

Eighth Regional EST Forum in Asia

(Integrated Conference of BAQ2014 and Intergovernmental Eighth Regional EST Forum in Asia)

“Next Generation Solutions for Clean Air and Sustainable Transport -Towards a Livable Society in Asia”
19-21 November 2014, Colombo, Sri Lanka

Country Report

(Draft)

<Bangladesh>

This country report was prepared by Bangladesh as an input for the Eighth Regional EST Forum in Asia. The views expressed herein do not necessarily reflect the views of the United Nations.

Country Report Of Bangladesh

Name of the Country: BANGLADESH

Name, Designation and Organization Respondent:

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Other Organizations contributing to Country Report: Ministry of Railways, Bridges Division of Ministry of Road Transport and Bridges; Ministry of Environment & Forests (MOEF); Ministry of Information & Communication Technology; Bangladesh Road Transport Authority (BRTA); Dhaka Transport Coordination Authority (DTCA); Roads and Highways Department (RHD); Bangladesh Road Transport Corporation (BRTC); Department of Environment (DoE); Bangladesh Railway (BR); Bangladesh Inland Water Transport Authority (BIWTA); Bangladesh Inland Water Transport Corporation (BIWTC); Civil Aviation Authority of Bangladesh (CAAB); Rajdhani Unnayan Kartiphakho (RAJUK); Bangladesh Petroleum Corporation (BPC), Bangladesh Energy Regulatory Commission (BERC); Bangladesh Computer Council (BCC); Dhaka North City Corporation (DNCC); Dhaka South City Corporation, etc.

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration		
I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances				
“Avoid” Strategy	1	Formally integrate land-use and transport planning processes and related institutional arrangements at the local, regional, and national levels	Any action had been taken so far? <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Lack of coordination among different implementation agencies. (ii) Funding constraint (iii) Institutional capacity

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> i. Strategic Transport Plan (STP) for Dhaka, 2005 is in place for implementation over a period of 20 years. STP is now being revised to keep pace with the changing scenario. ii. Dhaka Metropolitan Development Plan (DMDP) is in place to ensure proper planning of Dhaka (1995-2015). Within the scope of DMDM, a Detailed Area Plan (DAP) has been prepared. (http://www.rajukdhaka.gov.bd/rajuk/dapHome?type=dpimg#) iii. Rajdhani Unnayn Kartipakha (Dhaka Improvement Authority), Chittagong Development Authority, Khulna Development Authority are in place to integrate land-use and transport planning in three major cities namely, Dhaka, Chittagong and Khulna. iv. Dhaka Transport Coordination Authority is in place for transport sector coordination in greater Dhaka which includes parts of Dhaka Metropolitan Area, Dhaka, Manikgonj, Gazipur, Naryanganj, Munshiganj and Narshingdi districts. v. In line with land-use and transport planning, implementation of Mass Rapid Transit (MRT) Line-6 project and Bus Rapid Transit (BRT Line-3, Joydevpur-Airport) Projects are going on. (www.dtc.gov.bd) vi. A National Integrated Multimodal Transport Policy (NIMTP) was in place in 2013 for efficient integration of different modes of transports such as road, rail, water, and air. (www.rthd.gov.bd) vii. Preparation of a Detailed Area Plan (DAP) for Khulna City is at final stage. viii. Rajshahi Metropolitan Development Plan (RMDP), 2004-2024 is in place. (http://www.rdaraj.org.bd/rmdp-2004-2024/master-plan.html) vii. Structure Plan (1995-2015), Urban Development Plan (1995-2005), Detailed Area Plan (Up to 2015) and Long Term Development Strategy for Traffic and Transportation for Chittagong (1995-2015) are in place for Chittagong City. (www.portal.cda.gov.bd)

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		<p>Important actions you will carry out in 2014~2015</p> <ul style="list-style-type: none"> (i) The design of Mass Rapid Transit (MRT-6) Line-6 project and Bus Rapid Transit (Joydevpur-Airport) Project are progressing. It is expected that the implementation of civil works could start by end on 2015 (ii) The revised STP will be in place. (iii) The Detailed Area Plan for Khulna City will be in place. 	
“Avoid” Strategy	<p>2</p> <p>Achieve mixed-use development and medium-to-high densities along key corridors within cities through appropriate land - use policies and provide people - oriented local access,</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> (i) Implementation of transport programs in built areas constraints such mixed-use development

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	and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) A Bus Rapid Transit System (North section of BRT Line-3), 20-km from Airport to Gazipur is being implemented. The civil works are expected to commence in end of 2015.</p> <p>(ii) Feasibility Study for south section of BRT Line-3 (Jheelmil to Airport) is completed and detailed engineering design is at final stage. The project is expected to commence in 2015.</p> <p>(iii) The detailed engineering design for the Mass Rapid Transit (MRT-6) is going on.</p> <p>(iv) For operation of BRT and MRT, two companies namely, Dhaka BRT Company Limited and Dhaka Mass Rapid Transit Company have already been created.</p> <p>(v) Bus route zoning is in progress.</p> <p>(vi) RAJUK is approving plan of multistoried buildings with mixed purposes (Parking in underground & 1st Floor; 2nd Floor to 4th Floor Commercial and above for Residential purpose), Dhaka City Corporation (DCC) (North and South) built up multi storied car parking in very congestion area.</p> <p>(vii) DTCA is planning the traffic system around the periphery of that structure.</p> <p>(http://www.case-moef.gov.bd; http://www.dtc.gov.bd; http://www.dhakacity.org/; http://www.rthd.gov.bd/; www.rajukdhaka.gov.bd)</p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration	
		Important actions you will carry out in 2014~2015 (i) The civil works for BRT and MRT projects are expected to commence in 2015.	
“Avoid” Strategy	3 Institute policies, programmes, and projects supporting Information and Communications Technologies (ICT), such as internet access, teleconferencing, and telecommuting, as a means to reduce unneeded travel	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Internet access and speed

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		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (i) District e-service centers and Union Information and Service Centres (UISCs) are in place to provide all major public services (http://www.a2i.pmo.gov.bd) (ii) Payment facilities of most utility bills through cell-phone and Internet (iii) Railway ticket reservation through cell-phone and Internet (http://www.railway.gov.bd/) (iv) Online application for passport (http://www.passport.gov.bd/) (v) ICT fare system (Electronic Ticketing System) on the selected bus routes in the city (http://www.brtc.gov.bd) (vi) Online application to educational institutions (vii) Online application for man-power recruitment (viii) Online purchase of books, groceries, etc. is gradually expanding (ix) Online payment of fees for Bangladesh Road Transport Authority is in place. (x) E-procurement for government procurement is in operation (xi) 3G communication system has been launched by government. Private mobile operators were given license to provide 3G services, facilitating online operations handy to many people, contributing to reducing travel demand. (xii) Introduction of Smart Card for public transports (xiii) Establishment of a clearing house for smart cards are in progress at Dhaka Transport Coordination Authority (DTCA). (xiv) Introduction of e-filing system. In government offices. (xv) Online grievance redress system has been introduced. (xvi) Introduction of RFID number plates for vehicles.

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		Important actions you will carry out in 2014~2015 (i) Clearing house for smart cards for public transports will be in place (www.dtc.gov.bd)		
II. Strategies to <u>Shift</u> towards more sustainable modes				
“Shift” Strategy	4	Require Non-Motorized Transport (NMT) components in transport master plans in all major cities and prioritize transport infrastructure investments to NMT, including wide-scale improvements to pedestrian and bicycle facilities, development of facilities for intermodal connectivity, and adoption of complete street design standards, wherever feasible	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Land constraint does not always allow separate provision for NMT lanes.
			Examples of pilot projects and/or policies developed or under development – include URLs where relevant (i) Designated lane for NMT in some selected urban roads and inter-urban roads (ii) Design standards with provision of NMT is in place (www.rhd.gov.bd) (iii) The National Integrated Multimodal Transport Policy is in place. This policy places emphasis on NMT and intermodal transport plan (www.rthd.gov.bd) (iv) Footpath and over-bridges for safe pedestrian crossings are largely in place. (v) Separate lanes for NMTs have been introduced in some sections of National Highways.	

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		Important actions you will carry out in 2014~2015 (i) Bicycle lane facilities will be ensured (ii) The civil works of SASEC Road Connectivity Project is scheduled to start in 2015. This project has the provision for a separate lane for slow-moving vehicles including NMTs.	
“Shift” Strategy	5 Improve public transport services including high quality and affordable services on dedicated infrastructure along major arterial corridors in the city and connect with feeder services into residential communities	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Resistance from existing traditional operators is a challenge in introducing improved public transport services. (ii) Planning of improved public transport services is often hampered by built-up areas.

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		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (i) The design of BRT Line-3 (Airport-Gazipur) is going on and the civil works are expected to commence in 2015. (www.rthd.gov.bd) (ii) The Feasibility Study for BRT Line-3 (Jheelmil-Airport) is completed. The detailed engineering design is at final stage. (http://www.dtc.gov.bd) (iii) The design for Mass Rapid Transit (MRT-6) is in progress and the civil works are expected to kick off in 2015. (http://www.dtc.gov.bd) (iv) For operation of BRT and MRT, two companies namely, Dhaka BRT Company Limited and Dhaka Mass Rapid Transit Company have already been created. (v) High occupancy articulated buses and double deckers have been added to urban public transport. (http://www.brtc.gov.bd)
		<p>Important actions you will carry out in 2014~2015</p> <ul style="list-style-type: none"> (i) The civil works for BRT Line 3 is expected commence in 2015. (ii) The civil for MRT Line-6 is expected to kick off in 2015.

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“Shift” Strategy	6 Reduce the urban transport mode share of private motorized vehicles through Transportation Demand Management (TDM) measures, including pricing measures that integrate congestion, safety, and pollution costs, aimed at gradually reducing price distortions that directly or indirectly encourage driving, motorization, and sprawl	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Affordability of people is a key constraint to pricing.
		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (i) Toll policy is in place. (ii) Road Fund Act is in place. (iii) Tolls rates have been rationalized for selected roads and large bridges. (iv) Taxi-cabs and CNG auto rickshaws have been increased (v) Commuter services in road and rail have been enhanced. (vi) Office schedules government offices, financial institutions, educational institutions have been adjusted to reduce congestion in urban areas.	
		Important actions you will carry out in 2014~2015 (i) Enhanced toll rates will be enforced.	

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7	Achieve significant shifts to more sustainable modes of inter-city passenger and goods transport , including priority for high-quality long distance bus, inland water transport, high-speed rail over car and air passenger travel, and priority for train and barge freight over truck and air freight by building supporting infrastructure such as dry inland ports	Any action had been taken so far? <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	Challenges faced in implementation: (i) Infrastructure constraints (ii) Dredging problem constraints expansion of inland water transport.
“Shift” Strategy		Examples of pilot projects and/or policies developed or under development – include URLs where relevant (i) Public sector intervention in inter-city passenger and goods transport has been enhanced. (ii) Enhanced Intercity train services between Dhaka and important cities are in place. (iii) High quality bus services between Dhaka and important cities are in place. (iv) Circular water route around Dhaka is in operation. (v) A good number of inland container terminals/depots are in place. (vi) Intercity bus terminals are in place at the periphery of city with connection to city centers. (vii) The National Highway Corridors are being upgraded from 2-lane to 4-lane highways. (viii) Number of BRTC Buses has been increased for public transport. (ix) Domestic air transportation has been enhanced.	

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		<p>Important actions you will carry out in 2014~2015</p> <ul style="list-style-type: none"> (i) Number of Commuter train services between Dhaka and surrounding cities will be increased. (ii) Upgrading of two of the busiest road corridors (N1 and N3), Dhaka to Chittagong & Dhaka-Mymensingh will be completed.

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III. Strategies to <u>Improve</u> transport practices and technologies			
“Improve” Strategy	8	Diversify towards more sustainable transport fuels and technologies , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)
			<p>Challenges faced in implementation:</p> <p style="margin-left: 20px;">i. Insufficient supply of gas.</p>
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) The National Land Transport Policy, 2004 places emphasis on Compressed Natural Gas (CNG) for improving air quality. (www.rthd.gov.bd)</p> <p>(ii) Significant proportion of motor vehicles including public transports now runs on CNG</p> <p>(iii) An action plan to reduce the sulfur level in diesel fuels to 500ppm in the intermediate step, and to 50ppm in the long term is being developed. The action plan will also include timelines and identify lead implementing agencies responsible for implementation;</p> <ul style="list-style-type: none"> - Recommend vehicle and vehicles emission standards; - National sensitization on the health and environmental benefits of air quality standard and for low sulfur fuels and clean vehicles.
		<p>Important actions you will carry out in 2014~2015</p> <p>(i) The number of CNG run auto rickshaws will be increased by 5000 by 2015.</p>	

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‘Improve’ Strategy	9	Set progressive, appropriate, and affordable standards for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	<p>Challenges faced in implementation:</p> <p style="padding-left: 40px;">(i) Affordability of road users to pay for higher price for quality fuel.</p>
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			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none">(i) Two-stroke engines which contribute to deteriorating air quality have been phased out.(ii) Old vehicles have been banned on roads. DoE of Bangladesh has set a standard for vehicular exhaust gases according to Bangladesh Environmental Conservation Rules (ECR) 1997, which is strictly maintained by BRTA while registering vehicles.(iii) In Bangladesh, Vehicle Emission Standards is based on Euro 2 for the petrol/CNG light vehicles and Euro 1 for the heavy duty vehicles for new vehicles which are effective from 2005. Bangladesh has also in- use vehicles emission standards.(iv) Clean Air and Sustainable Environment (CASE) project under Department of Environment has been commissioned to review the vehicle emission standards: Proposed Standards for new registration is Euro 3 equivalent for the petrol/CNG light vehicles and Euro 2 for the heavy duty vehicles and In- use vehicles emission standards also proposed in parallel that will be effective from July 2014(v) Euro 4 equivalent for the petrol/CNG light vehicles and Euro 3 for the heavy duty vehicles and In- use vehicles emission standards also proposed in parallel that will be effective from July 2019(vi) Fuel quality specifications also proposed in line with Vehicle Emission Standard. <p>URLs: http://www.case-moef.gov.bd/</p>
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		<p>Important actions you will carry out in 2014~2015</p> <ul style="list-style-type: none"> (i) Enforcement initiatives will be taken to follow the standard (ii) Proposed Emission Standards for the New Registration Vehicles and In-use Vehicles will be notifying through Gazette. 		
“Improve” Strategy	10	<p>Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle inspection and maintenance (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels</p>	<p>Any action had been taken so far?</p> <ul style="list-style-type: none"> <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> (i) Technological know-how and lack of trained personnel constraint introduction and operation of automated vehicle inspections.
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (i) BRTA is working for rehabilitating five numbers of existing modern vehicle inspection center with the help of KOICA of Republic of Korea. (ii) Routine and periodic inspection of vehicles is in place. (iii) Regular inspection of vehicles has resulted in improved maintenance of vehicles. 	
			<p>Important actions you will carry out in 2014~2015</p> <ul style="list-style-type: none"> (i) Automation of vehicle inspection will be implemented in 2015. 	

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“Improve” Strategy	11	<p>Adopt Intelligent Transportation Systems (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p style="padding-left: 40px;">(i) Resistance from users form private vehicle owners’ association.</p>
	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p style="padding-left: 40px;">(i) ICT fare system (Electronic Ticketing System) on the selected bus routes in the city (http://www.brtc.gov.bd)</p> <p style="padding-left: 40px;">(ii) Electronic number plate of vehicles is in place</p> <p style="padding-left: 40px;">(iii) Traffic information on radio is in place in Dhaka, the capital city.</p> <p style="padding-left: 40px;">(iv) Electronic toll collection system has been introduced.</p> <p style="padding-left: 40px;">(v) Radio Frequency Identification (RFID) tags has been introduced.</p> <p style="padding-left: 40px;">(vi) Smart card driving licenses introduced.</p> <p style="padding-left: 40px;">(vii) Smart cards for fare collection has been system</p> <p style="padding-left: 40px;">(viii) Surveillance through CCTV camera introduced</p> <p style="padding-left: 40px;">(ix) Central traffic control station is in place.</p> <p style="padding-left: 40px;">(x) Axle Load Control Stations for controlling overloading of vehicles are in place.</p>			

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			<p>Important actions you will carry out in 2014~2015</p> <p>(i) Electronic fare system will be expanded to public transportation operated by private operators.</p> <p>(ii) Clearing house for smart cards will be in place.</p>	
“Improve” Strategy	12	<p>Achieve improved freight transport efficiency, including road, rail, air, and water, through policies, programmes, and projects that modernize the freight vehicle technology, implement fleet control and management systems, and support better logistics and supply chain management</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p>(i) Over-reliance on road for freight transport.</p>
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) A number of container terminals/depots are in operation.</p> <p>(ii) Increase in number of container movement by private and public operators</p> <p>(iii) Emergence of private sector logistics companies</p> <p>(iv) Capital and maintenance dredging at river ports, landing stations and channels are done to ensure navigability.</p> <p>(v) A railway container terminal will be established at Dhirashram in Gazipur district near Dhaka city.</p> <p>(vi) Ashuganj River Port has been declared port of call.</p>	

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			<p>Important actions you will carry out in 2014~2015</p> <p>(i) Railway linkages will be established between the east and south west zones of the country.</p> <p>(ii) Bangladesh Railway will be connected international rail networks.</p>
IV. Cross-cutting strategies			
“Cross-Cutting”	13	<p>Adopt a zero-fatality policy with respect to road, rail, and waterway safety and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>
		<p>Challenges faced in implementation:</p> <p>(i) Behavior of drivers</p> <p>(ii) Behavior of users</p>	

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	<p>care oriented to significant reductions in accidents and injuries</p>	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (i) National Road Safety Council is in place. (ii) Accident Research Institute has been established at Bangladesh University of Engineering and Technology, Dhaka. (iii) Road Safety Division has been created in the Roads and Highways Department. (iv) Road Safety Cell is in operation at Bangladesh Road Transport Authority. (v) Road Transport Act has been drafted. (vi) Trauma centers have been established near highways to ensure post-accident care. National Road Safety Action Plan is in place. (vii) Smart driving license has been introduced. (viii) RTA casualty training has been running for doctor and paramedics. (ix) Bangladesh Police under Home Ministry is operating Highway Patrol Policing in important highways of the country. (x) Road Safety Action Plan (2014-2016) is in place. (xi) Axle Load Control Station Operation Policy in place. (xii) Following the UN Decade of Actions on Road Safety, Bangladesh has adopted strategy under six pillars. (xiii) Railway tracks have been improved. (xiv) Navigability of waterways has been ensured through regular dredging (xv) Regular inspection has been ensured. (xvi) Digital registration certificate is in place.
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			<p>Important actions you will carry out in 2014~2015</p> <p>(i) Road Transport Act will be in place by 2015.</p> <p>(ii) Countermeasures to improve black spots on National Highways will be implemented.</p>
“Cross-Cutting” Strategy	14	<p>Promote monitoring of the health impacts from transport emissions and noise, especially with regard to incidences of asthma, other pulmonary diseases, and heart disease in major cities, assess the economic impacts of air pollution and noise,</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>
			<p>Challenges faced in implementation:</p> <p>(i) Voluntary non-compliance with laws by transport owners.</p> <p>(ii) Awareness of road users level is low</p>

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	<p>and devise mitigation strategies, especially aiding sensitive populations near high traffic concentrations</p>	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>World Bank financed Clean Air and Sustainable Environment (CASE) project is going to conduct a health impact study on this particular air pollution issue..</p> <ol style="list-style-type: none"> 1. Under CASE project air qualities of different major cities (Dhaka, Chittagong, Rajshahi, khulna, Barisal, Sylhet, Gazipur, Narayangang) are monitored by 11 Continuous Air Monitoring stations (CAMS). 2. Satellite monitoring of Particulate matter also carried out in different places of Dhaka. 3. DoE has launched CAMS (Clean Air Monitoring System) in Dhaka, Chittagong & Khulna to monitor vehicles' noise and DoE also checks tailpipe emissions along with BRTA. 4. DCC (Dhaka City Corporation-North and South), DTCA and DoE is working under CASE (Clean Air & Sustainable Environment) project 5 years duration which was started in July 2009 to strengthen institutional and regulatory framework for air quality management to ensure clean environment in major cities 5. DoE has set up a standard of noise created by vehicles in Bangladesh 6. Modern roadside inspection vehicles and instruments have been running for past few years. <p>URLs: http://www.case-moef.gov.bd; http://www.dtcb.gov.bd/; http://www.dhakacity.org/;</p> <p style="text-align: center;">http://www.dhakacity.org/; http://www.rthd.gov.bd/; www.rajukdhaka.gov.bd</p>
		<p>Important actions you will carry out in 2014~2015</p> <p>More modern vehicle inspection centers will be established.</p>

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“Cross-Cutting”	15	Establish country-specific, progressive, health-based, cost-effective, and enforceable air quality and noise standards, also taking into account the WHO guidelines, and mandate monitoring and reporting in order to reduce the occurrence of days in which pollutant levels of particulate matter, nitrogen oxides, sulphur oxides, carbon monoxide, and ground-level ozone exceed the national standards or zones where noise levels exceed the national standards, especially with regard to environments near high traffic concentrations	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	<p>Challenges faced in implementation:</p> <p>(i) Voluntary non-compliance with laws by transport owners.</p> <p>(ii) Awareness of road users level is low</p>
	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ol style="list-style-type: none"> 1. Government of Bangladesh already published an air quality standard (i.e.,PM, O₃, SO₂, NO_x, CO)in 2005 in which different parameter of criteria pollutants are mentioned 2. Air quality standards are monitored regularly. 3. Under the CASE project, air quality are being reviewed and formulation of a new up to date air quality standard is in final stage. 4. DoE has set up air quality and noise standard which being enforced by BRTA. 5. Implementation of BRT Line-3 and MRT Line-6 will contribute to reduction of Carbon di Oxide. <p>URLs: http://www.case-moef.gov.bd; http://www.dtc.gov.bd/;</p> <p style="text-align: center;">http://www.dhakacity.org/; http://www.rthd.gov.bd/; www.rajukdhaka.gov.bd</p>			
	<p>Important actions you will carry out in 2014~2015</p> <p>Revised air quality standard will be adopted.</p>			

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“Cross-Cutting” Strategy	16	<p>Implement sustainable low-carbon transport initiatives to mitigate the causes of global climate change and to fortify national energy security, and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p>(i) Unwillingness of transport owners to introduce low-carbon and energy efficient vehicles.</p>
	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) Bangladesh Climate Change Strategy and Action Plan 2009 is in place</p> <p>(ii) Bangladesh National Adaptation Program of Action (NAPA) is in place</p> <p>(iii) Initiatives for replacing diesel run buses/minibuses by CNG driven vehicles have been taken in 2008 and the process is going on.</p> <p>(iv) Implementation of MRT Line-6 and BRT Line-3 projects are contributing to low emission from vehicles.</p> <p>(v) High occupancy vehicles (articulated and double decker buses) are also contributing to low emission.</p> <p>http://www.case-moef.gov.bd/; http://www.dtc.gov.bd/;</p> <p>http://www.dhakacity.org/; http://www.rthd.gov.bd/; www.rajukdhaka.gov.bd</p>			

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			<p>Important actions you will carry out in 2014~2015</p> <p>(i) High occupancy and energy efficient vehicles (articulated and double decker buses) will be introduced.</p>	
“Cross-Cutting” Strategy	17	<p>Adopt social equity as a planning and design criteria in the development and implementation of transport initiatives, leading to improved quality, safety and security for all and especially for women, universal accessibility of streets and public transport systems for persons with disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input type="checkbox"/> Some (design – piloting)</p> <p><input checked="" type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p>(i) Social inertia</p>
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) The National Integrated Multimodal Transport Policy (NIMTP) addresses the issues of improved quality, safety and security for all, especially for women, physically challenged people, senior citizens.</p> <p>(ii) Priority seats have been reserved in public transportation.</p> <p>(iii) Transport services have been ensured for low-income groups.</p> <p>(iv) Special bus services for women and students have been introduced.</p>	
			<p>Important actions you will carry out in 2014~2015</p> <p>(i) Civil works for MRT Line-6 and BRT Line-3 will be commenced by 2015. These systems will have improved facilities for women, disables and elderly people.</p>	

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“Cross-Cutting” Strategy	18	Encourage innovative financing mechanisms for sustainable transport infrastructure and operations through measures, such as parking levies, fuel pricing, time-of-day automated road user charging, and public-private partnerships such as land value capture, including consideration of carbon markets, wherever feasible	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input checked="" type="checkbox"/> Some (design – piloting) <input type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	<p>Challenges faced in implementation:</p> <p>(i) Lack of experience in PPP projects.</p>
	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) PPP cell has been created in the Roads and Highways Department. (ii) PPP office has been created under Prime Minister’s Office (www.pppo.gov.bd) (iii) Policy and Strategy for Public-Private Partnership (PPP), 2010 is in place and PPP Law has been placed for Cabinet’s approval. (www.pppo.gov.bd) (iv) Road user charge (toll) is in place for bridges and selected National Highways. (v) Toll is going to be introduced for roads/flyover built under PPP. (vi) Projects have been identified for PPP. (vii) Parking fees is in place.</p>			
	<p>Important Actions you will take in 2013</p> <p>PPP Law will be place</p>			

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“Cross-Cutting” Strategy	19	Encourage widespread distribution of information and awareness on sustainable transport to all levels of government and to the public through outreach, promotional campaigns, timely reporting of monitored indicators, and participatory processes	<p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input type="checkbox"/> Some (design – piloting) <input checked="" type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box)	<p>Challenges faced in implementation:</p> <p>(i) Sustainability of awareness programs.</p>
	<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) All acts, policies, plans, guidelines are now available in relevant websites. (ii) Policies are prepared through consultative process with major stakeholders. (iii) Awareness programs through training, campaigns, radio and TV promotional, etc. are in place.</p>			
	<p>Important actions you will carry out in 2014~2015</p> <p>Awareness programs through educational curriculum will be in place.</p>			

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“Cross-Cutting” Strategy	20	<p>Develop dedicated and funded institutions that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good governance through implementation of environmental impact assessments for major transport projects</p>	<p>Any action had been taken so far?</p> <p><input type="checkbox"/> Not yet</p> <p><input checked="" type="checkbox"/> Some (design – piloting)</p> <p><input type="checkbox"/> Largely in Place</p> <p><input type="checkbox"/> Fully Completed</p> <p>(Please Check the box)</p>	<p>Challenges faced in implementation:</p> <p>Sustainability of programs.</p>
			<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ol style="list-style-type: none"> i. 17 motor driving training institutes are in place under public sector and several such institutions are also in place under private sector. ii. Several training institutions for land-use have been set up under the Ministry of Land. iii. Performance based management is being introduced for good governance. iv. An Accident Research Institute is in place. v. Urban Mass Transport Courses have been introduced in academic programs at university level. 	
			<p>Important actions you will carry out in 2014~2015</p> <p>Performance based management system will be introduced.</p>	