

Country Report: Bangladesh

A. General Policy Overview

Bangladesh's Transport sector is growing at faster rate to cope with faster economic growth. Bangladesh aspires to reach an Upper Middle-Income Country status by 2031 and a High-Income Country status by 2041. Development of an efficient and low-cost transport network is the key area to achieve the target. Present government accorded highest priority to transport sector by allocating highest resources in the Annual development programme.

The Ministry of Road Transport and Bridges has been putting in place several acts and policy measures in recent years to address transport issues and develop transport sector as well as institutions in the country like the Highway Act 2021, Road Transport Act 2018, Bus Rapid Transit Act 2018, Road Transport rules.

In line with the UN Decade of Action for Road Safety 2011-2021 and UN Sustainable Development Goals, different time bound strategies were taken to implement a safe road network.

Adopted Policy Initiatives

Name of adopted policies	Year adopted	URL where policy document can be found	Goal 1a	Goal 2	Goal 6
National Road safety strategic action plan	2021			✓	
Highway Act 2021	2021	http://www.rthd.gov.bd/sites/default/files/files/rthd.portal.gov.bd/law/6aed92f8_2eb3_4cb2_bb86_932449575bb0/2022-01-02-04-57-632b95d6eb85624ed583b97263c1ed7a.pdf			✓
Road Transport Act 2018	2018	https://brta.portal.gov.bd/sites/default/files/files/brta.portal.gov.bd/legislative_information/db76cad1_5946_4b72_a96a_12c88edf243e/BRTA%20Acts,%202018.pdf	✓	✓	
Road Transport rules 2022		https://brta.portal.gov.bd/sites/default/files/files/brta.portal.gov.bd/legislative_information/5c7e606f_a2af_498d_b383_6caea0d1888a/2023-01-01-09-09-	✓	✓	

		238334e7abe7b466822c7979c99d5d61.pdf			
EV movement and registration policy 2023	2023	http://www.rthd.gov.bd/sites/default/files/files/rthd.portal.gov.bd/policies/9357dc45_b12a_49a4_a1f9_2cecd6795315/2023-04-10-03-49-14c41d209096a3740d8e38eefd5daea2.pdf	Shift towards to EV ✓		
EV charging Guideline 2022	2022	https://powerdivision.portal.gov.bd/sites/default/files/files/powerdivision.portal.gov.bd/page/f6d0e100_e2d8_47e7_b7cd_e292ea6395d3/2022-07-05-03-26-56cd9148ccb742c3038c9bccf1c65513.pdf	Shift towards EV ✓		
Mujib Climate prosperity plan	2022	https://moef.portal.gov.bd/sites/default/files/files/moef.portal.gov.bd/publications/f6c2ae73_30eb_4174_9adb_022323da1f39/Mujib%20Climate%20Prosperity%20Plan%202022-2041.pdf	✓	✓	✓
Update NDC 2021	2021	https://unfccc.int/sites/default/files/NDC/2022-06/NDC_submission_20210826revised.pdf	✓	✓	✓
Air Pollution (Control) Rules	2022	https://doe.portal.gov.bd/sites/default/files/files/doe.portal.gov.bd/page/ad7db23c_aa9d_439f_adca_eecb06c37bd0/2022-08-25-10-09-4f32bbf9444da9ba1f57af2e2fb8295a.pdf	✓		

Underdeveloped policy Initiatives

Topic for which policy is being developed	Year the policy is expected to be adopted or approved	Goal 1a	Goal 2	Goal 6
Three-wheeler registration Policy	2024	✓	✓	
Green Tax Policy	2025	✓		
Congestion Charging Policy	2025	✓	✓	✓
Highway Maintenance policy	2023	✓	✓	✓

B. 2023 Review of Policy Targets linked to Goal 1a – Low-Carbon (climate change mitigation), Goal 2 – Road safety, Goal 6 – National access and connectivity

Goal 1a – Low-Carbon (climate change mitigation)

1. Climate Neutrality Target

(see ATO indicator POL-TAR-008 column C)

Does your country have an economy-wide Climate Neutrality target?

Yes No (please check)

If yes, please provide details:

Climate Neutrality Target		Remarks
Description target :		
for which year		
Source document Title		
Source Document URL		
If No, is it under discussion and for what year		

2. Economy Wide Emissions Reduction Target

(see ATO indicator POL-TAR-008 column D)

Does your country have an economy-wide Emission Reduction target ?

Yes No (please check)

Bangladesh has an economy wide emissions reduction target. The targets are specified in **Nationally Determined Contributions 2021**. The Nationally Determined Contribution (NDC) is a core element of the Paris Climate Agreement, and it is a kind of Climate Change Plan. As part of the global initiative, Bangladesh is updating the NDC incorporating additional sectors following IPCC guidelines. The updated NDC covers Energy, Industrial Processes and Product Use (IPPU), Agriculture, Forestry and other Land use (AFOLU) and Waste. For the NDC update, 2012 has been considered as the base year following the Third National Communication of Bangladesh, which details a comprehensive national GHG emission inventory for 2012.

As per NDC (2021), GHG emissions would be reduced by 27.56 Mt CO₂e (6.73 percent) below business-as-usual (BAU) by 2030 in the respective sectors (unconditional). In the conditional scenario, GHG emissions would be reduced by 61.9 Mt CO₂e (15.12 percent) below BAU by 2030 in the respective sectors. The total estimated costs of the mitigation actions are 176 billion US\$ over ten years (2021-2030)

Economy Wide CO2 Emissions Reduction Target		Remarks
Description target :	27.56 Million ton Co2 eqv	unconditional
	61.9 Million Ton Co2 eqv	Conditional
for which year:	2031	
If Yes, source document:	NDC 2021	
Source Document URL:	https://unfccc.int/NDCREG	
If No, is it under discussion and for what year:		

3. Transport-specific Emissions Reduction Target

(see ATO indicator POL-TAR-008 column E)

Does your country have specific transport CO2 emission reduction targets?

Yes No (please check)

If yes, please provide details:

Transport specific CO2 Emissions Reduction Target(s)	Target 1	Target 2	Target 3
Description target(s)	32.89 Million Ton Co2 Eqv (entire Transport Sector)		
If Yes, for which year	2030		
If Yes, source document	Updated NDC 2021		
Source Document URL	https://unfccc.int/NDCREG		

4. Vehicle specific CO2 Target(s)

(see ATO indicator POL-TAR-008 column F, for electric vehicle targets, see below, 7.)

Does your country have specific targets to reduce CO2 emissions from vehicles?

Yes No (please check)

What are the specific targets to reduce emissions from Vehicles?

Vehicle related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)			
If Yes, for which year			
Source document Title			
Source document URL			

5. Fuel related CO2 Target(s)

(see ATO indicator POL-TAR-008 column G)

Does your country have specific targets to reduce CO2 emissions from Fuels?

Yes No (please check)

If yes, what are the specific targets to reduce emissions from Fuels?

Fuel related CO2 Target(s)	Target 1	Target 2	Target 3
Description target(s)	Improvement of fuel efficiency Unconditional: 5% Conditional : 15%		
If Yes, for which year	By 2030		
If Yes, source document	Updated NDC 2021		

6. Modal share Target(s)

(see ATO indicator POL-TAR-010)

Does your country have specific targets to change modal shares of different types of transport?

Yes No (please check)

What are the specific targets to change modal share with the objective to reduce CO2 emissions?

Modal share Target(s)	Target 1	Target 2	Target 3
Description target(s)	Modal Shift from road to rail (25% modal shift of passenger km) through different transport project such as BRT, MRT in major cities, railway modernization etc)		
If Yes, for which year	2030		
If Yes, source document	Updated NDC 2021		
URL source document	https://unfccc.int/NDC REG		

7. E-mobility related Target(s)

(see ATO indicator POL-TAR-009)

Does your country have specific targets on e-mobility?

Yes No (please check)

What are the specific targets to improve e-mobility?

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
Description target(s)	30% of newly registered fleet		
If Yes, for which year	2030		
If Yes, source document	Mujib Climate prosperity plan		

Existing E-mobility related Target(s)	Target 1	Target 2	Target 3
URL Source document	https://moef.portal.gov.bd/sites/default/files/files/moef.portal.gov.bd/publications/f6c2ae73_30eb_4174_9adb_022323da1f39/Mujib%20Climate%20Prosperity%20Plan%202022-2041.pdf		

Goal 2 – Road safety,

1. Targets to reduce number of road safety fatalities and/or serious injuries

(see ATO indicator POL-TAR-006)

Does your country have specific targets to improve road safety?

Yes No (please check)

Bangladesh has specific targets to improve road safety. The Sustainable Development Goal 3.6 mention that **By 2030, halve the number of global deaths and injuries from road traffic accidents.** The 7th Five Year Plan (July 2015- June 2020) took some major policy initiatives to improve road safety consistent with SDG targets. The full and proper implementation of the National Road Sector Safety Action Plan (NRSSAP) 2017-20 will be an important priority for the 8FYP. Furthermore, in accordance with SDG Target no. 3.6 the number of fatalities due to road traffic accidents on national highways will be reduced by 25% at the end of 8FYP.

The 8th Five Year Plan (July 2020 – June 2025) Vision for the transport sector is linked to the PP2041 Vision that envisages a Bangladesh where

- The safety standards are well established and the transport system is accountable through legal provisions for full compliance with safety standards.
- Road safety issues (loss of lives and damages of wealth due to road accidents) arising out of use of motor vehicles and human traffic in roadways are well resolved.
- Crash data are timely and rightly managed through integrated and well managed digital system.
- Vehicle road worthiness (fitness) is well tested through automated vehicle inspection centres.
- Road users are well aware of safe use of road ways.
- Motor vehicles drivers are well trained to negotiate safe drive.

Road Safety Improvement Target(s)	Target 1	Target 2	Target 3
Description target(s)	Halve the number of global deaths and injuries from road traffic accidents.		
If Yes, for which year	By 2030		
If Yes, source document	National Road Safety Strategic Action Plan 2021-2024		
URL Source Document			

Please indicate what the base year is for any target.

2. Policy instruments in support of improved road safety

The ATO National Policies Database contains information taken from WHO reporting 2017 (see POL-INT 001 - POL-INT 008). If possible, please provide more detailed and more recent information.

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
Seat belt law <i>See POL-INT-001</i>	Yes	<p>Road Transport Act (RTA) 2018 <u>RTA Clause 49(1) Part-2(b)</u> No driver can drive a motor vehicle without seatbelt properly fastened.</p> <p>Road Transport Rules 2023 <u>Rule 136(5)</u> All passengers shall fasten seatbelt during plying and the driver or conductor or supervisor will ensure it. <u>Rule 136(6)</u> Authority {here Bangladesh Road Transport Authority (BRTA)} will publish Specific Gazette notification about the use of seatbelt in public transport. (the notification is under process and will be published soon)</p> <p><u>Punishment:</u> RTA Clause 92(2) of RTA 2018: Maximum one month imprisonment or Penalty of Taka five thousand or both. Additionally, deduction of one demerit point from driving license.</p>	2018	Road Transport ACT 2018
Helmet law <i>See POL-INT-002</i>	Yes	<p>RTA 2018 Clause 49(1) Part-1(f) Not more than one passenger except the driver can be carried on a motorcycle and both the driver and the passenger</p>	2018	Road Transport ACT 2018

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		<p>must wear standard helmet properly.</p> <p><u>Punishment:</u> RTA Clause 92(1): Maximum imprisonment of three months or a penalty of Taka ten thousand or both.</p> <p>Additionally, deduction of one demerit point from driving license.</p>		
<p>Helmet law passenger <i>See POL-INT-003</i></p>	Yes	<p>RTA 2018 Clause 49(1) Part-1(f)</p> <p>Not more than one passenger except the driver can be carried on a motorcycle and both the driver and the passenger must wear standard helmet properly.</p> <p><u>Punishment:</u> RTA Clause 92(1): Maximum imprisonment of three months or a penalty of Taka ten thousand or both.</p> <p>Additionally, deduction of one demerit point from driving license.</p>		Road Transport ACT 2018
<p>Speed limit <i>See POL-INT-004</i></p>	Yes	<p>RTA 2018 Clause 44</p> <p>(1) Authority (BRTA), in consultation with Roads or Highways institutions or agencies, will determine the speed limit of different classes of roads;</p> <p>(2) No driver of a motor vehicle can exceed the specific speed limit or can dangerously drive in roads or highways;</p> <p><u>Punishment:</u> <u>RTA Clause 87</u> Maximum imprisonment of three months or a</p>		Road Transport ACT 2018

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		penalty of Taka ten thousand or both. Additionally, deduction of one demerit point from driving license.		
Maximum speed urban road <i>See POL-INT-005</i>	Yes	RTA 2018 Clause 44 (1) Authority (BRTA), in consultation with Roads or Highways institutions or agencies, will determine the speed limit of different classes of roads; (2) No driver of a motor vehicle can exceed the specific speed limit or can dangerously drive in roads or highways; <u>Punishment:</u> <u>RTA Clause 87</u> Maximum imprisonment of three months or a penalty of Taka ten thousand or both. Additionally, deduction of one demerit point from driving license.	2018	Road Transport ACT 2018
Maximum speed rural road <i>See POL-INT-005</i>	Yes	RTA 2018 Clause 44 (1) Authority (BRTA), in consultation with Roads or Highways institutions or agencies, will determine the speed limit of different classes of roads; (2) No driver of a motor vehicle can exceed the specific speed limit or can dangerously drive in roads or highways;	2018	Road Transport ACT 2018

Road Safety-related policy instruments	Yes / No ?	Details	Timing	Source Document
		<p><u>Punishment:</u> RTA Clause 87 Maximum imprisonment of three months or a penalty of Taka ten thousand or both. Additionally, deduction of one demerit point from driving license.</p>		
Alcohol limit <i>See POL-INT-006</i>	Yes	Road Transport rules 2022 Rule 141 No driver can drive a motor vehicle having more than 30 milligram in 100 milliliter of alcohol in blood during driving	2022	Road Transport rules 2022
Drink–drive law <i>See POL-INT-007</i>	Yes	RTA 2018 Clause 49 part one a) No driver can drive a motor vehicle with drinking alcohol or having narcotics; b) No conductor or motor vehicle laborer can work in a motor vehicle; <u>Punishment:</u> RTA Clause 92(1) Maximum imprisonment of three months or a penalty of Taka ten thousand or both. Additionally, deduction of one demerit point from driving license	2018	Road Transport ACT 2018
Child restraint law <i>See POL-INT-008</i>	No			

Please add any additional road safety related policy instruments that are in place or that are being planned.

C. Goal 6 - National access and connectivity: By 2030, facilitate inclusive multi-modal national (including rural-urban) and regional (cross-border) connectivity through the provision of sustainable multi-modal freight and passenger transport infrastructure and services (Based on SDG 9.1).

1. Road Expansion Targets

(see ATO indicator POL-TAR 002)

Does your country have specific targets to expand the road network?

Yes No (please check)

Bangladesh have specific targets to expand the road network. The specific targets for the road and bridges subsector mentioned in 8FYP are shown below:

Road Expansion Targets for the 8FYP

Physical Activities	8FYP Targets
Construction of 4/6/8 lane roads	550 km
Construction of new roads lane	150 km
Construction of bridges/culverts	37,500 meters
Construction of Flyover/Overpass	11,000 meters
Construction of Rigid Pavement	375 km
Weigh Bridge/ Axle Load Control Station	30 number

Road expansion targets specified in Mujib Climate Prosperity Plan are as follows

- By 2030, we will ensure 3790km of national highways are upgraded to 4/6 lanes to handle traffic growth
- By 2030, we will ensure the Roads and Highways Department is digitalized.

2. Road Maintenance Targets

(see ATO indicator POL-TAR 003)

Does your country have specific targets for road maintenance?

Yes No (please check)

Bangladesh have specific targets for road maintenance. The specific targets for the road and bridges subsector mentioned in 8FYP are shown in Table.

Table 4: Road Maintenance Targets for the 8FYP

Physical Activities	8FYP Targets
Improvement/ Rehabilitation of National Highways	1800 km

Improvement/ Rehabilitation of Regional & Zila Highways	12,700 km
Reconstruction of bridges/culverts	4,100 meters

O&M of highway, bridge, culvert and roads are a high priority strategic element for the road sector. Financing is always a constraint. The development and implementation of a well-designed road user charges will be instrumental in providing resources for road network upgrading and maintenance. For maintenance of different road network components like highways, bridges, culverts and other road furniture, modern technologies and innovative approaches need to be introduced in order to ensure best value for money. For highways and major bridges, the use of tolls will provide funding for O&M. The 8FYP will place emphasis on implementing both these policies through focused studies to determine the proper road and toll user charges based on economic principles as well as affordability concerns.

Road maintenance targets specified in Mujib Climate Prosperity Plan are as follows

- By 2030, construct 10,000 km of footpaths
- By 2030, upgrade 3790 km of national highways, 4206km of regional highways

According to the Road Master Plan 2009, summary of required interventions on Zilla Road Network is as follows

Table 5 : Summary of interventions on Zila Road network

Intervention	Length (km)
Periodic Maintenance	2,854
Rehabilitation	6,865
Paving to meet Minimum Accessibility Criteria	356
Paving remainder of network	3,603
Total	13,678

However, this maintenance targets were set for implementation by 2027. Road Master Plan is getting updated. In the updated version we may get the revised plan for maintenance program.

3. Rail Targets

(see ATO indicator POL-TAR 004)

Does your country have specific targets to expand and maintain the Rail network?

Yes No (please check)

Please provide details:

Target	Time Frame	Document	URL
Expansion			https://plancomm.gov.bd/site/files/8ec347dc-4926-4802-a839-7569897e1a7a/8th-Five-Year-Plan
Construction of 798 Km new rail line	2025	8FYP	
Implement dual gauge double tracking of 897 km to increase line capacity	2025	8FYP	
Construct 9 important railway bridges	2025	8FYP	
Procure 160 locomotives	2025	8FYP	
Procure 1704 passenger coaches and 2000 wagons	2025	8FYP	
Maintenance			
Modernize Railway workshops	2025	8FYP	
Improvement of level crossing gates, rolling stocks	2025	8FYP	
Modernize signaling system	2025	8FYP	

D. Key Illustrative Projects

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL
Road Transport			
Bangladesh Road Safety Project	To improve the road safety condition of 5000 km national and regional highways	Reduce number of road safety fatalities or serious injuries	www.rthd.portal.gov.bd
SASEC Road Connectivity Project-II: Improvement of Elenga-Hatikumrul-Rangpur Road to a Four-Lane Highway	Upgradation of 2 lane road in to 4lane Construction of new bridge and culvert Upgradation of existing intersections	Reduce congestion and thus reduce transport specific emission	www.rthd.portal.gov.bd
SASEC Dhaka-Sylhet Corridor Road Investment Project	Upgradation of 2 lane road in to 4lane Construction of new bridge and culvert	Reduce congestion and thus reduce transport specific emission	www.rthd.portal.gov.bd

Name Project:	Short description of Project and Objectives	List Contribution to Aichi 2030 Declaration Goals	URL
Road Transport			
	Upgradation of existing intersections		
WECARE Phase-1: Jhenaidah-Jessore Highway (N-7) Improvement Project	Upgradation of 2 lane road in to 4lane Construction of new bridge and culvert Upgradation of existing intersections	Reduce congestion and thus reduce transport specific emission	www.rthd.portal.gov.bd
Improvement of Sylhet-Tamabil Road to a 4-Lane Highway with Separate SMVT Lane Project	Upgradation of 2 lane road in to 4lane Construction of new bridge and culvert Upgradation of existing intersections	Reduce congestion and thus reduce transport specific emission	www.rthd.portal.gov.bd
Upgrading of Joydevpur-Debogam-Bhulta-Madanpur (Dhaka By-pass) Road (N-105) into 4 lanes	Upgradation of 2 lane road in to 4lane Construction of new bridge and culvert Upgradation of existing intersections	Reduce congestion and thus reduce transport specific emission	www.rthd.portal.gov.bd
Bangladesh Rail			
Padma Bridge Rail Connection project	To improve accessibility to the capital city Dhaka with central and south western regions of the country	Modal shift to road to rail emission reduction	
Dohazari to Coxbazar via Ramu Rail connection project	Connecting to tourism city COX Bazar	Modal shift from road to rail and reduce emission	
Department of Environment (DOE)			
Bangladesh Environmental Sustainability and Transformation Project	To strengthen the capacity of the Government of Bangladesh in environmental management and to pilot new financing mechanisms to promote green investments in targeted sectors. The project has four components; the third component is on “Vehicle Emission Control”	Goal 1c – Air pollution	http://www.doe.gov.bd/site/page/b1301564-e4af-4b83-9eea-4d58f1f46e9f/