Bangladesh

Gender in Transport

Population (2024)	Female population	GDP (PPP, 2022)	GDP per capita (PPP, 2022)
174.7 million	**51%** (1)	**1.27 trillion USD**	**7,398 USD** (2)

Employment in transport

Female employment in transport sector (2022)
322.2 thousand female employees (3)

Total employment in transport sector (2022)
6.71 million employees (3)

Between 2010 and 2022, Bangladesh's female employment in the transport sector increased by 209.5 thousand female employees, growing 11% annually

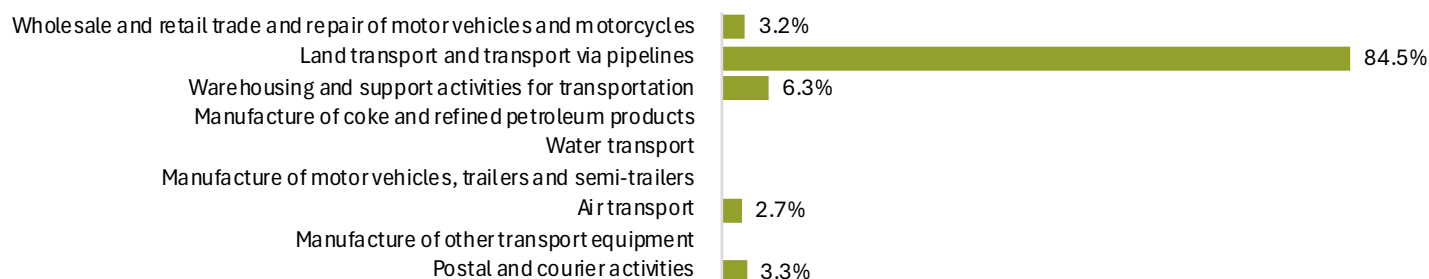Share of females in total transport employment (3)

1%	3%	4%	5%
2000	2010	2020	2022

Share of transport in total female employment (3)

0%	1%	1%	1%
2000	2010	2020	2022

Share of females in transport-related employment by nature of work (formal and informal) (2022)

(3)
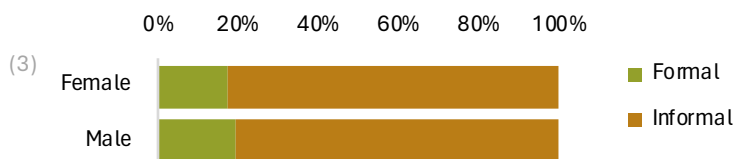
Transport-related employment covers (1) wholesale and retail trade and repair of motor vehicles and motorcycles, (2) land transport and transport via pipelines, (3) warehousing and support activities for transportation, (4) manufacture of coke and refined petroleum products, (5) water transport, (6) manufacture of motor vehicles, trailers and semi-trailers, (7) air transport, (8) manufacture of other transport equipment, (9) postal and courier activities

Average monthly wage in transport and storage (2022)

	Female		Male	
	552 USD		**2053 USD**	(3)

Home-based workers as a percentage of total employment (2017)

	Women		Men	
	55%		**5%**	(4)

Female employment in transport by economic activity

(3)

Economic activity	
Wholesale and retail trade and repair of motor vehicles and motorcycles	3.2%
Land transport and transport via pipelines	84.5%
Warehousing and support activities for transportation	6.3%
Manufacture of coke and refined petroleum products	
Water transport	
Manufacture of motor vehicles, trailers and semi-trailers	
Air transport	2.7%
Manufacture of other transport equipment	
Postal and courier activities	3.3%

Wholesale and retail trade and repair of motor vehicles and motorcycles, 2013; Land transport and transport via pipelines, 2017; Warehousing and support activities for transportation, 2013; Air transport, 2013; Postal and courier activities, 2013

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Road safety
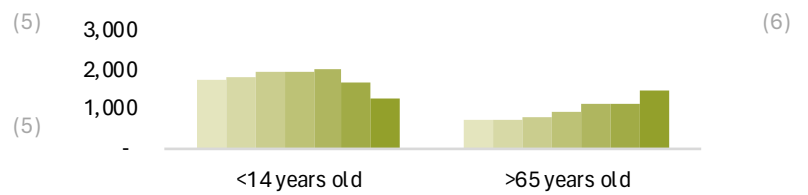
Total road crash fatalities (2021)
31.6 thousand deaths   (5)

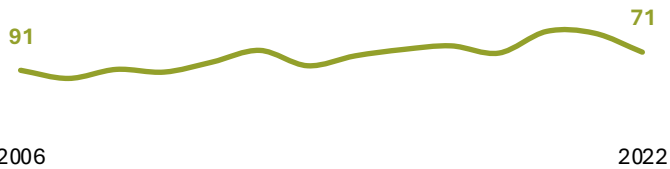Share of females in road crash fatalities (2021)
n.d.   (5)

Road crash fatalities by age group (1990-2019)   (6)

3,000
2,000
1,000
-

<14 years old   >65 years old

Others

Global Gender Gap ranking (out of 152 countries)   (7)

91

71

2006   2022

Share of total population shopping using the internet (2021)
|Female population |Total population
2%   **3%**   (8)

Share of households with female head (2019)
13%   (9)

Share of women in high-level decision-making positions in the
environment, transport, and energy sectors
n.d.   (10)

Share of population with insufficient physical activity (2016)
|Female population |Total population
39%   **28%**   (11)

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Gender in transport policy

Availability of explicit gender-related transport measures in Bangladesh's policies

Policy	Availability
National Development Strategy	
Other National-level Policy	
Multi-Modal Transport Policy	Yes
Urban Plan	
Gender-focused Strategy	
SDG-focused Policy	Yes
Road Infrastructure and Operations Policy	Yes
Rail Policy	
Shipping/ Inland Water Transport Policy	
Aviation Policy	
Logistics Policy	
Active Transport Policy	
Automotive Policy	
Climate Change Strategy	Yes
Energy Plan	
Air Pollution Strategy	
Road Safety Strategy	Yes

Policy document	Year	Gender-specific policy measures
Bangladesh. National Communication (NC). NC 3	2018	The BCCSAP (MoEF, 2009) and corresponding Climate Change and Gender Action Plan (CCGAP) developed in 2015, revised Standing Orders on Disaster Management (MoDMR, 2010), and the Disaster Management Act, 2012 include various gender-focused stakeholders such as the Ministry of Women's and Children's Affairs (MOWCA), civil society and academics in climate change and disaster risk reduction activities.
Voluntary National Reviews (VNRs) 2020	2020	Following the participatory process involving all relevant stakeholders, the government has finalized Climate Change and Gender Action Plan (ccGAP). The underlying principle of the ccGAP is the transformative nature of gender interventions, which has the potential to enhance the effectiveness and efficiency of climate change and socio-economic development responses. Bangladesh also adopted Climate Fiscal Framework (CFF), 2014 and Roadmap and Action Plan for Implementing Bangladesh NDC, 2018.
Mujib Climate Prosperity Plan	2021	Moreover, inclusion of women-only section section in rapd transit systems will also be prioritized.

Policy document	Year	Gender-specific policy measures
National Integrated Multi-modal Transport Policy	2013	Meeting the transport needs of women and girl-children Greater emphasis on integrated transport, including more accessible buses, and better information Improving the quality of the pedestrians environment, e.g., making it easier for women, children, the elderly and the physically challenged to move Transport facilities and services will be designed in future to take into account the special needs of women, children, elderly and physically challenged people Programs will be developed to ensure that professionals, administrators and decision-makers in all transport sectors, deliver services that are attractive and usable by women and girl-children
National Road Safety Strategic Action Plan	2014	Conduct basic driving training for women to bring them in driving profession
Road Transport Act 2018	2018	(1) The Authority or Passenger and Goods Transport Committee may determine the number of seats for women, physically or mentally challenged persons, elderly persons and children in public transport.
National Land Transport Policy	2004	The Government will keep the public aware regarding the aims and objectives of the policy. Awareness will be created that the policy is being formulated to assist transport users and the whole of the society. A sense of responsibility regarding safety and the environment will be created among transport users. To implement the above policy Government will use a variety of media and techniques, ranging from seminars, conferences to mass media publicity. Participation of the private sector in the following activities will be encouraged: Driver Tuition BRTC will expand its role in driver training As part of the Road Safety programme, rickshaw pullers will receive education in traffic and road behaviour. Government will play its part in promoting the role of the railway in the transport system of Bangladesh The Government will campaign to educate the public on the dangers of crossing railways, and to obey crossing gates. Development of the insurance industry will be encouraged in order to provide adequate compensation to road accident victims and to promote better standards of driving
National Integrated Multi-modal Transport Policy	2013	Greater emphasis on integrated transport, including more accessible buses, and better information Improving the quality of the pedestrians environment, e.g., making it easier for women, children, the elderly and the physically challenged to move Reservation of seats for elderly people, children, and physically challenged people; Transport facilities and services will be designed in future to take into account the special needs of women, children, elderly and physically challenged people Provision of ramps to facilitate access for the physically challenged
National Land Transport Policy	2004	A special programme of children's road safety will be launched in schools as part of the implementation of road safety policy.

Notes

(*) Policy measures and targets were extracted from policy documents as listed in the ATO National Transport Policies Database

https://bit.ly/ATOpolicyrepository

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(9) UN Database on Household Size and Composition (2022), https://population.un.org/Household/index.html

(10) ESMAP Gender and Energy Indicators (World Bank, 2022), https://energydata.info/dataset/esmap-gender-and-energy-indicators

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