



development budgets combined, for the Ministry of Youth and Sports in the budget for FY 2012-13.

(IV) Physical Infrastructure

Roads and Bridges

Mr. Speaker

135. In my previous budget speeches, I laid emphasis on integrated development in communication sector. To this end, Integrated Multimodal Transport Policy (IMTP), 2012 has been framed. 'Dhaka Transport Coordination Authority Act, 2012' has also been approved. Under this Act, Dhaka Transport Coordination Authority (DTCA) has already been formed. I hope this Authority will have a strong role in the Capital's transport coordination.

136. From the outset, we have attached importance to building a sustainable, safe and quality mass transport system to achieve desired socio-economic development. With this aim in view, a 20-year Strategic Transport Plan (STP) has been approved by the Government to establish discipline in the road transport sector, reduce accidents and ease traffic congestion. Under this plan, steps have been taken to implement the MRT-6 (Mass Rapid Transit, Line-6). Besides, steps are also underway to launch Bus Rapid Transit (BRT) for rapid movement of buses between *Gazipur* and Hazrat Shahjalal International Airport and between Airport and *Sadarghat*. The Elevated Expressway will connect Hazrat Shahjalal International Airport (HSIA) with 'Mayor Mohammad Hanif flyover instead of *Kutubkhali* point on Dhaka-Chittagong highway by extending it to Kamalapur. As a result, its length will be shortened by 3 km from 26 km as was planned earlier. The activities relating to land acquisition and utilities transfer are in progress to facilitate the construction of the Dhaka Elevated Expressway. In addition, steps have also been taken to construct Dhaka-Ashulia Elevated Expressway from Hazrat Shahjalal International Airport to Chandra. Despite our sincere efforts, there has not been much headway in the construction of circular roads and railways around Dhaka.

137. We hope to complete within the next fiscal year the much expected integrated development project of Hatirjheel area with Begunbari khal to ease growing traffic congestion in Dhaka city. Construction of 10 km long 'Mayor Mohammad Hanif Flyover' from *Jatrabari* to *Palashi* and about 3 km long *Kuril* flyover will be completed within 2012, Insha Allah. Besides, construction of flyovers at *Maghbazar-Mouchak* and *Paltan to Dhaka-Mawa* roads point and an overpass at Banani rail crossing are underway. A plan of constructing a continuous corridor under PPP from *Amin Bazar* to *Palashi* has also been undertaken. In Chittagong, 5 more flyovers are being constructed by the Chittagong Development Authority.

138. In order to build a safe and quality road communication system, we have adopted a 20-year Road Master Plan and taken a range of steps to implement the plan. For your information, I would like to present some statistics that will illustrate our achievements in the road sector. After assumption of office this time, we have reconstructed, broadened and strengthened a total of 2,912 km of national, regional and district roads. As many as 1,063 bridges and culverts and 7,293 km road have been repaired. It should be pointed out that road density in Bangladesh is the highest in the world. There is 2,079 km of road in every 1,000 square km area. For this reason, we are laying more emphasis on regular and quality maintenance of the existing roads rather than on construction of new ones. I believe that if we can properly enforce traffic rules and introduce road pricing, traffic congestion will not only be reduced, additional resources will be generated for road maintenance. We have planned to take an initiative to let the Roads and Highways Department and the Local Government Engineering Department together conduct a survey on mapping all roads across the country and on the basis of that survey develop a 20-year plan for this sector. This plan should factor in the following aspects:

- (1) avoid construction of new roads to restrain expansion of road network
- (2) no new road to be constructed within the current road network except union and rural roads
- (3) highest priority will be given to the repair and maintenance of the existing roads. This will require a crash programme to accomplish the repair and maintenance work neglected so far
- (4) development projects for the existing roads may be undertaken where necessary subject to appropriate survey
- (5) in widening road network, vertical method should be adopted rather than the horizontal one
- (6) the participation of local community should be ensured in the road maintenance work and therefore, a portion of maintenance cost should be disbursed to them
- (7) where possible, toll collection system should be introduced for roads and bridges
- (8) steps should be taken to introduce road pricing for the use of roads
- (9) in order to ease traffic congestion, sedan cars should not be allowed to ply the city roads unless three passengers travel together. Otherwise, extra toll should be imposed.

139. The work of several key projects including conversion of Dhaka-Chittagong Highway into four lanes and Nabinagar-DEPZ-Chandra Road, development of Joydebpur-Mymensingh road and construction of Teesta Bridge Project are going on in full swing. A flyover has been opened for traffic to ease cargo transport in the Chittagong port. Besides, we have launched the Project Monitoring System (PMS) at the Road Division. Soon, e-Tendering would be operationalised.

140. The construction of Padma Bridge is one of the main election pledges of the present Government. The detailed design of 6.15 km long Padma Bridge including its DPP was finalised by October 2010. The programme of land acquisition and rehabilitation of project affected people will be completed by the end of this fiscal year. There are several proposals under PPP as well as from development partners for the construction of the bridge at our disposal. Hopefully, the construction of the bridge will begin soon. On the other hand, steps have been taken to construct the 2nd Padma Bridge at Paturia-Goaland point under PPP. The feasibility study of Bekutia Bridge over the river Kacha across the Pirojpur-Jhalokathi road has been completed.

Railways

Mr. Speaker

141. I mentioned in my previous budget speech that by giving special priority to railways we have created a new ministry called 'Ministry of Railways'. We have taken initiatives to change Bangladesh Railway into a corporate organization. To this end, the system of Lines of Business (LOB) has already been introduced in Bangladesh Railway. We are considering to undertake the implementation of 231 projects at a cost of Tk. 1,25,929 crore under a 20 year Railway Master Plan. Our aim is to turn railway into a modern mode of transportation by improving the quality of service.

142. Already, 15 pairs of new train have been added. The services of 8 pairs of train of different routes have been expanded. Side by side, we have undertaken projects to construct new rail lines and reconstruct the old ones. Steps have been taken to connect Bangladesh Railway to sub-regional, regional and international railway networks. In order to link with Trans-Asian Railway, the construction of railway tracks from *Dohajari* via *Ramu* to *Cox's Bazar* and from *Ramu* to *Gundum* is continuing. I mentioned in my previous budget speech that under the e-Ticketing programme, we have introduced the facilities for obtaining ticketing information and tickets via cell phones and internet.

143. Steps have been taken to upgrade *Dhaka-Chittagong* railway corridor to double line tracks. An agreement has been signed to construct double line tracks in *Tongi-Bhairab Bazar* and *Laksham-Chinki Astana* sections. In future, we have plans to construct third and fourth lines in *Dhaka-Tongi* and dual gauge double tracks between *Tongi-Joydevpur* and *Dhaka-Narayangonj* sections. We also have plans to gradually construct double line tracks in different important sections of the country including the *Khulna-Parbatipur* section. Alongside, we have taken steps to construct the 2nd *Bhairab* and 2nd *Titans* Bridges. Already, 9 locomotives have been added to the train fleet and procurement of 11 more is under process. Steps have been taken to collect additional 26 broad-gauge locomotives, 246 tank wagons, 220 flat wagons and 10 sets of DEMU (Diesel Electric Multiple Unit) in future. Moreover, a total of 55 wagons have been procured. Procurement of another 37 locomotives and 465 wagons is underway.

144. The total allocation for railway in the budget of FY2008-09 was Tk. 2,127 crore which was enhanced to Tk. 3,891 crore in FY2011-12 resulting in 83 percent increase over the last three years. I propose to allocate Tk. 10,390 crore for roads and railways sector, development and non-development budgets combined, for the next fiscal year.

Water Transportation

Mr. Speaker

145. Bangladesh is a riverine country. Water transportation as an alternative mode of communication and transportation system is, therefore, immensely important. Implementation of the integrated plan undertaken for the development of waterways is in progress. Under this plan, procurement of 18 dredgers is underway and 2 have already been procured to enhance navigability of waterways; 53 lakh cubic meters of dredging has been completed; 4 inland river ports have been established and 2 others have been modernized. Moreover, 2 container river ports have been established. Landing facilities have been created at *Kachpur*, *Sandwip* and *Kumira*. A total of 35 km of waterways and 5.5 km of walkways have been built around Dhaka city to prevent illegal encroachment. Already, a number of private sector organisation are engaged in river dredging and many of them have their own dredgers. However, all big dredgers are owned by the government. There should be coordination between the government and private sector organisations in the use of dredgers. Therefore, it would be appropriate to constitute a steering committee comprising representatives from inland water transport agencies, two river port agencies, Ministry of Water resources and private sector entities.

146. Recently, the *Chittagong* sea port has attained international standard in terms of competence indicators. About 92 percent of total imports and exports of the country is handled through this port. The process of automating the port has already been completed to ensure greater efficiency in service delivery. In order to ease container congestion

at the *Chittagong* port, an inland river-based container terminal with a handling capacity of 1,60,000 TEUs container has been constructed at Pangaon near Dhaka. Both the arrival of vessels and the cargo handling capacity at *Mongla* - the second sea port of Bangladesh, have increased. Because of its convenient location, this port has bright prospects of transporting transit cargos of India, Nepal and Bhutan. We have adopted plans to create various facilities at the *Mongla* port including dredging of the *Poshur* River. In order to ease goods transportation from this port, effective steps have been taken to put up railway tracks from *Khulna* to *Mongla*. Besides, we are continuing with

Housing and Planned Urbanisation

Mr. Speaker

149. Unplanned urbanisation with growing population is a huge problem for Bangladesh. By 2015, the population size of urban areas will be one-third of the total population of Bangladesh. We are determined to improve the living standards of this huge population through planned urbanisation. In line with Vision-2021, we want to ensure housing and modern city life for all by 2015. To this end, detailed area plans for Dhaka, Chittagong and Sylhet and structural plans for divisional cities of Sylhet and Barisal have already been formulated.

150. To ensure housing for all, we have taken the task of developing 75,688 plots and constructing 2,12,998 flats in Dhaka and other divisional, district and upazila headquarters. To fulfill the commitment of Hon'ble Prime Minister, we have taken steps to build four satellite towns around Dhaka city. A memorandum of understanding has already been signed with the Government of Malaysia to build satellite cities under PPP at *Dhamrai* and *Kamrangir Char* of Dhaka.

151. The Awami League Government in its previous tenure introduced a housing fund to provide housing for the poor. So far, a total of Tk.160.50 crore has been allotted to this fund. Till February 2012, a total of Tk.132.20 crore has been released from this fund. The total number of flats constructed using this fund is 51,368.

152. Bangladesh National Building Code (BNBC) has been amended to ensure construction of environment-friendly and safe buildings. We have formulated required policies to bring the real estate businesses under one umbrella. We have taken necessary measures to bring urban planning and use of land by private residential projects together with ensuring protection of cultivable land under a legal framework.

153. I propose to allocate Tk. 1,461.74 crore for the housing and public works sector, development and non development budgets combined, for the next fiscal year.

(V) Industrialisation

Mr. Speaker

154. In order to build a vibrant industrial sector as well as to enhance the contribution of this sector to GDP from 30 percent to 40 percent by 2021, we formulated the 'National Industrial Policy, 2010'. The salient features of this policy include modernising the economy, transforming it structurally, diversifying economic base, enhancing productivity and promoting small and medium enterprise sector.

155. A developed and responsible private sector is the key driver of an economy. Therefore, in a bid to develop a dynamic private sector as well to expand the industrial sector, we are providing special incentives in the form of exemption from duty/tax, exemption from double taxation, imposition of tax at a lower rate, cash support and support from the risk mitigation fund for potential industries like agro processing, readymade garments and knitwear, ship building and expansion of country's own merchant fleet, light engineering and jute and leather goods. We are also continuing the process of establishing new industries and restructuring the existing ones by injecting working capital and industrial term loans through bank and financial institutions. Up to 31st December of the current fiscal year, the amount of industrial loan disbursed stood at Tk. 25,059.89 crore.

156. To address the impact of global recession, we took a number of steps including providing stimulus package for the export-oriented industries. In the previous fiscal year, we successfully addressed the problems arising in the textile sector, particularly the yarn and clothing sub-sector. Special cash incentives have been provided to the textile sector during FY2011-12 to make good the losses due to sudden cotton price escalation in 2010 and 2011.

157. After a long lapse of twenty years, we have begun the task of establishing a new fertilizer factory namely *Shahjalal Fertilizer Factory*. Besides, a Pharmaceutical Industrial Park is being set up at *Gazaria*, Munshigonj. We are also working relentlessly to shift all the tannery