

Transport and Climate Profile Bangladesh



Credits: pixabay

Developed by:



Developed with the support of:



Introduction to the profiles: These “Transport and Climate Profiles” are part of the research work entitled “Transport NDC Gap Analysis for Low- and Middle-Income Countries (LMICs) in Asia and the Pacific” which is being implemented and builds on the work of the Asian Transport Outlook (ATO), a project initiated and supported by the Asian Development Bank (ADB). ATO is also being supported by the Asian Infrastructure Investment Bank (AIIB). The research is being co-funded by UKAID through the UK Foreign, Commonwealth and Development Office (FCDO) under the High-Volume Transport (HVT) Applied Research Program managed by DT Global International Development UK LTD (DT Global). The research is being implemented under HVT057 (Transport Decarbonisation Index - <https://transport-links.com/funded-projects/transport-decarbonisation-index-tdi>) whose lead research supplier is the Partnership on Sustainable, Low Carbon Transport. These profiles are designed to complement the main report of the research entitled *Bridging the Gap: A Deep Dive into NDCs and Transport Policy Landscapes in Low- and Middle-Income Asian Economies*. While intended as supplementary materials, they also function as standalone knowledge products. All the related knowledge products will be made available through <https://asiantransportoutlook.com/analytical-outputs/ndc-analysis> and <https://asiantransportoutlook.com/analytical-outputs/transportclimateprofiles/>

The Asian Transport Outlook (ATO) is an initiative that aims at strengthening the knowledge base on transport in the Asia-Pacific region. It supports the planning and delivery of transport-related assistance in Asia, supports wider transport policy making, and helps track global and regional processes related to sustainable development. For example, ATO is the monitoring mechanism for the Aichi 2030 Declaration on Environmentally Sustainable Transport – Making Transport in Asia Sustainable (2021-2030) which was adopted by more than 20 countries in Asia-Pacific through the High Level Environmentally Sustainable Transport Forum (EST) that is organized by the United Nations Centre for Regional Development (UNCRD)-DSDG/UN DESA, along with its partners. For more information, visit asiantransportoutlook.com

This profile is structured into two main sections: Data Insights and Policy Insights. Under “Data Insights”, individual components at the intersection of transport and climate change are detailed. Similarly, the “Policy Insights” section outlines various policy documents, measures, and targets.

Disclaimer: The ATO project collects, collates, organizes, and presents transport-relevant data from publicly available official sources and reputable, peer-reviewed secondary sources. Users should be aware that: the ATO does not generate any primary data; the source data may contain inconsistencies or gaps; despite rigorous quality control measures, the ATO cannot guarantee the absolute accuracy, completeness, or suitability of the data for specific purposes.

Users of the data and derived knowledge products are strongly advised to: independently verify and validate all data before use; exercise professional judgment in data interpretation and application; and acknowledge that any reliance on ATO data is at the user’s own risk. Users should also note that data may be subject to updates or revisions. It is the user’s responsibility to ensure they are working with the most current version of the data available.

The ATO, and all affiliated organizations: make no representations or warranties, express or implied, regarding the data’s accuracy, completeness, or fitness for any particular purpose; and disclaim all liability for any direct, indirect, incidental, consequential, or special damages arising from the use of or reliance upon ATO data or derived products. The views expressed in this knowledge product do not necessarily reflect the official policies of any of the organisations mentioned above.

The designations, presentations, and materials in this publication, including citations, maps, and bibliography, do not express or imply any opinion on the part of the ATO or involved organizations regarding the legal status of any country, territory, city, area, or its authorities, or concerning the delimitation of frontiers or boundaries. By using the data or derived products, users agree to indemnify and hold harmless the ATO, its supporting organizations, and all affiliated organizations from any claims, losses, or damages resulting from such use.

Suggested Citation:

Asian Transport Outlook (ATO). (2024). Transport and Climate Profile: Bangladesh, <https://asiantransportoutlook.com/analytical-outputs/countryprofiles/>

For any questions or information related to this publication, please write to asiantransportoutlook@gmail.com.

Photographs used are copyright free.

Transport and Climate Profile: Bangladesh

2024

The publication is available at <https://asiantransportoutlook.com/analyticaloutputs/countryprofiles/>

Contents

Data Insights

- I Transport and Climate Change
- II Transport Energy Consumption
- III Adaptation and Resilience
- IV Other Externalities
- V Vehicle Fleet
- VI Urban Transport
- VII Transport Investments

Policy Insights

- VIII Transport and Climate Policy Documents
- IX Representation of Transport in Key Climate Policy Documents
- X Distribution of Transport and Climate Policy Measures in Policy Documents
- XI National Policy Priorities on Transport
- XII Direct GHG Targets
- XIII Indirect Transport Climate Change Targets
- XIV Transport and Climate Policy Measures

Executive Summary

Bangladesh, a lower-middle-income country in South Asia, faces significant challenges in balancing its economic development with the impacts of climate change on its transport sector.

CO2 Emissions:

- Climate change poses a significant challenge to Bangladesh's transport sector, with CO2 emissions steadily rising in recent years. In 2023, the sector's emissions reached 11.6 million tonnes, constituting 9% of the country's total emissions. Although this growth rate has slowed to 3% annually since the Paris Agreement and SDGs adoption, it remains concerning compared to the 0% growth observed in the Asia-Pacific region between 2019 and 2023. Notably, the road sector dominates emissions, accounting for 77% of the transport sector's total in 2022 and nearly 10% of the entire economy's emissions. This reliance on road transport contrasts with a declining trend in its share of emissions in the Asia-Pacific region. However, Bangladesh has made progress in improving its transport sector's carbon efficiency. The CO2 emissions intensity per GDP has dropped significantly from 15.0 gCO2 per USD in 2000 to 7.4 gCO2 per USD in 2023, outperforming both the Asia-Pacific average and its peers in low and lower-middle-income countries and South Asia.

Energy Consumption:

- Trends: Energy consumption in the transport sector has grown steadily, with a focus on oil products for road transport.
- Energy Intensity: Bangladesh's transport energy intensity per GDP has improved but still lags behind regional averages.
- Electrification: Rail electricity use remains negligible, contrasting with significant progress in the Asia-Pacific region.

Adaptation and Resilience:

- Bangladesh is estimated to experience an average annual loss of 178.95 million USD to its transport infrastructure due to climate-related hazards, equivalent to 0.01% of its GDP. This loss is primarily concentrated in roads (79%), followed by rail (14%), airports (5%), and ports (2%). Within the South Asia subregion, average annual losses to transport infrastructure are estimated at 15,276 million USD, representing 0.01% of the subregion's GDP. Bangladesh's road network is particularly vulnerable, ranking 191st out of 208 countries in terms of national road vulnerability, indicating a lack of redundancies in the face of disruptions. Additionally, 9% of the population resides in low-elevation coastal zones, further increasing their vulnerability to the impacts of climate change..

Vehicle Fleet:

- Growth: The vehicle fleet has expanded rapidly due to increased 2-wheeler ownership.
- Electric Vehicle (EV) Imports: Although EV imports have grown, they remain a small fraction of total imports, focusing on electric LDVs and 2-wheelers.
- E-Mobility Readiness: While Bangladesh promises EV readiness, challenges remain in technology access, policy support, and financial incentives.

Investments:

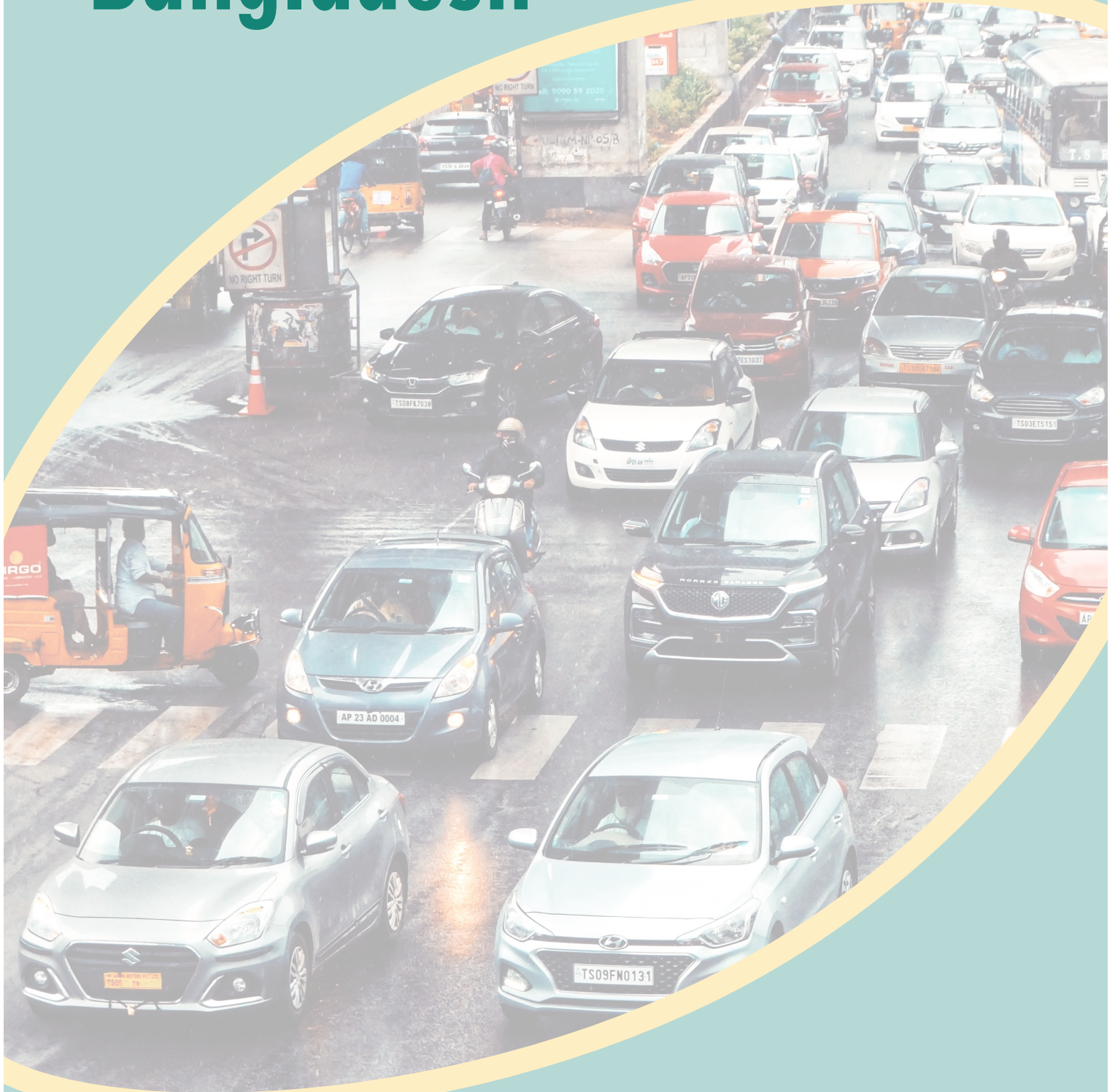
- ODA and PPP: The transport sector has attracted substantial investments through official development assistance and public-private partnerships, focusing on road and rail development.

Policy:

- In Bangladesh, 28 documents relevant to transport have been identified, with six specifically addressing climate change. Additionally, 21 non-climate documents contain measures with climate change mitigation or adaptation components. The latest Nationally Determined Contribution (NDC), updated in 2021, outlines economy-wide emissions targets. It aims for an unconditional 5% reduction of greenhouse gas (GHG) emissions from the business-as-usual (BAU) levels by 2030 in the power, transport, and industry sectors. This translates to a 12 MtCO_{2e} reduction. Conditionally, with international support, the target increases to a 15% reduction, equivalent to 36 MtCO_{2e}.
- Furthermore, the NDC sets a target to reduce energy intensity (per GDP) by 20% by 2030 compared to 2013 levels. However, the NDC does not include specific targets for net zero emissions, carbon neutrality, or transport-related GHG emissions. However, it does mention a target for modal shift. Additionally, Bangladesh lacks a Long-Term Strategy (LTS), meaning there are no targets related to economy-wide emissions, net zero emissions, or transport-related emissions within that framework.
- NDC Gap and Policy Opportunities: Bangladesh's Nationally Determined Contribution (NDC) identifies the transport sector as critical for greenhouse gas emission reductions but lacks specific, measurable targets. However, a broader analysis of transport policy documents reveals numerous measures targeting various aspects of the sector, including infrastructure development, modal shift, and energy efficiency.
- This analysis reveals opportunities for Bangladesh to align its transport policies with its climate goals. By establishing a dedicated transport emissions reduction target in its NDC and developing a long-term strategy that addresses the sector's decarbonization, Bangladesh can create a more coherent and practical approach to mitigating climate change in the transport sector. This can be achieved by leveraging the existing measures identified in the policy documents, particularly those focusing on general transport asset management, e-mobility, rail improvements, and public transport. Additionally, integrating adaptation and resilience measures into transport planning can safeguard infrastructure and ensure the sector's sustainability in the face of climate change impacts.

Bangladesh's transport sector faces significant challenges due to climate change, including increasing emissions, energy consumption, and infrastructure vulnerability. While some progress has been made in reducing emissions intensity and promoting e-mobility, further action is needed to align the sector with the country's climate goals. Key opportunities lie in developing a comprehensive long-term strategy, strengthening the NDC, investing in resilient infrastructure, promoting sustainable urban transport, and expanding the use of electric vehicles. Addressing these challenges will be crucial for Bangladesh to achieve its development objectives while ensuring a sustainable and resilient transport system in the face of climate change.

Data Insights Bangladesh



Bangladesh

Transport and Climate Profile

Population (2024)
174.7 million

Urban population
41%

Below 18 y.o.
32%

Population density
1,329 persons per sqkm

Rural population
59%

Above 60 y.o.
10%

Subregion
(1) **South Asia**

Gross domestic product
(1) (GDP PPP, 2023)
1.57 trillion USD

(1) Domestic consumption per capita, tonnes (2024)
3.8 tonnes

(1,2) *Domestic consumption is the total amount of materials directly used in the economy (used domestic extraction plus imports), minus the materials that are exported.*

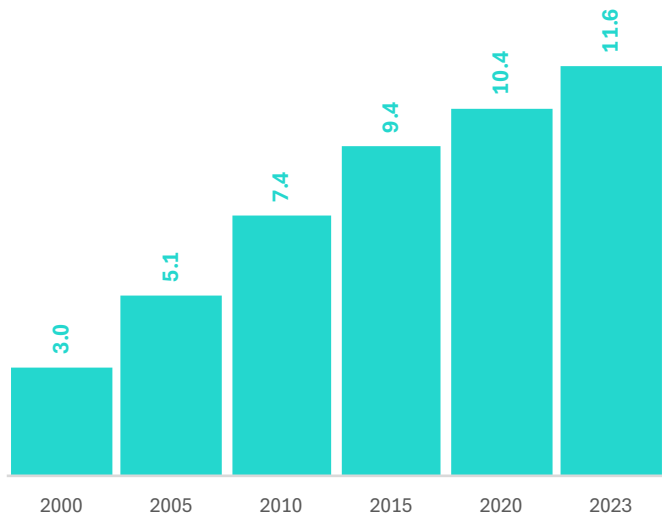
Income class
Low and lower middle income

GDP per capita (PPP, 2023)
9,066 USD (1,2)
(2)

(3)

I. Transport and Climate Change

Transport fossil CO2 emissions, million tonnes



In 2010, transport contributed 12% of total fossil CO2 emissions. By 2023, transport contributed 9%.

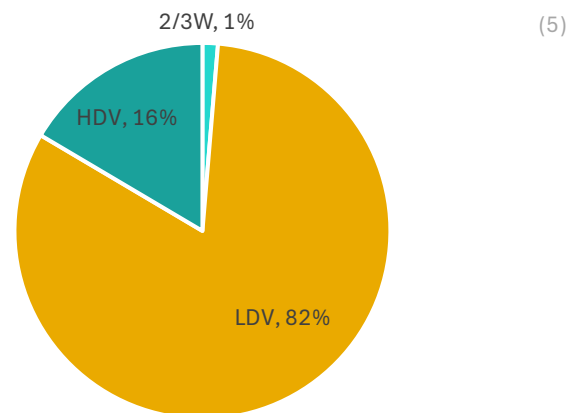
Share of transport CO2 emissions by mode (2022)

(4) Road	77.0%	Rail	11.6%	(4)
Navigation	11.5%	Aviation	0.0%	(4)

Navigation and aviation only includes domestic transportation

Between 2000-2015, road transport contributed 74% in transport fossil CO2 emissions. Between 2016-2022, road transport contributed 76%.

Road transport CO2 emissions (well-to-wheel), share by mode (2022)



Transport CO2 emissions intensity (2023)

7 gCO2 per USD

(2,4)

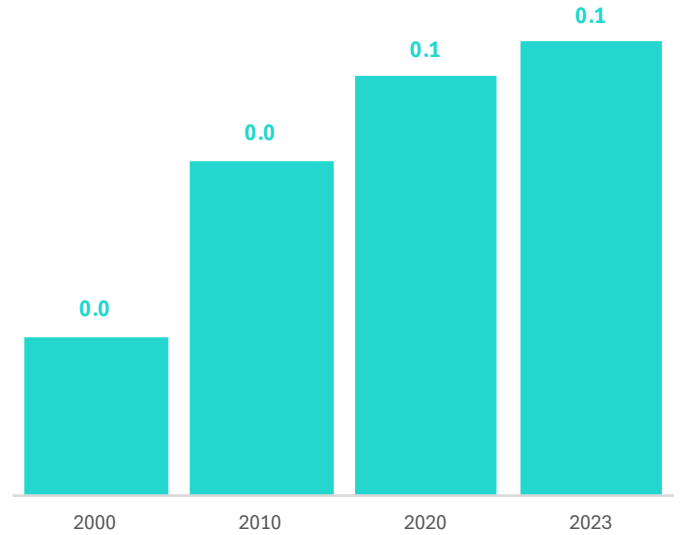
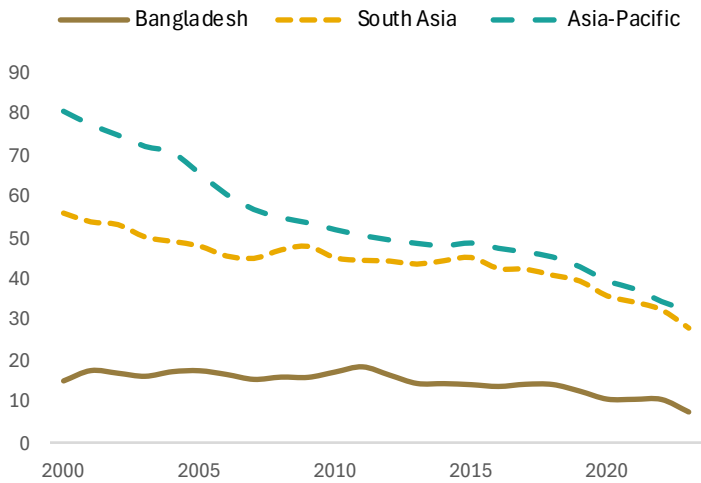
Asia-Pacific average is 32 gCO2 per USD

Transport fossil CO2 emissions per capita, tonnes

(1,4)

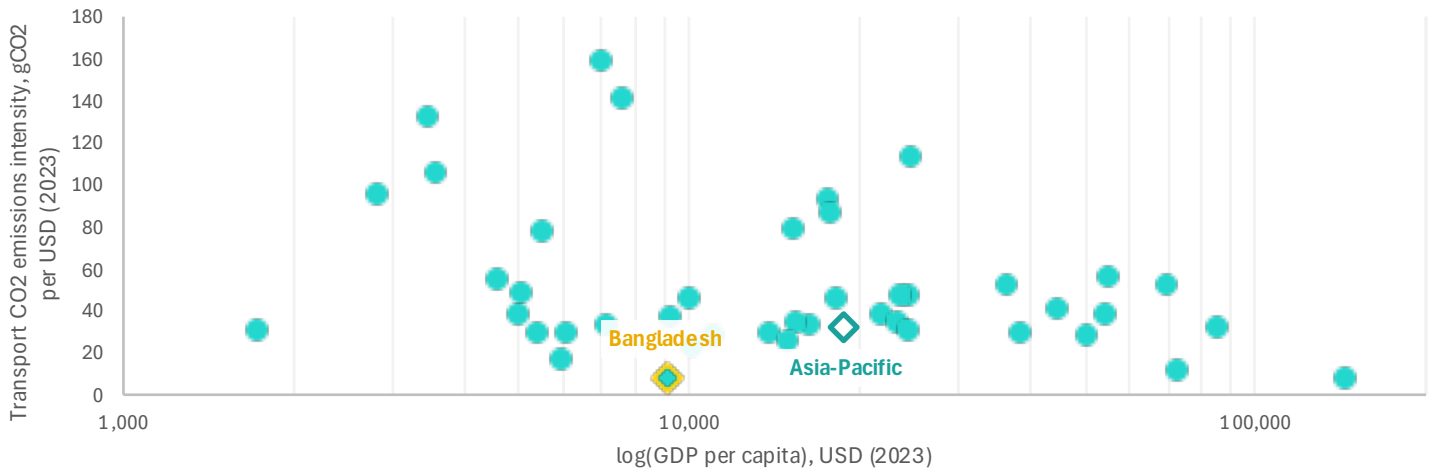
Transport CO2 emissions intensity trend, gCO2 per USD

(2,4)



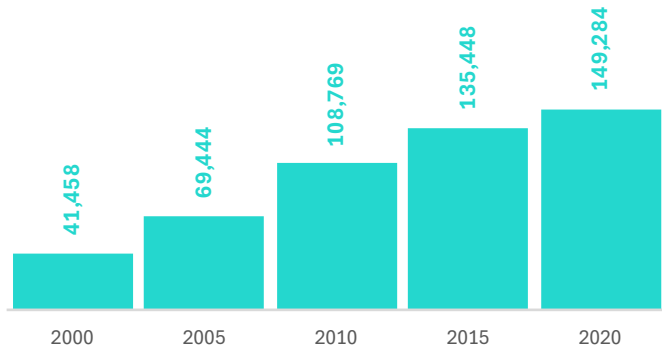
Transport CO2 emissions intensity in Asia-Pacific, gCO2 per USD

(2,4)



II. Transport Energy Consumption

Transport energy consumption, TJ

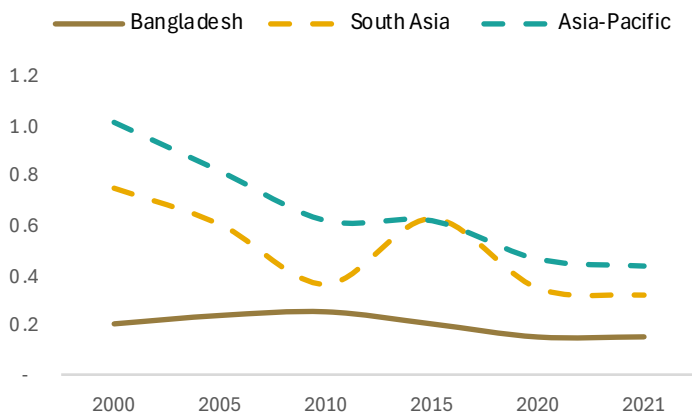


Transport energy intensity (2021)

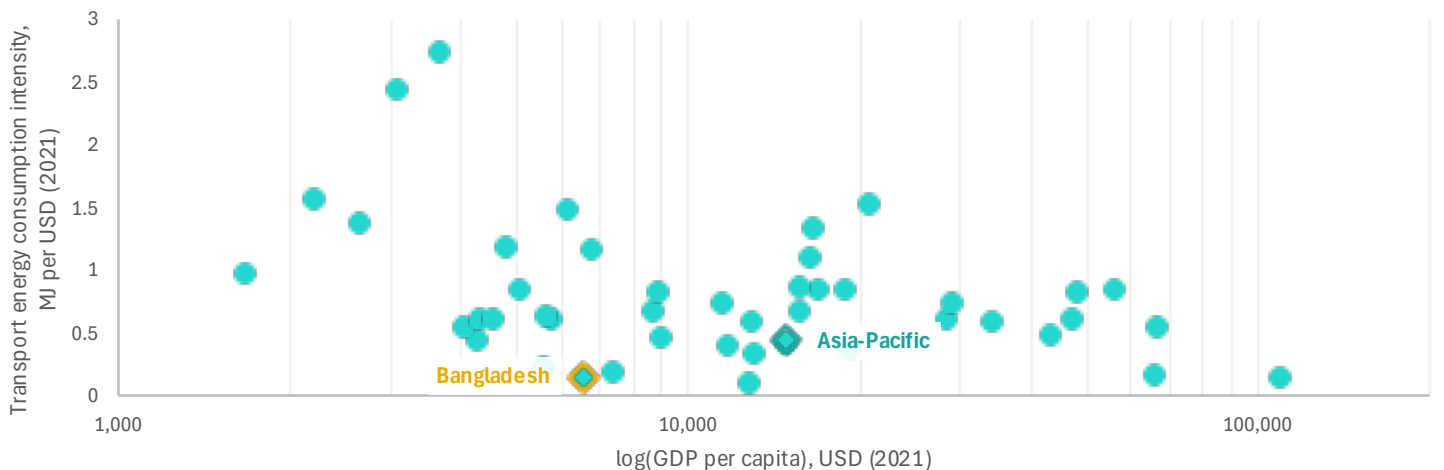
0.2 MJ per USD

Asia-Pacific average is 0.4 MJ per USD

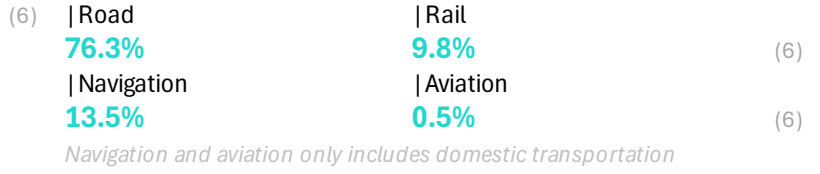
Transport energy intensity trend, MJ per USD



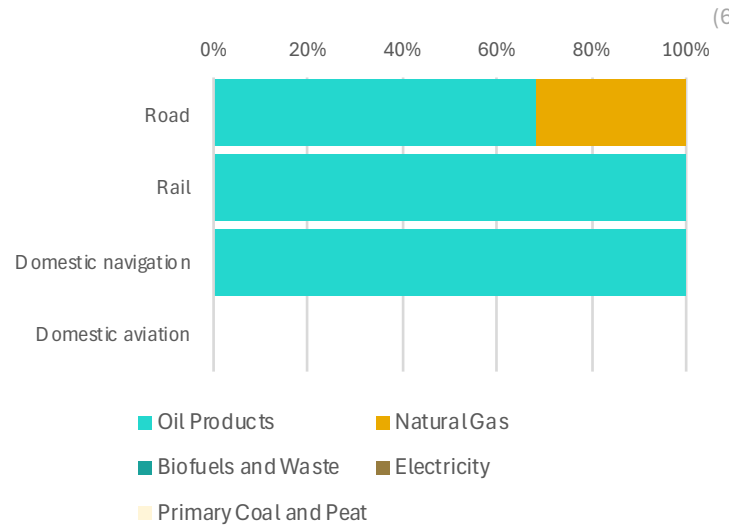
Transport energy intensity in Asia-Pacific, MJ per USD



Share of transport energy consumption by mode (2021)



Share of transport energy consumption by source (2021)



Share of transport in renewable energy consumption

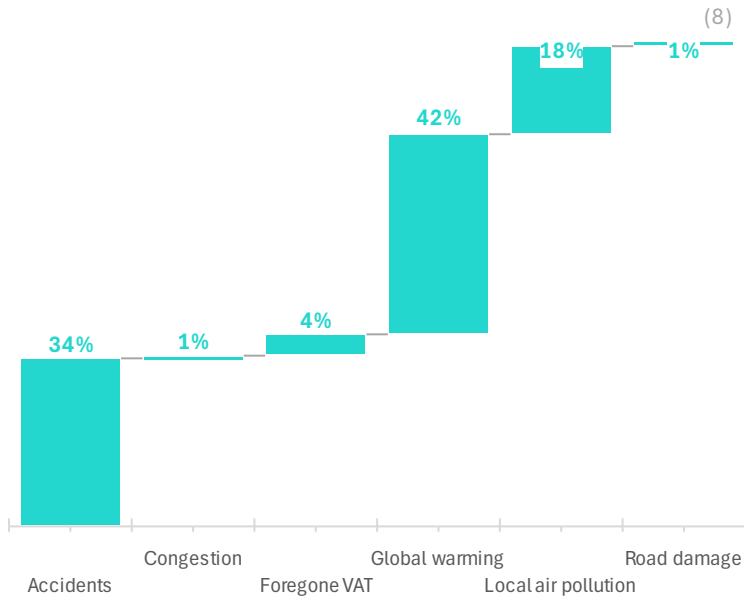


Transport fossil fuel subsidies, cumulative (2010-2022)

2.68 billion USD

0.4% of Asia-Pacific total

Estimated externalities due to fossil fuel subsidies



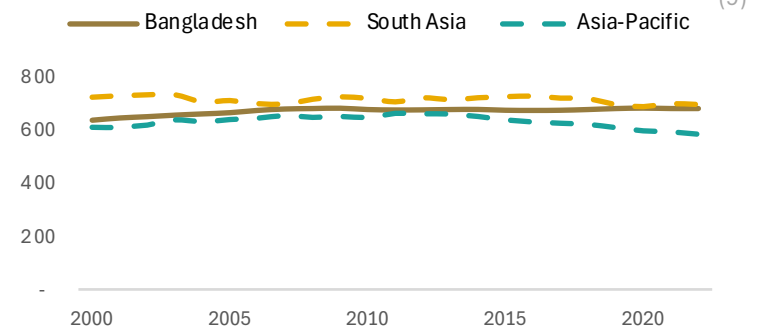
Data includes all sectors and all fuel types

Grid emission factor (2022)

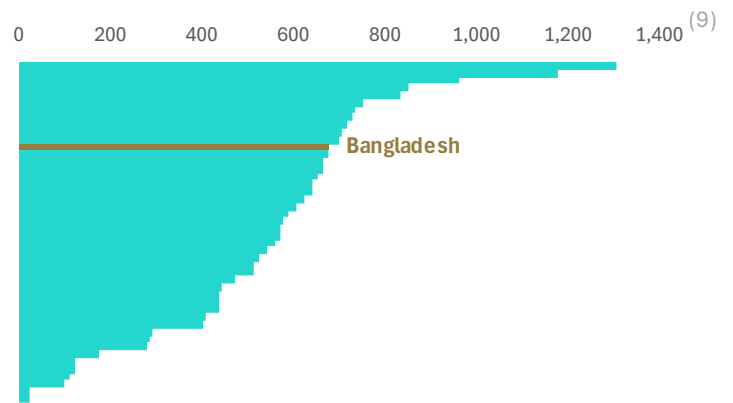
(7) **677 gCO₂ per kWh**

(9)

Grid emission factor trend, gCO₂ per kWh



Grid emission factors in Asia-Pacific, gCO₂ per kWh



III. Adaptation and Resilience

Average annual losses to transport infrastructure due to hazards (2023)

179 million USD

Road	Rail
79%	14%
Ports	Airports
2%	5%

National road vulnerability index ranking (2023)

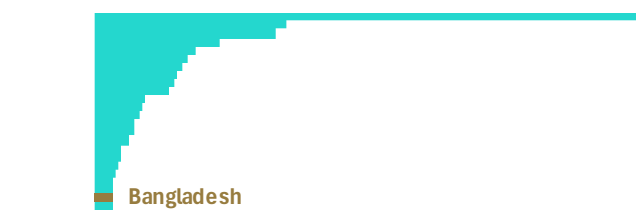
191st out of 208 countries

Share of population in low elevated coastal zones (2018)

9%

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)

(10) 0.0% 0.1% 0.2% 0.3% 0.4% 0.5% (10)



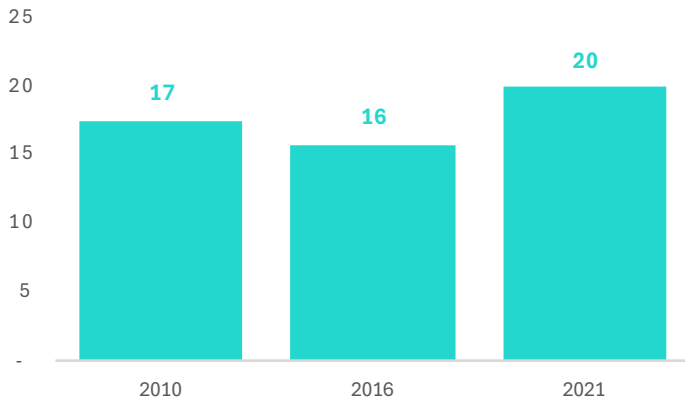
(11)

(12)

IV. Other Externalities

Road crash fatalities (2021)
31.6 thousand deaths

Road crash fatality rate per 100 thousand population

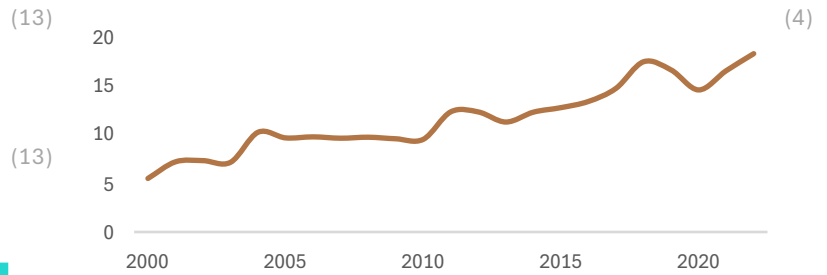


Asia-Pacific average is 16 fatalities per 100 thousand population

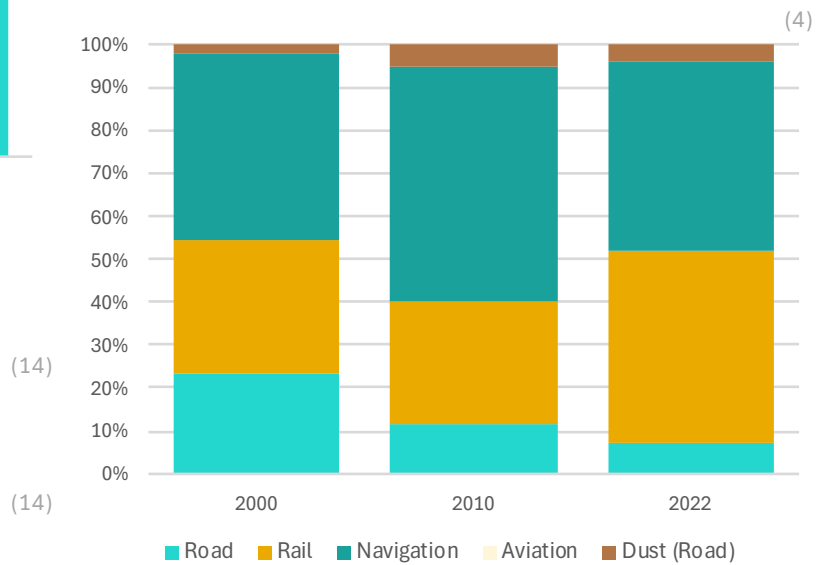
Rural access index (2023)
84%

Rural population without access to all-season roads (2023)
17 million

Transport PM 2.5 emissions trend, thousand tonnes



Transport PM 2.5 emissions share by source



V. Vehicle Fleet

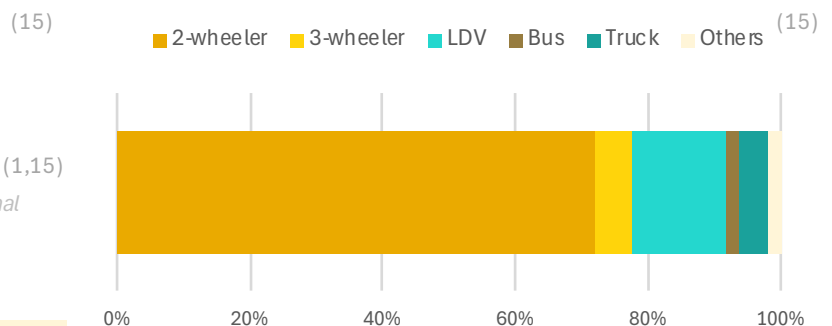
Road vehicles (2022)
5.5 million vehicles

Road vehicle motorization rate (2022)
32 vehicles per thousand population

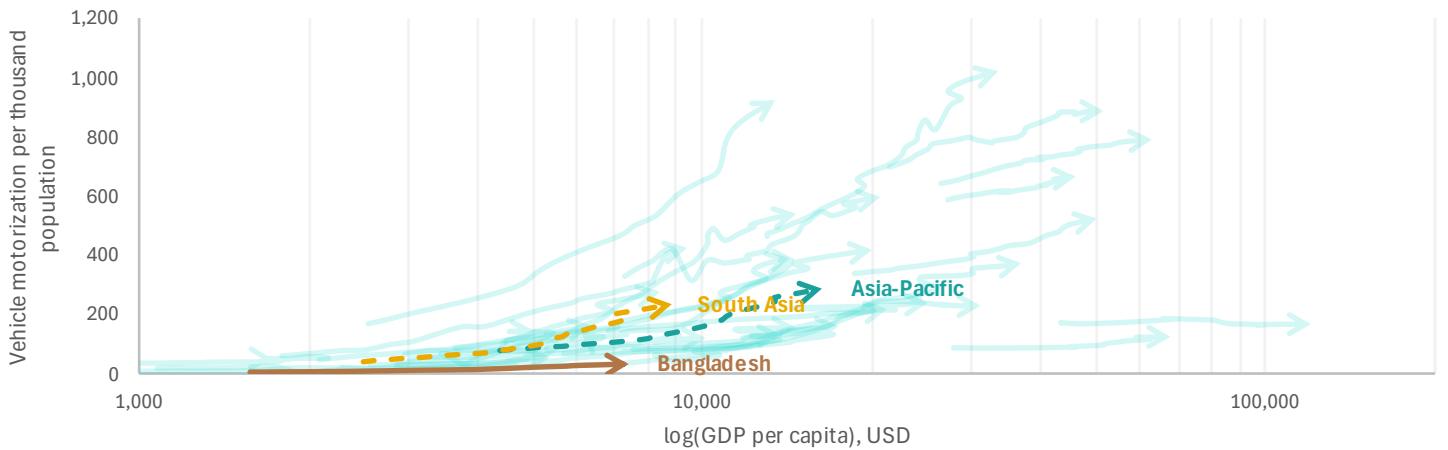
Road vehicles include 2- and 3-wheelers, LDVs, buses and other informal public transport, trucks, and other unclassified types

In 2000, Bangladesh had 5 vehicles per thousand population. By 2022, this has increased to 32 compared with Asia-Pacific average of 577 in 2022.

Share of vehicles by type



Vehicle motorization per thousand population in Asia-Pacific (2000-2022)



Bus import value (2015-2023)

286.4 million USD

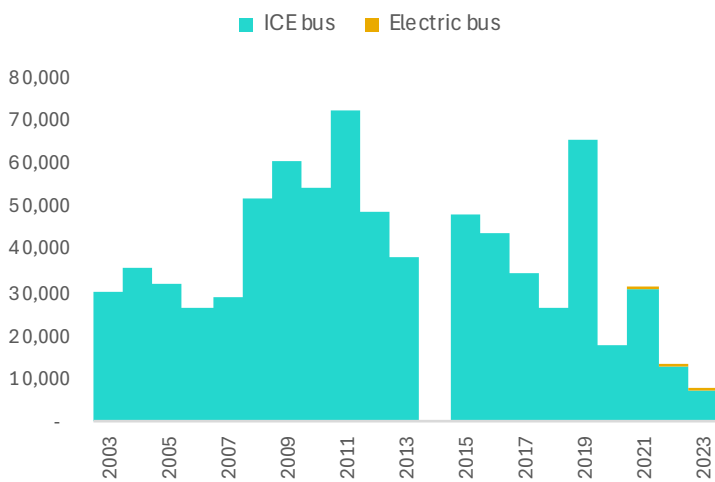
Bus vehicle production, units

(16)

(17)

Bus import value, thousand USD

(16)



E-mobility Readiness Index (2024)

| Technology & Market

21/25

| Policy

20/25

| Energy

16/25

| Financial

20/25

| Overall

77/100

(18)

Electric road vehicle import value (2017-2023)

542.5 million USD

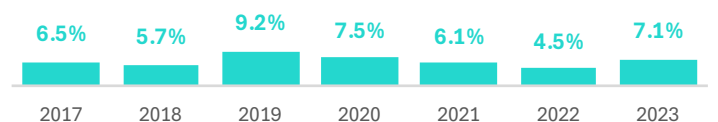
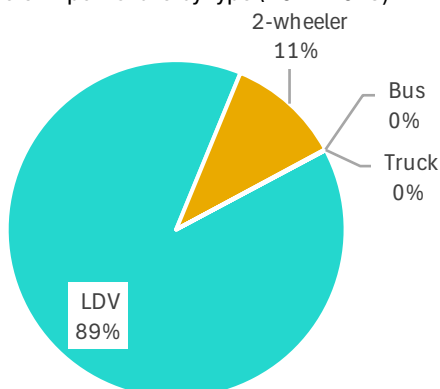
(16)

Electric road vehicle share in total road vehicle import value trend

(16)

Electric road vehicle import share by type (2017-2023)

(16)



VI. Urban Transport

Urban rapid transit length (2021)

BRT	LRT
None	None
Metro	
None	

(19)

(19)

Urban rapid transit ratio in Asia- Pacific, kilometers per million urban population (2021)

(1,19)

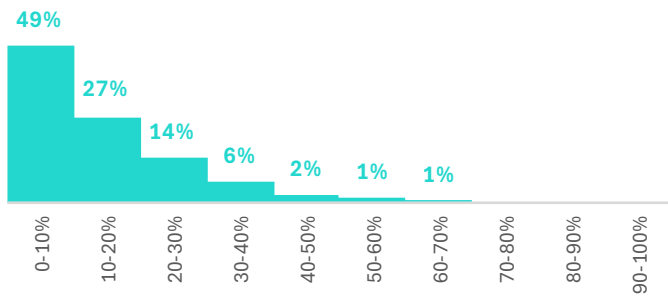
Urban rapid transit ratio (2021)

NA (1,19)

Urban rapid transit ratio, kilometers per million urban population (2000-2021)

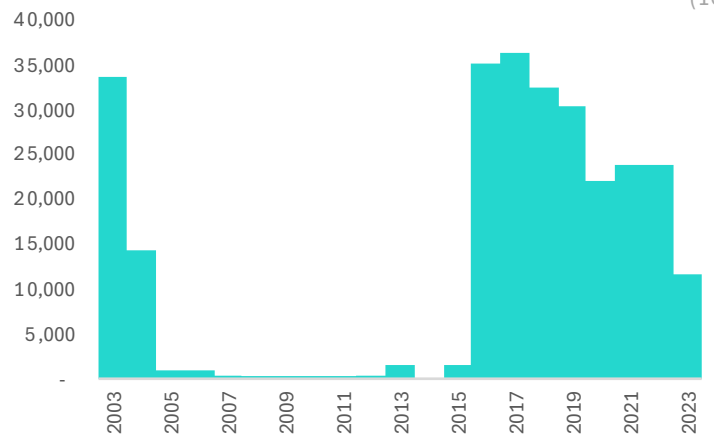
Share of cities by level of access to public transport (out of 139 cities)

(20)



Bicycle import value, thousand USD

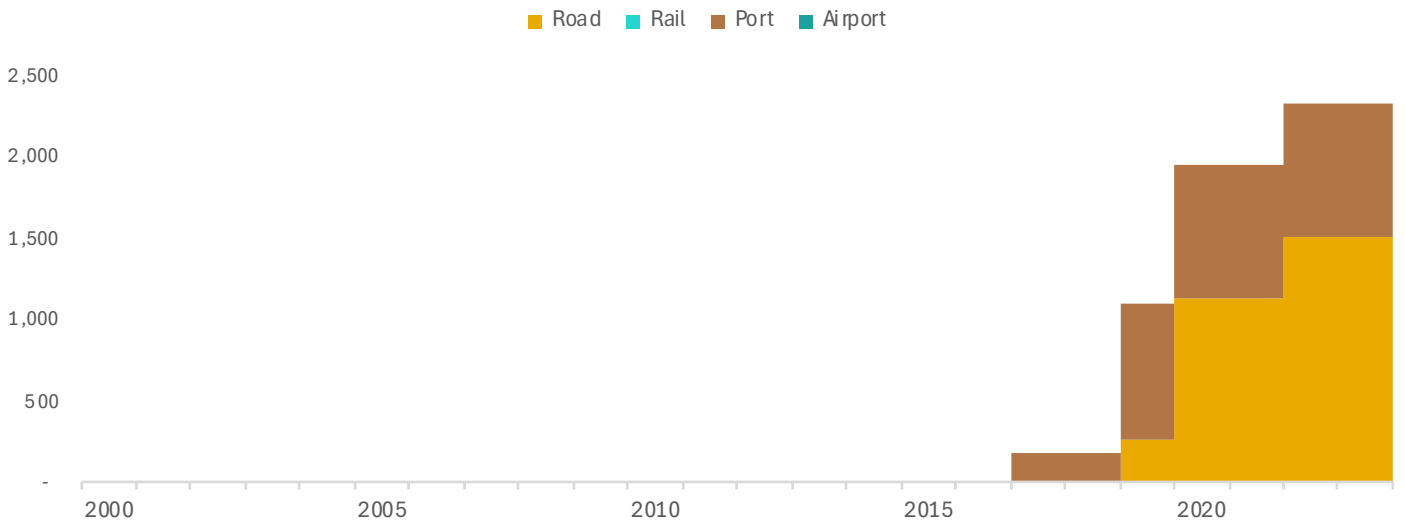
(16)



VII. Transport Investments

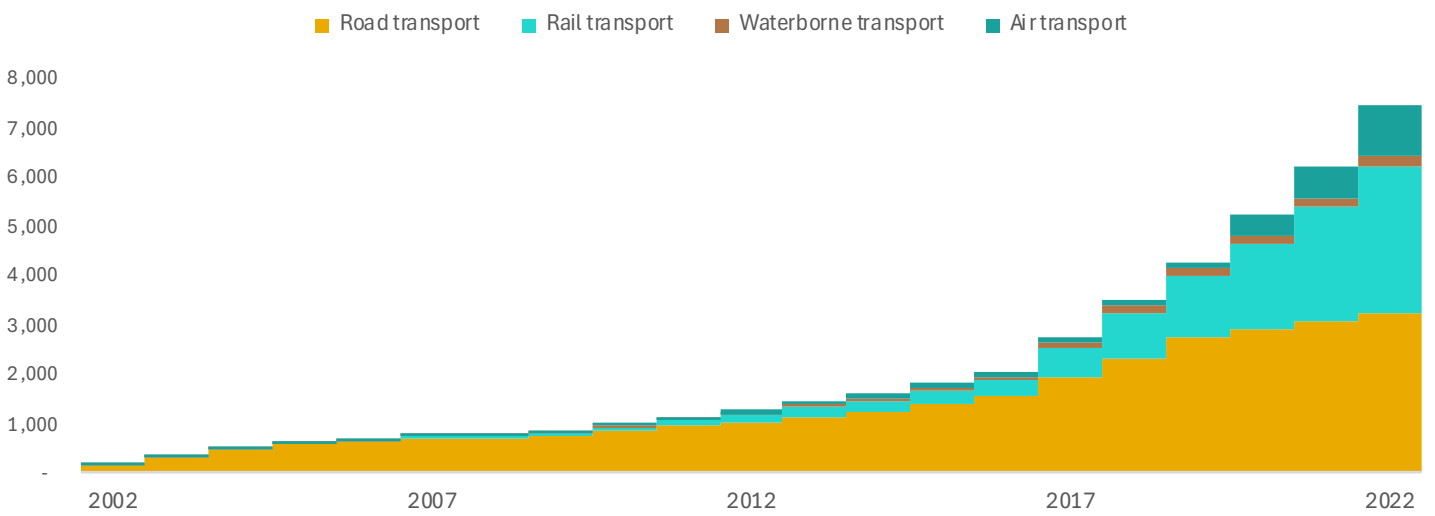
Public-private partnership investments in the transport sector, million USD

(21)

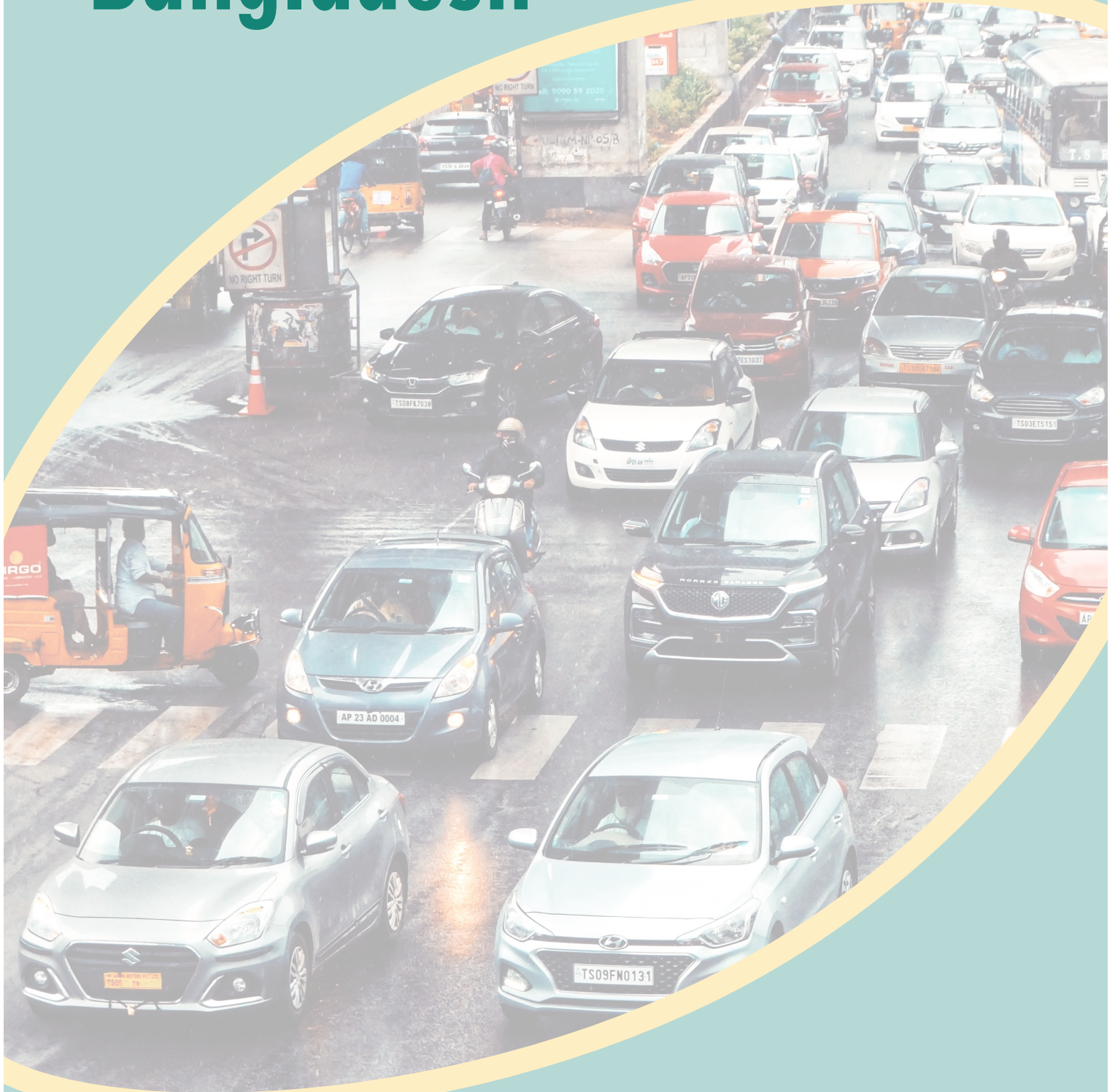


Official development assistance in the transport sector, million USD

(22)



Policy Insights Bangladesh



VIII. Transport and Climate Policy Documents

Transport-related policy documents in Bangladesh

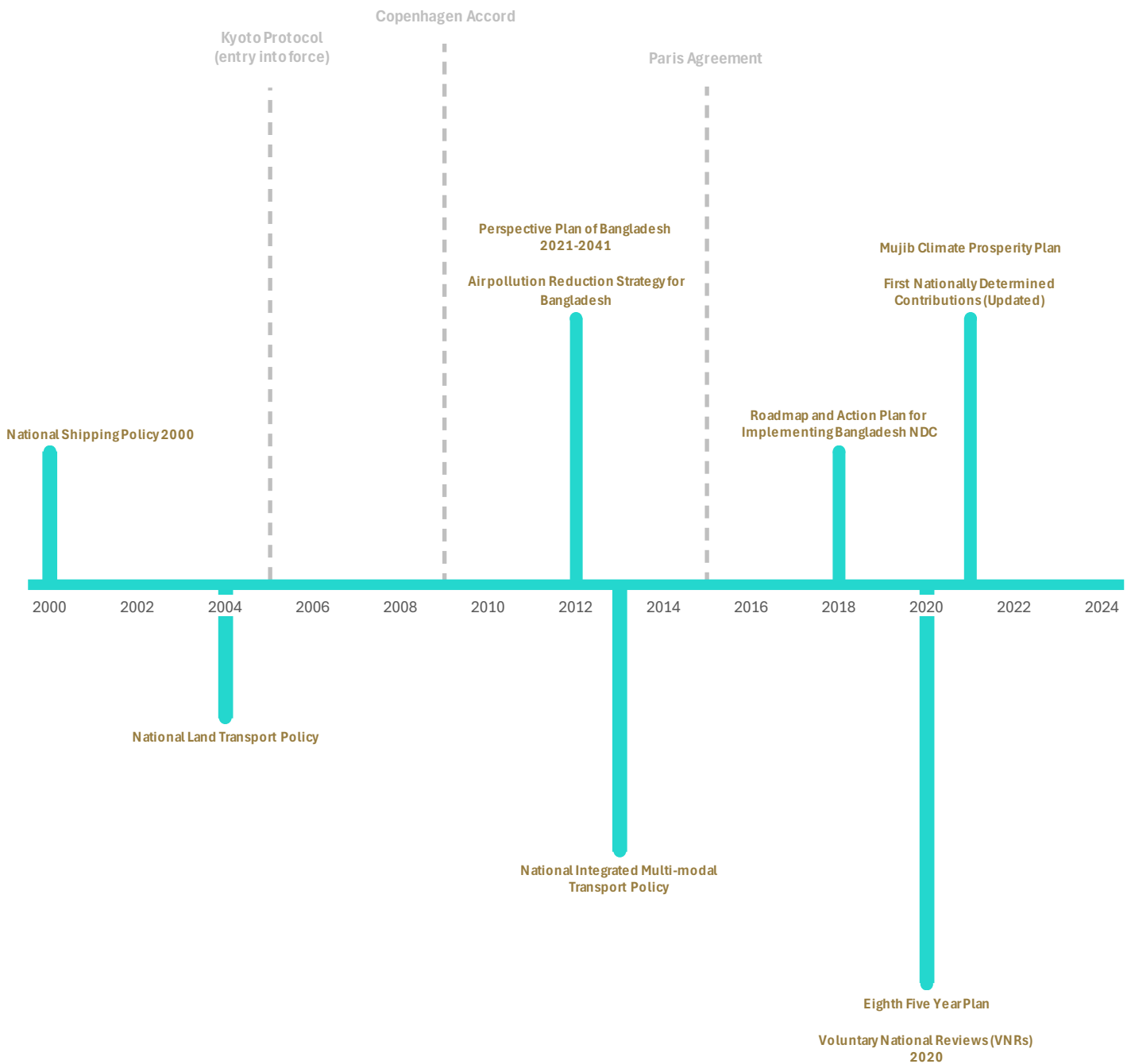
Selection made based on the number of climate change mitigation and adaptation policy measures

Nationally Determined Contributions of Bangladesh

2015: Intended Nationally Determined Contributions

2020: First Nationally Determined Contributions (Interim Updated)

2021: First Nationally Determined Contributions (Updated)



IX. Representation of Transport in Key Climate Policy Documents

Nationally Determined Contributions

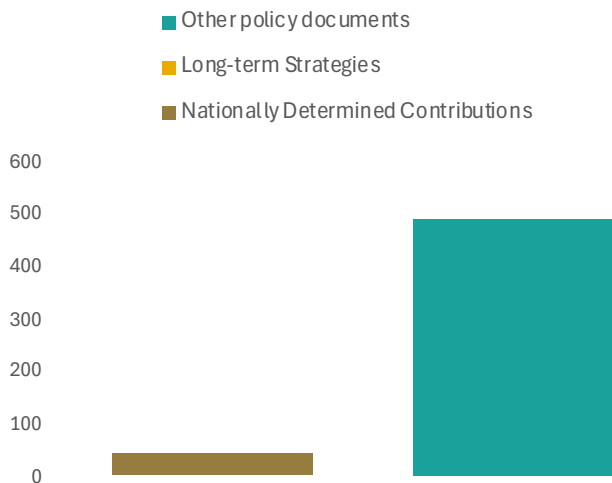
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
<i>First Nationally Determined Contributions (Updated) (adopted in 2021)</i>	Mitigation measures	Yes	Yes	Yes		Yes
	Mitigation targets	Yes	Yes			Yes
	Adaptation measures					Yes
	Adaptation targets					

Long-term Strategies

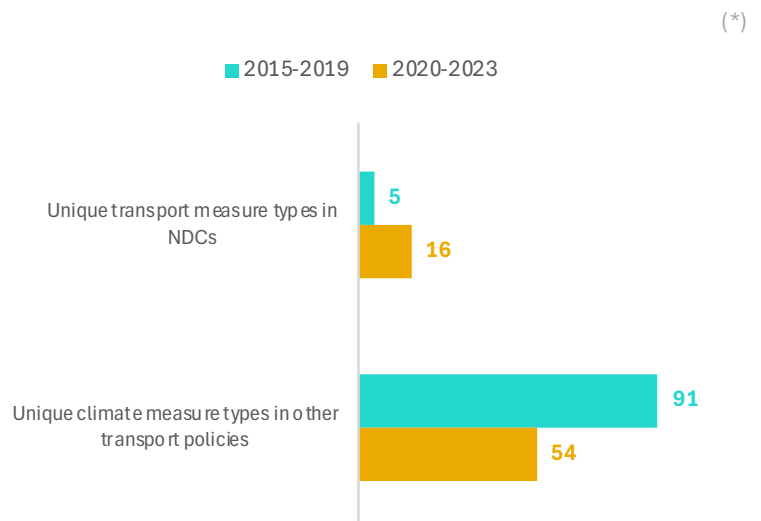
		Road transport	Rail transport	Domestic navigation	Domestic aviation	Urban transport
None	Mitigation measures					
	Mitigation targets					
	Adaptation measures					
	Adaptation targets					

X. Distribution of Transport and Climate Policy Measures in Policy Documents

Number of policy measures by source

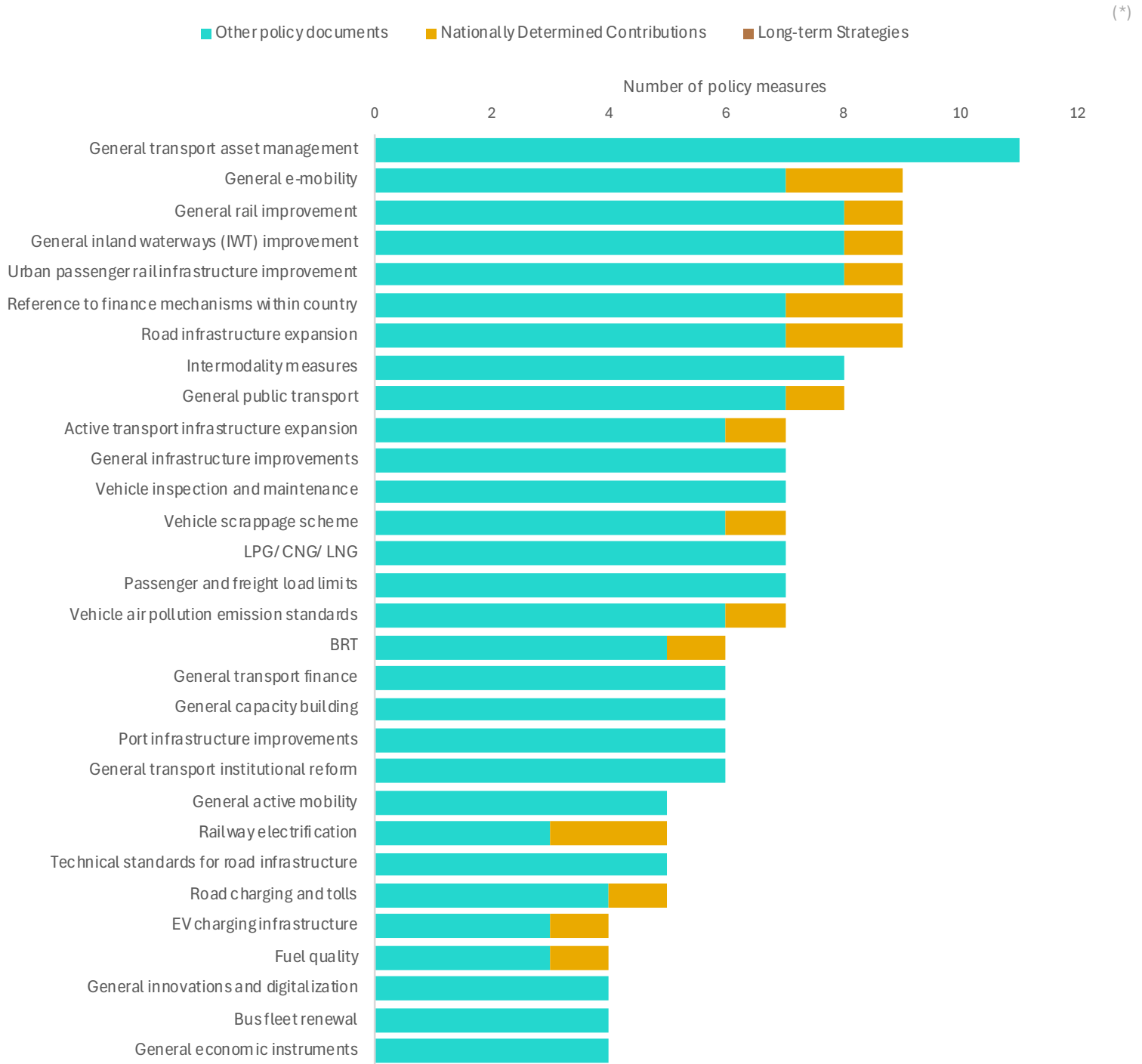


Integration of climate ambition, unique number of policy measures in (*) NDCs and other transport policies

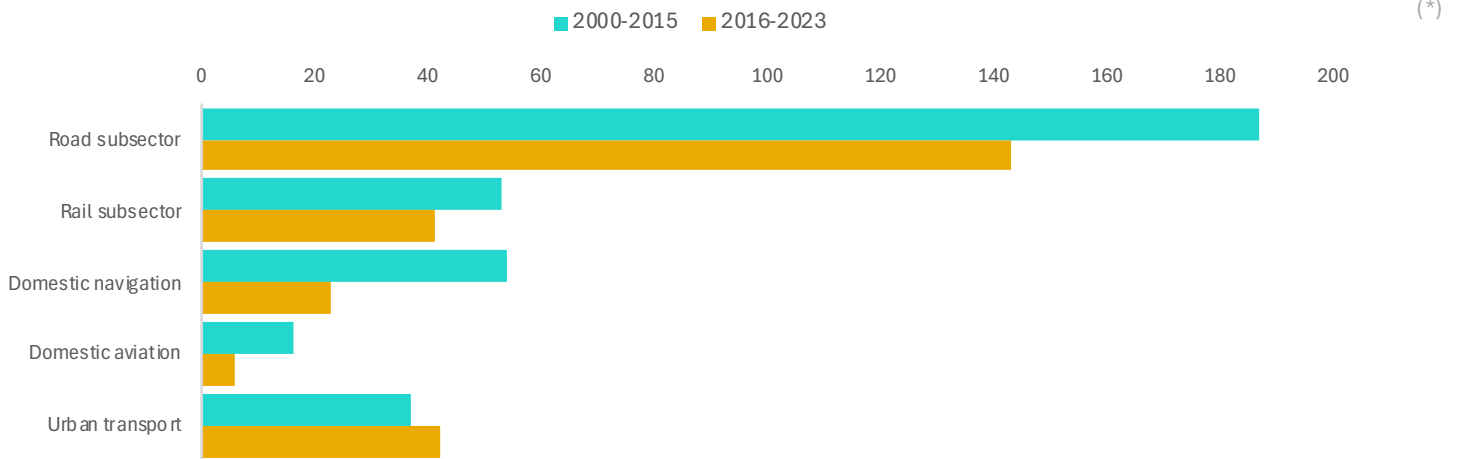


XI. National Policy Priorities on Transport

Priority policy measures on climate change mitigation and adaptation in transport (top 30)



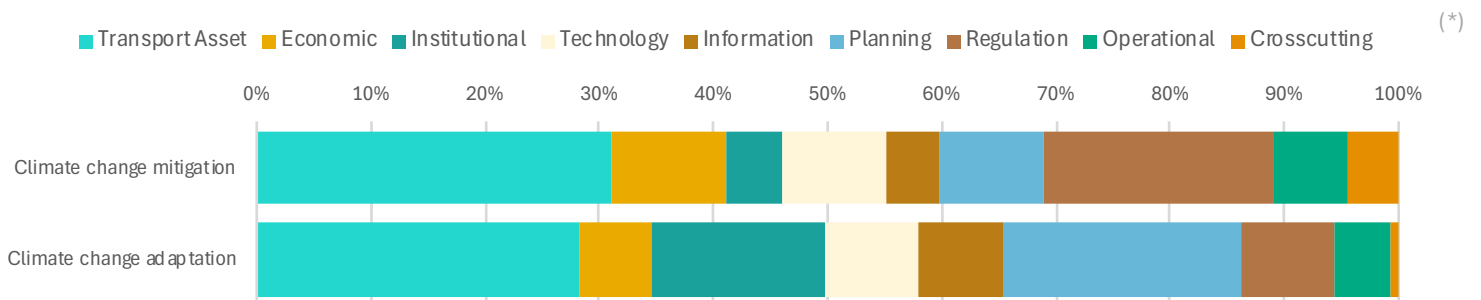
Number of climate change policy measures by subsectors



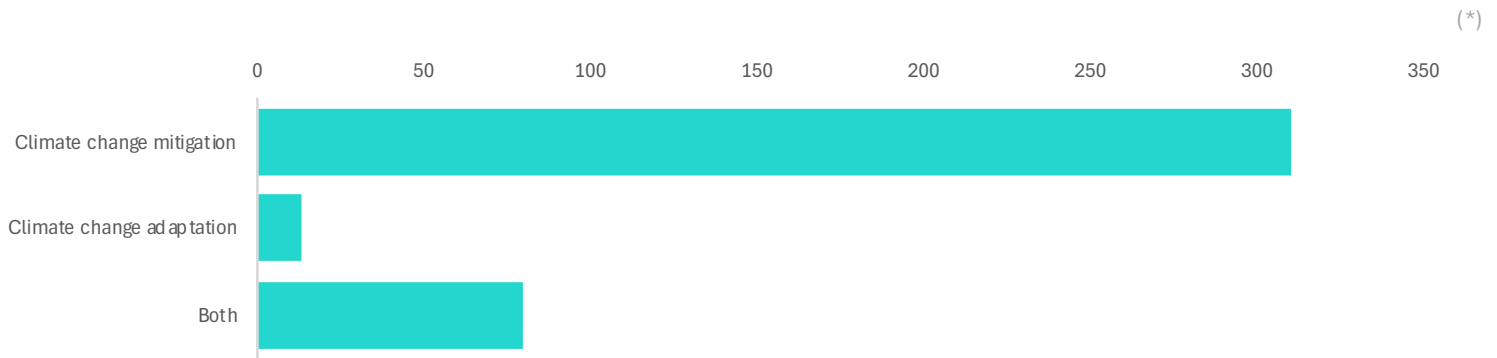
Number of climate change policy measures by passenger vs. freight



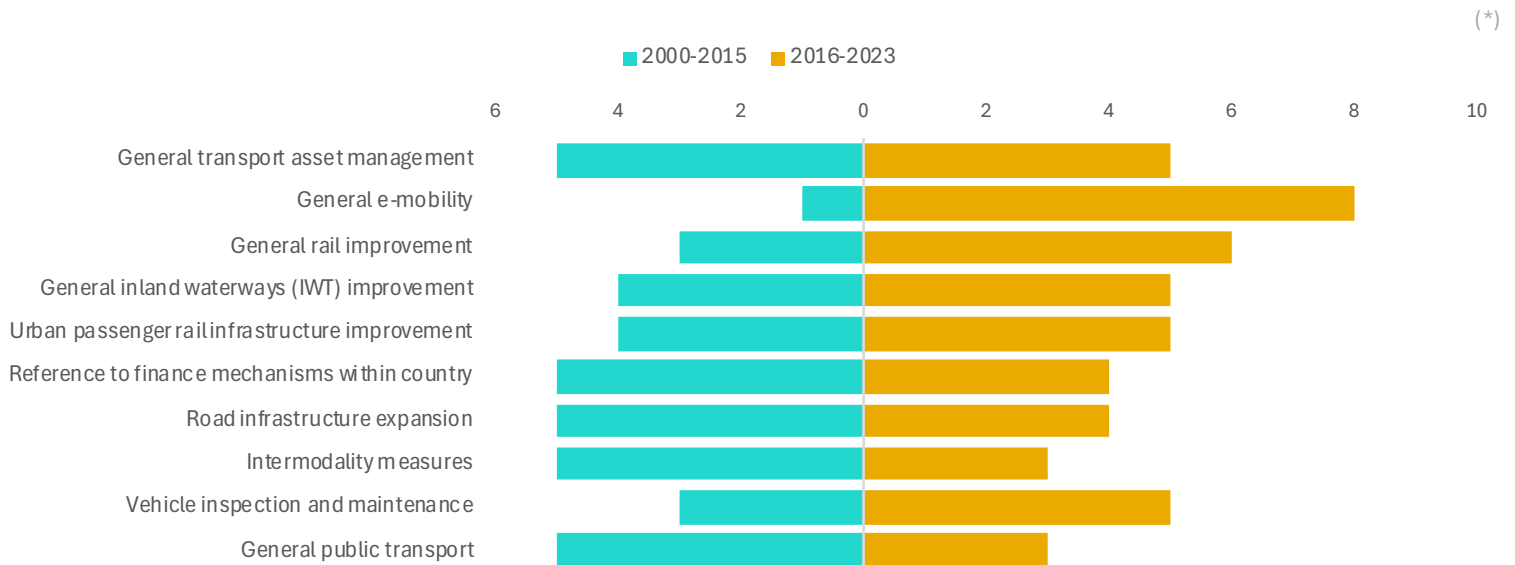
Transport-related climate change policy measures by framework



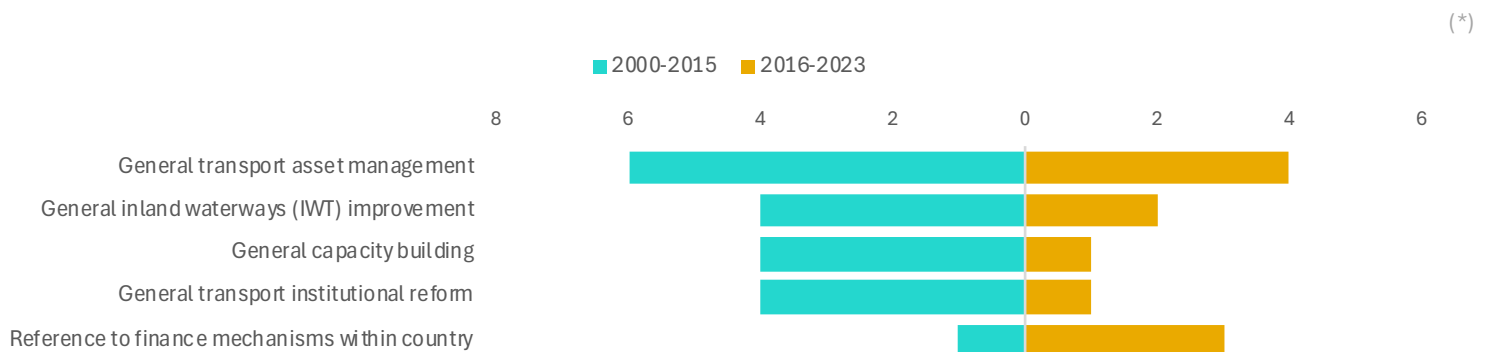
Number of climate change mitigation vs. climate change adaptation policy measures



Climate change mitigation top 10 typology, number of policy measures



Climate change adaptation top 5 typology, number of policy measures



XII. Direct GHG Targets

This table contains transport-relevant (e.g. economy-wide; sector-specific) GHG emissions targets as explicitly mentioned in the policy documents of Bangladesh

Document	Year published	Target	Target year
Economy-wide emissions			
First Nationally Determined Contributions (Interim Updated)	2020	Bangladesh already aimed for an unconditional reduction of GHG emissions by 5% from Business as Usual (BAU) levels by 2030 equivalent to 12 MtCO ₂ e in the power, transport and industry sectors. In the unconditional part of NDC, only those mitigation measures were considered which would be implemented on the basis of current local level capacity, and financed through internal resources. Contingent upon international funding and technological support, the country targeted to reduce GHG emissions in the same sectors up to 36 MtCO ₂ e by 2030 or 15% below BAU emissions.	2030
First Nationally Determined Contributions (Updated)	2021	In the unconditional scenario, GHG emissions would be reduced by 27.56 Mt CO ₂ e (6.73%) below BAU in 2030 in the respective sectors. 26.3 Mt CO ₂ e (95.4%) of this emission reduction will be from the Energy sector while 0.64 (2.3%) and 0.6 (2.2%) Mt CO ₂ e reduction will be from AFOLU (agriculture) and waste sector respectively. In the conditional scenario, GHG emissions would be reduced by 61.9 Mt CO ₂ e (15.12%) below BAU in 2030 in the respective sectors. This reduction is in addition to the proposed reductions in unconditional scenario. The conditional mitigation measures will be implemented by Bangladesh, only if there is external financial/technology support. The conditional scenario has 59.7Mt CO ₂ e (96.46%) emission reduction from the Energy sector, while 0.4 (0.65%) and 1.84 (2.97%) Mt CO ₂ e reduction will be from AFOLU (agriculture) and Waste Sector respectively.	2030
Intended Nationally Determined Contributions	2015	An unconditional contribution to reduce GHG emissions by 5% from Business as Usual (BAU) levels by 2030 in the power, transport and industry sectors, based on existing resources. A conditional 15% reduction in GHG emissions from BAU levels by 2030 in the power, transport, and industry sectors, subject to appropriate international support in the form of finance, investment, technology development and transfer, and capacity building.	2030
Intended Nationally Determined Contributions	2015	A target to reduce energy intensity (per GDP) by 20% by 2030 compared to 2013 levels	2030
Draft National Solar Energy Roadmap, 2021-2041	2020	Bangladesh has made a commitment in its NDC to reduce GHG emissions unconditionally 5% by 2030 in the power, transport and industry sectors and a conditional 15% reduction in GHG emissions by 2030.	2030
Net zero, carbon neutrality, and other long-term climate action			
Transport GHG emission			
First Nationally Determined Contributions (Updated)	2021	Unconditional = 3.39 MtCO ₂ Conditional = 6.33 MtCO ₂	2030
Intended Nationally Determined Contributions	2015	Unconditional = 4 MtCO ₂ Conditional = 9 MtCO ₂	2030

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Bangladesh which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Target - Modal shift			
First Nationally Determined Contributions (Updated)	2021	Unconditional: Modal shift from road to rail (10% modal shift of passenger-km) through different Transport projects such as BRT, MRT in major cities, Multi-modal hub creation, Padma Bridge etc. Conditional: Modal shift from road to rail (25% modal shift of passenger-km) through different Transport projects such as BRT, MRT in major cities, Multi-modal hub creation, new bridges etc.	2030
Intended Nationally Determined Contributions	2015	To achieve a shift in passenger traffic from road to rail of up to around 20% by 2030 compared to the business as usual.	2030
Target - Transport energy consumption			
First Nationally Determined Contributions (Interim Updated)	2020	Energy Efficiency and Conservation Master Plan up to 2030 Under this comprehensive plan, the government aims to lower energy intensity (national primary energy consumption per unit of GDP) in 2030 by 20% compared to the 2013 level: A total of 95 million toe (113 billion m3 of gas equivalent) is expected to be saved during the period.	2030
Draft National Solar Energy Roadmap, 2021-2041	2020	In this document, GOB has declared the intention in necessary details to reduce 20% primary energy consumption per GDP by the year 2030	2030
Energy Efficiency and Conservation Master Plan up to 2030	2015	According to the EE&C target of EE&CMP, the Government aims to improve energy intensity (i.e., national primary energy consumption per gross domestic product/GDP) by 15% by 2020 and by 20% in 2030 compared to the 2013 level.	2030
Mujib Climate Prosperity Plan	2021	Bangladesh's 2020 NDCs note that the government aims to lower energy intensity (national primary energy consumption per unit of GDP) in 2030 by 20% versus the 2013 level: A total of 95 million tonnes of oil equivalent or 113 billion cubic meters of gas equivalent is expected to be saved during the period.	2030
Asphalt mix resurfacing			
Perspective Plan of Bangladesh 2021-2041	2012	All village roads would be converted to asphalt standard with at least one lane to facilitate rural mobility of passengers and products.	2041
EV charging infrastructure			
Draft National Solar Energy Roadmap, 2021-2041	2020	the government can take an initiative to install solar charging stations in all 64 districts, with special emphasis on the eight divisional cities. By 2041 a total of 121 MW of solar charging station capacity can be installed, 8.125 MW in each divisional city and 1 MW in the remaining 56 districts.	2041
EV manufacturing			
Mujib Climate Prosperity Plan	2021	We will enable EV manufacturing to contribute up to 10% of GDP by 2030.	2030
General e-mobility			
Mujib Climate Prosperity Plan	2021	Shift at least 30% of the transportation fleet to electric by 2030	2030
Mujib Climate Prosperity Plan	2021	We will ensure 50% of the rideshare fleet is green/electric.	2025
Mujib Climate Prosperity Plan	2021	We will ensure 100% of the rideshare fleet is green/electric.	2030

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Bangladesh which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
General infrastructure improvements			
Perspective Plan of Bangladesh 2021-2041	2012	Infrastructure quality: Country ranking = 40 (Baseline, 2018 = 120) Score = 5.0 (Baseline, 2018 = 2.8)	2041
General public transport			
Eighth Five Year Plan	2020	Target 2025: Urban mass transit no. of cities = 1 Baseline 2019: Urban mass transit no. of cities = 0	2025
Perspective Plan of Bangladesh 2021-2041	2012	Urban mass transit in number of cities by 2041 = All major (Baseline, 2018 = 0)	2041
General rail improvement			
Eighth Five Year Plan	2020	Target 2025: ☐ Modernize Railway Workshop and other infrastructure. ☐ Improvement level crossing gates, other infrastructures and rolling stocks ☐ Construct new ICDs ☐ Procure adequate equipment to modernize railway maintenance ☐ Modernize signaling system of 222 stations to ensure safety. ☐ Increase efficiency and improve performance of Bangladesh Railway ☐ Ensure full operational cost recovery by FY2025.	2025
Final Report on Updating Railway Master Plan	2017	To permit the passage of broad gauge rolling stock on the entire network by 2040 and on the core network by 2035 BR plans to update ATP and train control systems before 2040. The Railway will install: 1. Automatic Train Protection (ATP)/Train Protection Warning System (TPWS) on all main line sections. 2. Communication Based Train Control (CBTC)/European Train Control System (ETCS) on corridors identified as international TAR (Trans Asian Railway) routes.	2040
General transport asset management			
Eighth Five Year Plan	2020	Targets 2025: ☐ Rehabilitate/ Upgrade 846 km existing rail line. Target 2025: Transport Infrastructure quality Country ranking = 80 Score = 47 Baseline 2019: Transport Infrastructure quality Country ranking = 100 Score = 42 share of Fair to Good road surfaces will be increased from 81% to 90% for overall RHD Road Network	2025
Rail infrastructure expansion			
Eighth Five Year Plan	2020	Targets 2025: ☐ Construction of 798 km new rail line. ☐ Implement dual gauge double tracking of 897 km to increase line capacity. ☐ Construct 9 important railway bridges ☐ Procure 160 locomotives to enhance the efficiency, ensure reliability & punctuality of running trains and to introduce new trains. ☐ Procure 1704 passenger coaches and 2000 wagons to improve passenger service quality	2025
Reduction of transport/ logistics costs			
Mujib Climate Prosperity Plan	2021	Reduce logistics cost by 25%	2025
Mujib Climate Prosperity Plan	2021	Reduce logistics cost by 50%.	2030
Road infrastructure expansion			

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Bangladesh which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Eighth Five Year Plan	2020	Target 2025: Construction of 4/6/8 lane roads = 550 km Construction of new roads lane = 150 km Improvement/ Rehabilitation of National Highways = 1800 km Improvement/ Rehabilitation of Regional & Zila Highways = 12,700 km Construction of bridges/culverts = 37,500 meters Reconstruction of bridges/culverts = 4,100 meters Construction of Flyover/Overpass = 11,000 meters Construction of Rigid Pavement = 375 km Weigh Bridge/ Axle Load Control Station = 30 number	2025
Target - Road crash fatalities			
Eighth Five Year Plan	2020	Target 2025: Road safety accident death rate by country (WHO 2018) (Per 100,000) = 13 Baseline 2019: Road safety accident death rate by country (WHO 2018) (Per 100,000) = 14.43 in accordance with SDG Target no. 3.6 number of fatalities due to road traffic accidents on national highways will be reduced by 25% at the end of 8FYP	2025
Target - Transport activity			
Eighth Five Year Plan	2020	Target 2025: Passenger Traffic (billion passenger kilometres) Road = 246 Inland water = 23 Railways = 15 Total = 284 Baseline 2019: Passenger Traffic (billion passenger kilometres) Road = 169 Inland water = 16 Railways = 10 Total = 195 Target 2025: Freight Traffic (billion-tonnes kilometres) Road = 31 Inland water = 7 Railways = 3 Total = 41 Baseline 2019: Freight Traffic (billion-tonnes kilometres) Road = 24 Inland water = 5 Railways = 2 Total = 31 Target 2025: Air Traffic (million passengers / million tons) Passenger = 14.63 Freight = 0.50 Baseline 2019: Air Traffic (million passengers / million tons) Passenger = 13.09 Freight = 0.41 Target 2025: Sea Port Cargo Traffic (million numbers /million tonnes) Container = 3.6 Tonnes = 122 Baseline 2019: Sea Port Cargo Traffic (million numbers /million tonnes) Container = 2.9 Tonnes = 98.24	2025
Perspective Plan of Bangladesh 2021-2041	2012	Target 2041: Passenger Traffic (billion passenger kilometres) Road = 4215 Inland water = 843 Railways = 562 Total = 5620 Baseline 2018: Passenger Traffic (billion passenger kilometres) Road = 169 Inland water = 16 Railways = 10 Total = 195 Target 2041: Freight Traffic (billion tonne kilometres) Road = 177 Inland water = 74 Railways = 44 Total = 295 Baseline 2018: Freight Traffic (billion tonne kilometres) Road = 24 Inland water = 5 Railways = 5 Total = 31 Target 2041: Freight Traffic Air = 1.14 million tonne Sea Port Cargo = 48.2 million containers Sea Port Cargo = 1612 million ton Baseline 2018: Freight Traffic Air = 0.38 million ton Sea Port Cargo = 2.2 million containers Sea Port Cargo = 86 million ton Target 2041: Passenger Traffic Air = 55.97 million passenger Baseline 2018: Passenger Traffic Air = 12.4 million passenger	2041
Technical standards for general transport infrastructure			
Eighth Five Year Plan	2020	achieve 80-110 kmph design speed with a level of Service 'B' for 900 kilometres of important highway corridors, which are now operating merely at 30-35 kmph	2025
Transport infrastructure resilience			
Mujib Climate Prosperity Plan	2021	At least 50% of railway infrastructure made climate-resilient and energy efficient.	2030

XIII. Indirect Transport Climate Change Targets

This table shows non-GHG targets as specified in the policy documents in Bangladesh which indirectly benefit climate change mitigation and adaptation in the transport sector

Document	Year published	Target	Target year
Travel time improvement			
Bangladesh. National Communication (NC). NC 3	2018	Improvement of road traffic congestion % improvement in fuel efficiency High = 15% Medium = 10% Low = 5%	2030

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Active transport infrastructure expansion							
First Nationally Determined Contributions (Updated)	2021	Construct NMT and bicycle lanes	x				
Mujib Climate Prosperity Plan	2021	Construct 10,000 km of bike lanes Construct 10,000 km of footpaths	x				
National Integrated Multi-modal Transport Policy	2013	Construction of pedestrian friendly footpath including widening of footpath Provision of more protected pedestrian crossings, where pedestrians want to cross;	x				
National Land Transport Policy	2004	incorporating non-motorised vehicle lanes, where demand exists, will be considered. More footways will be built in urban areas, and a greater emphasis placed on pedestrian crossing facilities, especially the development of safe at grade crossings.	x				x
National Road Safety Strategic Action Plan	2014	Review and establish pedestrian facilities on major roads Recognise VRUs in the planning and design of lanes/roads/highways and establish facilities for their use. Design and implement some network facilities for cycle rickshaw and bi-cycle traffic	x				
Perspective Plan of Bangladesh 2021-2041	2012	Creating special lanes for pedestrians and cyclists The emphasis would be given on the introduction of pedestrian roads in Dhaka City and then extend to other Metropolises	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	measures such as the sufficient provision of sidewalks and the creation of pedestrian-only zones	x				x
Adaptation transport laws, regulations and programmes							
First Nationally Determined Contributions (Updated)	2021	Other relevant programs that have been implemented over the last decade are National Resilience Programme, Project for Enhancing Capacity on Planning and Implementation of Regional Disaster Risk Reduction, Information Management System for Disaster Risk Management,					
BRT							
First Nationally Determined Contributions (Interim Updated)	2020	With the implementation of some major projects in the transport sector, the contribution to emission reduction will be significant, especially implementation of several Mass Rapid Transit (MRT) and Bus Rapid Transit (BRT) in Capital Dhaka City as well as significant qualitative improvement of railway transport through introduction of energy efficient modern locomotives and expansion of rail networks.	x				x
Eighth Five Year Plan	2020	Provision of Bus Rapid Transit (BRT) that is characterized by dedicated lanes for rapid movement of buses for all divisional cities	x				x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	In order to reduce traffic congestion, the Government will start Mass Rapid Transit/Bus Rapid Transit lines on priority basis Bus Rapid Transit (BRT) and Mass Rapid Transit (MRT) system will be introduced as per recommendation of the Strategic Transport Plan (STP) and transit authorities will be created to run these transit system	x				x
Perspective Plan of Bangladesh 2021-2041	2012	Provision of Bus Rapid Transit (BRT) that is characterized by dedicated lanes for rapid movement of buses for all divisional cities.	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	5 MRT Line and 2 BRT Line be opened by 2035 Also public transport means are to be developed, especially with regards to the bus system (i.e. increase of the network and capacities; introduction of Bus Rapid Transit Systems) and the rail system (i.e. development of a rail-based mass transit system in the Dhaka Metropolitan Area) The Government is building a BRT line-3 between Gazipur and Jhilmil (Keraniganj).	x				x
Voluntary National Reviews (VNRs) 2020	2020	In this regard, the Mass Rapid Transit (MRT-6) and Bus Rapid Transit (BRT, Airport to Gazipur) system are being constructed. Apart from this, MRT Line -1 and MRT Line-5 (North) have been approved by the Executive Committee of the National Economic Council (ECNEC). Technical Assistance Project for MRT Line -5 (South) has also been approved.	x				x
Development of air pollution plan/ policy							
First Nationally Determined Contributions (Interim Updated)	2020	In order to address air pollution issues comprehensively, a ‘Clean Air Act, 2020’ has been finalized and awaiting approval.					
Development of climate change/ low carbon plan/ policy							
First Nationally Determined Contributions (Updated)	2021	Honorable Prime Minister has launched a program to develop “Mujib Climate Prosperity Plan” for Bangladesh. The Plan will be the first of CVF plans, with a strategic investment framework to mobilize financing, especially through international cooperation, for implementing renewable energy and climate resilience initiatives.					
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.					
Draft National Solar Energy Roadmap, 2021-2041	2020	Besides these, the national plan and programs such as, the Bangladesh Climate Change Strategy and Action Plan (BCCSAP), Power System Master Plan 2016 (PSMP), the Five-Year Plans, etc. have highlighted and focused on the development of RE resources.					

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
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.					
Development of national development plan/ policy							
First Nationally Determined Contributions (Interim Updated)	2020	The Government has recently adopted the Bangladesh Delta Plan 2100, a comprehensive 100-year strategic plan aimed at attenuation of gradual sustainable development through adaptive delta management process.					
First Nationally Determined Contributions (Updated)	2021	The government has recently adopted the Bangladesh Delta Plan 2100, a comprehensive 100-year strategic plan aimed at gradual sustainable development through adaptive delta management process.					
Draft National Solar Energy Roadmap, 2021-2041	2020	One important addition in the RE related policy landscape is the approval of Bangladesh Delta Plan 2100 in September 2018. The General Economic Division of the Planning Commission (GOB) has published the final draft of its Perspective Plan of Bangladesh 2021-2041 in January 2020. The latest addition to the policy documents concerning the development of renewable energy technologies in Bangladesh is the Draft Eight Five Year Plan FY 2021 to FY 2025.					
Energy Efficiency and Conservation Master Plan up to 2030	2015	Green Building Guideline (GBG) GBG is being developed as a guideline for the design and construction of upper-grade EE&C and low environment impact buildings rather than the buildings under BNBC [Revised]. The objects of GBG are offices, rental & mercantile (shopping malls), residential, industrial, public establishments (air-port, railway station, bus-station etc.), hospitals, schools and hotels in new large scale projects by both public and private sectors.					
Development of transport adaptation/ emergency/ disaster plan/ policy							
First Nationally Determined Contributions (Updated)	2021	Bangladesh is currently preparing the National Adaptation Plan (NAP) to address climate change. This will include an overview on climate change hazard, risk and vulnerability for Bangladesh. Current adaptation strategies for different impacts due to climate change undertaken in different projects/initiatives from both the government and NGO/CSOs will be identified and Success stories/case studies on resilient adaptation options will be included in the NAP.					
National Shipping Policy 2000	2000	Probable plan will be prepared to face disaster.				X	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Voluntary National Reviews (VNRs) 2020	2020	In view of the long-term challenges presented by climate change and natural hazards, the government has formulated a long term Bangladesh Delta Plan 2100 (BDP 2100). “BDP 2100” is a water-centric, comprehensive, integrated, holistic and long-term plan for Bangladesh. It is a techno-economic plan that includes a framework for its implementation with an investment plan phased out in short, medium and long term interventions. BDP 2100 is envisioned to ensure long-term water and food security, economic growth and environmental sustainability while effectively coping with natural disasters, Climate Change, and other delta issues through robust, adaptive and integrated strategies, and equitable water governance. The Ministry of Disaster Management and Relief (MoDMR) has prepared Disaster Risk Reduction Strategies of Bangladesh (2016-2020) in line with the Sendai Framework for Disaster Risk Reduction 2015-2030 and other international protocols ratified by the Government of Bangladesh. Bangladesh adopted its National Adaptation programme of Action (NAPA) in 2005 and revised it on 2009.					
Development of transport plan/ policy							
First Nationally Determined Contributions (Updated)	2021	Development of Urban Transport Master Plans (UTMP) to improve transport systems in line with the Urban Plan/ City Plan for all major cities and urban area					x
Mujib Climate Prosperity Plan	2021	We will assess the Revised Strategic Transport Plan for Dhaka and adjacent cities for the use of modernized technology and green financing.					x
National Integrated Multi-modal Transport Policy	2013	Adopting strategies for integrated transport policy Setting specific targets for improving air quality, road safety, public transport provision and efficiency, and road traffic growth reduction Strategic Transport Plans will be drawn up for all major cities, in which the role of public transport will be emphasized. Such plans will also make recommendations for institutional reforms to enable successful implementation of plans Multimodal transport studies will be undertaken addressing the objectives and issues of sustainable development, taking account of forecast demands, leading to the adoption of investment plans	x				
Ecodriving							
Intended Nationally Determined Contributions	2015	15% improvement in the efficiency of vehicles due to more efficient running	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Vehicle maintenance and eco-driving	x				
EV charging infrastructure							
First Nationally Determined Contributions (Updated)	2021	Conditional: Establish charging station network and electric buses in major cities	x				x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	Installation of a wide network of charging stations and battery recycling industry	x				
Draft National Solar Energy Roadmap, 2021-2041	2020	IDCOL and World Bank have already sponsored a pilot R&D study of such a station at Chuadanga According to SREDA’s website, so far 12 solar charging stations have been installed with total capacity of 0.253MW. The stations are owned and financed by different utilities, such as, BPDB, BREB, DESCO, DPDC and WZPDCL.	x				x
Financial instruments to support decarbonisation							
First Nationally Determined Contributions (Interim Updated)	2020	The Bangladesh Climate Change Trust Fund (BCCTF) has undertaken 789 projects with investment of 443 million USD to implement strategic actions of the prepared Bangladesh Climate Change Strategy and Action Plan in 2009.					
Mujib Climate Prosperity Plan	2021	We will leverage PPP models to create green distribution networks for freight through the use of integrated distribution facilities and electric vehicles to fulfil the freight demands of urban areas.					x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	In terms of finance the rail Master Plan on which the activities and the Rail NAMA are structured consists of 235 projects costing USD 30 billion in the period 2010 to 2030		x			
Fuel quality							
First Nationally Determined Contributions (Interim Updated)	2020	introducing good quality fuel and Euro III and IV engines	x				
Air pollution Reduction Strategy for Bangladesh	2012	Phasing out of lead (Pb) from petrol in 1999 is one of the major success stories in air pollution regulation in Bangladesh.	x				
National Land Transport Policy	2004	The Government will strengthen enforcement to stop adulterated fuel. A favourable environment will be created to develop efficient fuel distribution systems in the private sector	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Usage of low sulphur diesel fuel.	x				
Voluntary National Reviews (VNRs) 2020	2020	These include lead (pb) phase out from petrol	x				
General e-mobility							
First Nationally Determined Contributions (Interim Updated)	2020	10000 hybrid and electric vehicles are planned to be introduced introducing Lithium-ion battery in all motor cycles and cars are planned	x				
First Nationally Determined Contributions (Updated)	2021	Reduction of private cars and encourage electric and hybrid vehicles	x				
Draft National Solar Energy Roadmap, 2021-2041	2020	Even though no specific target has been proposed for electric vehicles in this Roadmap, it still makes sense to include it in the discussion due to the sector’s huge potential.	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	Clean energy transport options such as electric inter-city trains, electric elevated Mass Rapid Transit (MRT)/Metro Rail and Underground MRT/Metro Rail, electric buses, electric cars etc. will be promoted.					x
Mujib Climate Prosperity Plan	2021	We will encourage the use of electric and hydrogen-powered vehicles to transport goods. These would include green and electric inland water transportation to complement the Bangladesh dredging master plan to unlock 10,000 kilometers of river routes while the collected silt and debris can be used to raise low-lying land. In addition, high-speed electric rail, and urban development in climate-smart ways, such as modernization of urban mobility through rapid-transit e-buses and e-bikes is also included. We will leverage PPP models to create green distribution networks for freight through the use of integrated distribution facilities and electric vehicles to fulfil the freight demands of urban areas.	x	x	x		x
Perspective Plan of Bangladesh 2021-2041	2012	Clean energy transport options such as electric inter-city trains, electric elevated metro rail, underground rail, electric buses, electric cars etc. will be promoted. S					x
General inland waterways (IWT) improvement							
First Nationally Determined Contributions (Updated)	2021	Improved and enhanced Inland Water Transport (IWT) system (Improve navigation for regional, sub-regional, and local routes, improve maintenance of water vessel to enhance engine performance, introduce electric water vessel etc.)			x		
Bangladesh Delta Plan 2100 Vol. 3.b	2018	Intensification of the dredging programme by procuring dredgers to develop channel conditions of inland waterways. Smooth navigation of water craft will be ensured through navigation aids			x		
Eighth Five Year Plan	2020	Establish priority routing based on potential passenger and freight traffic flows and develop those navigability improvements and river port infrastructures. Sharply improve the navigability of river routes through strategic dredging, river training, and bundling as emphasized in BDP2100. Give priority to inter-regional river connectivity to facilitate trade, commerce and tourism. Strengthen river transport safety standards by setting proper standards and ensuring full compliance. Particular attention would be given to ensure the river-worthiness of vessels, adequacy of safety equipment including radio communications, and compliance with passenger load regulations. Vessel worthiness licensing would ensure minimum service facilities and standards of all vessels. Given the large need for resources, a proper balance between the public and private sector will be maintained. Much of the infrastructure will be provided by the public sector but most of the passenger and freight services will be provided by the private sector. ADP allocations will give priority to the development of IWT infrastructure			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mujib Climate Prosperity Plan	2021	These would include green and electric inland water transportation to complement the Bangladesh dredging master plan to unlock 10,000 kilometers of river routes while the collected silt and debris can be used to raise low-lying land.			X		
National Integrated Multi-modal Transport Policy	2013	Bringing navigability of rivers through enforcement, removing encroachment of river banks, permanent stopping of river pollution, upgrading of river ports and ensuring an environment conducive to transportation through river ports. Increasing government allocation for dredging Applying advanced technology along with introducing modern management and developing skilled human resources in dredging Modernizing hydrographic survey to provide updated information of waterways of all classes Improving navigational aids and vessels tracking Ensuring uninterrupted movement of inland water transports; Introducing water bus to provide door-to-door service to people. Ensuring that vessels are provided with sufficient life saving devices Ensuring use of Digital Mobile Radio and wireless technology to ensure uninterrupted communication from bank to bank, vessel to bank and vessel to vessel; Ensuring adequate vertical clearance in inland waterways for safe passage of vessels and providing Low Tension Lines and High Tension Lines to safe heights Strengthening marine guards/marine police and establishing police station for waterways to ensure security of passengers and freight Short-term, mid-term and long-term contracts for river maintenance dredging			X		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Shipping Policy 2000	2000	Inland and coastal main river ways will have to be developed and maintained in such way that river vessel can move freely for carrying materials between sea ports and hinterlands. o keep continue effective discussion regarding river basin management with the neighbouring countries. This discussion will be held in the light of national shipping policy and imposing proper importance on navigation. Matter of discussion may include exchange of data regarding hydrology and weather, afforestation, prevention of erosion to protect watershed and reducing degradation of soil standard. To keep proposal of ideal quantity of minimum water flow in some marked river and river ways to keep navigability even after use of water for irrigation, drinking and after use of water in different urban necessity. To continue inspection and observation of passenger carrying service under government and private sector to ensure survey, registration and related matters for safe water transport and to ensure life saving equipment in the ship. Department of shipping will determine standard in these regards and these will be compulsory to all organisations. Passenger carrying service will be continued in the coastal area for public interest. This service will be run by BIWTC through giving government subsidy until private sectors come to this work. Ensure sufficient ferry service to cross main rivers. BIWTC will have to keep proper fleet of ferry to meet up demand as per requirement in the main ferry ways. Encouraging introduction of private sector side by side with the government sector in the new ferry routes. Substitution of naval assisting equipment in the river way and those are to be observed regularly. At the same time naval assistance equipment will have to install in the new waterways. Pilotage service should be arranged in the important and necessary naval ways. The river ways where there is shortage of pilot, efficient seamen are to be motivated from the private sector to render pilotage service. Introducing an easy registration system for the engine boat of below 16-horse power by preparing a proper act. Taking necessary action for registration of such engine boat and annual survey under proper act.			x		
National Sustainable Development Strategy 2010-2021	2010	Expansion of the dredging program including procurement of dredgers to improve existing channel conditions of inland waterways and provision of navigational aids and safety for smooth navigation of water crafts.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Perspective Plan of Bangladesh 2021-2041	2012	Establish priority routing based on potential passenger and freight traffic flows and develop those navigability improvements and river port infrastructures • Sharply improve the navigability of river routes through strategic dredging, river training, and bandalling. (implementation of BDP2100 may help substantially in this regard) • Give priority to inter-regional river connectivity to facilitate trade, commerce and tourism • Sharply improve river transport safety standards by setting proper standards and ensuring full compliance. Particular attention would be given to ensuring the river-worthiness of vessels, adequacy of safety equipment including radio communications, and compliance with passenger load regulations. • Vessel worthiness licensing would ensure minimum service facilities and standards of all vessels. • Riverport facilities will be sharply improved with modern service standards for passengers, docking and unloading services for cargo including container cargo, storage facilities and security and rescue services. International river ports of call will also provide customs and inspection services as relevant.			X		
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	In recognition of its importance, a number of measures were announced in the Seventh Five Year Plan to encourage greater use of inland waterways, including dredging projects such as the project to develop the navigability of “Madaripur-CharmuguriaTeherhat-Gopalganj” river routes ⁴³ , which is scheduled to be completed by 2019/20. A medium-term project is also currently being implemented and a longer term dredging project (“Capital dredging of 53 river routes”) has recently started. In addition, a circular water bus and water Taxi in Hatirjheel lake have been introduced in Dhaka taking steps to ensure better schedule management could help encourage use of this mode of transport. Expansion and modernization of railways and a mode shift from road to rail and from road to waterways			X		X
General public transport							
Intended Nationally Determined Contributions	2015	Modal shift from road to rail, delivered through a range of measures, including underground metro systems and bus rapid transit systems in urban areas. Reduced congestion and improved running of traffic. This will be achieved by a number of measures, including building of expressways to relieve congestion and public transport measures.	X	X			X
Air pollution Reduction Strategy for Bangladesh	2012	Improve public transport					X

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	Clean energy transport options such as electric inter-city trains, electric elevated Mass Rapid Transit (MRT)/Metro Rail and Underground MRT/Metro Rail, electric buses, electric cars etc. will be promoted. Strengthening linkages with cities and towns around Metropolitan Areas through Bus Rapid Transit (BRT) and Mass Rapid Transit (MRT/Metro Rail). The emphasis would be placed on coordinated development of land use and transportation planning in order to facilitate access to such basic necessities as workplaces and socio-economic facilities.					x
National Integrated Multi-modal Transport Policy	2013	Ensuring more security system of mass transports through improving security at stations In order to discourage use of cars, innovative measures will be promoted for bus services so that they are cleaner, more comfortable, more reliable, and hence they are considered an attractive alternative to cars Innovative measures will be encouraged so that bus routes can be franchised to private sector operators in a transparent way that meet environmental objectives Massive improvement activities are to be implemented adjacent to metro stations and other public transport stations Steps will be taken to introduce quality taxicab services Better and dependable mass transport system will be gradually developed in cities Routes of public transport system will be designed to meet the needs of citizens Necessary measures will be taken to improve public transport system through route franchising	x	x			x
National Land Transport Policy	2004	The Government will review the regulations governing bus operations with the aim of bringing forward amendments that improve efficiency of operations, and improve journey times and the safety of the travelling public. In Dhaka, comprehensive bus route plans will be developed. Steps will be taken to organise the bus operators to form modern bus companies to operate competitive bus services. A Modern bus service system will be developed through bus route franchising in the capital. This system will be extended to other metropolitan areas as required. A modern system will be introduced for charging at terminals. Participation of the private sector in the following activities will be encouraged: Urban bus operations, through the development of formal companies and route franchising Greater private sector participation in the operation of BRTC buses will be encouraged. For better services and proper utilisation of Government property, private sector participation in commercial uses of BRTC property along with operation of BRTC buses and trucks may be encouraged.	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	The Government furthermore sets to foster innovations in bus transport Restructuring of bus network, BRF (bus route franchise) & replacement of bus terminals promotion of low cost public transport modes such as rapid transit Promotion of low cost public transport	x				x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
General rail improvement							
First Nationally Determined Contributions (Interim Updated)	2020	With the implementation of some major projects in the transport sector, the contribution to emission reduction will be significant, especially implementation of several Mass Rapid Transit (MRT) and Bus Rapid Transit (BRT) in Capital Dhaka City as well as significant qualitative improvement of railway transport through introduction of energy efficient modern locomotives and expansion of rail networks.		x			x
Bangladesh Delta Plan 2100 Vol. 3.a	2018	Priority to be given to railways over other forms of transport By 2021, all routes should be dual gauge so that meter and broad gauge trains can operate effectively between the East and West Zones.		x			
Eighth Five Year Plan	2020	<ul style="list-style-type: none"> ☐ Redevelopment of stations for smooth flow and comfortable experience of passengers as also with ensuring cleanliness and hygienic environment. ☐ Ensuring safety and comfort to the passengers and freight transport. ☐ Up gradation of railway human resources aimed at commercializing services. ☐ Redesign of coaches to enhance travel comfort and safety. ☐ Competitive pricing, ease of ticketing through online purchase and timeliness of service with a view to making a profit. ☐ Increased capacity on key corridors. ☐ Increase new train service based on demand. ☐ Development of new modern Inland Container Depots with the increasing number of block train to carry container from port to destination. ☐ Ensure railway connectivity to every district of Bangladesh. ☐ Reconstruction, modernization and extension of missing links for national, regional and Trans Asian Railway Network. 		x			
National Integrated Multi-modal Transport Policy	2013	Upgrading infrastructure of Bangladesh Railway Improving inter-city service quality, timetable and capacity Establishing regional links, including those of TransAsian Railway, to facilitate trade in goods and services Enhancing operating capacity of Bangladesh Railway alongside improving quality of service Extending rail service to the doorsteps of people through expansion of rail network in all regions of the country Introducing modern system (Electric traction, ticket punching, chord line, monorail, etc.); and Remove all illegal structures adjacent to railway stations and railway lines and recover railway property		x			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Bangladesh Railway (BR) will be responsible for enhancing the services for passengers and freight and for promoting growth in the use of the network, serving the community, benefiting the environment and getting good value for taxpayer's money, with private sector participation. The Government welcomes advances from the private sector in achieving these aims. The private sector will be encouraged to take a part in: 1. Ticketing, ticket allocation and seat reservations 2. Operation of all types of passenger services 3. Supply of rolling stock 5. Rolling stock maintenance The Government will introduce targets and incentives to assist the Bangladesh Railway to achieve higher quality operations. The quality and reliability of inter-city services will be increased. To achieve this goal Government will provide assistance Where rural branch services are unable to meet their expenses, alternative modes of operation, subsidy payments, and closure of loss incurring services/lines will be considered. In cases of social need and economic benefit the government will consider subsidy payments (Public Service Obligation) to BR to maintain operations. BR will acquire new rolling stock to make best use of the opportunities created as a result of construction of the Jamuna Bridge Operations on the rural branch and low revenue passenger services, such as local and mail trains will be reviewed. Where these are little used, BR will prepare techniques for attracting more passengers and enhancing revenues. In terms of operations, BR will introduce better systems for planning and using rolling stock. The priority call on better quality stock should be in the profitable inter-city and freight sectors. Investments will be made in BR programmes which will help improve efficiency and increase profit. Government Inspector of Bangladesh Railway (GIBR) office will be given greater powers in respect of safety on the railways. In particular, it will be asked to investigate and recommend operational plans to improve safety, and to halt practices which cause unsafe operations. Government will fund safety improvements in the railway. Government will ensure that in the future all authorized crossings on National and Regional Roads are manned, and that all manned crossings have a means of communication to the nearest stations on each side. Automatic warning signals will also be installed on main roads when the train frequency rises above threshold levels The Government will initiate a programme of flyover construction at the busiest level crossings, with priority on economic merit. New National Roads will in future be grade-separated from railways. The Government will consider a programme for more efficient crossing operations in the light of more intensive train operations in greater Dhaka. This will include consideration of fly-overs.		x			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Perspective Plan of Bangladesh 2021-2041	2012	Railways - Strengthen business planning to capture a higher market share of passenger and freight traffic including special services for tourist and high-end users. Service standards will be set for port clearings and rail services in terms of timeliness, online user-friendly ticketing and clearance documentation options, and in-transit services. Augmentation of supply (more trains and longer trains) to ensure full satisfaction of demand for both passenger and freight. Introduction and/or upgradation of modern signalling system with relevant safety measures of international standard and introduction of a proper telecommunication system. Introduction of mechanized track maintenance system. Introduction of a modern train management system with the Centralized Traffic Control System. Redevelopment of stations for smooth flow and comfortable experience of passengers as also with ensuring cleanliness and hygienic environment. Ensuring safety and comfort to the passengers and freight transport. Upgradation of railway human resources aimed at commercializing services. Redesign of coaches to enhance travel comfort and safety. Competitive pricing, ease of ticketing through online purchase and timeliness of service with a view to making a profit. Increased capacity on key corridors. Increase new train service based on demand. Introduction of electric traction in Bangladesh Railway.		x			
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	an expansion and renewal of the railway network. Expansion and modernization of railways and a mode shift from road to rail and from road to waterways. This shall be realized through the expansion of railway infrastructure and increased railway efficiency. Improved locomotive maintenance facilities which again result in increased maintenance quality and thereby improved fuel efficiency of locomotives.		x			
General transport labels							
Intended Nationally Determined Contributions	2015	An Energy Efficiency labelling programme to promote sales of high efficiency products in the market					
Intelligent transport systems							
First Nationally Determined Contributions (Updated)	2021	Introducing Intelligent Transport System (ITS) based public transport management system to ensure better performance, enhance reliability, safety and service	x				
National Integrated Multi-modal Transport Policy	2013	Urban transport plans will prioritize mechanized traffic management with a view to making best use of existing infrastructure and introduce Intelligent Transport System (ITS) in the long-run	x				x
Investment required for specific projects							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Nationally Determined Contributions (Updated)	2021	Transport Plan Preparation, policy initiatives and ITS = 70 million USD (unconditional), 500 million USD (conditional) Implementation of MRT and BRT = 4200 million USD (unconditional), 12470 million USD (conditional) Multi modal Hub development = 800 million USD (unconditional), 200 million USD (conditional) Widening of roads, improving road quality and Construct NMT and bicycle lanes = 1500 million USD (unconditional), 700 million USD (conditional) Construction of Expressways = 1000 million USD (conditional) Establish charging station network and electric buses in major cities = 60000 million USD (conditional) Purchase of modern rolling stock and signaling system for railway = 5000 million USD (unconditional), 5000 million USD (conditional) Electrification of railway system and double track construction = 20000 million USD (conditional) Improved and enhanced Inland Water Transport = 3000 million USD (unconditional), 10000 million USD (conditional)	x	x	x		
Intended Nationally Determined Contributions	2015	Building an Elevated Express Highways in Dhaka for decongestion of the main urban traffic arteries = 2.65 Billion, 2011-2030 Dhaka mass rapid transit system = 2.7 Billion, 2011-2030	x	x			x
Bangladesh. National Communication (NC). NC 3	2018	Building an elevated expressway in Dhaka with the aim of decongestion of the main urban traffic arteries = 26.5 million USD Dhaka mass rapid transit system = 2700 million USD	x	x			x
Mujib Climate Prosperity Plan	2021	USD 1 billion Electrifying Transportation E-Bikes, E-Buses in Dhaka	x				x
Railway electrification							
First Nationally Determined Contributions (Interim Updated)	2020	introduction of broad gauge and electric locomotives		x			
First Nationally Determined Contributions (Updated)	2021	Electrification of the railway system and double-track construction Purchase of modern rolling stock and signaling system for railway Electrification of the railway system and double-track construction		x			
Eighth Five Year Plan	2020	☑ Introduction of electric traction in Bangladesh Railway.		x			
Mujib Climate Prosperity Plan	2021	In addition, high-speed electric rail, and urban development in climate-smart ways All railway platforms to include solar power and other public spaces to maximize use of solar power We will enable the climate resilience of the Bangladesh Railway 30-year revised master plan including protection measures from extreme weather, heavy rain, high temperatures, high wind speeds, and reduced soil stability. We will also support energy efficiency measures of railway infrastructure including a shift to electric.		x			x
National Integrated Multi-modal Transport Policy	2013	Introducing modern system (Electric traction, ticket punching, chord line, monorail, etc.); and		x			
Reference to finance mechanisms within country							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Nationally Determined Contributions (Updated)	2021	The Bangladesh Climate Change Trust Fund (BCCTF) has undertaken 800 projects with an investment of 449.3 million USD to implement strategic actions of the Bangladesh Climate Change Strategy and Action Plan (BCCSAP), which mainly focus on adaptation, mitigation and climate change research.					
Intended Nationally Determined Contributions	2015	To enhance climate change adaptation activities in all key policies and sectors, Bangladesh has recently established two innovative funds: the Bangladesh Climate Change Trust Fund (BCCTF) from the Government's own budget and the Bangladesh Climate Change Resilient Fund (BCCRF) with the support of development partners.					
Eighth Five Year Plan	2020	Railway tariffs will be modernized so as to cover full operating cost by FY2022. Pricing policies for passenger and cargo will be commercially determined with a view to enabling a reasonable rate of return on investment.					
National Integrated Multi-modal Transport Policy	2013	Innovative funding mechanisms, including road user charging and levies to fund road maintenance and proper and efficient use of Road Fund	X				
National Land Transport Policy	2004	Private sector participation in the transport sector will be encouraged more. But the ownership of road and rail infrastructure, being national assets, will remain with the Government. practice long-term leases with appropriate terms to allow the private sector to recover its investment. Where tariff levels for passenger and freight are regulated, these will be reviewed across all modes of transport to ensure that costs to users are at a minimum consistent with other policy objectives. Funding will be provided for mitigation measures of adverse environmental impacts.	X	X			
Perspective Plan of Bangladesh 2021-2041	2012	IWT - Pricing policies for passenger and cargo will be commercially determined with a view to enabling a reasonable rate of return on investment.			X		
Road Master Plan 2009	2009	Government will create Road Fund and autonomous Board to manage it.	X				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	National funding for climate activities is channelled and accessed through the Bangladesh Climate Change Trust Fund, allocated a total of USD 340 million from the national budget. National private finance is provided through the Central Bank and commercial banks who offer concessional loans and refinancing, guided by the policy guidelines for green banking (Bangladesh Bank 2011). Green Climate Fund Bangladesh is targeting the GCF for support for mitigation and adaptation actions. The Economic Relations Division in the Ministry of Finance has been designated as the National Designated Authority (NDA) for the GCF in Bangladesh and they have submitted a proposal to the GCF for building GCF readiness, for example by strengthening the country coordination mechanism for GCF-related activities and identifying transformational investment opportunities in accordance with GCF's Investment Framework and Result Management Framework The NAMA Facility, set up by the UK and German Governments and now also supported by the Danish Government and the European Commission, could be a source of funding for mitigation action Japanese bilateral funds are routed directly to government agencies via the coordination of the Economic Relations Division Least Developed Countries Fund under the UNFCCC Adaptation Fund under the Kyoto Protocol The Global Environment Facility's Trust Fund The Pilot Program for Climate Resilience The UN REDD+ Programme Green Climate Fund's Private Sector Facility, a dedicated financial window to mobilise and channel private capital and expertise at scale					
Voluntary National Reviews (VNRs) 2020	2020	The Government of Bangladesh has prepared and enacted the Climate Change Trust Act 2010 to redress the adverse impacts of climate change. Bangladesh was the first government to set up a trust fund namely 'Bangladesh Climate Change Trust Fund (BCCTF)' to create a national resource for climate change investments with the aim to support the implementation of the BCCSAP.					
Road charging and tolls							
First Nationally Determined Contributions (Updated)	2021	Electronic Road Pricing (ERP) or congestion charging	x				x
Eighth Five Year Plan	2020	A proper road user charge will be developed that also accounts for congestion, risk of traffic accidents and environmental pollution and implemented in a phased manner. These resources will be used to improve the maintenance of roads, bridges and highways. ☒ Time of day use restrictions will be introduced in heavily congested roads. Consideration will be given to introduce entry fee during peak hours for heavily travelled roads.	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Innovative funding mechanisms, including road user charging and levies to fund road maintenance and proper and efficient use of Road Fund. Paying rational user charges by roads users for using quality roads. In order to limit entry of traffic to busy and congested parts of city, concerned agencies with the approval of the Government will consider introducing regulatory measures (e.g., charging levy)	X				X
National Land Transport Policy	2004	The Government will move towards a taxation system for road users which ensures that users pay for the costs of transport operations and maintenance. The Government has started to research the most appropriate form of guaranteed funding for routine and periodic road maintenance of National, Regional, Feeder (District) and local roads in Bangladesh. The Government will identify the appropriate sources for operating a road fund for this purpose. Road users should pay towards road maintenance costs in proportion to the damage which they do to roads. Tolls will be levied on all major bridges (which replaced mechanised ferries) on the National Road Network	X				
Perspective Plan of Bangladesh 2021-2041	2012	The development and implementation of a well-designed road user charges will be instrumental in providing resources for road upgrading and maintenance. For highways and major bridges, the use of tolls will provide funding for O&M. Time of day use restrictions will be introduced in heavily congested roads. Consideration will be given to introduce entry fee during peak hours for heavily travelled roads.	X				
Road infrastructure expansion							
First Nationally Determined Contributions (Interim Updated)	2020	completing all highways with four lanes	X				
First Nationally Determined Contributions (Updated)	2021	Widening of roads (2 to 4 lanes) and improving road quality	X				
Intended Nationally Determined Contributions	2015	Reduced congestion and improved running of traffic. This will be achieved by a number of measures, including building of expressways to relieve congestion and public transport measures.	X				
Eighth Five Year Plan	2020	Bypasses around towns would be planned and provided as access-controlled expressway type facilities with entry/exit at predetermined locations.	X				X
Mujib Climate Prosperity Plan	2021	We will conduct feasibility studies and mapping to upgrade regional coordination highway corridors inside Bangladesh to improve road connectivity with neighboring countries. We will ensure 3,790km of national highways are upgraded to 4/6 lanes to handle traffic growth. Upgrade 3,790 km of national highways, 4,206 km of regional highways	X				
National Integrated Multi-modal Transport Policy	2013	Promoting carefully targeted capacity improvements to address existing congestion on the network;	X				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	As part of the long-term highway plan, the Government will draw up plans for national toll roads, and will prepare appropriate design standards. Ferries will be replaced by bridges on National Roads, where economic benefits are proven. A priority programme for widening bridges on National Roads up to the carriageway width will be developed,	x				
National Sustainable Development Strategy 2010-2021	2010	. The Dhaka-Chittagong Highway is to become a four-lane road and then to sixlane while the other highways should gradually become four-lane. These roads can form part of the regional road network, as well as the Asian Road network facilitating trade between Bangladesh and neighbouring countries.	x				
Perspective Plan of Bangladesh 2021-2041	2012	Consolidating and upgrading National Highway Networks through multi-laning of existing highways, by establishing access-control long-distance expressways, and by creating service lanes to ease connectivity to local roads. Bypasses around towns would be planned and provided as access-controlled expressway type facilities with entry/exit at predetermined locations. Establishing connectivity with inter-regional highways, economic zone areas, ports, airports, power stations, inland water transport facilities, rail stations and rail freight centres and major tourist resorts to maximize the benefits of the highways system. Ensuring inter-district connectivity for all districts that are not connected through the national highway system. This can be achieved by upgrading existing roads and bridges and where necessary by creating new expansions. zilla and upazilla roads - These roads would at a minimum be 2 lanes, but in some areas where traffic pressure is intense, they would require 4-lanes	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Dhaka-Chattogram and Dhaka-Mymensing road is already upgraded to 4 lane highway.	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Arterial road development at Mirpur and Eastern Fringe Area to support urban development South part of ring road to be opened before completion of Padma bridge Arterial road and ring road development outside Dhaka Metropolitan Area Redevelopment of inter-urban roads Upgrading to 4 lane of Joydebpur-Elenga road is going on under SASEC I project. Upgrading of Elenga-Rangpur, Dhaka bypass, Dhaka-Sylhet will commenced soon The construction work of the Dhaka Elevated Expressway, from the airport to Palashi, has started which is expected to relief congestion inside Dhaka city	x				x

Urban passenger rail infrastructure improvement

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
First Nationally Determined Contributions (Interim Updated)	2020	With the implementation of some major projects in the transport sector, the contribution to emission reduction will be significant, especially implementation of several Mass Rapid Transit (MRT) and Bus Rapid Transit (BRT) in Capital Dhaka City as well as significant qualitative improvement of railway transport through introduction of energy efficient modern locomotives and expansion of rail networks.		x			x
Eighth Five Year Plan	2020	Introduction of Commuter Train Services for reducing traffic jam in megacities. Completion of Mass Rapid Transit (MRT) Metro Rail, both elevated and underground rail, initially in Dhaka City and its adjoining areas.		x			x
National Integrated Multi-modal Transport Policy	2013	In order to reduce traffic congestion, the Government will start Mass Rapid Transit/Bus Rapid Transit lines on priority basis Bus Rapid Transit (BRT) and Mass Rapid Transit (MRT) system will be introduced as per recommendation of the Strategic Transport Plan (STP) and transit authorities will be created to run these transit system		x			x
National Land Transport Policy	2004	For mass public transport services for Dhaka, the possibility of implementing new rail commuter services between Tongi and Narayanganj, via Dhaka (and other such mass public services) will be assessed by a detailed study. Further mass transit proposals for Dhaka can be considered once the financial position of BR is more robust.		x			x
National Sustainable Development Strategy 2010-2021	2010	Connect the capital city with Cox's Bazar, Mongla Port, Tungipara, Barisal, Chittagong Hill Tracts and other areas where rail network does not exist. Improve commuter train services to provide better urban transport facilities to the daily passengers around Dhaka, Chittagong, Khulna, Rajshahi, Sylhet and Rangpur.		x			x
Perspective Plan of Bangladesh 2021-2041	2012	Introduction of Commuter Train Services for reducing traffic jam in megacities. Provision of mass rapid transit (MRT/Metro Rail), both elevated and underground rail, initially in Dhaka City and adjoining areas and eventually extended to all metropolises.		x			x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	5 MRT Line and 2 BRT Line be opened by 2035 Also public transport means are to be developed, especially with regards to the bus system (i.e. increase of the network and capacities; introduction of Bus Rapid Transit Systems) and the rail system (i.e. development of a rail-based mass transit system in the Dhaka Metropolitan Area) Urban MRTS mass rapid transit systems should be encouraged, in particular in Dhaka One Metro line (MRT line 6) is being built in Dhaka as suggested in Revised Strategic Transport Plan (RSTP). The feasibility study of another two metro line (MRT line 1 & 5) is being commenced.		x			x
Voluntary National Reviews (VNRs) 2020	2020	In this regard, the Mass Rapid Transit (MRT-6) and Bus Rapid Transit (BRT, Airport to Gazipur) system are being constructed. Apart from this, MRT Line -1 and MRT Line-5 (North) have been approved by the Executive Committee of the National Economic Council (ECNEC). Technical Assistance Project for MRT Line -5 (South) has also been approved.		x			x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Voluntary National Reviews (VNRs) 2020	2020	A metro rail line between Uttara and Motijheel and a rapid bus line from Gazipur to Mohakhali, which will be built by 2021, will ease the transportation problem to some extent.		x			x
Vehicle air pollution emission standards							
First Nationally Determined Contributions (Interim Updated)	2020	introducing good quality fuel and Euro III and IV engines	x				
Air pollution Reduction Strategy for Bangladesh	2012	Bangladesh has had a vehicle emissions standard since 1977, which was tightened in 2005 (see Appendix), to correspond to Euro 2.	x				
Air pollution Reduction Strategy for Bangladesh	2012	Stringent emissions standards	x				
National Integrated Multi-modal Transport Policy	2013	Environmental standards for road transport will be established including rigorous emission standards in Motor Vehicle Ac	x				
National Land Transport Policy	2004	2-stroke engines will be phased out in the country gradually, and only 4-stroke engines will be allowed	x				
National Road Safety Strategic Action Plan	2014	Implement vehicle emission standards for routine and roadside testing Adopt international (US/EC) emission standards for new vehicles.	x				
Voluntary National Reviews (VNRs) 2020	2020	setting vehicle emission standards	x				
Vehicle scrappage scheme							
First Nationally Determined Contributions (Interim Updated)	2020	withdrawal of 86,000 unfit vehicles from the roads	x				
Air pollution Reduction Strategy for Bangladesh	2012	In order to improve the air quality, the Government of Bangladesh banned the use of two-stroke three-wheelers in Dhaka from January 1, 2003.	x				x
Air pollution Reduction Strategy for Bangladesh	2012	Ban vehicles older than 20 years	x				x
Automobile Industry Development Policy 2021	2021	On the basis of 3R (reduce, reuse, recycle) an automobile scrapping policy will be prepared which will describe the end of life period of vehicle and the method of recycling any vehicle. Scrapping incentives	x				
National Road Safety Strategic Action Plan	2014	Phase out 2-stroke engine 3 wheel vehicles from major cities.	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Replacement of old locomotives with new units with lower fuel consumption and GHG emissions		x			
Voluntary National Reviews (VNRs) 2020	2020	ban on older vehicles responsible for the larger amount of emissions ban on vehicles older than five years	x				
Access restriction by corridor/ road							
National Integrated Multi-modal Transport Policy	2013	Selective bans on the use of rickshaws on roads more suited to bus operations	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Sustainable Development Strategy 2010-2021	2010	measures to improve the road safety include restricting mixed mode and non-formal traffic in major roads	x				
Accreditation of vehicle inspection centers							
National Road Safety Strategic Action Plan	2014	Arrange and implement training for all vehicle inspectors.	x				
Road Transport Act 2018	2018	64. (1) No person or institution other than a government institution shall, subject to the procedure and payment of fees prescribed by the rules, establish or operate a motor vehicle repair factory without obtaining a license from the authority.	x				
Alternative trip schedules							
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	travel demand management techniques, including staggering office times for government offices, financial institutions, educational institutions and closing of shops in different days of the week are also in place					x
Audits/ star rating required for new road infrastructure for road safety							
National Integrated Multi-modal Transport Policy	2013	Conducting full social and environmental appraisals of road projects with sustainable action plans to mitigate adverse effects of road building; Improve the quality of road design, and introduce formal safety audits on road projects;	x				
Biofuels							
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	substitution of bio-fuels, fossil fuels as appropriate Substitution of fossil fuels with bio fuels	x				
Budget/ identification of public transport projects							
National Integrated Multi-modal Transport Policy	2013	Encourage investment in bus industry. This will, on the one hand, increase public transportation and, on the other hand, ensure availability of adequate safe transports; Giving priority to mass transport projects while considering government investment projects	x				
Bus fleet renewal							
Eighth Five Year Plan	2020	Provision of large electric bus/pollution free bus operated by BRTC phasing out other small buses from the cities for rapid movement in all divisional cities.	x				
National Integrated Multi-modal Transport Policy	2013	Steps will be taken to improve public transport by increasing high capacity bus and by improving its services. Along this line priority will be given to large buses, articulated buses and double-decker buses so that their number increases Improved and high occupancy buses will be added to the public transport system	x				x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Government will assist, if needed, the private sector in providing bus services of high standard to meet passenger demands. Participation of the private sector in the following activities will be encouraged: High quality (e.g. air conditioned) urban bus services with un-regulated fares	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	High occupancy articulated buses and double Decker buses have been added to urban public transport through Bangladesh Road Transport Corporation (BTRC).	x				x
Convention on Road Traffic 1949							
59 UN Transport Agreements/ and Conventions Serviced by ECE	2021	Ratification, accession, or definite signature by country	x				
Coordinate planning across government agencies							
Automobile Industry Development Policy 2021	2021	Automobile policy - For successful implementation of this Policy and to ensure maximum production, all relevant entities that interface with this industry (Ministries, Departments, Associations and Agencies) will be consulted regularly	x				
National Land Transport Policy	2004	The Government will establish better coordination between the Ministries and Departments under its control. A Transport Co-ordination Wing will be created in the Planning Commission for the co-ordination of activities among the Ministries of Communications, Shipping, Civil Aviation and Tourism, and the Local Government Division which are involved in the transport sector of the country. Government will develop better coordination between road authorities and the Ministry of Home Affairs to assist better enforcement, and will investigate areas where police powers and manpower needs to be strengthened. The Government will implement better co-ordination between its agencies in the field of Road Safety to emphasise its commitment to reducing accident rates and speeding up the implementation of accident prevention measures.	x	x	x	x	
National Shipping Policy 2000	2000	Matter of more responsibility of the government is acknowledged in planning and preparation of rules and regulations. Review of the existing operation system and legal structure regarding management of seaports. Its objective will be to entrust planning and supervision in Ministry Level and decentralizing responsibility of taking decision regarding port matters to port level and it will be clearly separated. Coordination between concerned agencies and custom authority to ensure application to simplify document preparation and inspection system of different materials. Coordination of concerned ministries for ensuring importance of forming proper road, rail and inland waterway communication for the ports. Participation of local and foreign entrepreneurs under private sector to develop container service and related facilities. To undertake more effective inter ministerial discussions so that negative effects of irrigation and flood control projects on navigability becomes less.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Data modelling improvements							
National Integrated Multi-modal Transport Policy	2013	Provide a better basis for forecasts of its future growth and the implications for demand for services and market change				X	
Define roles and accountabilities across agencies							
National Integrated Multi-modal Transport Policy	2013	Roads Division will play the coordinating role in ensuring the implementation of the integrated multimodal transport policy and act as a secretariat to the Cabinet Committee Roads Division will provide secretarial assistance to the National Multimodal Transport Coordination Committee and be responsible for the coordination and sharing of data within the transport sector Ministry of Communication (Roads Division and Bridges Division), Ministry of Railways, Ministry of Shipping, Ministry of Civil Aviation and Tourism, Local Government Division and Ministry of Commerce will nominate their focal points	X	X	X	X	
Voluntary National Reviews (VNRs) 2020	2020	MoEF&CC and ERD is on the process to prepare National Adaptation Plan (NAP). Institutional arrangements have been set up for the NAP process, through the formulation of an Inter-Ministerial Steering Committee, a Technical Advisory Committee and a core NAP formulation team.					
Design standards for sidewalks and bicycle paths							
Global Status Report on Road Safety 2018	2018	Yes	X				
Development of e-mobility transport plan/policy							
Draft National Solar Energy Roadmap, 2021-2041	2020	BRTA is working to prepare an 'Electric Vehicle Guideline' and SREDA is working to develop an 'EV Charging Station Guideline'.	X				
Development of other transport-related plan/policy							
National Land Transport Policy	2004	Parking policies will be formulated and implemented. Government will review the arrangements for metropolitan cities. It will require special traffic management plans to be drawn up for all metropolitan areas, based on studies. A parking policy will be developed consistent with this policy. An integrated plan for the design of (main) roads through Hats and Bazaars will be prepared.	X				X
National Shipping Policy 2000	2000	A five years term dredging plan will be prepared for inland waterways. The river ways through which big river vessels, small launches and local engine boats run will be brought under this plan.			X		
Development of public transport plan/ policy							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Transport plan will be prepared to ensure integrated transport services, eliminating uneven competition between different modes of transport; The Government will provide guidelines to concerned agencies in order to prepare appropriate plans to ensure transport facilities and services in urban areas	x				x
National Land Transport Policy	2004	BRTC will set standards for others in vehicle operating practices.	x				
Voluntary National Reviews (VNRs) 2020	2020	The government is also implementing the revised Strategic Transport Plan (2015-2035) to oversee and implement a huge urban transport network in and around Dhaka city plus neighbouring areas.					x
Development of rail plan/ policy							
Final Report on Updating Railway Master Plan	2017	Periodic review of the Master Plan would be very useful in keeping the strategic direction of the Railway both appropriate and focused correctly. It is recommended that the projects and recommendations contained in this Master Plan be revisited and updated every five years.		x			
National Integrated Multi-modal Transport Policy	2013	The Government has already prepared a Road Master Plan, Railway Master Plan and Inland Water Transport Master Plan and in future will ensure the development of the following sub-sectoral master plans/strategies/goals; i. Transport Safety Strategy ii. Air passenger and freight targets iii. Urban transport Plans		x			x
National Land Transport Policy	2004	BR will publish service plans to make the best use of the new Jamuna Bridge linking the east and west regions of the country. BR will prepare a plan for upgrading on a route basis, stressing the financial benefits of proposals. An investigation into reliability of the older signalling systems including replacing the old signalling system where necessary will be included in the plan.		x			
Development of road plan/ policy							
Bangladesh Delta Plan 2100 Vol. 3.a	2018	The strategies may be adoption of a Rural Road Master Plan and Maintenance Plan with priority accorded on maintenance over new construction	x				
Eighth Five Year Plan	2020	RHD will actively participate in Transport Sector Master Plan 2041. Accordingly, RHD Road Master Plan 2009-2029 has to be updated & harmonized with these national policy documents for ensuring the proper identification of transformational projects that will achieve the best value for public money.	x				
National Integrated Multi-modal Transport Policy	2013	The Government has already prepared a Road Master Plan, Railway Master Plan and Inland Water Transport Master Plan and in future will ensure the development of the following sub-sectoral master plans/strategies/goals; i. Transport Safety Strategy ii. Air passenger and freight targets iii. Urban transport Plans	x	x	x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	The Government will develop a longterm (20 year) Road Master Plan. A programme of measures for improving local highway capacity along with bypasses will be developed. A road network development programme will be developed on a road corridor basis. Government will set targets relating to journey times and reliability, to which road agencies will be expected to work.	x				
Development of shipping/ maritime/ inland water transport plan/ policy							
Eighth Five Year Plan	2020	Formulation of Private Sector Port Policy			x		
National Integrated Multi-modal Transport Policy	2013	The Government has already prepared a Road Master Plan, Railway Master Plan and Inland Water Transport Master Plan and in future will ensure the development of the following sub-sectoral master plans/strategies/goals; i. Transport Safety Strategy ii. Air passenger and freight targets iii. Urban transport Plans			x		
National Shipping Policy 2000	2000	Preparation of an environmental management strategy for the port and coastal water area keeping conformity with international oceanic pollution convention. Innovation of rules and regulations, monitoring and management system to; ensure control and removal of environmental pollution effectively in the port and ocean area. Government also admits that development of ports and its efficient management is the pre-condition of a practical shipping system. Action will be taken in these regards through implementation of proper policy. for port development. Government through implementation of proper port development program is taking step to implement the same with due importance. National Flag Carrying Ship Protection Ordinance will be reviewed in the light of the existing situation after forming World Trade Organisation. The purpose of this will be to liberalise rules and regulations to attract most effective shipping services, which are helpful for national development.			x		
Disaster notification/ early warning system							
Bangladesh. National Communication (NC). NC 3	2018	Mobile phone operators: 115 million cell-phone users now have direct access to early warnings of approaching hydro meteorological disasters by dialing 10941; Partnership with Bangladesh Metrological Department (BMD): The Storm Warning Centre has been strengthened with a high-speed communication system and solar powered electricity backup; Flood Forecasting Warning Centre: Flood forecasting lead time has been extended to five days, which is saving the lives, livelihoods and assets of some 88 million people living in four river basin areas of Bangladesh. For promoting awareness on disaster related information, the DDM has pioneered Interactive Voice Response (IVR) technology which allows people to access a pre-recorded weather advisory and disaster early warning around-the-clock.					
Emissions trading and carbon pricing							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mujib Climate Prosperity Plan	2021	We will implement carbon pricing or tax with dividends that disproportionately benefit low-income households, and carbon pricing. We will integrate with international carbon markets in order to mobilize additional resources for locally led adaptation and loss and damage.					
Employment in transport, communication, and storage							
National Land Transport Policy	2004	In rural areas, labour based contracting has proved very successful and will continue, as a means of assisting the rural poor. Proper employment standards will be encouraged throughout the transport industry in accordance with the International Labour Organisation (ILO) core labour standards of employment.					
EV manufacturing							
Mujib Climate Prosperity Plan	2021	The EEV hub can also attract EV production lines including, but not limited to, solar-powered car and boat producers.	x				
Express lanes/ public transport priority							
National Integrated Multi-modal Transport Policy	2013	Steps will be taken to provide barriers and service lanes to separate local traffic from long-distance traffic.	x				x
National Land Transport Policy	2004	The Government will encourage its road agencies and local government bodies to implement physical measures to assist bus operations. These will be in the form of bus lanes initially. Other measures, such as priority signals for buses at traffic lights will be investigated	x				x
Fiscal incentives for EVs and components							
Automobile Industry Development Policy 2021	2021	Government will provide added attractive Tax benefits (like 10 years tax holiday) for the investments of energy-efficient vehicle (EEV) production/assembly, regardless of their plant locations even if it is outside of Economic zones. Purchase incentives Waiver of road tax for a certain period and assign reduced registration fees	x				
Mujib Climate Prosperity Plan	2021	We will unlock fiscal incentives (tax breaks for electric transportation including inland water transportation and vehicles) to improve the project economics of modernized technologies, while removing fiscal incentives and increasing tax rates for outdated technology, contributing to the establishment of an Energy Efficient Vehicles (EEV) hub. Special tax breaks will be provided for domestically owned EVs, and hydrogen-powered vehicles and other modernized transportation.	x		x		
Fossil fuel subsidy elimination							
Mujib Climate Prosperity Plan	2021	We will phase out all fossil fuel subsidies and redirect them to loss and damage, adaptation, renewable energy, and storage technology should low-cost capital be made available for renewable energy and storage, while enabling the lowest income groups to benefit from financial support and subsidized clean energy.					

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Freight consolidation							
Mujib Climate Prosperity Plan	2021	We will leverage PPP models to create green distribution networks for freight through the use of integrated distribution facilities and electric vehicles to fulfil the freight demands of urban areas.					x
Freight rail infrastructure improvement							
Eighth Five Year Plan	2020	Reduction of turnaround time for the port bound freight trains. Development of dedicated freight corridors.		x			
National Integrated Multi-modal Transport Policy	2013	Increasing container movement efficiency and capacity		x			
National Land Transport Policy	2004	The private sector will be encouraged to take a part in: Freight operations Government will remove regulations on BR regarding freight traffic, so that tariffs can be negotiated to maximize market share. When Government departments wish to use the railway to carry goods at below market tariffs, they will need to make up the difference between costs of carrying and revenues. BR will also be asked to examine the possibility of operating inter-city freight services to fixed timetables, and to establish a joint working team with BRTC and private sector partners with a view to offering integrated rail/road services for freight BR will introduce a programme for fitting vacuum-braking to freight wagons, so that they can be used more efficiently, and a scrapping policy for unused locomotives, coaches and wagons will be developed.		x			
Perspective Plan of Bangladesh 2021-2041	2012	Reduction of turnaround time for the port bound freight trains. Lower port turnaround, loading and unloading times. Development of new Inland Container Depots Development of dedicated freight corridors.		x			
Freight transport shifting to rail or inland waterways (IWT)							
Mujib Climate Prosperity Plan	2021	The use of rail transportation will be encouraged for long-haul movement of goods to reduce dependence on road transport with rail growth supporting the Bangladesh Railway 30-year Revised Master Plan (2016-2045) to Cox's Bazar, Mongla Port, Tungipara, Barisal, Chattogram Hill Tracts and other parts of the country Similarly, use of internal waterways for transportation of goods will be prioritized to utilize the extensive network of waterways and bring down the logistics costs for transportation of freight.		x	x		
Fuel tax							
Eighth Five Year Plan	2020	Fossil fuel will be priced efficiently and consideration will be given to the introduction of a carbon tax.					
Perspective Plan of Bangladesh 2021-2041	2012	Fossil fuel will be priced efficiently and consideration will be given to the introduction of a carbon tax.					
General active mobility							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	☐ The emphasis would be given on the introduction of pedestrian roads in Dhaka City and then extend to other Metropolises.	x				x
Mujib Climate Prosperity Plan	2021	We will conduct a feasibility study for e-bike and bicycle transportation in the entire country	x				
National Integrated Multi-modal Transport Policy	2013	The Government will launch a 'Pedestrian First' program designed to ensure that all concerned agencies remove unauthorized encroachment from footpaths in urban areas; Improving footway, maintenance and cleanliness Reducing waiting times for pedestrians at traffic signals and giving them priority in the allocation of time at junctions where this supports more walking Gradual restriction on movement of non-motorized traffic including rickshaws to feeder roads connecting main roads Ensure the use of lights and reflectors on rickshaws Improvement of design of rickshaws so that they can be easily run with little manual labor	x				
National Land Transport Policy	2004	On National Roads, designed for strategic movement by mechanised transport, motorized and nonmotorised vehicles cannot safely operate together. Plying of Non Motorised Vehicles on National / Regional Highways will be banned. On National Roads, designed for strategic movement by mechanised transport, motorized and nonmotorised vehicles cannot safely operate together. Plying of Non Motorised Vehicles on National / Regional Highways will be banned. Safety standards of non-motorised vehicles will be improved. Law enforcing agencies will ensure that various vehicles behave responsibly in using the road space allocated for them Traffic regulations at signal-controlled pedestrian facilities will be enforced.	x				
National Land Transport Policy	2004	National Road improvement schemes will in future contain facilities for nonmotorised traffic to ensure safety and the efficiency of the network for strategic traffic.	x				
General alternative fuels							
Eighth Five Year Plan	2020	Promoting high efficiency and alternative fuel vehicles.	x				
General capacity building							
Eighth Five Year Plan	2020	☐ Up gradation/construction of railway training academy. ☐ Bangladesh Inland Water Transport Authority (BIWTA) will be strengthened with technical staff and qualified inspectors to administer all licensing functions efficiently and on time. Special attention will be given to governance improvements. ☐ The capacity of BIWTA to undertake hydrological surveys, conduct river training and implement dredging operations will be expanded through upgrading the managerial and technical staff and international training. Side by side, the private sector will be invited to participate in these operations on a PPP basis. ☐ Strengthen human resource development in this skill-intensive and competitive line of business. - Aviation					

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Improved research, education, training and technology to support integrated transport objectives Empowering concerned agencies and ensuring transparency in their activities to prevent illegal encroachment ncreasing human resources in Bangladesh Road Transport Authority (BRTA) and other related agencies on priority basis; Immigration services at international airports will be improved through the recruitment and training of staff dedicated to the task, and the introduction of improved ITsystems Commission research into the human resources requirements in the public and private sectors Identify training needs for Government and agency staff Encourage training and professional development improvements in the private sector Promote establishment of transport planning and management institutes Foster the training of Multimodal Transport Operators (MTOs) to undertake the task of multimodal transport operation, and to provide on time, door to door services Take measures to strengthen human resources responsible for rail safety Develop a comprehensive safety system through strengthening of railway security force Setting up Deck Engine Personnel Training Center (DEPTC) for training of engine and deck hands	x				
National Land Transport Policy	2004	Improved human skills will be encouraged in machine maintenance, driving, business enterprise, and animal welfare. Government will work with NGO’s to achieve this. Scheme appraisal capabilities will be strengthened in those service departments which have a responsibility for transport. BRTC will also be asked to research vehicle and engine types and safety considerations, and to set an example in vehicle operating practices.					
National Land Transport Policy	2004	The Government will also continue to foster the national contracting industry with a view to decreasing dependence on overseas contractors.	x	x	x	x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Shipping Policy 2000	2000	Modernisation and proper empowerment of port management. Effective coordination of the port authority with custom and transport system. Ensuring human resource development. Keeping continuous training and raising standard of all who are associated with port management, both under government and private sector. To increase incentive facilities to collect more pilots and consideration of alternative arrangement including introduction of special training program. Review of operation system for bringing change in management, fund and collection activities in the port administration. Review and reform the structure of organisation representing labour union and structure of existing labour organisation in the port. Review and reform activities of executive body of the dock labour. Training and motivation process will continue for the workers to work consciously about environment. To make Department of Shipping fit with necessary manpower and machineries for signing these multilateral agreements and implementation of the same. Necessary administrative and infrastructural development for implementation of these multilateral agreements. Arranging training of all concerned to prepare rules and regulations in the light of multilateral agreements signed by Bangladesh. Improving standard of training as given in the training organisation for shipping officials and seamen up to international level according to demand of [MO convention. Modernisation of Marine Training Centres to increase necessary efficiency and its operation, financing and management will be reviewed, so that these are established on sustainable base. Providing training under established rules and regulations and private sector will be encouraged to invest in the training and training facilities for certification. Necessary assistance will be provided to raise the existing training program to the international standard for entering Bangladesh into IMO white list. Training course will be introduced for human resource development of port and shipping management. Taking action for competency test of sea going shipping officers and will be modernized in the light of up to date international convention. Training program will have to undertake to get more efficient pilots continuously years after years. Policy on manpower appointment in the ship will have to prepare to ensure safe shipping always. Ensuring sufficient trained seamen appointment in all engine boats. At least 50% sea men will have to be appointed from sea men trained from government approved organisation in the engine boats with more than 37 K.W power. Private sector will have to be motivated to establish inland shipping men training centre. Necessity of training course and training period will have to be approved by the government.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Perspective Plan of Bangladesh 2021-2041	2012	strengthening capacities of line ministries and public agencies through improvement in technical capacities based on training and also through recruitment of special skills from private sector on contractual basis. Upgradation/construction of railway training academy. Bangladesh Inland Water Transport Authority (BIWTA) will be strengthened with technical staff and qualified inspectors to administer all licensing functions efficiently and on time. Special attention will be given to governance improvements. The capacity of BIWTA to undertake hydrological surveys, conduct river training and implement dredging operations will be expanded through upgrading the managerial and technical staff and international training. Side by side, the private sector will be invited to participate in these operations on a PPP basis. • Strengthen security in the airport through the introduction of a modern security system. • Strengthen human resource development in this skill-intensive and competitive line of business.	x	x	x	x	
General data repositories and data collection							
Energy Efficiency and Conservation Master Plan up to 2030	2015	Energy Consumption Data Collection					
National Integrated Multi-modal Transport Policy	2013	Creating a database to manage and control vessels			x		
National Road Safety Strategic Action Plan	2014	Transfer the vehicle registration database across to the Vehicle Inspection database and introduce the file transfer system.	x				
General economic instruments							
Air pollution Reduction Strategy for Bangladesh	2012	Emissions based import tariff					
National Integrated Multi-modal Transport Policy	2013	Establishing rational tariff for international traffic to ensure quality service in regional connectivity					
National Land Transport Policy	2004	To protect public interest, the Government will regulate tariffs for passenger and goods both in road and rail transport.	x	x			
National Shipping Policy 2000	2000	Introducing research and pilot program for amendment of port tariff, dredging, navigation, pilotage and all other port activities. Giving instruction to port authority for amendment of tariff keeping conformity with service rendering so that any special service user becomes bound to pay for the said service more directly. Introducing "polluter pay" policy in the instructions to be prepared for statutory systems to be undertaken for protection of environment.			x		
General education and behavior change							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	running an intensive public outreach program focused on creating awareness about the benefits of electric vehicles Setting up of several Skill Development Centers to run adequate training programs to ensure conducive atmosphere for energy efficient vehicle industry and creation of jobs					
Bangladesh. National Communication (NC). NC 3	2018	Climate change in educational curricula: CCA and DRR issues have been incorporated in 35 text books from primary to higher secondary levels of education. Over 22 million students from classes III to XII of every academic year now have access to DRR and CCA knowledge. Bangladesh Technical Education Board has incorporated 'Climate and Disaster Management' in the curriculum of the Agriculture Training Institute; Introduction of subjects of energy efficiency measures, and alternative and renewable energy have been introduced in national text books, and in the curricula of, schools, madrasas and colleges;	x	x	x	x	
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 Sustainable Development Strategy 2010-2021	2010	awareness programme for drivers and passengers.					
General freight and logistics improvements							
National Integrated Multi-modal Transport Policy	2013	Updating protocol for transit and trade to increase trade and modernize inland water transport; Streamlining customs procedures and regulations in line with the requirements for the introduction of multimodal transport Promoting Bangladesh competitiveness by encouraging reliable and efficient distribution and access to markets			x		
National Land Transport Policy	2004	Off-street loading/unloading spaces for trucks will be required in all new commercial and industrial developments. Road side rest and other facilities will be created for labourers and workers engaged in goods transport.					

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Government aims to work with industry to promote sustainable goods distribution					
General infrastructure improvements							
Eighth Five Year Plan	2020	optimize the intersections to be conflict free on major economic corridors The government has already taken a number of policy initiatives to reduce road accidents and enforce them with legal sanctions for non-compliance and liability for accidents. These will be rigorously enforced. emphasis on creating highway and inter-district facilities to provide restroom and food facilities for travellers and essential services such as gas stations, emergency repairs, for facilitating highway mobility.					
National Integrated Multi-modal Transport Policy	2013	Modernizing dry ports to enhance efficiency in the management of freight and passenger movement Establishing more inland container depots in harmony with railway network Constructing inland container depots to facilitate freight movement through waterway from seaports Provide truck parking and truck terminal at suitable location near highways for resting of truck drivers Ensure that road over bridges are constructed at level crossings on National and Regional Highways in accordance with the Road Master Plan Use of ramps at railway stations and bus stops to aid access and facilitating waterway transportation through some special arrangements.	X	X	X		
National Land Transport Policy	2004	Street management will address the problems at intersections and implement a major programme of traffic priorities and traffic signal implementation and overhaul. An investment programme for junction/intersection improvements on existing National and Regional Highways, and other accident prone locations will be undertaken. Concerned authorities will introduce safety measures and warning signs at all narrow bridges. The Government will strengthen enforcement where Hats and Bazaars encroach onto National and Regional Roads and disrupt traffic flow In future all new roads and major improvements, tolled or otherwise, will be subjected to an Environmental Impact Assessment (EIA) in order that appropriate measures can be identified to off-set any adverse effects of road construction and operation. On roads, where weight limits below the national standards are required, such as on roads with older bridges, restrictions will apply and appropriate road signs will be erected. The requirement of the Traffic Signs Manual, including provision of lane markings on roads, will be followed and properly enforced	X				
Perspective Plan of Bangladesh 2021-2041	2012	Creating highway and inter-district facilities to provide restroom and food facilities for travellers and essential services such as gas stations, emergency repairs, for facilitating highway mobility.	X				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Road Master Plan 2009	2009	Encroachment of roadside activities onto the main carriageway will be prevented, also to protect vulnerable road users in these locations. On National Highways strict safety measures will be enforced to protect vulnerable road users from fast moving traffic. · Grade separation will be introduced where train frequencies and traffic levels warrant · Unprotected road/rail crossings will be placed in a programme for safety enhancement through manned gates	x				
Voluntary National Reviews (VNRs) 2020	2020	Bangladesh has been implementing a wide range of projects in power and energy, roads and bridges, railways, port and deep seaport including 10 FastTrack projects or mega projects to remove the infrastructural bottlenecks.	x	x	x		
General innovations and digitalization							
Automobile Industry Development Policy 2021	2021	4.6.6 The government will promote investments in research and development of commercially viable technologies such as electric powered cars including the batteries and charging stations. This will be done through setting up a 'Technology Acquisition Fund' to acquire technologies.	x				
National Integrated Multi-modal Transport Policy	2013	Applying digital technology in the management of integrated transport policy Introducing digital techniques in ensuring better service in water transport; Applying modern technology in transport system Immigration services at international airports will be improved through the recruitment and training of staff dedicated to the task, and the introduction of improved ITsystems			x	x	
National Shipping Policy 2000	2000	GIS database and modern management system will have to be used and expanded in the Ministry, its divisions and organisations			x		
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	ICT has a key role to play in reducing demand for transport. Measures such as e-ticketing and e-billing are already being deployed					
General international conventions							
National Integrated Multi-modal Transport Policy	2013	Alignment of domestic legislation, rules and regulations in line with international norms, advocated by Multimodal Transport Convention of UNCTAD	x	x	x	x	
National Shipping Policy 2000	2000	Detailed study will be conducted for determination of acceptability of all international conventions related with maritime shipping. In this study pollution and environmental management, regional ship movement, responsibility and compensation and naval safety conventions will be included.			x		
General IPT/ paratransit measures							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Government will encourage the use of newer vehicles for taxi service operations. The Government will move towards a system of quality licensing for their operation to enhance vehicle fitness, driver capability and adherence to regulations. Government will take appropriate action to ensure proper safety of taxi services. Participation of the private sector in the following activities will be encouraged: Saloon taxi operations Progressive bans on rickshaws in main urban roads will be introduced, as part of a programme of improved public transport. The Government will conduct a study to assess the need for quantity control, and the social impacts of reduction of rickshaw demand in Dhaka.	x				
General land use							
National Integrated Multi-modal Transport Policy	2013	land use policies can be adopted that encourage local services, reducing the need to travel While approving plans for building for commercial, residential or educational purposes, the approving authority will require that sufficient car parking and pickup and drop areas are provided within the boundary of the property					
General parking measures							
Eighth Five Year Plan	2020	Commercial parking facilities will be encouraged through private investment. All parking regulations will be strictly enforced with penalties for non-compliance.	x				
National Land Transport Policy	2004	New restrictions on parking at junctions will be introduced, in order to improve traffic flow and safety, and these will be rigidly enforced. Where it is practicable, Government will give priority to parking facilities for buses and cars at existing hats and interchange points. Bus operators will be encouraged to use such facilities in order to assist moving traffic, and improve passenger safety. Participation of the private sector in the construction and operation of parking facilities will be encouraged. Participation of the private sector in the following activities will be encouraged: On-street parking management and enforcement, Construction and operation of offstreet parking facilities	x				
National Road Safety Strategic Action Plan	2014	Enforce programme of roadside parking control and other activities.	x				
Perspective Plan of Bangladesh 2021-2041	2012	Commercial parking facilities will be encouraged through private investment. All parking regulations will be strictly enforced with penalties for non-compliance.	x				
General shared mobility							
Mujib Climate Prosperity Plan	2021	Build modernized industries including ridesharing transportation industry and manufacturing capacity for modernized transportation	x				
General shipping improvement							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Ensuring that water vessels are designed and built following correct design through modernization of design checking and involvement of naval architects Reforming and improving of vessel registration system Ensuring addition of necessary equipment including Differential Global Positioning System to use electronic hydrographic chart			x		
National Land Transport Policy	2004	The private sector will be invited to participate in ferry supply and operations, subject to open competition, providing the same or better level of service.			x		
National Shipping Policy 2000	2000	Continuing mooring facilities in the river and bulk oil transportation facilities through pipeline and special and proper handling facilities for materials. Continuing necessary assistance to use modern management system. Excavation and maintenance of waterway entrance of port and front side of jetty are necessary for port development and undertaking necessary assistance of ship movement is necessary. In that case government will take necessary step of excavation work and to keep direction of channels for navigability of riverways. Review of demand of service activities in the port and preparation of plan to collect proper marine vessel and equipment as per demand. Review of removal of all submerged/Wreckage ship and of procedure, management and operation factors to ensure achievement of highest success in operating port. Determination of ways and means to encourage private sector to render all such services. Review of demand of pilot service for all marine vessels of more than 200 tons (GRT) and tug boat collection. Review of the existing system for early settlement of materials remaining in the port space/storage shed after stipulated period. Government will give assistance in running Bangladesh Shipping Corporation (BSC), the national shipping line of the country. BSC will be working as a guide liner of sea trade and an ideal organisation of the country. In order to remove all hindrances except essential control all the existing rules and regulations in this industry are to be reviewed and make the same uptodate.. Control of port operation and shipping and reforming its regulatory sides. Initiative will be taken to change all existing rules and regulations regarding port and ship movement. Innovation of a proper registration and monitoring system which will give priority of rendering service.			x		
General transport asset management							
Eighth Five Year Plan	2020	upgrading of all zila and upazila roads to facilitate easy transport connectivity between production and consumption centres is an important priority Environmental considerations will be given emphasis in developing transport network including roads.	x				
Final Report on Updating Railway Master Plan	2017	Maintenance and Rehabilitation of Rail Infrastructure, Maintenance and Rehabilitation of Rolling Stock	x				
Mujib Climate Prosperity Plan	2021	Retrofit 13,000 km (approx.) of zilla and upazila (farm to market) roads	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Ensuring best utilization and maintenance of existing assets and infrastructure Attaching highest priority on improved road maintenance Conducting full social and environmental appraisals of road projects with sustainable action plans to mitigate adverse effects of road building; Create mass awareness about maintenance of railway track, rolling stock and railway infrastructure Rural road maintenance management system will be strengthened to ensure sustainability of the rural road network	x	x			
National Land Transport Policy	2004	Immediate steps will be taken to remove the maintenance backlog. The private sector will be encouraged to play a greater part in highway maintenance in the future, with the aim of improving efficiency. Government will encourage plant and equipment leasing/hiring businesses in the private sector. To assist this process, the privatisation of leasing/ hiring entities will be considered. Capacity enhancement of the contractors will be encouraged. The private sector will be encouraged to take a part in: Track maintenance	x	x			
National Road Safety Strategic Action Plan	2014	Inclusion of road safety activities within RHD road maintenance programme. Inclusion of road safety activities within LGED road maintenance programme.	x				
National Sustainable Development Strategy 2010-2021	2010	rehabilitation/upgrade& replacement of old aged railway track, bridges, signaling and other assets, acquisition of modern rolling stocks to provide speedy, environment friendly and cost effective transport facilities to the national, regional and international traffic will be made more attention will now be given to upgrading and maintenance of existing roads than new road construction. The government will take steps to remove the maintenance backlog and strengthen capabilities in all the fields of road maintenance in engineering, contracting and cost control.	x	x			
Perspective Plan of Bangladesh 2021-2041	2012	O&M of highway, bridge, culvert and roads are a high priority strategic element for the road sector Introduction of mechanized track maintenance system. Strengthen O&M practices following internationally recognized safety standards. Introduction and/or upgradation of modern signalling system with relevant safety measures of international standard and introduction of a proper telecommunication system. Development of new Workshops. Procurement of modern equipment for rolling stocks maintenance	x	x			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Road Master Plan 2009	2009	Government to establish a 'Road Maintenance Initiative' to direct development partners to focus their assistance on a single programme for road maintenance and rehabilitation. The Zila road network will be rehabilitated over the next ten years in order to achieve a minimum accessibility level on all Zila roads. · Bridges in poor (category 'D' condition) will all be replaced or undergo major works to ensure safety and access over the next 10 years. · All Portable Steel Bridges (PSBs) will be replaced by permanent structures over the next 20 years. · All narrow bridges (less than 7.3m) on National Roads will be replaced over the next 20 years by bridges having at least 7.3m carriageway · The Government will ask RHD to commission an independent study of the condition of all its bridges, by specialist consultants. · Government to ensure that measures are introduced and adhered to that protect the physical and social environment from adverse effects of road construction. · Government will finalise and approve RHD's draft 'Social Assessment Guidelines' and 'Land Acquisition and Resettlement Guidelines'. These and the already approved 'Environmental Impact Assessment Guidelines' shall be followed for all road works. · Government shall develop a revised set of standard contract documents for maintenance and construction works that include environment and social protection clauses, and promotion of employment opportunities for local people · The Government will take necessary steps to protect its investment in the strategic road network from the adverse effects of flooding. · All construction and rehabilitation works of National Highways will ensure that the road crest is at least 1 metre above the highest flood level of 50 years. · For all other roads, the freeboard will be determined from time to time by the concerned agencies · All new road construction and rehabilitation works will be subjected to a full hydrological and morphological study	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Road Master plan emphasis on proper maintenance of existing road network for preserve the asset value and enhance and develop the strategic road network to meet economic and traffic growth increased focus on upgrading and maintaining the existing road infrastructure	x				
General transport demand management							
National Land Transport Policy	2004	Traffic controls will be installed at single lane narrow bridges, where traffic volumes, length of crossing and sight lines justify it.	x				
Road Master Plan 2009	2009	· Within the hierarchy, road functions will be determined to ensure that traffic is managed to improve safety and efficiency of travel.	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Implementation of TDM measures					
General transport finance							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	Investment in setting up a factory to supply locally produced automobile parts suitable for the market in Category-1 and Category-2 automobile manufacturing industries will be considered as Green field Investment by Auto Parts Makers.	x				
Mujib Climate Prosperity Plan	2021	Mobilize at least USD 5 billion of green financing from international investors					
National Integrated Multi-modal Transport Policy	2013	Encouraging more investment in rail and inland water transport A firm commitment from the government to provide adequate levels of funding Greater private sector participation in the sector Earmarking road projects for private sector participation Expanding the capacity of Chittagong port and improve its operational efficiency through greater private sector participation Making the best use of private sector for investment and operations Greater private sector participation in the operation of air flights on both international and domestic routes Greater private sector participation in the activities of CAAB Support to the private sector transport operators, freight forwarders as well as to another government and semi government entities to establish themselves as MTOs' Encouraging private sector participation in acquiring railway rolling stock, particularly high speed wagons and new generation locos through innovative leasing schemes Encouraging private sector participation in individual passenger train routes, particularly for airconditioned and first class rolling stock Encouraging private sector participation in operation of inland water depots and investment in equipment Continuing and expanding initiatives already taken to involve the private sector in port sector Encouraging private sector investment in building bridges, expressways, flyovers and bypasses Giving priority to private sector in dredging for improvement of navigability and conservation of rivers by ensuring full utilization of earth/sand (spoils). In order to involve private sector in development of highways, the public sector funds should be used in the form of equity and/or grant so that projects become more attractive for the private sector. Where there are foreign proposals for investment in transport, the Government will consider an appropriate domestic equity share. Within the multimodal transport framework, and bearing in mind the recommendation of the above plans, as integrated and integrated multimodal transport investment plan will be drawn up taking into account the i. Relative economic costs of various modes; ii. Integration option for the transport network; and iii. Options for the provision of door-to-door services.		x	x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Private sector participation will be encouraged to achieve the following goals: - • Creation of additional investments for Bangladesh Railway; • Creation of an environment for open and transparent competition with other transport modes; The Government will not generally regulate passenger and freight fares. In cases where the Railway is not allowed to increase fares, Government will pay subsidies to make up the losses to BR. Subsidies will be reviewed annually against these objectives, and Government will introduce targets and accountability mechanisms to improve services and reduce future subsidy payments. The private sector will be invited to compete to operate subsidised services. New roads which cross railway tracks will be required to contain funding proposals for adequate and safe crossing facilities in line with the above.		X			
National Shipping Policy 2000	2000	Invitation to the investors for development of facilities in the port on the basis of agreement of lease. Giving encouragement to the capital investors under local or foreign or joint venture under private sector or under government sector under joint venture. In order to innovate proper price determining system early for all services of Department of Shipping and inland water transport, survey and registration of ship, taking examination of inland water transport employees and giving them certificates, approval of water transport, test and approval of equipment kept in the ship, dredging, shipping, pilotage, port, river way use etc. study and experimental program will be taken. Charges payment system will be determined in such way that any service receiver may pay charge more directly. Amount of subsidy will determine identifying clearly as to in what services subsidy will be given or users who may get such subsidy.			X		
Perspective Plan of Bangladesh 2021-2041	2012	Given the large need for resources, a proper balance between the public and private sector will be maintained. Much of the infrastructure will be provided by the public sector but most of the passenger and freight services will be provided by the private sector.	X	X	X	X	

General transport institutional reform

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	Establishment of a dedicated EV cell in BRTA to provide quick service to the customer A National Council on Automobile Industry Development will be constituted to monitor and evaluate the implementation of the policy at the national level. The responsibility of the National Automobile Council will be as follows: 7.3.1 The National Automobile Council will assist in ensuring policy coherence between this policy and other national or sectoral development policies and coordinate effective implementation of various activities of this policy. 7.3.2 This Council will facilitate and coordinate governmental positions on Automobile industries development issues for national as well as international purposes. 7.3.3 This Council will monitor the impact of this policy on various sectors of the economy. 7.3.4 The Council will regularly review Automobile Industry Development Policy to keep it up-to-date with evolving national development priorities 7.3.5 The Council will sit at least twice in a year.	x				
National Integrated Multi-modal Transport Policy	2013	Corporatizing BR in order to bring in efficiency and modern business practices Establishing a separate agency under the Ministry of Shipping for container handling For better management of air transportation sector, the policy is to split the Civil Aviation Authority, Bangladesh into two agencies: Civil Aviation Authority as a regulatory body and Airport Development Authority as a service providing body; Regulatory Body will monitor air transportation and the overall security of the airport and implement the relevant rules and regulations. On the other hand, Service Providing Body will develop all the airports and it will be responsible for the management of the airport providing services for the passengers; Entrusting an integrated agency with the responsibility of airport security, and Civil Aviation Authority will be responsible for coordination The Government, if necessary, will establish an agency to monitor whether bus route franchising is serving public interest The Government will constitute a Cabinet Committee with ministers of the concerned ministries to oversee the implementation of the multimodal transport policy for Bangladesh. The Cabinet Committee will monitor the implementation of targets of the policy and establish new targets from time to time. A National Multimodal Transport Coordination Committee will be constituted to prepare proposals for implementation and monitoring of the National Integrated Multimodal Transport Policy, and will report to the Cabinet Committee. The Cabinet Committee will appoint members of the Multimodal Transport Coordination Committee, including representatives of the private sector. A single independent commission will be constituted to regulate fare structure in the public interest, rescinding the economic regulation of other agencies in transport sector	x	x	x	x	
National Shipping Policy 2000	2000	Government will constitute National Port Council. This council will be formed comprising government representatives, port authorities, other organisations and port users. The function of National Port Council will be to advice the government on different matters relating to port operation.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Perspective Plan of Bangladesh 2021-2041	2012	For large and complex projects, international competitive bidding process will be followed and emphasis will be given for turn-key project contracts with strict monitoring and penalty clauses for timely delivery of projects in agreed quality and price. Creation of two additional zones and four additional divisions in Railway for better and effective management of railway services.	x	x	x	x	
Road Master Plan 2009	2009	Government to create a High Level Committee (headed by Minister) to oversee Road Maintenance Initiative, to ensure that targets are being met and adequate resources are provided. Board may create a Technical Advisory Committee on the Road Maintenance Initiative, comprising all stakeholders, including government, transport industry, road users, industry and commerce, agricultural sector, and construction industry. Technical Advisory Committee to ensure that initiatives are taken to improve road maintenance quality and to meet the agreed standards.	x				
Voluntary National Reviews (VNRs) 2020	2020	MoEF&CC and ERD is on the process to prepare National Adaptation Plan (NAP). Institutional arrangements have been set up for the NAP process, through the formulation of an Inter-Ministerial Steering Committee, a Technical Advisory Committee and a core NAP formulation team.					
General vehicle improvements							
Automobile Industry Development Policy 2021	2021	4.6.2 Existing Testing and Certification system will be examined and strengthened in accordance with international safety standards in collaboration with industry.	x				
National Land Transport Policy	2004	The classification of vehicles in the Motor Vehicle Ordinance will be reviewed, reconsidered and new motor vehicle laws published and enforced.	x				
Perspective Plan of Bangladesh 2021-2041	2012	Promoting high efficiency and alternative fuel vehicles	x				
Road Master Plan 2009	2009	Regulations to be enforced to ensure that vehicles are not physically modified from the registered specifications.	x				
High-speed rail (HSR)							
Eighth Five Year Plan	2020	Introduction of high-speed train for passenger transportation for connection among important cities.		x			
Perspective Plan of Bangladesh 2021-2041	2012	Introduction of high-speed train for passenger transportation for connection among important cities.		x			
Hydrogen							
Mujib Climate Prosperity Plan	2021	Mujib Energy Hubs Program: Support the growing share of hydrogen-propelled transportation including regional aviation, heavy-duty trucking, fuel-cell vehicles, fuel-cell trains, passenger boats and shipping that would be promoted under the Mujib Plan that includes land and water transport.	x	x	x	x	
Intelligent transport systems (ITS)							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	Introduce Intelligent Transportation Systems (ITS) initially in Dhaka and then extend to other metropolises. The major application areas of ITS technology include electronic road pricing, traffic management, integrated ticketing systems for different public transport modes, and traveller information. By 2031, all the major cities and the national highway networks of Bangladesh should be brought under Intelligent Transportation Systems	x				
Perspective Plan of Bangladesh 2021-2041	2012	Introduce Intelligent Transportation Systems (ITS) initially in Dhaka and then extend to other metropolises. The major application areas of ITS technology include electronic road pricing, traffic management, integrated ticketing systems for different public transport modes, and traveller information. By 2031, all the major cities and the national highway networks of Bangladesh should be brought under Intelligent Transportation Systems	x				
Intermodality measures							
Bangladesh Delta Plan 2100 Vol. 3.b	2018	Computerized connectivity will improve communication, and adoption of the Digital Bangladesh policy will help further.					
Eighth Five Year Plan	2020	The 8FYP will give priority to developing inland water transport and railways modes to reduce the pressure on roads and also to strengthen inter-modal coordination. Quality transfer facilities from rail to road transport Bangladesh Railway to act as a multi-modal transport operator Inter-modal transport connectivity with ports will be ensured for speedy forward transport to the final destination of imports as well as easy transit factory gate to port for exports	x	x	x		
National Integrated Multi-modal Transport Policy	2013	Adopting integrated and interchange between modes of transport Fostering the role of multimodal transport operators (MTOs) Ensuring physical and operational integration between different modes of transport Releasing pressure on roads by enhancing service quality for passengers through close coordination with other modes Developing multimodal corridors between major economic centers which give priority to freight and highspeed network for passengers Reorganizing the organization into lines of business with a focus on operations in multimodal environment Investing in existing river ports to improve interchange between water transport and other modes Providing door-to-door service in passenger and freight movement through coordination with cargo operator and other transport operators Increasing capacity and efficiency of Chittagong and Mongla seaports, including consideration of a deep sea port, and ensuring that ports are fully connected by rail and inland water transport Making best utilization of the potential of Mongla Port through inland water transport and rail connections for general cargo and containers Enhancing environmental and operational performance by encouraging the provision of multimodal access to markets Improve access to airports by all modes of transport River ports will be gradually connected by road and rail	x	x	x	x	

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Physical integration between water, road, and rail modes will be encouraged where there are benefits to users, costs reductions or environmental improvements. Where integration is in the public and operators' interests, operators will be encouraged to publicise each other's services Financing systems for modal integration will be considered by Government so that schemes are not held back by the unwillingness of individual sectors to pay. The Government will establish a mechanism for aiding multi-modal schemes, and will publish advice on criteria for funding as early as possible. The Government will treat long-term planning of transport as a priority. The Government's vision for transport needs to be translated into a long term Multimodal Transprot Strategy.	X	X	X		
National Shipping Policy 2000	2000	Creation of new facilities, construction of special type of berth and establishment of effective inter-connection with other transportation system.			X		
Perspective Plan of Bangladesh 2021-2041	2012	PP2041 will give priority to developing these modes to reduce the pressure on roads and also to strengthen intermodal coordination. Quality transfer facilities to road transport. Bangladesh Railway to act as a multi-modal transport operator Integrate IWT with other transport modes to maximize the benefits of IWT. • Strengthen land transport connectivity to the airports to maximize the benefits of air services. • Inter-modal transport connectivity with ports will be ensured for speedy forward transport to the final destination of imports as well as easy transit factory gate to port for exports	X	X	X	X	
Road Master Plan 2009	2009	Development of the strategic road corridors will be planned in coordination with the development of the railway and inland waterway networks to ensure that the most appropriate mode is used for the movement of people and goods	X	X	X		
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	development of rural transport infrastructure by integrating road and inland water transport and improving channel and waterway conditions	X		X		
Investment volume for transport							
National Land Transport Policy	2004	The Government will take steps to ensure that investment decisions across all modes of transport are subject to the same financial and economic criteria.					
Local production, services, contracting etc.							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	<p>4.2.1.1 Giving priority to local manufactures/assemblers in public procurement of automotive products and accessories especially "Made in Bangladesh" automotive products will get priority in all government purchase. 4.2.1.2 progressive leasing policy will be activated for the public sector to expand access to locally made new vehicle in the domestic market; 4.2.1.3 In order to differentiate the locally made vehicles and fully built imported units, micro-dot technologies like proof-marking, coding etc will be adopted in the industry 4.3.1 Government will provide following assistance to the local automobile assemblers and OEM manufacturers to produce parts locally: - 4.3.1.1 A list of parts related to vehicle manufacturing and after-sales service delivery that can be produced locally will be prepared with the help of local components manufacturers. 4.3.1.2 Necessary training will be provided to local manufacturers to acquire skills on producing OEM standard parts. 4.3.1.3 CKD manufacturing plants having its own full-fledged paint shop will get more facilities in terms tariff and other benefits than those who have no paint shop. 4.3.1.4 Attractive tax exemption facility will be provided based on the amount invested in automobile manufacturing sector. This opportunity will be based, and be subject to getting higher priority, on the level of initiatives to increase competitiveness in the local production, utilization of local resources and development of technology to increase export facilities of the local industries. 4.3.1.5 Assembling and manufacturing of convenient and affordable cars, three wheelers, bus, truck, tractors, other commercial vehicles, ambulances and its components making industries will be patronized and be subject to receive special incentive. 4.3.1.6 Factories produce import substituted parts will enjoy financial and tax holiday facilities. 4.3.1.7 All buyers of locally assembled/manufactured vehicles will enjoy certain percentage of income tax relief to the value of Made in Bangladesh vehicle purchase. 4.3.1.8 Exports of vehicles made by local CKD assembling/manufacturing industries will be given 15% cash incentive 4.3.1.9 Foreign investors will be guaranteed full repatriation of their due dividend of their investment in local parts manufacturing companies 4.3.1.10 A guideline will be prepared to simplify the disbursement mode of one-time and running royalty fees payable to parent industries by local manufacturing companies. 4.4.3 In order to grant special incentives to local manufacturing companies on the basis of adding better value addition, the following qualities will be considered as the base for measuring better value addition: 4.4.3.1 Contribution in more localization process 4.4.3.2 Ability to survive in the global price competitiveness 4.4.3.3 Ability to provide uninterrupted supply of parts to the local OEM's and component manufacturers 4.4.4 Special advantage will be given to local manufacturing of Pickup, Truck, Bus, MUV, PPV (Pick up base SUV), 3 wheeler Auto-Rikshaw, Sedan Car, 3 wheeler ambulance (subject to specification approval of BRTA/Concerned Ministry), Eco Car, Electric vehicle / Hybrid Electric Vehicle (HEV) etc industry those who are able to make local automobile industry more sustainable. 4.4.5 A Reconditioned Car Management Guidelines will be formulated to facilitate Reconditioned Vehicle Business and to support the local manufacturers. 4.4.6 Special Incentive Guidelines will be framed to inspire setting up specialized automobile industries such as ambulances, refer vans, luxury bus bodies etc 4.6.3 In order to enhance capability of local</p>					

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
LPG/ CNG/ LNG							
Air pollution Reduction Strategy for Bangladesh	2012	Around 12,000 existing two-stroke baby taxis were replaced by 9,000 new four-stroke CNG baby taxis, imported from India Restructuring CNG and petroleum prices in order to make CNG more lucrative as a transportation fuel and removing or reducing subsidies on petroleum fuels; Allowing the private sector to participate in CNG conversion of vehicles and in setting up CNG filling stations, curbing the previous monopoly; Encouraging the private sector to enter the industry by making available government land to them only for setting up CNG filling stations; Dropping import duties on CNG conversion kits, storage tanks and filling station related equipments, bringing down the conversion costs; Dropping import duties on dedicated CNG buses reducing duties on CNG baby taxis; Asking all government vehicles to convert to CNG; Running safety campaigns to ensure the use of proper CNG storage tanks.	x				
Air pollution Reduction Strategy for Bangladesh	2012	Encourage Diesel to CNG switch through incentives	x				x
National Integrated Multi-modal Transport Policy	2013	Encouraging CNG driven vehicles	x				
National Land Transport Policy	2004	The Government will encourage the use of CNG, and at the same time will adopt a works programme to ensure that the country is adequately covered by a full network of CNG filling stations, particularly in urban areas. The Government will take appropriate measures to attract the private sector to set up CNG filling stations all over the country. By fixing price differentials between CNG and Petrol, gas-driven vehicles will be encouraged. The Government will encourage the conversion of existing petrol-driven cars to CNG through an awareness campaign. International practice in the use of CNG or ultra-low sulphur diesel fuels will be followed and action taken in phases. Participation of the private sector in the following activities will be encouraged: Development of CNG filling stations and infrastructure	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	CNG fuel is often used for both private and public vehicles, recently some hybrid cars are being imported and zero tailpipe emission battery-powered vehicles are used widely in most urban areas as public transport	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	encourage CNG vehicles	x				
Voluntary National Reviews (VNRs) 2020	2020	promoting CNG conversion of vehicles	x				
National speed law							
Global Status Report on Road Safety 2018	2018	Yes	x				
National Integrated Multi-modal Transport Policy	2013	Survey potential measures to ensure better compliance with speed limits on roads	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Road Transport Act 2018	2018	(2) The driver of any motor vehicle shall not drive the motor vehicle recklessly or exceeding the prescribed speed limit on any road or highway.	x				
Non-urban passenger rail infrastructure improvement							
Perspective Plan of Bangladesh 2021-2041	2012	Reconstruction, modernization and extension of missing links for national, regional and Trans Asian Railway Network.		x			
Parking pricing							
National Integrated Multi-modal Transport Policy	2013	The Government will prepare parking policies. The policy will have the provision for pricing of short-term and long-term parking, both on-street and off-street. The policy will also include rates of parking charges to be recovered from vehicles. Concerned agencies will be given powers to control on-street parking;	x				x
Passenger and freight load limits							
Eighth Five Year Plan	2020	strict axle load control policy would be established and enforced to reduce road damages caused by overloading.	x				
National Integrated Multi-modal Transport Policy	2013	Limiting damage of roads through enforcement at axle load control stations on highways Ensuring strict control on axle load limits through installation of axle load stations and bringing transparency in their operations;	x				
National Land Transport Policy	2004	Bridges on the National and Regional Roads which are not capable of meeting the new axle weight will be reconstructed up to the required standard Axle Load Limits for various classes of vehicles will be fixed.	x				
Perspective Plan of Bangladesh 2021-2041	2012	Strict axle load control policy would be established and enforced to reduce road damages caused by overloading.	x				
Road Master Plan 2009	2009	Government to ban import of 2-axle trucks with an unladen weight of more than 5 tonnes from 1 January 2008, and encourage use of multi-axle trucks.	x				
Road Transport Act 2018	2018	43. (1) No motor vehicle driver or person shall drive or permit or cause to be driven any motor vehicle carrying a weight in excess of the permissible laden weight, train weight or axle weight on any road or highway.	x				
Vehicle Axle Load Control Station Operation Policy 2012	2012	In supersession of all previous orders in this respect, the Government has been pleased to raise the existing single load limit from 8.2 tons to 10.0 tons add to refix the maximum permissible laden/train weight limit of motor vehicles higher than 20.0 tons and the maximum permissible weight for single axle and group of axles and also the maximum permissible laden/train weight of motor vehicles or combination of vehicles (rigid or articulated) for use in Bangladesh	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Performance-based transport maintenance contracts							
Road Master Plan 2009	2009	· Contractors will be asked to tender for 3 year contracts to provide all routine maintenance activities : vegetation control, culvert cleaning, slope protection, pothole filling and crack repairing, signage, lines etc. · Pilot schemes will be used to develop the most appropriate form of contract. · RHD to set performance standards for these contracts. All roads under RHD to be placed under routine maintenance contracts.	x				
Port electrification							
Mujib Climate Prosperity Plan	2021	large-scale electrification of cargo-handling equipment in logistics facilities such as ports and inland terminals			x		
Port infrastructure improvements							
Bangladesh Delta Plan 2100 Vol. 3.b	2018	Establishment of inland container river port on priority basis. Priority upgrading of port facilities (both cargo and passenger) and storage facilities for prompt vessel loading/unloading, mechanical equipment will be introduced for handling of cargo in place of head-load system.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	<p>☐ River port facilities will be sharply improved with modern service standards for passengers, docking and unloading services for cargo including container cargo, storage facilities and security and rescue services. International river ports of call will also provide customs and inspection services as relevant. Emphasis will be placed on removing all the constraints to the use of the Mongla Port to its full capacity through a combination of investments in strategic dredging and investments in port equipment and facilities to support expanded and efficient cargo handling. The investment programmes for the expansion of Chittagong Port capacity will be fast tracked along with other investments for expanding container traffic handling and management. ☐ Completion of minimum 16.0 meter draft deep sea port at Matarbari, Cox’s Bazar. ☐ The investment programmes for the Pyra Port will be fast tracked for speedy completion of all required physical work to enable service by 2022. ☐ Each port would focus on the improvement of productivity – both ship berth-day and gang-shift output further through modernisation, induction of more sophisticated equipment in handling cargo, etc. ☐ Handling operations in selected areas will gradually be outsourced/ privatised for injecting more competition and increasing output. ☐ Efforts would be made for full mechanization of cargo handling operation and movement in major Ports. ☐ The storage area in the ports will be expanded ☐ Efforts would be made to reduce pre-berthing detention and to improve turn -time of vessels through minimization of both port and non-port related factors. ☐ Required dredging to allow handling of bigger shipping will be carried out. ☐ Terminal capacity for handling higher cargo off-loading will be expanded. ☐ Capacity to handle large container traffic will be expanded by constructing deep water-container hub ports ☐ Modern cargo handling techniques would be introduced to improve port performance in the major ports, particularly in the dry bulk cargo, conventional and unitized general cargo trades. ☐ Port service efficiency and productivity will be enhanced by introducing of state-of-the-art technology/internet to implement integrated Port Operations System and to move towards paperless regime so as to reduce dwell time and also reduce transaction cost to the users. The major areas where such automation is aimed at include: Vessel Traffic Management System (VTMS); Information Technology in Scientific Application, the Cargo/Container handling operations and non-operation area; Surveillance System and Safety & Security System; and Electronic Commerce (EC)/Electronic Data Interchange (EDI).</p>			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Investing in existing river ports to improve cargo and passenger handling increasing passenger and bulk cargo needs Increasing capacity and efficiency of Chittagong and Mongla seaports, including consideration of a deep sea port, and ensuring that ports are fully connected by rail and inland water transport Developing ports as a gateway for freight movement among neighboring countries Utilizing local and foreign expertise and investment to increase port capacity and efficiency Ensuring safe berthing of ships by dredging of channels to increase navigability			x		
National Land Transport Policy	2004	Accordingly, Bangladesh Railways will look at increasing the number of container terminals. Options for new terminals in cities outside Dhaka, as well as at Tongji, will be studied.			x		
National Shipping Policy 2000	2000	Development of network and material handling facilities of main sea ports. In order to improve the port government will undertake plan/scheme properly through involving private entrepreneur or through other way. Participation of private sector will be encouraged in port management, operation and maintenance. Creation of new facilities, construction of special type of berth and establishment of effective inter-connection with other transportation system. Undertaking proper step for continuous and sufficient power supply to the ports. Port authority will be encouraged to increase power production and distribution capacity in the main ports or will be encouraged to enter into agreement to increase power production. Undertaking of this system will remain under existing rules and regulations regarding national security and operation. Providing definite jetty facility for main import and export materials. Raising existing facilities for loading unloading of materials. Increasing efficiency of jetty activities through use of computer network in all works and to operate the same coordinately. Reconstruction of existing berths of Chittagong and Mongla port and giving assistance in additional container berth improvement through construction of new terminal. Giving assistance for improvement of container depot in all the specific places of the country to face the demand of container handling, clearance and preservation service. Undertaking overall endeavor to constitute a coordinated system of all kinds and to construct necessary infrastructure in the boundary of the inland container depot. Existing ports and construction of new internal container depot/container terminal. Development of main inland river ports and internal container ports. Encouragement of government or private patronisation to develop proper landing facilities (Pontoon and Jetty) in the rural area. Construction of infrastructure of inland river ports alongwith container terminal with handling facilities so that materials carrying become easy. Participation of private sector will be encouraged in such construction, management and operation.			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Perspective Plan of Bangladesh 2021-2041	2012	<ul style="list-style-type: none"> Each port would focus on the improvement of productivity both ship berth-day and gangshift output further through modernisation, induction of more sophisticated equipment in handling cargo, etc. Handling operations in selected areas will gradually be outsourced/privatised for injecting more competition and increasing output. Efforts would be made for full mechanization of cargo handling operation and movement in major Ports. The storage area in the ports will be expanded. Efforts would be made to reduce pre-berthing detention and to improve turn -time of vessels through minimization of both port and non-port related factors. Required dredging to allow handling of bigger shipping will be carried out. Terminal capacity for handling higher cargo off-loading will be expanded. Capacity to handle large container traffic will be expanded by constructing deep watercontainer hub ports. Modern cargo handling techniques would be introduced to improve port performance in the major ports, particularly in the dry bulk cargo, conventional and unitized general cargo trades. Port service efficiency and productivity will be enhanced by introducing of state-of-the-art technology/internet to implement integrated Port Operations System and to move towards paperless regime so as to reduce dwell time and also reduce transaction cost to the users. The major areas where such automation is aimed at include: Vessel Traffic Management System (VTMS); Information Technology in Scientific Application, the Cargo/Container handling operations and non-operation area; Surveillance System and Safety & Security System; and Electronic Commerce (EC)/Electronic Data Interchange (EDI). 			X		
Programs to reduce emissions in logistics							
Mujib Climate Prosperity Plan	2021	Incentive schemes will be deployed to lower the direct and indirect costs of logistics while also reducing both dependence on fossil fuels and their harmful environmental effects.					
National Shipping Policy 2000	2000	Considering existing rules and regulations, policy of industrial management, technological progress, demand of consumers and expectation of the people government will try to improve management system and environment.			X		
Public transit integration							
Eighth Five Year Plan	2020	☑ Integrate IWT with other transport modes to maximize the benefits of IWT.			X		
National Integrated Multi-modal Transport Policy	2013	<p>Different transport agencies will introduce integrated ticketing system for urban transports to ensure coordination between different modes Digital ticketing system will be introduced in public transport system for easy transfer from one mode to another Introduction of thorough tickets for a complete trip by passengers Better facilities at interchanges Better connection and coordination between different services Wider availability and provision of information on time tables, route planning and fares Introduction of a national public transport information system</p>	X	X	X		X

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	Construction of terminals for interchange of transport modes for passengers and greater participation of the private sector in this regard will be encouraged	x	x			
Rail infrastructure expansion							
Final Report on Updating Railway Master Plan	2017	Rail infrastructure expansion		x			
National Sustainable Development Strategy 2010-2021	2010	Railway linkages will be established between the east and the south west zones of the country through construction of the first Padma Bridge. Expansion of line capacity by double tracking of major rail corridors		x			
Perspective Plan of Bangladesh 2021-2041	2012	Expand and strengthen railway infrastructure including creating new lines to service demand, track doubling of important corridors, upgradation of all rail lines to broad gauge/ dual gauge system. Ensure railway connectivity to every district of Bangladesh. Reconstruction, modernization and extension of missing links for national, regional and Trans Asian Railway Network. Development of railway links with all ports and proposed Deep Sea Port at Sonadia.		x			
Reduction of transport/ logistics costs							
Mujib Climate Prosperity Plan	2021	Incentive schemes will be deployed to lower the direct and indirect costs of logistics while also reducing both dependence on fossil fuels and their harmful environmental effects. Similarly, use of internal waterways for transportation of goods will be prioritized to utilize the extensive network of waterways and bring down the logistics costs for transportation of freight.	x	x	x		
Renewable energy							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Draft National Solar Energy Roadmap, 2021-2041	2020	In order to promote RE resources and to achieve the RE target in the total generation mix, the GOB has taken 500 MW Solar Programs in 2012. Besides this 500 MW solar program, the government initiated programs like the Solar Home System (SHS), solar mini-grid, solar rooftop, solar irrigation, etc. with an aim to scale up the contribution of renewable energy in the country. The first-ever grid-tied solar PV project of Bangladesh has been installed in Sharishabari, Jamalpur in 2017. With 3.28 MW of installed capacity, the project has been implemented on IPP basis by the sponsor company Concord Progati Consortium Ltd. and is still in operation. Until June, 2020, a total of 27 large-scale solar IPP projects have been taken up by the GOB (Letter of Intent or LOI issued) with total installed capacity of 1695.77 MW (PPA has been signed for 09 The utility companies have been mandated to add certain amounts of renewable component to their existing capacity, which if implemented shall account for 700 MW of solar power. The GOB has also received proposals for 3 large-scale solicited grid-tied solar IPP projects. All of these IPP projects are of 50 MW capacity and are to be located on land available near the 132/33 kV grid substation at Boriahat, Rangunia and Netrokona. According to the website of SREDA, 202,017 solar-powered street light systems have been installed with a capacity of 10.59 MW in the country until December 2019 The Local Government Engineering Department (LGED) under its City Region Development Project (CRDP) is installing nearly 3000 solar powered street lights along 114 kilometers of road within the Gazipur city corporation area.					x
Draft National Solar Energy Roadmap, 2021-2041	2020	12. Upgrade existing grid infrastructure, especially the transmission network 13. Match demand with the variable solar PV supply via demand side management etc. Therefore, the Roadmap puts considerable emphasize on the aspect of land barrier and recommends several measures to be adopted by the GOB to build the envisioned ‘Solar Power Hubs’ to meet the solar PV targets. Mandate installation of rooftop solar PV systems for the following public or privately-owned buildings or institution premises if there is sufficient space: Bangladesh Railway: rooftops of railway stations, platforms and adjacent land if available; Civil aviation centers and land available near the airports with sufficient glare protection; All the river, sea-ports, jetties;					

Reporting, transparency, feedback mechanism

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	The government has put top priority to timely completion of all on-going projects. The 8FYP will further strengthen this by closely monitoring completion of all large transport projects, ensuring timely release of funds, linking new investment approvals to the record of project implementation, improving procurement policies, paying greater attention to project design before project approval, ensuring project implementation readiness as an important criteria for project approval, and strengthening capacities of line ministries and public agencies through improvement in technical capacities based on training and also through recruitment of special skills from private sector on contractual basis. For large and complex projects, international competitive bidding process will be followed and emphasis will be given for turn-key project contracts with strict monitoring and penalty clauses for timely delivery of projects in agreed quality and price.					
National Land Transport Policy	2004	The Government will require transparent and fair assessment and appraisal methods to be developed and applied in the allocation of public funds for social and economic reasons.					
Request for financial support to develop transport							
Eighth Five Year Plan	2020	8FYP will seek to sharply strengthen the PPP initiative with quality international level staffs and address required legal and incentive issues to draw international financing from best possible sources. Attention will be given to proper risk-sharing between public and private sectors in developing financing plans and performance standards, drawing on the lessons of good practice experience.					
National Land Transport Policy	2004	Road asset maintenance - assistance from development partners will continue to be sought. Private sector and development partner support will be sought for safety projects.	x				
Road space repurpose to allow access for other modes							
Eighth Five Year Plan	2020	to reduce the risks of accidents, there should be a separate lane for slow-moving vehicles ☐ Creating special lanes for pedestrians and cyclists.	x				
National Integrated Multi-modal Transport Policy	2013	Provision of separate lanes for non-motorized traffic. Provision of separate bicycle lanes on urban roads. Non-motorized transport is especially important in rural areas and special considerations will apply in rural road design, including vehicle segregation and low gradient.	x				x

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	The Government will encourage the development of street management capabilities of concerned authorities in order to make best use of the road network, and make traffic flow more efficient. Where National Roads pass through urban areas, measures will be taken to segregate motorised and nonmotorised vehicles. Where it is possible to provide service roads, nonmotorised vehicles will be banned from National Highways carriageways, otherwise special lanes for NMV's will be provided by the side of National Highways.	x				
Road-side checks on overloading							
National Land Transport Policy	2004	To prevent overloading of goods and passenger vehicles roadside checks will be implemented and enforced. To do this the relevant authorities, aided by the police, will be equipped with mobile weigh-stations, and permanent weighbridges will be implemented at key locations.	x				
Road Master Plan 2009	2009	RHD to install 18 weighbridges across the country (First Phase)	x				
Road Transport Act 2018	2018	(3) The Government, or any institution or organization empowered to do so, may check the laden weight, train weight or axle weight of a motor vehicle or trailer plying on a road or highway and may direct that excess weight be reduced from the permissible weight and in such case the driver of the motor vehicle shall exceed the permissible weight. You will be forced to lose excess weight.	x				
Road-side vehicle technical checks							
National Road Safety Strategic Action Plan	2014	Enforcement of motorized and non-motorized vehicle safety and operational requirements including use of lights and reflectors NMVs. Effective road side inspection targeting safety and environment. Implement vehicle emission standards for routine and roadside testing	x				
Routine transport asset maintenance							
Air pollution Reduction Strategy for Bangladesh	2012	Timely road maintenance and cleaning	x				
National Land Transport Policy	2004	Recurrence of any backlog in the future will be avoided through improved routine and periodic maintenance programmes. The Government will strengthen capabilities in all the fields of road maintenance in engineering, contracting and cost control. Routine and periodic maintenance programmes will be drawn up by RHD, LGED, and city authorities. Where these provide value for money Government will ensure adequate funding.	x				
Road Master Plan 2009	2009	All roads under RHD to be placed under routine maintenance contracts. Regular bridge maintenance will be introduced and enhanced.	x				
Ship efficiency improvements							
National Integrated Multi-modal Transport Policy	2013	Strengthening research into more fuel-efficient vessels Enhancing efficiency and safety of country boat by modernizing engine driven country boats and by using reversible gear fitted country boats			x		

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Speed limit on motorways <= 90 kph							
Global Status Report on Road Safety 2018	2018	112 km/h	X				
Speed limit on rural roads <= 70 kph							
Global Status Report on Road Safety 2018	2018	112 km/h	X				
Speed limits on urban roads <= 30 kph							
Global Status Report on Road Safety 2018	2018	112 km/h	X				X
Stakeholder Involvement							
National Integrated Multi-modal Transport Policy	2013	Transport related institutions will ensure that adequate coordination is effected between rail, water and road based modes of city transit systems and these institutions will engage in frequent public consultation so that public opinions are reflected in transport planning The advantages of Multimodal Transport will be publicized to concerned organizations	X	X	X	X	X
National Land Transport Policy	2004	Discussion and consultation forums will be created for policy implementation. The Government will establish a user role within its transport planning process.					
Road Master Plan 2009	2009	Government to consult stakeholders on the issue of axle-load control in order to ensure understanding and compliance, before measures are introduced.	X				
Target - Modal shift							
Bangladesh. National Communication (NC). NC 3	2018	Modal shift from road to rail % modal shift of passenger -km High = 25% Medium = 20% Low = 10%	X	X			
Technical standards for general transport infrastructure							
National Integrated Multi-modal Transport Policy	2013	Promoting best environmental standards in the design and operation of ports			X		
National Shipping Policy 2000	2000	Protection of safety and environment and determination of standard to keep the environment proper for work and ensuring application of those factors. This standard will be fixed by the Ministry of Shipping and these will be compulsory to follow. Continuous standard determination and the same will be implemented in case of shipping. Measurement of channels (length, breadth and depth), navigational lock size, horizontal and vertical measurement to cross bridge, overhead electric wire, material carrying will be inclusive to it. BIWTA will determine standard in this regards and all concerned organisations will follow the same compulsorily.			X		
Technical standards for rail infrastructure							
Eighth Five Year Plan	2020	Strengthen O&M practices following internationally recognized safety standards.		X			

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Integrated Multi-modal Transport Policy	2013	Establishing technical harmonization and interoperability between various logistics and systems, including regional traffic, particularly for rail-based container movement. Existing dual gauge systems impede uninterrupted travel. Gradual conversion of dual gauge with subsequent conversion to broad gauge for increasing speed and enhancing comfort.		x			
Technical standards for road infrastructure							
National Land Transport Policy	2004	National design standards for all categories of roads will be published by the Planning Commission. All organisations will perform their works in accordance with the set standards. Geometric standards for all bridges in the main road network (National, Regional and Feeder Roads) will be drawn up by RHD, in conjunction with other concerned agencies. The Government will fix modified bridge vertical clearance standards in coordination with concerned agencies. The Government will publish environmental standards for new roads, including social and resettlement issues.	x				
National Road Safety Strategic Action Plan	2014	Review highway and traffic engineering standards. Develop guidelines, standards and designs for vulnerable road users (VRUs) i.e. pedestrians, cyclist, drivers of NMTs and passengers of public service vehicles.	x				
Perspective Plan of Bangladesh 2021-2041	2012	The focus will be given to developing quality infrastructures with hallmark attribute of high-speed mobility facilities. The target would be 80-110 kmph for important highway corridors, which is now operating merely at 25-35 kmph.	x				
Road Master Plan 2009	2009	Road network to be maintained to a set of agreed standards. Government will set standards for the quality of the road network and ensure that resources are made available to road agencies for targets to be met. The Government will confer powers on, and allocate resources to, road agencies to set and enforce limits on the weights of vehicles so as to protect the road network from damage caused by overloading. Design standards will be updated to meet international norms.	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	One of the specific policy performance targets for the road sector includes the mandatory use of Social and Environmental guidelines for all road and bridge projects. Also environmental standards for road transport are to be established.	x				
Technologies on transport asset management							
Eighth Five Year Plan	2020	For longevity of road infrastructures, sustainable as well as innovative technologies will be adopted.					
Technology and knowledge transfer							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Eighth Five Year Plan	2020	☒ Introduction and/or up gradation of modern signalling system with relevant safety measures of international standard and introduction of a proper telecommunication system. ☒ Introduction of mechanized track maintenance system. Introduction of a modern train management system with the Centralized Traffic Control System. ☒ Lower port turnaround, loading and unloading times. ☒ Development of new Workshops. Procurement of modern equipment for rolling stocks maintenance. ☒ Introduction of Intermediate Block System and Installation of Automatic Train Supervision (ATS) including Automatic Train Protection (ATP) with existing CBI and CTC system in the selected corridors.		x			
National Land Transport Policy	2004	Heating bitumen for surfacing roads over open fires produces a lower quality surface and causes atmospheric pollution, and will be banned. Modern technology will be adopted. A high diversity of vehicles and technologies will be encouraged through removing inappropriate regulations.	x				
Perspective Plan of Bangladesh 2021-2041	2012	Introduction of Intermediate Block System and Installation of Automatic Train Supervision (ATS) including Automatic Train Protection (ATP) with existing CBI and CTC system in the selected corridors		x			
Traffic management							
National Integrated Multi-modal Transport Policy	2013	Upgrading traffic management Making the best use of existing roads by improving traffic management measures;	x				x
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Implementation of Traffic Management and Traffic safety Urban transport planning and traffic management to decrease congestion	x				x
Transit-oriented development							
National Integrated Multi-modal Transport Policy	2013	Transport planning can be integrated with land use planning, especially in urban areas, including upazila towns. The Government will provide instructions to responsible local government agencies to draw up town and city transport plans accordingly Implementation of Transport Policy can integrate with the government’s Land Use Policy 2001					x
Transit-oriented development (TOD)							
Perspective Plan of Bangladesh 2021-2041	2012	Strengthening linkages with cities and towns around Metropolitan Areas through bus rapid transit (BRT) and mass rapid transit (MRT/Metro Rail). The emphasis would be placed on coordinated development of land use and transportation planning in order to facilitate access to such basic necessities as workplaces and socio-economic facilities.					x
Transport asset condition assessment							
National Integrated Multi-modal Transport Policy	2013	Strengthening government inspection of Bangladesh Railway		x			
Transport infrastructure resilience							

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mujib Climate Prosperity Plan	2021	We will enable the climate resilience of the Bangladesh Railway 30-year revised master plan including protection measures from extreme weather, heavy rain, high temperatures, high wind speeds, and reduced soil stability. We will also support energy efficiency measures of railway infrastructure including a shift to electric.		x			
Transport services adaptation							
National Shipping Policy 2000	2000	Keeping the loss to the lowest limit and preparation of contingency plan to face the natural emergency situation to keep the activities of the port continued to the highest level in the crisis situation. Annual practice operation to test disaster management preparation. Preparation of contingency plan to face any situation if important, port activities are hampered for reasons like accidents or ship wrecking. A possible plan will have to be prepared to collect fleet of both government and private sector to face any emergency situation or natural calamities.			x		
Vehicle efficiency standards							
Eighth Five Year Plan	2020	Vehicle exhaust emission standards will be set in line with similar standards as of neighbouring/ similar countries	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	reducing the use of fossil fuels by improving the efficiency of energy usage Improved energy efficiency of vehicles					
Vehicle import inspections							
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Yes	x				
Vehicle inspection and maintenance							
Air pollution Reduction Strategy for Bangladesh	2012	Strengthen vehicle inspection and maintenance	x				
Automobile Industry Development Policy 2021	2021	4.5.1.2 Strengthen the vehicle inspection system, so that fitness test can properly check if safety/quality/emission levels accord to the prescribed standards while rendering inspection activities held by BRTA or its authorized institutions. 4.5.1.3 BRTA will be able to authorize qualified private organization to conduct vehicle fitness test in order to expand and ensure availability of service across the country. 4.5.1.4 There will be a time bound one stop service cell in BRTA to provide required service for vehicle registration and fitness test by BRTA and its authorized institution as minimum time as possible	x				
Eighth Five Year Plan	2020	Policy initiatives will be taken to establish automated vehicle fitness test centres	x				
National Integrated Multi-modal Transport Policy	2013	Improve vehicle fitness through better testing and enforcement;	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
National Land Transport Policy	2004	The Government will introduce mandatory emission testing as part of the vehicle fitness test. The standards initially adopted will be progressively raised so as to reflect international norms. The Government will equip the concerned authorities with emission testing equipment, and will create expert manpower by providing appropriate training. Use of clean fuels will be encouraged to control air pollution and practices of proper maintenances will be developed. New regulations and a new system for vehicle fitness testing will be established. Use of better quality engines and better technology for maintenance practices will be encouraged. Commercial vehicle fitness testing will be more rigorous. In future the private sector will be invited to develop testing stations, under licence from BRTA. Participation of the private sector in the following activities will be encouraged: Vehicle and axle weight testing, Operation of vehicle fitness testing stations In future, direct access onto main roads from Hats and markets will not be allowed, and alternative access or service roads will be provided.	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Periodic inspection is in effect	x				
Road Transport Act 2018	2018	40. (1) Construction, arrangement and maintenance of motor vehicles shall be done in such a way that the driver of the motor vehicle is able to control it effectively.	x				
Roadmap and Action Plan for Implementing Bangladesh NDC	2018	Vehicle maintenance and eco-driving	x				

Vehicle manufacturing

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Automobile Industry Development Policy 2021	2021	Enhance negotiation towards harmonization of rules of origin and elimination of Non-tariff barriers within the region trading blocs, as well as bilateral and multi-lateral trade agreements to facilitate growth and development of the automotive industry will be bolstered To qualify for financial and non-financial benefit, local OEM manufacturers must implement the following progressive production rate: 4.4.2.1 Local Contribution Rate (see table) 4.5.1.1 Revise the existing Motor Vehicle Act and other relevant provisions concerning safety/quality/emission regulations, for the purpose of ensuring roadworthiness of registered vehicles especially electric or eco-friendly vehicles. 4.6.1 To ensure safety, product efficiency and environmental sustainability, an automotive industry programs will be put in place to promote research, design, and improvement of locally produced automotive products. establishment of new and independent automotive assembly and manufacturing unit by an investor for the production of vehicles that was not previously registered in Bangladesh. revival of existing non-operational or closed assembly and manufacturing facilities either independently by original owners or in assistance with new investors or under joint venture agreement with foreign entities or solely owned by foreign companies through purchase of plant. The Government prioritizes the local production of commercial vehicles (Bus, Truck, Minibus) and passenger vehicles (Saloon car, Hatchback, Station Wagon, Sports Utility Vehicle) and will provide encouragement through following activities : - 4.1.1.1 Incentives will be granted on the basis of gradual improvement of local production. The basic eligibility for receiving incentives will depend on the performance of accomplishing local contribution rate as mentioned in paragraph 4.4.2.1. The level of incentive allocation will be determined on the magnitude of local value-addition; degree of technology transfer; improvement of expertise; level of foreign exchange earnings; strengthening of manufacturing value chain; developing linkages within the industry; and investment in R&D; 4.1.1.2 Phased Incubation Approach will be adopted to continuous grow and build the efficiency of the local investors engaged in auto components manufacturing industry in the country; 4.1.1.3 Effective steps will be taken for quick transition from CKD level production stage to larger localization stage. 4.1.2 The Government will review the fiscal and non-fiscal incentive structure periodically to promote the growth of auto industry and to create more demand and prevent Bangladesh from becoming a dumping ground for international rejects through- 4.1.2.1 The incidence of Total Import Tariff (TTI) will be fixed in a manner so that it helps to facilitate actual development of manufacturing capabilities of local automobile industry as opposed to mere assembling factory and also proves that it does not give any undue protection to the industries; it ensures the industries to embrace balanced transition to open trade; it promotes increased competition in the market and enlarges purchasing choices of the local customers. 4.1.2.2 The Government will introduce inspiring tax incentives system that support to sub-contracting of local SME industries with established large automobile OEM's factories. 4.1.2.3 Government will provide adequate opportunities to local industry to attain global standards especially producing bound rates items like Buses, Trucks, Tractors, Passenger Vehicle and Auto components in the country. 4.1.2.4 Appropriate measures including anti-dumping duties will be	x				

XIV. Transport and Climate Policy Measures

This table lists the policy measures that relate to climate change mitigation and adaptation in the transport sector that had been identified in the transport policy documents of Bangladesh

Document	Year published	Measure	Road	Rail	Domestic Navigation	Domestic Aviation	Urban Transport
Mujib Climate Prosperity Plan	2021	Build modernized industries including ridesharing transportation industry and manufacturing capacity for modernized transportation	x				
National Shipping Policy 2000	2000	Possibility of performing further role in ship building industry, specially sea going ship construction industry will be reviewed and necessary action for its development will be taken. Possibility of giving encouragement and assistance in ship building and repair sector will be searched jointly with local and foreign shipping companies.			x		
Vehicle restrictions (import, age, access, sale, taxation)							
Air pollution Reduction Strategy for Bangladesh	2012	GoB has banned the import of vehicles older than 5 years, and also reduced import duties on newer vehicles.	x				
Road Safety Opportunities and Challenges: Low- and Middle-Income Country Profiles	2020	Import is regulated up to 4-year old vehicles	x				
Vehicle taxes							
Air pollution Reduction Strategy for Bangladesh	2012	Emissions based annual registration fees	x				
National Land Transport Policy	2004	Vehicle taxes and regulations will be changed to encourage larger vehicles, and to promote formal freight companies.	x				
Vessel scrappage and retrofit schemes							
National Shipping Policy 2000	2000	Recently ship-breaking industry in Bangladesh has been widened. Though there is reason of remaining sufficient uneasiness in respect of procedural security and industrial management in the work field of this industry. Location of this industry is near Chittagong port so sometimes it creates different problems in the activities of the port and it hampers security. Besides, importance may be given on adverse implication on the environment. So in order to encourage, consolidate, environment balanced and technology dependent of this industry Ministry of Shipping, Ministry of Industry and Ministry of Labour will prepare policy jointly. In order to stop environmental pollution for ship movement, shipbuilding, ship repair and breaking activities concerned international convention, protocol etc. will be introduced and applied. Making old ship scrap stage by stage and substitute new ships in the fleet increasing standard and efficiency of service of the existing services of BIWTC. Until ship will be repaired or will be made scrap applying safety and survey rules of ship strictly.			x		

References:

- 1) UN Population Database (2022), <https://population.un.org/wpp/>
- 2) World Bank (2022), <https://data.worldbank.org/>
- 3) Global Materials Flow Database (UNEP, 2023), <https://www.resourcepanel.org/global-material-flows-database>
- 4) Emissions Database for Global Atmospheric Research (EC, 2023), <https://edgar.jrc.ec.europa.eu/>
- 5) International Council on Clean Transportation (2023)
- 6) UN Energy Statistics (2021)
- 7) Fossil Fuels Consumption Subsidies 2022 (IEA, 2022), <https://www.iea.org/reports/fossil-fuels-consumption-subsidies-2022>
- 8) Climate Change Dashboard (IMF, 2024), <https://climatedata.imf.org/pages/access-data>
- 9) Ember (2023), <https://ember-climate.org/data-catalogue/yearly-electricity-data/>
- 10) Coalition for Disaster Resilient Infrastructure (CDRI, 2023), <https://giri.unepgrid.ch/facts-figures/building-infrastructures>
- 11) Koks, et al. (2023), <https://iopscience.iop.org/article/10.1088/2634-4505/acd1aa>
- 12) Environmental Vulnerability Indicators (UN, 2018), <https://www.un.org/development/desa/dpad/least-developed-country-category/evi-indicators-ldc.html>
- 13)) Global Status Report on Road Safety 2023 (WHO, 2023), <https://www.who.int/teams/social-determinants-of-health/safety-and-mobility/globalstatus-report-on-road-safety-2023>
- 14) Socioeconomic Data and Applications Center (CIESIN, 2023), <https://sedac.ciesin.columbia.edu/data/set/sdgi-9-1-1-rai-2023>
- 15) Country Official Statistics
- 16) Trademap (ITC, 2024), <https://www.trademap.org/>
- 17) International Organization of Motor Vehicle Manufacturers (OICA, 2023), <https://www.oica.net/production-statistics/>
- 18) ATO analysis of UNEP Index using latest data
- 19) Rapid Transit Database (ITDP, 2022), <https://www.itdp.org/rapid-transit-database/>
- 20) Socioeconomic Data and Applications Center (CIESIN, 2023), <https://sedac.ciesin.columbia.edu/data/set/sdgi-11-2-1-urban-access-publictransport-2023>
- 21) PPI Database (World Bank, 2023), <https://ppi.worldbank.org/en/ppi>
- 22) Organisation for Economic Co-operation and Development (OECD) (2022), <https://stats.oecd.org/Index.aspx?DataSetCode=CRS1#>
- (*) National transport policies



<https://asiantransportoutlook.com/>