC has 20 Training Units (03 Training Institutes and 17 Training Centers) to provide training in driving, auto-mechanic, welding etc. Through this training center 6952 and 9063 trainees (men and women) have been trained in the fiscal year 2020-21 and 2021-22 (till February 2022) respectively.
- 1,558 different type of new buses have been added to the fleet of BRTC to enhance the services as well as facilitate the journey of the passengers during 2009-2021.
- To facilitate the journey of the students, 48 buses were donated to different educational institutions from the fleet of BRTC.

The financial statement of BRTC from FY2010-11 to FY 2021-22 is given in the Table 11.4:

**Table 11.4: Revenue Target and Collection of BRTC**

(Taka in Crore)

Financial Year	Operating Income	Operating Expenditure	Operating Surplus
2010-2011	115.11	109.84	5.27
2011-2012	173.60	171.90	1.70
2012-2013	201.70	198.48	3.22
2013-2014	243.11	233.53	9.58
2014-2015	234.07	230.51	3.56
2015-2016	266.36	258.31	8.05
2016-2017	262.55	267.60	5.05
2017-2018	253.18	256.10	2.92
2018-2019	258.88	259.82	0.94
2019-2020	349.28	324.43	24.85
2020-2021	324.46	299.68	24.78
2021-2022*	297.78	270.40	27.38

Source: BRTC \* Up to February 2022

Moreover, 03 special service activities titled “Digitization of Admission Process in Driving Training”, “Providing Online Ticket Sales Service (E-Ticketing)” and “Providing Gratuity to the Retired Officers Employees of BRTC” have been implemented.

### **Dhaka Transport Coordination Authority (DTCA)**

Dhaka Transport Coordination Authority (DTCA) was established in 2012 to provide a coordinated and modern transport system for Dhaka city and its adjacent districts. DTCA jurisdiction covers 7,400 square kilometers that includes- districts of Dhaka, Narayanganj, Munshigonj, Manikgonj, Gazipur and Narsingdi. As a matter of fact, DTCA plans, approves, coordinates and monitors the transport related infrastructure projects within its jurisdiction.

### **Progress of Important Activities of DTCA**

- As a part of transport planning, DTCA starts a project “Preparation of Comprehensive Transport Master Plan for Narayanganj and Gazipur City Corporation” in Gazipur and Narayanganj. Another Project named “Preparation of Comprehensive Transport Master Plan with Pre-Feasibility Study of Mass Rapid Transit Network for Chattogram

Metropolitan Area” is being planned for Chattogram city.

- In order to ensure hassle free and seamless travel by different modes of transport: Metrorail, Bus Rapid Transit, Bangladesh Railway, BRTC Bus, Marine Transport of BIWTC and Non-government contract buses etc. by using SMART card under e-ticketing system, e-Clearing House at DTCA office has been established in 2017. Smart card is being used as ‘Rapid Pass’. In the meantime, 60,000 Rapid Pass have been procured and introduced in 2018. To increase the use of rapid pass in large scale, Clearing House phase-II project is currently undergoing.
- In order to reduce traffic congestion in Dhaka city through improvement of intersections and introduction of Intelligent Traffic System (ITS) in 4 Intersections (Paltan, Gulshan-1, Gulistan and Mohakhali), a pilot project ‘Dhaka Integrated Traffic Management Project’ is being implemented. The physical work of the project will be completed very soon. Under this project Action Plans and Manuals will be prepared by the Japanese expert team which will be finalized based on the information obtained after setting up ITS.
- Through the project named “Bus Depot and Terminal Feasibility Study and concept Design” 10 locations are identified around Dhaka City for the construction of inter-district and city bus terminals. The consulting firm has submitted interim report.
- According to DTCA Act, there is a provision for approval of the design regarding circulation and movement of vehicles from DTCA before the construction of a multi-stored building or residential project. DTCA issues NOC



based on Traffic Impact Assessment (TIA). Action plan will be mentioned in the recommendations of TIA to eliminate traffic congestion in a multi-stored building or residential project.

- A six-member road safety cell has been set up in DTCA on the recommendation of the National Road Safety council. In order to ensure road safety, all activities will be completed under the project titled “Road Safety Management and Capacity building” under DTCA.
- According to Revised Strategic Transport Plan (RSTP), a project titled “Feasibility Study on Dhaka Outer Ring Road: Eastern, Western, Northern Part Project” has been taken to evaluate the feasibility of Dhaka Outer Ring Road to connect different regions of Bangladesh bypassing Dhaka region.

#### **Dhaka Mass Transit Company Limited (DMTCL)**

With a view to alleviate Traffic congestion and to improve the environment in Dhaka Metropolitan City and its adjoining areas, Dhaka Mass Transit Company Limited (DMTCL), a government owned company has laid out the following time bound action plan to build a network of 6 Metro Rail systems by 2030.

The time bound action plan is given in the Table 11.5:

**Table 11.5: Time Bound Action Plan, 2030 of DMTCL**

Name of the MRT Line	Phase	Probable Completion Year	Type
MRT Line-6	First	2024	Elevated
MRT Line-1	Second	2026	Elevated and Underground
MRT Line-5; Northern Route		2028	
MRT Line-5; Southern Route	Third	2030	Elevated and Underground
MRT Line-2		2030	
MRT Line-4		2030	Underground

Source: Road Transport and Highways Division.

#### **Dhaka Mass Rapid Transit Development Project (MRT) Line-6:**

Under the revised action plan, construction works of 20.1 km long MRT Line- from Uttara to Motijheel is ongoing. MRT Line-6 consisting of 16 stations has the capacity of carrying 5 (five) lakh passengers daily. The overall progress of the construction works up to 31 January 2022 is 75.39%. The progress of the first-phase construction works from Uttara third Phase to Agargaon is 90.42%. The progress of the second-phase construction works from Agargaon to Motijheel is 74.42%. The combined progress of procurement of Electrical and Mechanical Systems, Rolling Stock (Rail Coaches) and Depot Equipment is 73.79%. Viaduct Erection has been completed on 27 January 2022 by lifting the last segment of 4.922 km viaduct from Karwan Bazar to Motijheel. 10 train sets have already been reached the Uttara depot in Dhaka. The Government has planned formally to inaugurate the first ever elevated Metro Rail of Bangladesh from Uttara 3rd phase to Agargaon on 16 December 2022. The detailed design and other concerned works regarding the extension of MRT Line-6 by 1.16 km from Motijheel to Kamlapur has been completed in compliance

with the directives from the Honourable Prime Minister.

### **MRT Line-1**

The detail design of 31.241 km long MRT Line-1 (19.872 kilometers underground from Airport to Kamalapur and 11.369 kilometers elevated from Notun Bazar to Pitolganj Depot) consisting of 21 stations (underground 12 and elevated 9) is at the final stage. Land acquisition of 92.9725 acres at Rupganj Upazila of Narayanganj District for the construction of MRT Line-1 Depot and the corridor for Depot access is under process. Selection of consulting firm for supervision of construction work and selection of contractor for developing land of Pitolganj Depot are at final stage. Prequalification Documents for packages CP-05 and CP-06 of MRT Line-1 were invited on 9 February 2022. 8 lakh people will be able to move daily if MRT Line-1 is in operation by 2026.

### **MRT Line-5 (Northern Route)**

The feasibility study and basic design for 20 km long MRT Line-5 (Northern Route) (13.50 km underground and 6.50 km elevated) having 14 stations (underground 9 and elevated 5) from Hemayetpur to Vatara has been completed. Detailed Design and land acquisition of 40.1822 Hectares at Savar Upazila of Dhaka District for construction of Depot is ongoing. Upon completion of MRT Line-5 in December 2028, 12,30,000 people will be able to move daily.

### **MRT Line-5 (Southern Route)**

The selected consulting firm for feasibility study, engineering design and procurement of 17.40 km long MRT Line-5: Southern Route (12.80 km underground and 4.60 km elevated) from Gabtoli to Balurpar having 16 stations has been working since 07 April 2021. Required land of 99.339 hectares to construct Depot and Depot access corridor at Khilgaon Thana of Dhaka district has

been identified. Upon completion the works in 2030, 9,24,500 people will be able to move daily.

### **MRT Line-2**

The Government of Bangladesh has signed a Memorandum of Understanding (MoU) with the Government of Japan to construct the about 24 km long MRT Line-2 comprising of elevated and underground sections from Gabtoli to Chattogram Road by 2030 under G2G through PPP basis. In this connection, the fourth platform meeting between Japan and Bangladesh was held on 24 February 2021. 65 hectares of land for construction of Depot and Depot access corridor of MRT Line 2 at Demra area of Dhaka city between Green Model Town and Amulia Model Town has been identified preliminarily.

### **MRT Line-4**

A process is ongoing for the construction of MRT Line-4 from Kamalapur to Narayanganj by 2030.

### **Transit Oriented Development (TOD) Hub**

From the experiences of different countries in the world it is observed that Metro Rail cannot run profitably with the collection of fare alone. Considering the fact as a Non-fare Business the Rajdhani Unnayan Kartripokkho (RAJUK) has allotted 28.617 acres of land adjacent to Uttara Center Station of MRT Line-6 in favor of DMTCL for the construction of Transit Oriented Development (TOD) Hub. Land adjacent to Uttara North, Agargaon, Farmgate and Kamalapur Metro stations of MRT Line-6 has been identified for the construction of (four) Station Plazas.

### **Bridges Division**

Bridges division is responsible for implementation and maintenance of bridges and tunnels, elevated expressway (which are 1,500 meter and above in length), flyover, causeway, link road and so on. The main activities of 'Bangladesh Bridge Authority', the only organization of Bridges Division, are as follows:

### Bangabandhu Bridge

4.8 kilometer long Bangabandhu bridge was built in 1998 over Jamuna river at the cost of TK.. 3,745.60 crore in order to accelerate the country's overall political, social, economical, administrative and cultural development which connect two regions divided by the Jamuna river. A direct rail communication with capital Dhaka to Rajshahi, Lalmonirhat, Dinajpur and Khulna has been established. Apart from the road and railways facilities, other facilities like electricity, gas and optical fiber telephone line have been established through this bridge. The revenue earnings for the period of FY2010-11 to FY 2021-22 (up to February 2022) from this bridge are shown in Table 11.6.

**Table 11.6: Description of the toll collected from Bangabandhu Bridge**

(Taka in Crore )

Financial Year	Revenue collection
2010-11	267.66
2011-12	304.66
2012-13	325.20
2013-14	323.38
2014-15	349.08
2015-16	402.43
2016-17	484.42
2017-18	543.80
2018-19	575.41
2019-20	560.28
2020-21	654.82
2021-22*	456.71

Source: Bangladesh Bridge Authority,\* Up to February 2022 .

Agricultural production is increased to a great extent in northern region after the construction of the bridge and farmers are getting the fair price of their products. Furthermore, industries have flourished in that region too. The bridge is significantly contributing in economic development through reduction of poverty.

### Padma Bridge

The Padma Multipurpose Bridge at Mawa-Janjira point (6.15 km long) will play an important role to establish an integrated communication network for southern region with other regions of the country. The implementation work of this mega project at the cost of Tk.. 30,193.38 crore, the biggest own funded project is progressing in full swing. Overall physical progress of the project is 91 percent till February 2022.

The progress of important packages of the Padma Multipurpose Bridge project up to February 2022 is as follows:

- **Main Bridge:** The physical progress of the main bridge is about 96.5 percent.
- **River Training Works:** The physical progress of river training works is around 89 percent.
- **Resettlement:** Tk.. 751.71 crore has been given as additional assistance among the affected people till February 2022. About 3,083 plots have been allotted to the affected families in the resettlement sites. Besides this, land development assistance have been given to 1,125 affected people.
- **Environment:** 1,73,294 saplings have been planted to resettlement area, approach roads and service area on both sides of the Padma bridge. Besides this, establishment of a museum at the project area is progressing. Comprehensive Documentation of the Padma Bridge Project is also in progress.

Besides these, physical progress of construction of Jajira link road, Mawa link road and service area-2 of the Padma bridge project is 100 percent.

Connecting 19 districts of south-western region of the country with the eastern part and the capital Dhaka, the Padma Bridge will bring revolutionary changes in the communication

system in the South Asian regions as well as in the internal communication system due to its alignment in the Asian Highway (AH-1). This bridge will play a significant role in the socio-economic development by raising GDP by 1.20 percent and reducing poverty by 0.84 percent approximately.

### **Construction of Dhaka Elevated Expressway**

46.73 km (with ramp) long Dhaka elevated expressway from Hazrat Shah Jalal (R) international airport to Kutubkhali on the Dhaka-Chattogram highway will be constructed on Public Private Partnership (PPP) basis for reducing the traffic jam in Dhaka city. An agreement was signed with the investor on 15 December 2013 and construction works of the expressway begun on August 2015. By February 2022, 1,467 working pile driving and casting of 300 pile caps, 289 pier columns, 265 Cross beams and 2198 I-girders have been completed at the first phase. In addition, installation of 2,015 I-girders and 95 bridge decks has been completed. Overall progress of the project is 42.74% and progress of 1st phase is 77.96% and 2nd phase is 28.46%. Highest efforts are being given to complete the construction work of this expressway by June 2023.

### **Construction of Tunnel under the River Karnaphuli**

The implementation work of 3.40 km long tunnel under the river Karnaphuli at the cost of Tk.. 8,446.46 crore is progressing. To connect the west part of Chattogram city to east part, reduce traffic jam, ease direct road communication among Dhaka- Chattogram-Cox'sbazar and transport goods from Chattogram sea port and proposed deep sea port, the tunnel will contribute 0.166 percent to the national GDP growth. Honourable Prime Minister inaugurated the Tunnel Boring Machine (TBM) on 24 February 2019. Casting of all the 19,616 tunnel segments has already been completed. By February 2022, 81.50 percent of the physical

work of the project has been completed. Its construction is expected to be completed by December 2022.

### **Construction of BRT Lane (Elevated Section)**

Steps have been taken to construct of 20 km long Bus Rapid Transit (BRT) lane at the cost of Tk.. 2,039.85 crore from Gazipur to Shah Jalal international (R) Airport. Bangladesh Bridge Authority (BBA) is responsible for implementation of 4.5 km elevated section. The implementation work is progressing and 63.87 percent of physical work has already been completed by February 2022. Efforts are given to complete its construction as soon as possible.

### **Construction of Dhaka-Ashulia Elevated Expressway**

About 24 km long Dhaka-Ashulia Elevated Expressway with the estimated cost of Tk.. 16,901.32 crore was approved on 24 October 2017 to connect Hazrat Shah Jalal (R) International Airport to EPZ through Ashulia. To construct the expressway on G-to-G basis, commercial agreement was signed with a Chinese government nominated company on 29 November 2017. The loan agreement was signed with China Exim Bank on October 26, 2021. It will connect Asian Highway Network and almost all National Highway and therefore, it will reduce traffic congestion in Abdullahpur-Ashulia-Baipail-Chandra corridor connecting Dhaka city with 30 other districts. After completion of this expressway, GDP growth will be increased by 0.21 percent.

### **Construction of Dhaka East-West Elevated Expressway**

To construct about 39.24 km long Elevated Expressway from Baliapur of Dhaka-Aricha highway to Langolbond of Dhaka-Chattogram road through Nimtoli-Keranigonj-Fatulla-Bandor, PDPP has been approved with the estimated cost of Tk.. 16,388.50 crore. This expressway will connect National Highways

(Dhaka-Aricha, Dhaka-Mawa, Dhaka-Chattogram) and Asian Highway. Apart from reducing traffic congestion in and around Dhaka city, traffic movement from Chattogram, Sylhet & other eastern part and from south western region through Padma Bridge to the north-western districts will be easier without entering Dhaka city. On 08 December 2021, Cabinet Committee on Economic Affairs (CCEA) has given in principle approval for implementation of this project under PPP.

#### **Conduct Feasibility Study to Construct Subway (Underground Metro) in Dhaka city**

To solve the unbearable traffic congestion problem of Dhaka city, a feasibility study project has undertaken to construct subway in a total alignment of 253 km of Dhaka city at the cost of Tk.. 321.85 crore which will be completed by June 2022. In draft feasibility report total 12 subway networks have been proposed. It is expected that the implementation of the subway construction project will start in time as per the recommendations of the final survey report. Already 95 percent of the work of this feasibility study project has been completed.

#### **Conduct feasibility study on the construction of tunnels along the river Jamuna**

Steps have been taken to conduct a feasibility study to construct a tunnel along the Jamuna river connecting the Gaibandha and Jamalpur districts. The study will start in time after approval of proposed project by the concerned authority.

#### **Construction of bridge over Payra river on Kachua-Betagi-Patuakhali road**

The project of costing Tk.. 1,042 crore was approved in the ECNEC meeting on 10 March 2020 for the construction of 1,690 meter long bridge over the Payra River on the Kachua-Betagi-Patuakhali-Lohalia-Kalia road as part of the development of road communication network in the south. The construction of this bridge is expected to be completed by 2025. The

agreement is already signed with contractor to construct this bridge and land acquisition activities are currently underway.

#### **Road widening and construction of two-lane road from Panchabati to Muktarpur Bridge**

DPP of estimated cost Tk.. 2,242.06 crore has been approved at the ECNEC meeting on 08/12/2020 for widening of 10.75 km road from Panchabati to Muktarpur Bridge and constructing 9.06 km elevated expressway. Notification of Award is issued to the main contractor of the project. The agreement will be signed soon. Land acquisition activities are currently underway. It is expected that project work will start in time.

#### **Construction of bridge over Meghna river on Bhulta-Araihaazar-Bancharampur road**

Preliminary steps have been taken to build a 1.7 km long bridge over the Meghna River on the Bhulta-Araihaazar-Bancharampur road between Narayanganj and Brahmanbaria districts. Meanwhile, Feasibility study has been completed for its implementation. Work is underway to hire a Transaction Advisor to build the bridge on a G2G PPP basis with a consortium from South Korea. Currently LAP, RAP and Traffic Survey are in progress.

#### **Preparation of master plan of Bangladesh Bridge Authority and conducting feasibility study for construction of new bridges and inner elevated expressways**

Bangladesh Bridge Authority has taken steps to formulate a 25 year master plan with the aim of achieving sustainable development by 2030 and making Bangladesh a developed and prosperous country by 2041. In order to ensure integrated and uninterrupted transport system and to develop the road communication network of the country, short, medium and long term projects will be identified, adopted and recommended in the said master plan. Besides, feasibility study will be conducted on Meghna river at Chandpur-Shariatpur location, on Laxmipur-Bhola road and



construction of Dhaka Inner Elevated Expressway. The study project is being implemented at an estimated cost of Taka 263.47 crore with the own funding of Bangladesh Bridge Authority. The consulting firm has already submitted the interim study report.

### **Construction of Other Large Bridges**

In order to maintain uninterrupted road network, initiatives have been taken to build new bridges at different locations. As a part of this, feasibility study for construction of bridges at “Rahmatpur-Babugonj-Muladi-Hijla” roads over Arialkha river, at “Lebukhali-dumki-boga-doshamina-golacipa-Amragachi” roads over Golacipa river have been completed. Efforts are being made to finance the construction of these two bridges.

Moreover, feasibility study has been completed for the construction of total 3 bridges on Patuakhali-Amtali-Barguna road over Payra river, Bakerganj-Baufal road over Karkhana river and Barguna-Patharghata road over Bishkhali river. It is expected that the construction work of these bridges will start in time.

### **B. Railway Communication**

To ensure railway communication as a reliable, affordable, environment-friendly and publicly transport in Bangladesh, Railway Division has upgraded to a separate Ministry named as Ministry of Railways (MoR) in December 2011. The improvement of rail communication and transport services has been included as a priority sector in the national document on 8th Five-Year Plan and Perspective Plan, Vision-2021 and more budget has been provided for the development of the railway than that of the previous years. Total Number of 230 projects costing of Tk.. 5,53,662.00 crore have been included in newly approved railway master plan for implementing those projects at six stages from July 2016 to June 2045.

Bangladesh Railway has around 3,093 km of

network which connects 43 districts and almost all the important places of the country. New districts will be brought under the rail network and national and international connections such as Trans Asians Rail Network will be established through these development activities which will help to improve the overall transport facilities of the country including decrease in the traffic congestion of Dhaka.

Achievements of Bangladesh Railway during the tenure of the present Government since 2009 till date worth mentioning are construction of 500.39 km new rail line, conversion of 287.10 km railway line from meter gauge to dual gauge, rehabilitation of 1271.811 km railway line, construction of 104 new station building, rehabilitation of 194 station building, construction of 484 new railway bridge, rehabilitation of 733 railway bridge, procurement of 74 locomotives and 20 set DEMU, procurement of 520 passenger coach, rehabilitation of 460 passenger coach, procurement of 516 goods wagon and 30 brake van, rehabilitation of 277 goods wagon, modernization of signaling system of 123 station, rehabilitation of signaling system of 9 station, introduction of 142 new train, establishment of 1 (Dual gauge) wheel lathe machine, procurement of 2 load monitoring devices to ensure the safety of Bangabandhu Bridge, procurement of 6 relief crane, procurement of 2 train washing plant, procurement of 2 locomotive simulator.

In order to meet the growing demand of passengers, projects have been taken for procurement of 100 MG and 40 BG locomotives, 550 MG and 150 BG passenger coaches to resolve rolling stock crisis.

Table 11.7 presents year wise data on overall performance of Bangladesh Railway over the period from FY2010-11 to FY2020-21.

**Table 11.7: Overall Performance of Bangladesh Railway**

Financial Year	Passenger Kms (Million)	Freight Ton Kms (Million)	Total operating revenue (Tk..in crore)	Total operating expenses (Tk..in crore)
2010-11	8051.92	692.64	747.70	1491.82
2011-12	8787.23	582.11	726.42	1567.12
2012-13	8253.00	525.00	804.26	1562.38
2013-14	8135.00	677.35	800.17	1601.69
2014-15	8711.36	693.84	935.45	1808.29
2015-16	9167.18	675.09	904.02	2229.22
2016-17	10,040.66	1052.67	130.37	2835.52
2017-18	12993.91	1236.50	1486.15	2918.02
2018-19	14334.76	913.48	1406.58	3050.66
2019-20	99577.68	1002.04	1225.85	3188.97
2020-21*	10455.60	1042.00	1182.00	3284.00

Source: Ministry of Railway. \*Provisional

### C. Water Transport

Waterway is an affordable, environment-friendly and secure communication system. The Ministry of Shipping has been developing, maintaining, managing and controlling the internal water transport infrastructure of Bangladesh to maximize the use of these waterways. In order to achieve overall economic development of the country by providing modern ports management, ensuring safe and uninterrupted shipping, human resources development and providing efficient and affordable water transport services, the activities of various departments/organisations under the Ministry of Shipping are described below:

#### **Bangladesh Inland Water Transport Authority (BIWTA)**

Bangladesh Inland Water Transport Authority (BIWTA) is responsible for development, maintenance and conservation of inland water transportation system, ensuring safe movement of water crafts, development of inland river ports, providing ponnons and landing facilities at different launch terminals, activating the circular

waterways around Dhaka city, creating infrastructural facilities to carry container goods in inland waterways, preparation of hydrographic charts in digital system, etc. are the major initiatives to be mentioned.

A total of 17 development projects of BIWTA were included in the Revised Annual Development Program (RADP) in FY2020-21 of which 3 projects are being implemented under foreign investment. Total RADP allocation is Tk.. 1,237.34 crore. and 386.8206 crore expenditure has been incurred upto February 2022 against the projects included in the ADP. The revenue income of BIWTA in the FY 2021-22 is Tk.. 443.83 crore upto February 2022.

Table 11.8 shows the year wise income and expenditure of BIWTA during the period from FY2010-11 to FY2021-22.

**Table 11.8: Income and Expenditure of BIWTA**

(TK. in crore)

Fiscal Year	Income	Actual Expenditure	Profit/Loss (+/-)
2010-11	237.53	239.10	-1.57
2011-12	290.78	272.91	+17.87
2012-13	349.09	329.40	+19.69
2013-14	320.04	377.61	-57.57
2014-15	358.02	382.31	-24.29
2015-16	500.80	518.88	-18.08
2016-17	614.46	699.67	-85.21
2017-18	625.35	689.33	-63.98
2018-19	679.38	698.50	-19.12
2019-20	759.13	762.66	-3.53
2020-21	772.91	802.23	-29.32
2021-22*	443.83	458.95	-15.12

Source: BIWTA, Ministry of Shipping. \*Up to February 2022.

BIWTA performs development and maintenance dredging in every year for smooth transportation of passenger and cargo. The volume of development and maintenance dredging during the period from FY2010-11 to FY 2021-22 is presented in Table 11.9.

**Table 11.9: Development and Maintenance Works of BIWTA**

Fiscal Year	Dredging Quantity (lac cubic meter)		
	Development Dredging	Maintenance Dredging	Total
2010-11	25.54	40.16	65.70
2011-12	24.47	43.61	68.08
2012-13	56.03	44.65	100.68
2013-14	47.02	57.90	104.92
2014-15	120.15	50.77	170.92
2015-16	178.22	104.79	283.01
2016-17	158.79	117.37	276.16
2017-18	211.89	134.98	346.87
2018-19	278.84	139.63	418.47
2019-20	152.96	280.73	433.69
2020-21	220.76	226.33	447.09
2021-22*	138.41	161.34	299.75

Source: BIWTA, Ministry of Shipping. \* Up to February 2022.

In addition, BIWTA has procured 45 dredgers and 255 ancillary vessels, 12 Longbum excavator, 02 demolition excavator and 12 fork lift till February 2022. 20 k.m of foreshore land around Dhaka has been restored by evicting encroachment. Moreover about 848.54 acres of foreshore land has been restored from January 2010 to February 2022.

Moreover, BIWTA has installed of 184 new pontoons (up to February 2022) in different ferry ghat, launch ghat, wayside ghat. As a result transportation of passengers and goods have become easier. Hydragraphic Survey during the FY2015-16 to 2021-22 are showned in table11.10:

**Table 11.10: Year wise Hydragraphic Survey**

FY	Inland water ways (sq km)	Costal waterways (sq km)
2015-16	2751.34	1000.00
2016-17	2750.00	1200.00
2017-18	2700.00	1000.00
2018-19	1864.40	700.00
2019-20	1992.25	750.00
2020-21	1712.19	2100.00
2021-22*	1533.005	1677.00

Source: BIWTA, Up to February 2022.

### Bangladesh Inland Water Transport Corporation (BIWTC)

To enhance the service quality in different sectors, BIWTC has constructed 70 different types of vessels (23 ferrys, 21 auxiliary vessels (pontoon), 4 Sea-trucks, 12 water buses, 2 Inland Passenger vessels, 2 Coastal Passenger vessels, 2 Oil tankers and 4 Container vessels) during the period of 2009 to 2022 (February) under development projects. BIWTC has completed the rehabilitation of 4 Ro-Ro ferrys, 2 K-type ferrys, 2 medium ferrys & 6 pontoons under different development projects by spending Tk.. 61.62 core. The above vessels are playing an important role in operation of ferry and passenger services.

Aricha-Kazirhat ferry route has been introduced after 18 years. Launching of the ferry route establishes again the communication with Dhaka city to northern regions of the country. It will also reduce the traffic congestion on the Bangabondhu Bridge resulting of increasing its longevity. After the construction of 4 container vessels under development projects, those vessels are engaged in transporting containers from Chattogram Port to Pangaon Container Terminal and from Chattogram to Kolkata by sea. Table



11.11 shows the income and expenditure of the organization since FY2010-11 to FY2020-21.

**Table 11.11: Income and Expenditure  
Statement of BIWTC**

(Taka in Crore)

FY	Income	Actual Expenditure	Net Profit
2010-11	211.99	153.81	32.08
2011-12	229.68	183.48	19.28
2012-13	272.21	216.13	56.08
2013-14	297.35	235.08	62.27
2014-15	326.72	269.43	57.29
2015-16	359.18	310.96	48.22
2016-17	356.95	329.71	27.24
2017-18	371.91	287.36	84.55
2018-19	380.13	307.62	15.16
2019-20	371.32	312.40	-5.63
2020-21	378.01	320.00	-5.95

Source: Bangladesh Inland Water Transport Corporation.

### Chattogram Port Authority (CPA)

Chattogram Port Authority, as the principal sea port of Bangladesh, handles nearly 92 percent of international trade of the country. Port activities are increasing day by day with the increasing trend of export-import of the country.

Chattogram Port is serving as the main gateway in exporting garments and other products. Considering the immense importance of Chattogram Port in the field of economy, the government has taken various developmental programs to make the activities of the port more dynamic. Construction of Patenga Container Terminal and “Matarbari Port Development Project” are notable among them. This mega projects’ implementation work is progressing fast. It is hoped that the completion of the above activities will significantly increase the capacity of Chattogram Port in container, cargo and ship handling.

In the FY2020-21, the average growth rate of import-export was 11.98 percent for cargoes and 3.10 percent in the case of containers. In the FY2021-22 (up to January 2022), the average growth rate of import-export was 4.21 percent for cargoes and 1.81 percent in the case of

containers. Chattogram port has achieved 13.19 percent growth in container, 12.99 percent growth in cargo and 12.90 percent growth in vessel handling in 2021. The port currently has total 145 container handling equipment and 248 cargo handling equipment including Quay Gantry Crane and Rubber Tired Gantry Crane to manage the growth of containers. More than 100 equipment are being procured. Table 11.12 shows the income and expenditure of CPA.

**Table 11.12: Income and Expenditure of CPA**  
(Taka in Crore)

Fiscal Year	Rev. Income	Rev. Expenditure	Rev. Surplus (Before Tax)
2010-11	1453.15	634.13	819.02
2011-12	1529.92	652.62	877.30
2012-13	1570.37	803.00	767.37
2013-14	1634.32	815.65	818.67
2014-15	1876.82	860.95	1015.87
2015-16	2029.25	1065.83	963.42
2016-17	2407.65	1352.54	1055.11
2017-18	2661.76	1390.52	1271.24
2018-19	2892.86	1610.53	1282.33
2019-20	2924.99	1716.29	1208.70
2020-21*	3075.68	1892.12	1183.56
2021-22**	1708.33	823.73	884.60

Source: Chattogram Port Authority, \*Provisional \*\*Up to February 2022.

### Mongla Port Authority (MPA)

Mongla Port is being turned into a modern facilitated seaport gradually by implementing different development projects. At present, Mongla port has the capacity to berth more than 42 ships at a time, 6 in own Jetties, 11 in private jetties, 3 in mooring and 22 in anchorages respectively. There are 2 warehouses, 4 transit shed, 1 staffing & un-staffing shed, 6 container yards, 2 car yards that can accommodate more than 1.50 crore m. ton of cargoes, 1 lakh TUEs of containers and 20 thousand of cars annually.

Table 11.13 shows the income and expenditure of Mongla Port from FY2010-11 to FY2021-22.

**Table 11.13: Income, Expenditure and Profit/Loss of Mongla Port**

(Taka in Crore)

Fiscal Year	Income	Expenditure	Net Income/ Loss (+/-)
2010-11	85.52	63.69	21.83
2011-12	105.81	71.66	34.15
2012-13	138.08	94.13	43.95
2013-14	155.73	102.10	53.63
2014-15	170.17	109.48	60.69
2015-16	196.62	131.90	64.72
2016-17	226.56	155.15	71.41
2017-18	276.14	166.81	109.33
2018-19	329.12	196.12	133.00
2019-20	338.19	221.01	117.18
2020-21	348.35	217.27	131.08
2021-22*	205.89	144.83	61.06

Source: Mongla Port Authority \* Up to February 2022.

From FY 2010-11 to FY 2019-20, handling of ships increased by 11.93%, Cargo 13.90% and Container 7.34% and revenue income 12.82% respectively. However, in the FY 2020-21, Mongla port handled 970 ships, 119.45 lac m.ton cargo, 43959 TEUS container. Moreover, in the FY2020-21 revenue income was Tk.. 340 crore which is a record ever.

To meet up the additional demands efficiently and effectively, Mongla Port has undertaken various development projects. Under these development plans, 9 projects (including PPP) are on-going in the FY 2021-22. Under these on-going development projects, 216.09 lakh cum. (m<sup>3</sup>) dredging works will be implemented in the inner bar area of Mongla Port channel and 119.45 lakh cum. (m<sup>3</sup>) dredging works had already been completed under the project named “Dredging at the Outer Bar in the Mongla Port Channel”. Procurement of 75 construction equipment and installation of Vessel Traffic Management and Information System (VTMIS) will be completed in the FY 2021-22.

### **Payra Port Authority**

Payra Port started its journey as third sea port of the country on 19 November 2013. In order to engaged the port in operational activities on a

limited scale within clinker, fertilizer and other bulk carrier vessels at outer anchorage and discharge the cargo by inland vessels for hinterland transport. For hassle free foreign and inland vessels movement fare way and mooring buoys have been laid to earmark navigational channel. Very High Frequency (VHF) Base station also installed with telecommunication equipment. The customs and shipping facilities have also been established. As per requirement of International Association for Ports and Harbor, International Ship and Port Facility Security (ISPS) code has been implemented and UN locator code has been allotted for Payra Port by United Nations to ensure security of the port.

80 meter and 100 meter long jetty have been constructed for unloading goods from lighter ships to manage the activities of Payra port. For cargo handling one mobile hydraulic crane with a capacity of 30 (thirty) tons and one terminal tractor (with trailer) with a capacity of 50 (fifty) tons have been procured. In order to maintain the channel depth of -6.3 m. CD to ensure the movement of ships, emergency maintenance dredging of Rabnabad Channel (Inner and Outer Channel) is has been completed. Now, the ship of carrying capacity 25,000 deadweight tonnage (DWT) has been able to enter the Payra Port .

However, acquisition of 3,895.08 acres of land, construction of 5.223 km four lane connectivity road, dredging of inland waterways, construction of six-storied admin buildings, one lakh square feet warehouse and six vessels have been completed under the Development Infrastructures/Support Facilities (DISF) project. Actual progress of total work is 96.43%.

### **Bangladesh Land Port Authority (BLPA)**

The vision of Bangladesh Land Port Authority (BLPA) is expediting and facilitating export-import activities through land routes and improves to make it safe, most efficient and sustainable ports. So it has a mission to develop and modernize infrastructure, efficient cargo

handlings; improvement of storage facilities for better service delivery.

At present, total number of land ports are twenty four (24); among those twelve (12) land ports are in operation. Out of twelve (12) land ports Benapole, Bhomra, Akhaura, Burimari, Nakugaon, Tamabil & Sonahat Land Ports are being operated by own management of BLPA while Sonamoshjid, Hilli, Teknaf, Banglabandha & Bibirbazar Land Ports are being operated on Build Operate Transfer (BOT) basis.

In the last 3 years BLPA has done 95.385 acres of land acquisition for Danuakamalpur, Belonia, Karaituli, Balla, Bhomra, Sheola & Ramgarh Land Port for developing and expanding of the port. Two numbers of modern Warehouses having area of 3800.00 square meter each and 2 webridge with capacity of 100 metric ton have been constructed at Benapole Land Port. Besides, 43000.00 square meter Open Yard and Packing Yard have been constructed at Danuakamalpur & Gobrakura-Koroitoli Land Port. Table 11.14 shows year wise income and expenditure of BPLA during the period from FY2010-11 to FY2021-22.

**Table 11.14: Income and Expenditure of Bangladesh Land Port Authority**

(Taka in Crore)

Fiscal year	Income	Expenditure	Surplus (+/-)
2010-11	41.20	32.38	8.82
2011-12	42.08	31.91	10.17
2012-13	47.78	35.82	11.96
2013-14	61.31	51.06	10.25
2014-15	70.52	47.38	23.14
2015-16	83.20	55.36	27.84
2016-17	111.51	75.02	36.49
2017-18	148.33	95.53	52.80
2018-19	210.94	144.25	66.68
2019-20	208.77	160.03	48.74
2020-21	264.83	174.73	90.10
2021-22*	171.36	82.09	89.27

Source: Bangladesh Land Port Authority\* Up to February 2022

Under the project of costing Tk.. 731.86 crore and financing by World Bank named ‘Bangladesh Regional Connectivity project-1’ a development scheme of Sheola (Sylhet District), Bhomra (SaTk.hira District) & Ramgarh (Khagrachari District) Land Ports and security management system of Benapole Land Port are going on.

### Department of Shipping (DOS)

To ensure safety of inland, coastal fishing, ocean-going vessels of Bangladesh and foreign vessels calling at Bangladeshi ports, Department of Shipping plays an important role. It also protects the trade interest of the Bangladeshi vessels. The functions of this organization are performed according to the provisions of national shipping policies, shipping laws and regulations and applicable conventions relating to maritime and inland shipping keeping liaison with IMO, ILO, UNCTAD and other related organizations. The department imparts training following International Maritime Standard.

The training and examination procedures for the seafaring officers and crews of the ocean-going vessels plying on the international routes have been streamlined in accordance with the related international convention. As a result Bangladesh is included in the ‘White List’ of the International Maritime Organization (IMO) under the provision of the STCW Convention in respect of maritime training, examination and certification of the seafarers. For this reason, the job opportunities of the Bangladeshi seafarers have been expanded in the global shipping market through employing them in foreign ships all over the world. Currently, the image of Bangladesh has been highlighted in the maritime field as the Bangladesh representative has been elected as the Director General of International Mobile Satellite Organization (IMSO) under IMO. A Long Range Identification Tracking (LRIT) system has been implemented for observing movement of the national flag ships plying on the international

maritime routes. Seafarer Biometric Machine Readable Identity Documents (SID) are being issued to the Bangladeshi seafarers with a view to facilitating them to travel through all countries of the world to join their appointed ship which further helps them to get job opportunities abroad. Bangladesh has ratified and implemented the Maritime Labour Convention 2006 and the Seafarers Identity Document (SID) Convention (revised) 2003, as amended adopted by ILO. To develop human resources in the maritime sector, four new Marine Academies have been established and to recruit skilled cadet, from this year integrated recruitment activities have been launched in all public and private institutions.

The main sources of revenue incomes of the Department are: registration and survey of ships, conducting competency examination and issuing certificate to the seafaring officers and crews, examination fees, light dues, issuing seafarers ID cards, manning agents licensing fees, penalty for contravention of shipping laws etc. The statement of incomes and expenditures of this organization is shown in the Table: 11.15.

**Table 11.15: Income and Expenditure of the Department of Shipping**

(Taka in Crore)

Fiscal year	Revenue income Target	Revenue income	Expenditure
2010-11	10.25	12.55	5.53
2011-12	12.71	13.26	5.54
2012-13	14.26	12.95	14.63
2013-14	15.26	14.43	10.12
2014-15	15.99	18.21	9.33
2015-16	17.29	29.03	11.63
2015-16	19.72	33.46	16.37
2016-17	37.93	38.98	16.56
2017-18	36.54	43.80	17.53
2018-19	36.54	43.80	17.53
2019-20	41.81	38.12	15.66
2020-21	41.33	39.62	15.01
2021-22*	31.84	28.30	8.83

Source: Department of Shipping\* up to February 2022

### Bangladesh Shipping Corporation (BSC)

Providing safe and efficient shipping services in international sea routes and carry out all forms of activities connected with or ancillary to shipping, Bangladesh Shipping Corporation (BSC) has been playing an important role. Despite the limitations of resources, BSC is able to acquire a total of 44 ships through continuous efforts and patronization of the government since establishment. At present there are 8 vessels in BSC fleet. Hopefully, after the consecutive efforts of the present government, with the help of the Chinese government's loan, BSC has added 3 bulk carriers and 3 product oil tanker with capacity of 39,000 DWT each in its fleet in the FY 2018-19, which is currently engaged in trade. Table 11.16 shows year wise income and expenditure of BSC during the period from FY2010-11 to FY2021-22.

**Table 11.16: Statement of Income-Expenditure and Profit-Loss of BSC**

(Taka in Crore)

Fiscal Year	Total Income	Total Expenses	Net Profit
2010-11	266.66	264.79	1.87
2011-12	282.01	280.55	1.46
2012-13	328.59	326.96	1.63
2013-14	171.14	167.77	3.37
2014-15	130.01	124.67	5.34
2015-16	118.81	112.08	6.73
2016-17	116.55	107.89	8.66
2017-18	126.52	114.00	12.52
2018-19	230.31	175.08	55.23
2019-20	322.84	281.37	41.47
2020-21	322.97	250.95	72.02
2021-22*	257.52	131.21	126.31

Source: BSC \* Up to February 2022.

### Bangladesh Marine Academy

Since the establishment Bangladesh Marine Academy, Chattogram has trained about 5,083 professionally skilled, environmentally conscious, intelligent and smart marine cadets (including 84 female cadets since 2012) in accordance with 'IMO STCW Convention'. The academy has recently been accredited by the Nautical Institute, London and the Institute of Marine Engineering, Science and Technology,

London, and the Merchant Navy Training Board, London.

Currently, as affiliated with *Bangabandhu Sheikh Mujibur Rahman* Maritime University, previous 3 years Bachelor Degree course of the Academy has been transformed into 4 years Bachelor of Maritime Science (BMS) Honors' Degree. As part of Women Empowerment Female Cadets training in the Academy has been started. The Female Cadets being trained up in the Academy have been working at home and abroad ships with reputation. Recent international standings include research attachment with Australian Maritime College (University of Tasmania), recognitions of European Commission, Singapore Maritime Administration, UK Merchant Navy Training Board, Nautical Institute, London, IMarEST London and South Asian Business Excellence Award 2017.

### **National Maritime Institute**

National Maritime Institute is the only Technical Training Centre for Bangladeshi seafarers (ratings). Unemployed youths are selected for training from all over the country under a standard selection procedure. They are trained here as per the syllabus in accordance with the STCW convention of IMO to develop them into competent maritime manpower. Various ancillary courses are being introduced here for enhancing the skills and promotion of serving seafarers (Post-Sea ratings and officers). The seafarers trained from this institute are employed in the National and foreign flag-ships and earn remarkable foreign currency, which play an important role for the development of Socio-Economy of the country. On the other hand, unemployment problem is also being solved.

### **The Directorate of Seamen and Emigration Welfare**

The Directorate of Seamen and Emigration welfare is a regulatory body for the welfare and wellbeing of seafarers under the control and

supervision of the Ministry of Shipping. The Directorate has been playing an important role to solve the seafarers problem at homeport and foreign port where Bangladesh seafarers face problem with the coordination to the concerning authorities. It is also playing an important responsibility to develop the condition of seafarers by endeavoring to implement various regulations of the ILO and IMO convention and recommendations. The Directorate of Seamen and Emigration Welfare also perform its responsibilities to enlighten the image of the country by doing welfare activities towards the foreign seafarers calling at Bangladesh ports.

The Directorate of Seamen and Emigration Welfare have been maintaining the only Government Seamen's Hostel to provide accommodations, recreational and medical facilities to the seafarers to implement the above responsibilities. The Directorate maintains funds to provide educational grant to the children of seafarers. It also provide financial grant to the disease, disable seafarers and also to the family members of the distress, alive disable and dead seafarers for their treatment in case of critical disease and financial helplessness. It runs an International Seafarers Drop in Centre to provide welfare facilities to the foreign seafarers calling at Bangladesh ports.

The Directorate of Seamen and Emigration Welfare is exclusively welfare orientated government organization. Its only source of income is seat rent collection from seafarers those who stay in the seamen's hostel and certain portion (15 percent) of Levy Collection under the Levy Collection Rule-2013.

### **National River Conservation Commission (NRCC)**

The National River Conservation Commission was established on 5th August 2014 under the National River Conservation Commission Act, 2013. The Commission is responsible for ensuring multidimensional use of the river for

socio-economic development including preventing illegal possession of rivers, water and environmental pollution, illegal construction and various irregularities and also responsible for restoration of normal flow of rivers, proper maintenance of rivers and the development of the river as a transportable.

#### **D. Air Transport Civil Aviation Authority of Bangladesh (CAAB)**

To regulate and develop aviation facilities in Bangladesh for national and international air transportation Civil aviation Authority of Bangladesh (CAAB) renders its services. CAAB

installs, maintains and operates aerodromes, air traffic, air navigation, aviation related ground services and telecommunication services and facilities.

At present CAAB operates 3 international airports, 7 domestic airports and 2 Short Take-Off and Landing (STOL) ports. Out of these, 8 airports are in operation. Due to inadequacy of passengers, no flight is operating at 2 other domestic airports and 2 STOL ports. The financial position of CAAB during the period from FY2010-11 to FY 2021-22 is shown in Table 11.17.

**Table 11.17: Financial Position of CAAB**

(In Crore Taka)

Fiscal Year	Revenue Income	Revenue Expenditure	Total Expenditure (Revenue and others)	Net Profit
2010-11	653.89	316.87	623.84	30.05
2011-12	731.05	378.54	838.44	(107.39)
2012-13	795.21	330.34	644.53	150.68
2013-14	1150.29	423.33	976.86	173.43
2014-15	1410.32	497.67	1277.22	133.10
2015-16	1504.17	506.85	1256.76	247.41
2016-17	1518.14	571.56	1424.17	93.97
2017-18	1659.65	594.16	1766.04	(106.39)
2018-19	1690.79	620.73	1708	(17.21)
2019-20	1554.54	630.94	2165.97	(611.43)
2020-21*	1159.44	666.03	1451.30	291.93
2021-22**	955.00	404.02	837.04	117.96

Source: Civil Aviation Authority \* Un-audited \*\* Up to February 2022.

#### **Biman Bangladesh Airlines Limited**

At present, *Biman* Bangladesh Airlines Limited, the national flag carrier, is operating flights to 7 domestic and 19 international destinations. These include 3 destinations in the SAARC countries, 5 destinations in the South-East Asia, 9 destinations in the Middle East and 2 destination in Europe. Biman carried a total of 10,07,000 passengers and 27,247.05 tons of cargo in FY 2020-21. In order to inform the flight schedule and other information to its valued passengers, *Biman* introduced SMS (Short Message Service) in 2015. To facilitate the passengers, options have been introduced for purchasing tickets using mobile phones side-by-side the traditional options of using travel agency and on-line

systems. Options have also been introduced for settlement/payment of ticket price using *Bkash/Rocket*. Year wise income and expenditure of *Biman* during FY2010-11 to FY 2021-22 is shown in Table 11.18.

**Table 11.18: Income and Expenditure of  
Biman Bangladesh Airlines Limited**

(In Crore Taka)

Fiscal Year	Revenue Income	Expenses	Net Profit/ Loss (+/-)
2010-11	3343.93	3568.09	-224.16
2011-12	3823.67	4417.88	-594.21
2012-13	3951.89	4237.52	-285.63
2013-14	3816.94	4102.56	-285.61
2014-15	4772.79	4448.65	324.13
2015-16	4965.53	4730.03	235.50
2016-17	4551.52	4504.63	46.90
2017-18	4931.64	5133.11	-201.47

Fiscal Year	Revenue Income	Expenses	Net Profit/ Loss (+/-)
2018-19	5794.92	5577.11	217.81
2019-20	5044.45	5125.58	-81.13
2020-21	4,128.39	3,969.99	158.40
2021-22*	2805.00	2477.00	328.00

Source: Biman Bangladesh Airlines Limited, \*up to February 2022. .

As a part of its network expansion program, Biman resumed its operation to Delhi on 13 May 2019, Manchester on 05 January 2020, Hong Kong on 06 July 2020 and commenced operation to Medina on 28 October 2019, Guangzhou on 16 August 2020 and Sharjah on 25 January 2022. Besides, Biman is planning to resume its services to Narita & New York and commence operation to some new destinations including Toronto, Chennai, Colombo and Male.

## E. Information and Communication Technology Communication Technology

### Bangladesh Telecommunication Regulatory Commission (BTRC)

Bangladesh Telecommunication Regulatory Commission (BTRC) is working to ensure reliable, affordable and sophisticated telecom services. At present, it is working on the development of internet, especially broadband internet, across the country through efficient utilization of resources of government and non-government organizations. Price of internet bandwidth has been decreased appreciably in the last 10 years. Besides optical fibre network coverage has been expanded throughout the country to ensure quality internet service. To ensure the impact of this huge backbone network development, BTRC has launched a new internet tariff named “One Country One Rate”. For this

reason, people across the country are getting access to quality internet service at affordable prices.

Many local entrepreneurs have invested in the telecommunication sector in the last few years as a result of the rapid expansion of business-friendly policies. 4G licenses were awarded to four mobile operators on February 2018 with a view to expand the fast mobile internet services among the people of the country. Meanwhile, 4G services have been launched in all divisional and district headquarters and majority of all upazilas of the country. 5G service have already been launched on a trial basis. At the same time the process of adding new submarines is on process.

The National Equipment Identity Register (NEIR) started by BTRC in 2021. With this system it will be possible to prevent the use of unauthorized mobile handsets and to ensure the security of the mobile set and its documents. The BTRC has been conducting operations regularly to identify illegal VoIP and illegal installations. All these actions taken ensures the revenue collection of the government in this sector. Up to February 2022, the number of mobile phone subscribers in the country exceeds 18.15 crore and so far, the total number of internet subscribers in Bangladesh exceeds 12.28 crore.

Table 11.19 shows the number of mobile and fixed phone subscribers, internet users, tele density etc. and Table 11.20 shows the total number of subscribers of different mobile operators during February 2022.

**Table 11.19: Subscriber Number, Growth and Tele Density of Mobile and Fixed Phone**

Subscriber Category and Tele density	2011	2012	2013	2014	2015	2016	2017 (June)	2018 (Dec)	2019 (Dec)	2020 (Dec)	2021 (Feb)	2022 (Feb)
Mobile Subscriber (Crore)	7.30	8.66	9.74	11.48	12.19	12.64	13.60	15.70	16.55	17.01	17.33	18.15
Fixed phone Subscriber (Crore)	0.10	0.10	0.10	0.07	0.06	0.06	0.06	0.07	0.14	0.15	0.14	0.21
Internet User	-	2.84	3.10	3.55	4.28	6.66	7.33	9.13	9.90	11.19	11.27	12.28

(Crore)												
Yearly Tele Density(%)	44.60	60.9	63.91	76.44	78.79	81.48	87.32	96.36	99.24	100.6	99.09	105.63

Source: Bangladesh Telecommunication Regulatory Commission (BTRC) .\* up to February 2022

### Bangladesh Telecommunications Company Limited (BTCL)

BTCL is implementing various projects to modernize telecommunication infrastructure. A project titled 'Modernization of Telecommunication Network' is implementing at the cost of Tk.. 3,314.94 crore by introducing modern telephone exchange including high speed internet and installing sophisticated telecommunication network system in

district/upazilla levels throughout the country. Another project cost of Tk.. 155.00 crore to install switching and transmission equipment with high speed IP capacity (STNP) and a project to establish telecommunication network with high internet in *Mirersarai, Chattogram* are under implementation by BTCL.

Table 11.20 shows the revenue targets, revenue income and expenditure of BTCL during the period from FY 2010-11 to FY 2021-22.

**Table 11.20: Year wise Income and Expenditure of BTCL**

(In Crore Taka)

Fiscal Year	Target	Revenue Earned	Expenditure
2010-11	1566	1640	1976
2011-12	1760	2186	2203
2012-13	2498	1761	1756
2013-14	1306	1005	1385
2014-15	848	821	1106
2015-16	784	1242	1578
2016-17	982	1258	1442
2017-18	1148	1260	1652
2018-19	1200	1060	1428
2019-20	1087	922	1246
2020-21	895.34	853.99	1101.84
2021-22*	1116.25	441.26	521.76

Source: BTCL

### Bangladesh Submarine Cable Company Limited (BSCCL)

Although the initial bandwidth capacity of BSCCL through SEA-ME-WE 4 submarine cable system was only 7.5 Gbps, by joining various upgradation programs and establishing connectivity with the SEA-ME-WE 5 submarine cable system in 2017, it presently stands at 3200 Gbps. At present BSCCL alone is satisfying about 60% demand in the case of the country's overall internet bandwidth, whose amount is about 2060

Gbps (Gigabyte Per Second) as per data collected on 28 February, 2022.

Various initiatives taken by the Government to reduce the cost of internet has made it affordable for the mass people. Due to the relentless effort of the present Government, bandwidth price has been reduced from TK. 27,000 (Twenty Seven Thousand) per Mbps (Mega bit per second) in 2009 to less than Tk. 300 (Three Hundred Only) in 2022.



Table 11.21 shows year wise revenue income of BSCCL during the period from FY2010-11 to FY 2021-22.

**Table 11.21: Income and Expenditure of Bangladesh Submarine Cable Company Limited**

(In Crore Taka)

Particulars	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	2019-2020	2020-2021	2021-2022*
Revenue Earned	83.78	121.45	124.84	75.37	54.07	61.86	103.67	140.5	195.57	249.86	344.85	202.53
Net Profit (before tax)	54.48	83.13	109.59	48.81	13.90	17.87	38.95	29.39	77.90	125.20	239.98	143.23
Net Profit (after tax)	30.51	74.48	87.21	36.23	12.91	16.55	31.82	7.33	58.58	95.60	190.73	112.90

Source: BSCCL\* up to February 2022.

### Bangladesh Post Office

Bangladesh Post Office (BPO) renders its service throughout the country by 9,886 offices. BPO provides services with assistance from its post offices and other organisations.

In the financial year 2021-2022, the revenue of the postal department is Tk. 83.60 crore (till January 2022) and expenditure is Tk. 541.66 crore (till January 2022). In the last 2020-2021 financial year, the revenue income of the postal department has increased to Tk. 17.70 crore.

### Information and Communication Technology (ICT)

For building Digital Bangladesh with a view to implementing vision 2021, Information and Communication Technology (ICT) Division is working ceaselessly. To make the people, especially the youths, skilled in ICT for implementing Digital Bangladesh; to ensure connectivity for people at every corner of the country; to make the public service available at the doorstep of the citizens and to work together by providing required facilities to IT industries – remembering these four pillars multiple activities started to fulfill the dream of digital Bangladesh. ICT division has undertaken various initiatives, projects/ programs as well as implementing these.

### Development of ICT Infrastructure:

- Internet connectivity has been provided in 18,500 government institutions and 3,800 unions in the country through the installation of fiber optic cables and Virtual Private Network (VPN) connection has been provided in 1,000 police offices.
- The 7th largest National Data Center (Tier-IV) at Bangabandhu Hi-Tech City in Kaliakair, Gazipur was inaugurated by Hon'ble Prime Minister Sheikh Hasina on November 28, 2019 and now it is operating as the company named Bangladesh Data Center Company Limited (BDDCL).
- The project titled “Connected Bangladesh” is being implemented to provide connectivity to the remaining 617 unions in remote and inaccessible areas outside the network.
- 1 Specialized Network Lab and 1 Special Effect Lab and a2i Innovation Lab have been set up. These labs are being used to provide training on networking, mobile apps, mobile games and cyber security, big data etc.

- Cyber sensor technology has been set up in Digital Forensic Lab, Cyber Range, Cyber Defense Training Center and 15 Critical Information Infrastructure under the project titled BGD e-Gov CIRT.
- Construction of 39 high-tech parks is underway. Initiatives have been taken to set up Sheikh Kamal IT Training and Incubation Centers in 64 districts out of which 19 are under construction. Out of the remaining 20 high-tech / IT parks under construction, business activities started in 5 centres only. The total space of various IT parks constructed and to be constructed is 38.34 lakh sq ft and already 12.10 lakh sq ft space has been allotted.
- Total 4176 Sheikh Russell Digital Labs including 15 in Saudi Arabia have been set up. Construction of Sheikh Russell Digital Labs is underway in another 5,000 educational institutions. Language learning laboratories have been established in 65 educational institutions.

#### **Establishment of e-Governance:**

- 1800 government services have already been converted to digital services and another 2,000 services are being converted.
- National Information Window ([www.bangladesh.gov.bd](http://www.bangladesh.gov.bd)) has 52,000 government offices and 97 lakh essential content.
- 1 crore 8 lakh e-files of 11 thousand 371 government offices have been executed.
- About 52 lakh e-mutations have been settled in 4510 land offices of 486 upazilas under digital land service.
- Financial transactions of Tk. 26,550 crore have been completed through agent banking from 4,493 digital centers across the country.

- Virtual Private Network connection has been established with the Election Commission's NID database for verification of digital signature user information.
- Digital Evidence Management and Reporting System has been introduced to facilitate investigation of digital crime related cases and to identify the culprits online.
- Under the social security safety net, Tk.. 153.39 crore has been provided digitally to 25 lakh deprived people.
- Transactions worth Tk. 4,946 crore have been completed through 48 e-challan services.
- More than 20 lakh students have been enrolled in various courses on the 'Muktapath' open e-learning platform and more than 10 lakh 53 thousand students have successfully completed various courses.
- More than 28 lakh students and more than 36 thousand quality contents have been added in Connect or Kishore Batayan.

#### **Development and Promotion of ICT Industry**

- So far, land / space has been allotted to 176 domestic and foreign companies in the high-tech parks of the country. The government has so far invested Tk. 1,006.19 crore in 9 parks for infrastructure development and skill development of 36,330 young people; Besides, 28,500 people have been employed in various IT companies. Tk.. 37.24 crore has been earned from space / land rent from 9 parks.
- The ICT sector has so far provided employment to about 1.5 million people and achieved US\$ 1.36 billion in export earnings.

