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Dream, Padma Bridge and its Economic Impact

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Abstract
Construction of Padma Bridge is expected to bring huge economic welfare to Bangladesh especially to the people of South West zone of the country. This article an attempt to cover all aspects of socio-economic development and present scenario in Bangladesh. This study conducted the southwest region of Bangladesh at the focal point of Mawa-Jajira. This study showed significant impacts on the whole country and contributes to the socioeconomic and industrial development on southwest region in Bangladesh.

Keywords: Padma Bridge, Multipurpose, Trading, Communication and Transportation

1. Introduction

Bangladesh is a riverine country and most of the public transport and business depends on the river. There are 213 rivers in Bangladesh, of which 20 important bridges have been constructed (Islam *et al*., 2020). Padma is a large river in Bangladesh, which separates the southwestern region from the capital Dhaka. The Padma Multipurpose Bridge will provide direct availability between the key areas of the region and the southwest through a fixed connection on the Padma River at the focal point of Mawa-Jajira. Almost all-important objections at this location will reduce the distance from Dhaka by 100 kilometers or more, and the vehicle towing season for each trip will be reduced by more than 3 hours, which will save a lot of fuel and reduce the time (Sharmin *et al*., 2017). Padma is one of the vital rivers to influence the country's economy as well as GDP. Bangladesh is constructing the Padma Multipurpose Bridge over the Padma River with associated facilities are of great importance for the sustainable development of Bangladesh. This project has significant impacts on the whole country and contributes to the socioeconomic and industrial development on southwest region in Bangladesh. In this regard, this study focuses on the impacts of Padma Multipurpose Bridge on the sustainable development of Bangladesh in terms of social, economic, and industrial issues.

Padma Bridge Length: Length of the Padma Bridge is 6.150 km and width are 18.10 meter. Total span 41 and each span is 150 meter long. Total Pile of the bridge 286 where 262 piles are made by steel and 24 piles are made by concrete. Pile length 128m and pile dia 3m. Each pier contains 6 no piles. There is 4-lane express highway both side of Padma bridge which wide 22m. Dhaka to Bhanga expressway length is 55 km. Land acquisition about 1471 hector for the bridge.

Padma Multipurpose Bridge History: Govt. has taken division to build Padma Bridge by own fund and started feasibility study on 1999. Prime Minister Sheikh Hasina has inaugurated Padma Bridge construction on December 12, 2015. Its 1st span has been installed on September 30, 2017 on 37 and 38 pillar. After 3 years and 10 months, 41st span of Padma Bridge installed on December 10, 2020 on pillars 12 and 13. Per span weight 3200 ton.

2. Economic impact

The construction of the Padma multipurpose bridge will provide government assistance to individuals in Bangladesh and the vast majority of individuals in the southwest. The advantage needs to be gained from the more significant involvement of the province's commercial sector in Bangladesh's public economy. Compared with the total output value of the basic territory, the total economic output value of the southwestern districts will increase by 73.4%. Indeed, the largest increase of 159.69% was formed, which was caused by construction activities (for example, due to the expansion of interest in construction products), and these activities were caused by affiliated companies (such as different companies (135.95%), forest rangers) (107.45%), public utilities (102.19)) followed and equipment (90.87%) (Raihan and Khondker, 2010). Compared with the basic GDP of southwestern Bangladesh, the total value or gross domestic product of southwestern Bangladesh will increase by more than 71% between 2014 and 2044, the annual selection of the southwestern GDP for more than 31 years (Raihan and Khondker, 2010). About 2.3%, contrary to the public case, the largest return will be accumulated in unqualified work (74.11%), followed

by the capital factor (73.98%), which reflects the local creative design, salary age and wage level (Raihan and Khondker, 2010).

2.1 Trading
Trading across the country is likely to be further boosted after the opening of the Padma Bridge. After the bridge's opening, this time will be reduced to a maximum of one day, which will increase the trading of the regions by several times. Padma Bridge Rail Link project, the distance from Dhaka to Kolkata via Jashore will be reduced to half, and it will take only 3 to 4 hours, which will also boost the country's international trading (Daily Star). As a result, Bangladesh could become an important corridor in international trading. At present, more than 90 percent of the country's international trade is done through the Chittagong Port. In 2021, the trade volume of this port was about 90 billion dollars. In addition, after the launch of the bridge, besides easy commute, it will also reduce the cost of gas, electricity, and internet services, which will expand the existing trade in the region.

2.2 Communication and Transportation Benefits
About 27% of the total population of Bangladesh lives in the south-west (ADB). The Padma River is a considerable obstacle while transporting anything from Bangladesh's Barisal and Khulna to Dhaka. The Padma Bridge will carry an average of 24,000 vehicles per day in 2024 and 67,000 by 2050. In addition, the Padma Bridge will reduce the distance from Mongla Port to Dhaka by more than 100 km to only 170 km, whereas the current distance between Chittagong Port and Dhaka is about 264 km (ADB). As a result of the Padma Bridge, the distance between Dhaka's Mongla seaport and Chittagong port will be reduced. Increasing the importance of the Mongla port in the transportation of goods and facilitating communication between Dhaka and the south will save a lot of working hours, which will further accelerate the growth of the country's economy.

2.3 Easy and Safe Communication
The construction of the Padma Bridge will solve the communication problem in southwestern Bangladesh, which involves 25% of the entire land. The introduction of streets and railways will help transport crude oil from Chittagong Port at a lower price. By building bridges, currency development in the Southwest will promote mechanical and commercial actions, and increase financial and job opportunities for residents in the neighborhood. There is an urgent need to replace dangerous ships and dispatch activities between Dhaka and the Southwest through safer and stronger ground transportation when passing the violent transition between the Padma and Magna rivers, overwhelmed ships sink into the river from time to time (Islam *et al*., 2020).

2.4 Induced Employment
Investment for Padma Bridge and demand increases in the transport sector will generate additional employment opportunities of 743,000 man-year (271.2 million man-days). This increase of employment corresponds to about 1.2 % of the total labor force of Bangladesh in FY 2000 (60.3 million).

2.5 GDP growth
The economic output of the transportation, trading, and regional industrial revolution centered on the Padma Bridge, along with the GDP growth, will impact the overall economy of the country. The launch of the Padma Multipurpose Bridge is expected to contribute about 1.3 to 2 percent per annum to the country's GDP (Dhaka Tribune report). At the same time, with the completion of the Padma Bridge Rail Link project, GDP will grow by another 1 percent. Bangladesh ranks 20th in the world in ranking GDP growth in 2022. In 2026, Bangladesh will reach the 3rd position in this ranking, one of the contributors of which will be the Padma Bridge (IMF).

2.6 Regional Industrial Revolution:
The Padma Bridge will significantly improve the economy of the country's south-west region, an evident proof of which is the Bangabandhu Bridge, around which an industrial revolution has taken place in North Bengal. The changes in the economy of North Bengal as a result of this bridge have contributed about 2% to the GDP growth of Bangladesh. Such contribution has also been estimated in the case of Padma Bridge. About 10 percent reduction in travel time from Dhaka would increase the district economy to 5.5 percent, which would increase the region's annual GDP growth by 1.7 percent (JICA).

2.7 Impact on International Transport
Padma Bridge is expected to generate significant impacts not only on the domestic/local economy but also on the promotion of international trade between neighboring countries such as India, Nepal, Bhutan and Myanmar. There are many institutional/ technical constraints to be eliminated to allow expansion of international trade with surrounding countries (such as bilateral agreements and interchange between BG and MG).

3. Conclusion
The Padma multipurpose bridge will continue to maintain the milestone structure of Bangladesh and achieve essential communication. The bridge will also provide a large amount of travel time reserve funds, especially between the Dhaka and southeastern Bangladesh, and even between India. The activities of Padma Bridge will bring huge economic changes to the Southwest. In addition to transportation areas, the overall cost of creating goods and businesses, the conduct of economic activities, and the age of new activities will change. At last, Padma Bridge not only a structure but also, it's a symbol of pride, arrogance and elation of our nations (PM sheikh Hasina).

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