

TERM PAPER

ON

How Padma Multipurpose Bridge can develop our socioeconomic system

Course code: 312514



Mohammadpur Kendriyo College

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Session: 2018-19. Status: Regular.

LETTER OF TRANSMITTAL

December 4, 2021

Md. Abdullah-Al-Mamun

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Subject: Submission of the Term Paper on Padma Multipurpose Bridge.

Dear Sir,

It is my great pleasure to submit the term paper title on “**How Padma Multipurpose Bridge can develop our socioeconomic system**” is per requirement of MBA program. I have completed in term paper on Padma Multipurpose Bridge.

The term paper has given me the opportunity to learn about different aspect of reputed organization. Before facing the real road and communication world, I have gathered pre idea about the organization culture.

Both the primary data and secondary data have been used to prepare this report. A special survey was conducted for getting real information about it.

I have acquired the valuable experience through this term paper under supervision of you. I would thank you and the University for giving me to prepare the report.

Sincerely yours,

Abdullah Safik Uddin Ahmed

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Session: 2018-19, Status: Regular.

Supervisor's Certification

This is to certify that analysis term paper titled on “**How Padma Multipurpose Bridge can develop our socioeconomic system**” submitted in fulfillment of the requirements for the award of the degree of **Master's of Business Administration (MBA)** final semester in **Accounting** department under the **National University**, is a record of analysis carried out by **Abdullah Safik Uddin Ahmed**, is a student of Department of Accounting, **Reg. No: 18325158572, Roll Number: 916 16 26, Status: Regular, Course code: 312514** under my active supervision and guidance his supervisor. I approve this report for submission in the Department of Accounting, Mohammadpur Kendriyo College, Dhaka.

I wish him success in future.

Md. Abdullah-Al-Mamun

Associate Professor

Department of Accounting

Mohammadpur Kendriyo College, Dhaka.

Student's Declaration

I hereby declare that the term paper titled on “**How Padma Multipurpose Bridge can develop our socioeconomic system**” by me after the completing inspection with **How Padma Multipurpose Bridge can develop our socioeconomic system** comprehensive study of the existing activities of Padma Multipurpose Bridge and its implementation.

I also declare that this term paper is my original worked and prepared for academic purpose which is a part of **MBA (Regular)** and my term paper may not to be used in market scenario.

Sincerely yours,

Abdullah Safik Uddin Ahmed

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ACKNOWLEDGEMENT

At the very beginning, I would express my deepest gratitude to Almighty Allah for giving me the strength and the composure to finish the task within the scheduled time. A report, Book, Project Papers and internet source requires a lot of information from various corners and so it is not the works of it's authors of efforts has been me, there are a number of people who have assisted in making this term paper possible. I express a deep debt of gratitude to my reverend teacher **Md. Abdullah-Al-Mamun, Associate Professor, Department of Accounting, Mohammadpur Kendriyo College, Dhaka**, who has given me the opportunity and directions to prepare such a useful term paper. By preparing this on the basis of the practical data I could realize the fundamental difficulties faced which would have not appeared if I just went through the books and internet. I express my indebtedness to my department because at the time of collecting information I was highly praised and easily provided with the relevant things having been the regular student of this department.

I am very grateful to **Bangladesh Bridge Authority (BBA)** for providing me the opportunity to complete my term paper. I have received cordial co-operation from the officers and staffs of **Padma Multipurpose Bridge authority, Bangladesh Bridge Authority (BBA)** and **Ministry of Road Transport and Bridges**. I want to express my cordial gratitude to them for their co-operation without which it would not be possible for me to complete this report.

Finally, a silent stream of gratitude is for my most adorned parents, whose blessings are always with me in this windy world.

Thanks all from core of my heart.

EXECUTIVE SUMMARY

The objective of this report is to project the both of Government of the **People's Republic of Bangladesh and the People's Republic of China** through the socioeconomic development of Bangladesh.

The socioeconomic development of **Padma Multipurpose Bridge** will become the key development of Bangladesh which will increase the annual GDP growth rate by 1.2% and create the most dynamic road and transport communication system. This analysis is collected from internet, TV and online media. It was also prepared with different scenario. The analysis suggested that a sustainable GDP growth rate without any external development expecting for the case of a highly optimistic scenario.

It has been observed empirically that a good number of communication system affects the socioeconomic development not only Bangladesh but also in South Asia and Asian continent. This research also revealed apart from qualitative and quantitative form.

In conclusion it can be stated as a strong and dynamic socioeconomic development of Bangladesh through Padma Multipurpose Bridge will influence directly and indirectly in the world and it will reflect the highest confidence level from the local and foreign investors.

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Chapter

1

Introduction

1.1 Origin of the report

The prime objective of this term paper is to fulfill the full requirement for the degree of **MBA (Regular)**. Since it is compulsory for all students of **MBA (Regular)** program, Faculty of Business Studies under **National University** to undergo at term paper program to explore real life business and non-business situation so that they can proper utilize theoretic and practical knowledge in real life situation.

With this view, during my term paper program I was assigned to internal and external sources and tried to observe the performance of the **Padma Multipurpose Bridge**.

1.2 Objective of the Study

The main purpose is to be familiar with the real world and virtual world situation and practical experience in a socioeconomic development especially road and transport communication system in Bangladesh. Traditional system of research and study is totally obstacle in modern world. I have no practical knowledge with theoretical knowledge, I cannot compete in the job market. For that reason, I have some objectives of my study. The study mainly conducted with following objectives. To understand how important road and transport communication system. To understand how Padma Multipurpose Bridge will influence directly and indirectly the strong and dynamic development of Bangladesh.

The main objectives of these reports are:

- ❖ To see how Bridges, roads and highways and connected through it.
- ❖ To observe the socioeconomic development of Bangladesh.
- ❖ To apply both knowledge (Theoretical and Practical) in real situation.
- ❖ To identify the problems and solutions of its unfavorable situation.
- ❖ To have a clear idea about the socioeconomic development if **Padma Multipurpose Bridge** will be built.
- ❖ To know the dealing process with government and foreign investors.

1.3 Methodology

To complete this report, I have followed a systemic study which include working, inspecting and talking to the Bangladeshi engineers and Chinese engineers also workers of both countries at different level of the organization to know the present scenario of the road and transport communication system.

The main methodology that has been followed in this reports was:

- ❖ Oral interview to the difference personnel throughout the organization.
- ❖ To present the core consideration regarding the socioeconomic development of **Padma Multipurpose Bridge**.
- ❖ A sample is presented to show how much requirement a project has to fulfill to provide a proposal to project.

This report is an exploratory and descriptive one is nature and involved with both oral and written source of data in being used and has been administrated by collecting both primary and secondary data. Personal interview through oral non-questionnaire technique is being used in this report.

Sources of Data

This report is based on primary and secondary source of information. For theoretical development of this term paper the data has been collected from the various sources like TV channel, Online news portal and Wikipedia of Padma Multipurpose Bridge.

The primary sources are-

- a) Exposure on different task of the primary and secondary sources.
- b) Official documents and File study.
- c) Focus group.
- d) Depth interview.

1.4 The Topic & It's importance

To work social and economic development plan of constructing **Padma Multipurpose Bridge** will play an important role not only Bangladesh but also in the world including communication sector, business sector and in the industrialization of this country. The bridge will change road and transport communication system rapidly. It will help to create and attract domestic and foreign investment in Bangladesh. In addition, this bridge will create an investment environment as far south as possible. This dream bridge will play a direct & indirect role as a trump card in establishing rail connectivity in south. This project will increase the GDP growth rate of Bangladesh by **1.2% per annum**. As a result of constructing this bridge with its own fund, this bridge will a matter of great pride and prestigious dream project for the people of Bangladesh in socio-economic development.

1.5 Limitations of this report

The report of accompanied with the following limitations:

- ❖ Access to data regarding different performance indicators of Bangladesh Bridge Authority and Ministry of Road Transports and Bridges.
- ❖ The report is mainly based on the external sources.
- ❖ Due to some legal restrictions and confidential matter are reluctant to provide data. For this reason, the study limits only on the available published data and certain degree of formal and informal interview.
- ❖ Finally, some recent data which has updated so that it is impossible to set up a real information.
- ❖ Lack of my experience and practical exposure.

Chapter

2

Conceptual Issue

2.1 Introduction



Photo: Padma Multipurpose Bridge

Padma Multipurpose Bridge is one of the greatest iconic and dream project of Bangladesh. It is also build combined of road-rail bridge across the Padma river, the main distributary of Gangas under construction in Bangladesh with its own resources. It connects **Louhajong, Munshiganj to Shariatpur** and **Madaripur**, linking the south-west of the country to northern and eastern regions. It is considered to be the most challenging construction project in the history of Bangladesh. The two-level steel truss bridge will carry a four lane highway on the upper level and a single track railway on a lower level.

2.2 History, Controversy and Rumors:

The **Bangladesh Bridge Authority (BBA)** invited the pre-qualification tender for the project in April, 2010. Construction of the bridge was expected to commence by early 2011 and be ready for major completion in 2013 but complete all sections by late 2015.

After allegation of corruption by some people with project preparation during 2006-07 fiscal year, the World Bank withdrew its commitment and other donors followed. Then, Government of Bangladesh then decided to fund its own fund. China proposed building the bridge on the **BOT=Build-Operate-Transfer** basis by investing \$2 billion or 70% of the project cost. Four companies are purchased final tender papers:

(a) China Major Bridge Engineering Company Ltd.

(b) Daelim- L & T.

(c) JV.

(d) Samsung C&T Corporation.

Only the Chinese company submitted their financial proposal on April 24, 2014.

On June 17, 2014 important progress had been made in the construction of the **Padma Multipurpose Bridge**. A construction firm, China Major Bridge Engineering Company Ltd has been selected to construct the long aspired bridge on the Padma river. The 6.15 km long bridge costing an estimated ৳91.72 billion (\$ 1.1 billion).

From the beginning, the **Padma Multipurpose Bridge** negotiation had been involved in controversy and conspiracy. The World Bank stated that they found **Credible evidence** corroborated by a variety of sources which points to a high-level corruption conspiracy among Bangladeshi government officials, SNC-Lavalin executives and private individuals in connection with this project. As a result of the alleged corruption, the World Bank initially refused to sanction the proposed loan for constructing the bridge and imposed conditions for the continuation of loan talks with the government. In accordance with one of these conditions, Communications minister **Syed Abul Hossain** had to resign as he was alleged to have been involved in corruption. SNC-Lavalin accepted a negotiated resolution agreement where the company and its affiliates were barred from taking part from bidding for World Bank contracts for 10 years. This is particularly significant as one of the four criteria required before the

international donor agrees to a negotiated settlement is: **“Whether an accused party has admitted culpability.”** Some assume that SNC-Lavalin had done so.

However, the corruption allegations were subsequently found to be false and without merit. Canadian court subsequently dismissed the case in 2017. Former International Crime Court prosecutor **Luis Grabiell Monero Ocampo** came to Dhaka to monitor the progress of the alleged Padma Multipurpose Bridge corruption investigation.

The World Bank sent a panel of three, headed by Ocampo, to review the steps taken by **ACC= Anti-Corruption Commission** in the Padma Multipurpose Bridge investigation. As recommended by the panel, the ACC filed a case implicating former Bridges Division Secretary Mosharraf Hossain Bhuiyan and six other high-ranking government officials. Bhuiyan had to be in jail in the case. However, a Canadian court found **“No Proof”** of bribery conspiracy in the project and acquitted in January 2017. Three executives of charges that SNC-Lavalin Group Inc. staff planned to bribe Bangladesh officials in Padma Multipurpose Bridge project.

Rumors is spread on social media platforms like **Facebook** that human heads would be required in the construction of the Padma Bridge in July, 2019. This led to the beating of many people in different parts of Bangladesh and handing over of them to the police. Later on July 9, 2019 the bridge construction authority sent a notification to the social media stating that incident was rumored and baseless. Researchers advised the bridge authorities to spread all the details of the construction of the bridge among the people.

The detailed design of the Padma Multipurpose Bridge is delivered by a team of national and international consultants handed by **AECOM**. The other teams are associated with AECOM :-

- i. SMEC International.**
- ii. Northwest Hydraulic Consultants.**
- iii. ACE Consultants.**

Additional assistant consultants:-

- i. Aas-Jakobson.**
- ii. HR Wallingford.**

The project comprises into two phases. Phase 1 one of the project includes the design phase leading through procurement action to the award of construction contracts. Phase 2 in the construction phase. Phase 1 of the project commenced on January 29, 2009. In March 2009, a dedicated office of this project and detailed design of the main bridge was carried out in AECOM's Hong Kong office. AECOM's **Quality Management System (QMS)** is independently accredited to AS/NZS ISO 9001. This team is designed to control all project work are undertaken. In March 2009, the Government of Bangladesh requested AECOM to accelerate the design with a view to ensuring construction could be completed before the end of 2013. An independent checking engineer, Flint & Neill was engaged to review the design criteria, specification and drawings produced by the design team to ensure the design meets the project Bangladesh counterparts into the design team which is allowed the training of a significant number of Bangladeshi personnel and Chinese personnel in all aspects of the project and the subsequent transfer of the high level of technology involved in the large and complex project.

2.3 Full Description of this dream project:

(a) Main bridge:

- ✓ **Length: 6.15 km.**
- ✓ **Width: 18.18 m.**
- ✓ **Number of pillar: 42.**
- ✓ **Number of Span: 41.**
- ✓ **Measure of each span: 150m.**
- ✓ **Contractor: China Major Bridge Engineering Co. Ltd, China.**
- ✓ **Contract Cost: \$3,692,000,000.**
- ✓ **Date of work order: November 26, 2014.**
- ✓ **Date of construction start: December 7, 2014.**
- ✓ **Physical progress of work: 98%.**
- ✓ **First span installed: September 30, 2017 (Between 37 & 38 pillar).**
- ✓ **41st span installed: December 10, 2020 (Between 12 & 13 pillar).**
- ✓ **Crosses: Over Padma Bridge.**

- ✓ **Material: Concrete & Steel.**
- ✓ **Number of lanes: 4.**
- ✓ **Number of Viaduct: 81.**
- ✓ **Height of the bridge from water level: 60 ft.**
- ✓ **Depth of the piling: 264 ft.**
- ✓ **Number of piling each pillar: 6 (expect pillar 13 because it has 7 piling).**
- ✓ **Design: Truss bridge with rail communication, Fiber optical cable, Gas and Electricity line.**
- ✓ **Number of employees: About 6,000-7,000 (approx.).**
- ✓ **Distance between the pillars: 150 m.**
- ✓ **Opening/Inaugurated: June 2022 (Expected).**

(b) River Training works (14 km):

- ✓ **Contractor: Sinohydro Corporation Limited, China.**
- ✓ **Contract period: 4 years+1 year (defeat liability period).**
- ✓ **Contract cost: BDT 9,400 crore.**
- ✓ **Date of work order: December 31, 2014.**
- ✓ **Date of completion: December 31, 2020.**
- ✓ **Physical progress of work: 95%.**

(c) Janjira Approach Road & selected Bridge end facilities:-

- ✓ **Contractor: AML-HCLJV.**
- ✓ **Contract period: 3 years+ 1 year (defeat liability period).**
- ✓ **Contract Cost: BDT 1,097.40 crore.**
- ✓ **Date of work order: October 18, 2013.**
- ✓ **Date of completion: October 31, 2016.**
- ✓ **Physical work of Progress: 100%.**
- ✓ **Length: 10.50 km.**

(d) Mawa Approach Road & selected Bridge end facilities:-

- ✓ **Contractor: AML-HCLJV.**
- ✓ **Contract period: 2.5years+ 1 year (defeat liability period).**
- ✓ **Contract Cost: BDT 193.40 crore.**
- ✓ **Date of work order: January 27, 2014.**
- ✓ **Date of completion: July 31, 2017.**
- ✓ **Physical work of Progress: 100%.**
- ✓ **Length: 10.50 km.**

Chapter

3

Other Information

(a) Service Area 2:-

- ✓ **Contractor: Abdul Monem Ltd.**
- ✓ **Contract period: 2.5 years+ 1 year (defeat liability period).**
- ✓ **Contract Cost: BDT 208.71 crore.**
- ✓ **Date of work order: January 12, 2014.**
- ✓ **Date of completion: July 31, 2017.**
- ✓ **Physical work of Progress: 100%.**

(b) Resettlement:-

- ✓ **Total Additional Grant: BDT 645.95 (up to September 2019).**
- ✓ **Total number of plots: 2,752.**
- ✓ **2418 plots have been handed over to the PAP (up to September 2019).**
- ✓ **Date of work order: June 1, 2009.**
- ✓ **Date of completion: June 30, 2020.**

(c) Environment :-

- ✓ **Total number of trees are planted: 1,69,957.**
- ✓ **Date of work order: June 1, 2009.**
- ✓ **Date of completion: June 30, 2020.**

(d) Land Acquisition :-

- ✓ **Total Land Acquisition:**

Location Name	Position of the land (In Hectors)	
	Acquired (In Hectors)	Handed over (In Hectors)
Munshiganj	329.64	319.92
Madaripur	1,601.19	553.18
Shariatpur	610.96	579.95

- ✓ **Date of work order: August 1, 2006.**
- ✓ **Date of completion: December 31, 2019.**

(e) CSC (Main Bridge and RTW):-

- ✓ **Consultant: Korea Expressway Corporation, South Korea and Associates.**
- ✓ **Contract period: 4 years+ 1 year (defeat liability period).**
- ✓ **Contract cost: BDT 383.15 crore.**
- ✓ **Date of work order: November 3, 2014.**
- ✓ **Date of completion: November 30, 2019.**
- ✓ **The progress of working: 92.5%.**

(f) CSC (Approach road and Service area):-

- ✓ **Consultant: Special Works Organization (SWO-West), Bangladesh Army in association with Bureau of Research, Testing and Consultation (BUET).**
- ✓ **Contract period: 3 years+ 1 year (defeat liability period).**
- ✓ **Contract cost: BDT 133.49 crore.**
- ✓ **Date of work order: October 13, 2013.**
- ✓ **Date of completion: October 30, 2018.**
- ✓ **The progress of working: 100%.**

(g) ESST=Engineering Support & Safety Team:-

- ✓ **Consultant: Bangladesh Army.**
- ✓ **Contract period: 4 years+ 1 year (defeat liability period).**
- ✓ **Contract cost: BDT 72.14 crore.**
- ✓ **Date of work order: October 13, 2013.**
- ✓ **Date of completion: October 31, 2018.**
- ✓ **The progress of working: 100%.**

Chapter

4

Findings of This Study

❖ **How Padma Multipurpose Bridge can develop our socioeconomic system:-**

For many years our communication system was river dependent. The importance of road communication has been increasing since independence in 1971. In this case, there were innumerable rivers, canals. In order to building any road, one had to cross small and big rivers & canals. After getting independence, many roads and bridges were started new built, re-built and so on.

After completing the pillar built, the 1st span of this dream project was installed on September 30, 2017 and 41th (last span) was installed on December 10, 2020 has already been completed of 6.15 km long bridge has become visible. The Padma bridge will change not only the 21 districts in the south-west but also the entire economy of Bangladesh. In more detail, this bridge will play an important role in many areas of South Asia and Asia continent including communications, trade and tourism. All in all, it will become the dream project of the people of the country. In addition, it will be a part of the Trans-Asian railway in future.

Due to the Padma Bridge, the economic wheel of the south-western region will turn into faster. The standard of living will increase rapidly. Mawa of Munshiganj will touch one end of the bridge and Janjira of Shariatpur will touch the other end. About 6,000-7,000 worker are working every day to make the dream journey project in the heart of Padma a reality. As a result of the construction of the bridge, the south-western part of the country will become one of the major manufacturing centers and create employment for millions of people will bring good news for the economy of the country.

The first integrated communication system of Bangladesh will be the developed country around the Padma bridge. The south-west is already developed in agriculture. Once this bridge is completed, their agricultural products and services will easily reach and connect Dhaka. Direct connectivity of capital and port city Chattogram, will be established with Mongla and Parya ports. This will have an impact on the economy of the whole country.

If the standard rate of return on investment @ 12%, it will be considered ideal investment. If this bridge is built, 19% of the annual investment will come up. This bridge will play a huge vital role in agriculture, industry, economy education and trade sector.

The first integrated communication system of Bangladesh will be the developed country around the Padma bridge. The south-west is already developed in agriculture. Once this bridge is completed, their agricultural products and services will easily reach and connect Dhaka. Direct connectivity of capital and port city Chattogram, will be established with Mongla and Parya ports. This will have an impact on the economy of the whole country.

Once the construction of the Padma bridge is completed, the communication of system of the capital with the south will be further improved. It can make the southern islands of Kuakata sea beach and other small islands adjacent to the Sundarbans as tourist-friendly as Maldives. Huge potential for tourism around Kuakata beach, Sundarbans specially Mongla port and Payra port.

With the completion of Padma Bridge, it will be possible to reach the Sundarbans and Kuakata in less time than Cox's Bazar. While it takes 10-12 hrs. to reach Cox's Bazar, Kuakata can be reached in just 6 hrs. which will undoubtedly increase the tourist presence significantly.

There is talk a building a city on the banks of the Padma river, surrounded by the Padma Bridge in the style of Singapore and Shanghai, China. It is possible to build a modern city on both sides of the river.

In the meantime, several housing projects have been developed. We have to think about what will happen around this bridge where there will be industries, agricultural land and vice-versa. Administrative capital can be made here if necessary. A new dimension will be added to tourism around this bridge. Many modern quality hotels, motels and resorts will be built. This bridge will play an important role in regional connectivity between Asia and South-east Asia.

This bridge will also play an important role in making Bangladesh as a developed country in 2035-40.

Chapter

5

Conclusions & Recommendations

5.1 MAJOR FINDING

After completing the observation I observed some major findings or problems those are follows:

- ⇒ Service Personnel are working with under pressure because have to deal with number of problem sometimes.
- ⇒ There is so much risky during working in span and pillar.
- ⇒ In rainy season for heavy raining, personnel can't work properly. For this reason, works have to stop during this time.
- ⇒ Logistic supports are not sufficient.
- ⇒ Workstation management is poor.
- ⇒ Lack of sitting management in this site is a trouble for workers.
- ⇒ Because of involving Chinese engineers and workers besides Bangladeshi engineers and workers, language communication problem is more difficult.
- ⇒ Sometimes some rumors are expanding rapidly. As a result, the fall of negative impact is spread physically and mentally to the workers.
- ⇒ Insufficient securities in some constructed area.

5.2 CONCLUSIONS

From the learning & experience point of view I can say that I really enjoy my term paper on the analysis of **How Padma Multipurpose Bridge can develop our socioeconomic system**. I am confident that this duration term paper preparation program on **Socioeconomic development of Bangladesh through Padma Multipurpose Bridge** will definitely help me to realize my further carrier in job market.

Performance analysis of a communication system just like Padma Multipurpose Bridge is not sufficient to measure and express shortly within this short time of my internship period but it is a great opportunity for me to get use to with environment of communication of **Padma Multipurpose Bridge**. I have tried and soul to incorporate the research report with necessary relevant information in my report.

Bangladesh Bridge Authority, Ministry of Road Transport and Bridges and Padma Multipurpose Bridge Authority should work together to build and maintain this bridge. Rumors, riots should be rejected and prohibited and this bridge should not be used against the interests and sovereignty of the country.

During the course of my practical orientation I have tried to learn the practical communication relate it with my theoretical knowledge. I have gathered and going to acquire from various courses.

5.3 RECOMMENDATIONS

Recommendation of this report have been made on the basis of term paper finding on financing and non-financing statement analysis of **Padma Multipurpose Bridge** is a service oriented organization. Its socioeconomic development depends of its service quality. This is why the authority always should aware about rumors. Moreover, it is very difficult to recommend about this topic because of research restriction and unavailable of data and information. Beside this problem, there are some things that should look at:

- ⇒ This bridge should be maintained every year.
- ⇒ Besides this dream project, roads and bridges around this country should be maintained, re-build.
- ⇒ High security should be involved.
- ⇒ Toll should be collected at a fair rate from various vehicles plying on the bridge.
- ⇒ The toll collection process should be transparent and do this job properly within a short period of time and labor.

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6.2 Other sources:

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6.3 Reference:

TV media, NEWS Print media, Online media, Social media site like Facebook, Twitter, Google etc.

Website: www.padmabridge.gov.bd