

HighLevel 16 Regional EST Forum in Asia

Presented By

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Goal-1 Environment Sustainability

Goal 1(C)

Air Pollution: By 2030 reduce air pollution and contamination caused by traffic, including PM 2.5, other pollutants and noise



Goal-1 Environment Sustainability (Policies of Bangladesh)

- **National Adaptation Program on Action (NAPA) 2005**
- **Bangladesh Climate Change Strategy and Action Plan (BCCSAP), released in 2009**
- **Bangladesh Environment Conservation Act 1995**
- **Air Pollution Control Rules 2022**
- **National Adaptation Plan (2023-2050)**
- **NDC Nationally Determined Contributions 2015**
- **Bangladesh Delta Plan 2100**
- **Climate Change Trust Fund Act 2010**
- **Disaster Management Act of 2012**

Goal-1 Environment Sustainability (Policies of Bangladesh)

- **National Adaptation Plan (NAP) (2023-2050)**
- Mandated by the Constitution in its 15th amendment, Article 18a on the protection and improvement of the environment and biodiversity
- The NAP includes **23 adaptation strategies** under 8 sectors to reinforce implementation
- An estimates cost for the implementation of **113** interventions will require US \$230 billion) for 27 years (2023-2050)
- Every year \$8.5 billion per year, with \$6.0 billion per year from external sources

Goal-1 Environment Sustainability (Policies of Bangladesh)

NDC Nationally Determined Contributions 2015

- Bangladesh submitted its INDC to UNFCCC on 25 September 2015, for three sectors (Power, Industry and Transport).
- Bangladesh prepared the NDC Roadmap and Action Plan in 2018.
- In 2021, NDC was updated covering Energy, Industry, Agriculture, Forestry and Land use sector in addition to Waste.
- The NDC calls for several mitigation actions that will limit the country's GHG emissions
- Bangladesh aims to reduce its greenhouse gas emissions by 6.73% by 2030, relative to a business-as-usual trajectory.
- With international support, the country aims to reduce emissions by up to 21.85% by 2030

Goal-1 Environment Sustainability (Policies of Bangladesh)

Bangladesh Delta Plan 2100

- A comprehensive 100-year strategic plan aimed at gradual sustainable development through adaptive delta management process.
- It has included climate change as a significant future challenge.
- The plan targets to achieve a climate-resilient and prosperous delta by reducing vulnerability to natural disasters and building resilience to climate change.
- Total 80 projects are planned to be implemented with \$37 billion investment.

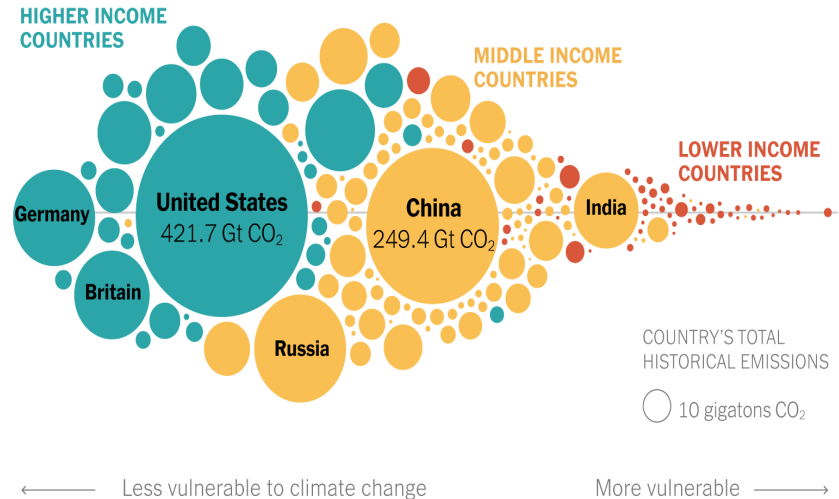
Goal-1 Environment Sustainability (Paris Agreement and Bangladesh)

Mitigation (Article-4)

Adaptation (Article-7)

Loss and Damage (Article-8)

Green Climate Fund (Article-
9,10,11)



Goal-3 Economic Sustainability

By 2030 realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructures.



Goal-3 Economic Sustainability (Metro Rail in Bangladesh)

Length : 21.26 kilometer (Elevated)
Stations : 16 nos. Passenger Capacity
: 60,000/ hour (both directions)
Speed : 23~35 km/hour to 100
km/hour (Maximum) Travel Time :
37 minutes Train Interval : 3.5
minutes . Estimated Cost in BDT :
Total 21,985.07 (Crore) GOB
5,390.48 (Crore) and
JICA 16,594.59 (Crore)



Goal-3 Economic Sustainability (Proposed Electric traction for Bangladesh Railway)

Dhaka-Narayangonj-Chottogram Electric
Traction System (Proposal Stage)

Length : 348.16 kilometer

Stations : 70 nos

Included with overhead Catenary and
Sub-stations.

Cost: Highly costly, requires
International Fund

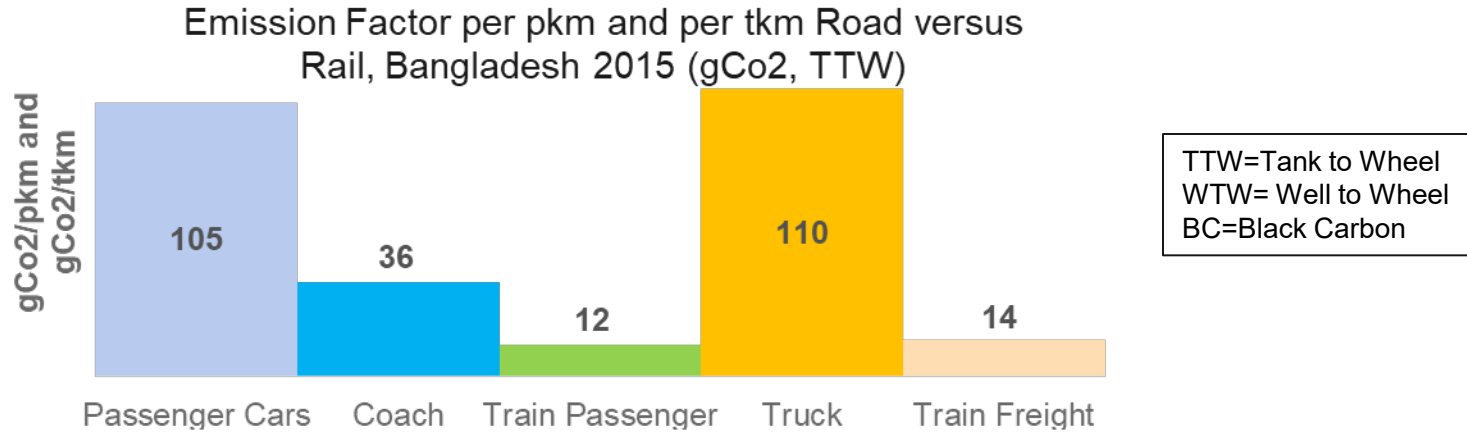
Green transportation according to
the atmospheric pollution



Goal-3 Economic Sustainability (Action Plan for Goods and Passengers of Bangladesh Railway)



Transportation Sector GHG Emissions by Source Bangladesh Scenario



Emission Factor per Mode Passenger Transport				
Mode	GHG TTW	GHG WTW	BC	GHG WTW incl. BC
Passenger Cars	105	132	0	132
Coach	36	45	7	52
Train	12	16	0	16

Emission Factor per Mode Freight				
Mode	GHG TTW	GHG WTW	BC	GHG WTW incl. BC
Truck	110	138	14	152
Train Freight	14	18	0	18

Bangladesh Railway's Plans to Meet the Future Traffic Demand



Dhirashram ICD



Halishahar, Chattogram
ICD



Ghorashaal ICD



Nimtoli ICD



Sirajganj ICD



Ishwardi ICD

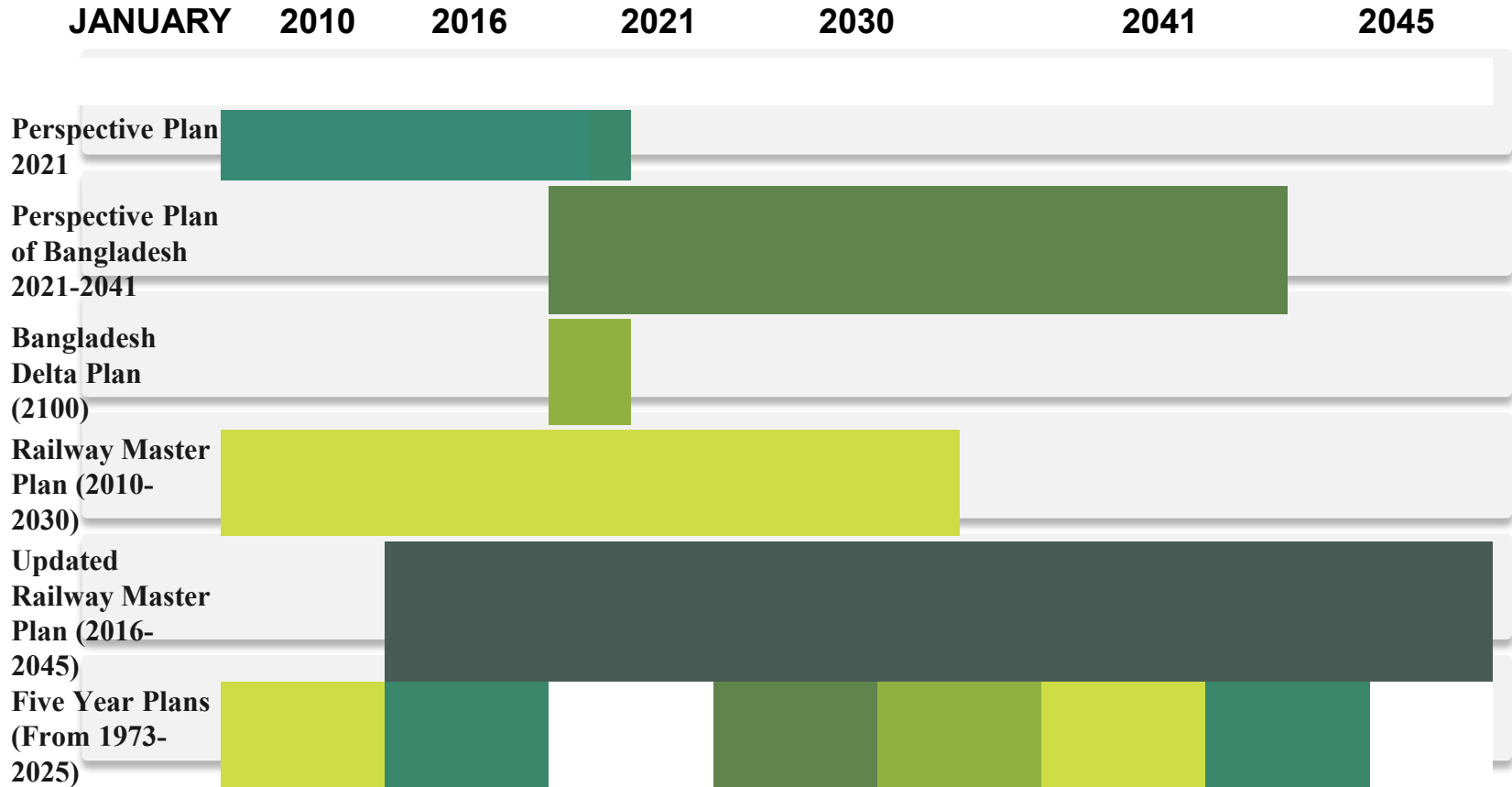


Darshana ICD

Growth of Transport Output and Modal share

Year	Passenger				Freight			
	Total	Share (%)			Total	Share (%)		
	Passenger-KM (billion)	Road	IWT	Rail	Tonne-KM (billion)	Road	IWT	Rail
FY76	17	54	16	30	2.6	35	37	28
FY86	35	64	16	20	4.8	48	35	17
FY90	57	68	15	17	6.3	53	30	17
FY98	90	72	17	11	12	65	28	7
FY06	112	88	08	04	20	80	16	4
FY18	195	86.67	8.21	5.13	31	77.42	16.13	6.45
FY21	284	86.62	8.1	5.28	41	75.61	17.07	7.32

Government's Initiatives to Improve Railway Sector



Goal-5 Access and Connectivity Goals (Urban Access)

By 2030 ensure access to accessible, inclusive, safe, efficient, affordable and sustainable transport facilities, systems and services for urban dwellers including disabled and vulnerable groups.



Goal-5 Access and Connectivity Goals (Urban Access)

SASEC Dohazari-Cox's Bazar Railway Project

Finance- ADB

Cost: USD 2013 Million

Bangladesh- 512 Million

ADB- 1501 Million

Cox's Bazar is the largest sea Beach in the World. Tourism is the highest attraction on this connectivity. It is also the corridor to Myanmar and TAR connectivity.



Goal-5 Access and Connectivity Goals (Urban Access)

Padma Bridge Railway Link Project

The biggest railway infrastructure project in Bangladesh.

Length- 170 KM

Project period: January 2016 - June 2024

Project Cost: BDT 39000.24 Crore
Fund: 85% by The People's Republic of China and 15% by the Government of The People's Republic of Bangladesh.



Goal-5 Access and Connectivity Goals (Urban Access)

Jamuna Railway Bridge Project

Connects Entire North region

Total length- 4.8 kilometres

Project period: January 2016 - June
2025

Project Cost: BDT Tk 16,781
crore

Fund: 72% by JICA and 28% by the
Government of The People's
Republic of Bangladesh.



Future Plans toward a Sustainable Transport system

- Double tracking and gauge conversion to increase capacity and service
- Cord-line connections between different sections
- Introduction of Electric Traction between different sections
- Introduction of Electric Vehicles
- Connectivity with Ports and deep sea ports
- Renewable Energy in all Railway Stations
- Introducing Electric Train in Dhaka city as circular connectivity
- Connectivity with EPZs and ICDs
- Regional connectivity strengthening
- Expansion of Metro Rail Connectivity



THANK YOU