

# **9th Regional EST Forum in Asia, 17-20 November 2015, Kathmandu, Nepal**

## **Intergovernmental Ninth Regional Environmentally Sustainable Transport (EST) Forum in Asia**

**EST for Resiliency – Building Safe, Smart, Low-carbon and Resilient Cities in Asia**

### **Country Report**

**(Draft)**

**<Bangladesh>**

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

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## Abbreviation

Bangladesh Computer Council (BCC)	Dhaka Metropolitan Development Plan (DMDP)
Bangladesh Energy Regulatory Commission (BERC)	Dhaka North City Corporation (DNCC)
Bangladesh Inland Water Transport Authority (BIWTA);	Dhaka South City Corporation (DSCC)
Bangladesh Inland Water Transport Corporation (BIWTC)	Dhaka Transport Coordination Authority (DTCA)
Bangladesh National Adaptation Program of Action (NAPA)	Intelligent Transportation System (ITS)
Bangladesh Petroleum Corporation (BPC)	Khulna Development Authority (KDA)
Bangladesh Petroleum Corporation (BPC)	Ministry of Environment & Forests (MOEF)
Bangladesh Railway (BR)	National Integrated Multimodal Transport Policy (NIMTP)
Bangladesh Road Transport Authority (BRTA)	Radio Frequency Identification (RFID)
Bangladesh Road Transport Corporation (BRTC)	Rajdhani Unnayan Kartiphakho (RAJUK)
Chittagong Development Authority (CDA)	Rajshahi Development Authority (RDA)
Civil Aviation Authority of Bangladesh (CAAB)	Regional Development Planning (RDP)
Clean Air and Sustainable Environment (CASE)	Roads and Highways Department (RHD)
Clean Air Monitoring System (CAMS)	Strategic Transport Plan (STP)
Compressed Natural Gas (CNG)	The National Integrated Multimodal Transport Policy (NIMTP)
Department of Environment (DoE);	Transport Demand Management (TDM)
Detailed Area Plan (DAP)	Union Information and Service Centers (UISCs)

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## Country EST Report (covering last 5 years / 2010-15)

- a) Name of the Country: Bangladesh**
- b) Name, Designation and Line Ministry/Agency Respondent:**
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- i) Dhaka Transport Coordination Authority (DTCA);**
  - ii) Roads and Highways Department (RHD);**
  - iii) Bangladesh Road Transport Authority (BRTA);**
  - iv) Bangladesh Road Transport Corporation (BRTC);**
  - v) Bridges Division, Ministry of Road Transport and Bridges**
  - vi) Ministry of Environment & Forests (MOEF);**
  - vii) Ministry of Information & Communication Technology**
  - viii) Department of Environment (DoE);**
  - ix) Bangladesh Railway (BR);**
  - x) Bangladesh Inland Water Transport Authority (BIWTA);**
  - xi) Bangladesh Inland Water Transport Corporation (BIWTC);**
  - xii) Civil Aviation Authority of Bangladesh (CAAB);**
  - xiii) Rajdhani Unnayan Kartiphakho ,RAJUK ( Capital development Authority );**
  - xiv) Bangladesh Petroleum Corporation (BPC),**
  - xv) Bangladesh Energy Regulatory Commission (BERC);**
  - xvi) Bangladesh Computer Council (BCC);**
  - xvii) Dhaka North City Corporation (DNCC);**
  - xviii) Dhaka South City Corporation (DSCC) etc.**

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)		
<b>I. Strategies to <u>Avoid</u> unnecessary travel and reduce trip distances</b>				
“Avoid” Strategy	1	Formally integrate <b>land-use and transport planning</b> 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 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: <ul style="list-style-type: none"> <li>• Lack of coordination among different implementing agencies.</li> <li>• Weak Institutional capacity</li> </ul>

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		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>i. National Integrated Multimodal Transport Policy (NIMTP) is in place. NIMTP emphasizes reduce the need for travel by better integration of Transport planning and Land use. (<a href="http://www.rthd.gov.bd">www.rthd.gov.bd</a>).</li> <li>ii. Rajdhani Unnayan Kartipakha (Dhaka Improvement Authority), 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. (<a href="http://www.rajukdhaka.gov.bd/rajuk/dapHome?type=dpimg#">http://www.rajukdhaka.gov.bd/rajuk/dapHome?type=dpimg#</a>)</li> <li>iii. Dhaka Transport Coordination Authority (DTCA) 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. DTCA prepared Strategic Transport Plan (STP) for Dhaka to be implemented over a period of 20 years. STP emphasizes in integration of Land Use and Transportation planning. (<a href="http://www.dtca.gov.bd">http://www.dtca.gov.bd</a>)</li> <li>iv. Chittagong Development Authority (CDA), Khulna Development Authority (KDA) and Rajshahi Development Authority (RDA) have been created to ensure proper integration of land-use and transport planning in four major regional cities.</li> </ul> <p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Dhaka Structure Plan will be implemented in 2016-2035.</li> <li>(ii) The revised STP will be in place.</li> <li>(iii) The Detailed Area Plan for Khulna City will be in place.</li> <li>(iv) Land use and Transport planning at local level.</li> </ul>

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2	<p>Achieve <b>mixed-use development</b> and medium-to-high densities along key corridors within cities through appropriate land - use policies and provide people - oriented local access,</p> <p>and actively promote transit-oriented development (TOD) when introducing new public transport infrastructure</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"> <li>• Already-built-areas constraints such mixed-use development program.</li> <li>• Unexpected change of land use.</li> </ul>
“Avoid” Strategy		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <p>(i) RAJUK gradually converting some residential zone into mixed use zone in main transport corridors in Dhaka city to address the changing demand. RAJUK also approving plan of multistoried buildings with mixed purposes (Parking in underground &amp; 1<sup>st</sup> Floor; 2<sup>nd</sup> Floor to 4<sup>th</sup> Floor for Commercial ventures and rest for Residential purpose). New development areas are planned as mixed (commercial – residential) use to reduce the travel time.</p> <p>(ii) Feasibility study of TOD has been initiated along two Mass Transit corridors.</p> <p>(iii) Regional Development Plan has been prepared by RAJUK.</p> <p>(iv) DTCA is planning the traffic system around the periphery of that structure.</p> <p>(<a href="http://www.case-moef.gov.bd">http://www.case-moef.gov.bd</a>; <a href="http://www.dtca.gov.bd/">http://www.dtca.gov.bd/</a>; <a href="http://www.rajukdhaka.gov.bd">www.rajukdhaka.gov.bd</a> )</p>	

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		Important actions we will carry out in next 5 years (2016~2020) (i) Regional Development Plan (RDP) emphasizes compact urban development. Mixed and compatible land use provisions within a residential cluster will enhance convenience for the residents and, at the same time, will reduce the travel need from the residential areas.		
“Avoid” Strategy	3	Institute policies, programmes, and projects supporting <b>Information and Communications Technologies</b> (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 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: <ul style="list-style-type: none"> <li>• Internet access ratio and speed is not enough</li> <li>• Technology is expensive</li> </ul>

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		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) Video conferencing (VC) among Government offices has been introduced. Honorable Prime Minister inaugurates development projects from her office through VC which reduce travel need of Honorable Prime Minister and other officials.</li> <li>(ii) District e-service centers and Union Information and Service Centers (UISCs) are there in place to provide all major public services (<a href="http://www.a2i.pmo.gov.bd">http://www.a2i.pmo.gov.bd</a>)</li> <li>(iii) Railway ticket reservation (<a href="http://www.railway.gov.bd/">http://www.railway.gov.bd/</a>) and Online Payment for most of utility bills through cell-phone, Cards and other methods.</li> <li>(iv) Online application for passports (<a href="http://www.passport.gov.bd/">http://www.passport.gov.bd/</a>), online application to educational institutions and for recruitment have been introduced. Online purchase of books, groceries, etc. is gradually growing. Online payment of fees for Bangladesh Road Transport Authority and Online grievance redress system has been introduced.</li> <li>(v) Electronic Ticketing System on selected bus routes in the city (<a href="http://www.brtc.gov.bd">http://www.brtc.gov.bd</a>),</li> <li>(vi) E-procurement for government purchases is in operation. Introduction of e-filing system in government offices is in operation.</li> <li>(vii) Introduction of Electronic Ticketing for public transports and RFID number plates for vehicles.</li> </ul> <p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Regular Video -conference within different Government offices.</li> <li>(ii) Online payment and shopping facilities will reach majority of the population.</li> <li>(iii)</li> </ul>



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<b>II. Strategies to <u>Shift</u> towards more sustainable modes</b>				
“Shift” Strategy	4	Require <b>Non-Motorized Transport</b> (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: <ul style="list-style-type: none"> <li>• Land constraint does not always allow separate provision for NMT lanes.</li> </ul>
			Examples of pilot projects and/or policies developed or under development – with URLs where relevant (i) The National Integrated Multimodal Transport Policy (NIMTP) is in place. This policy places emphasis on NMT and intermodal transport plan ( <a href="http://www.rthd.gov.bd">www.rthd.gov.bd</a> ) (ii) Designated lane for NMT in some selected urban roads and inter-city roads (iii) Design standards with provision of NMT is in place ( <a href="http://www.rhd.gov.bd">www.rhd.gov.bd</a> ) (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 (vi) Intermodal facilities at major Bus terminals have been introduced.	
			Important actions we will carry out in next 5 years (2016~2020) (i) Bicycle lane in selected urban areas will be made. (ii) All National Highways will be upgraded providing separate NMT lane. (iii) Multimodal Hub at Hazrat Shah Jalal international Airport , Dhaka will be in Operation.	

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“Shift” Strategy	5 Improve <b>public transport</b> 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: <ul style="list-style-type: none"> <li>• Resistance from existing traditional operators.</li> <li>• Planning of improved public transport services is often hampered by built-up areas.</li> </ul>
		Examples of pilot projects and/or policies developed or under development – with URLs where relevant <ul style="list-style-type: none"> <li>(i) Two mass transit projects, BRT Line-3 (Airport-Gazipur-Jheelmil) and Mass Rapid Transit (MRT-6) is in progress. (<a href="http://www.rthd.gov.bd">www.rthd.gov.bd</a>)</li> <li>(ii) The Feasibility Study for another 2 MRT lines are in progress (<a href="http://www.dtca.gov.bd">http://www.dtca.gov.bd</a>)</li> <li>(iii) High occupancy articulated buses and double Decker buses have been added to urban public transport. (<a href="http://www.brtc.gov.bd">http://www.brtc.gov.bd</a>)</li> <li>(iv) Bus Sector Reform project for Dhaka has been initiated.</li> </ul>	
		Important actions we will carry out in next 5 years (2016~2020) <ul style="list-style-type: none"> <li>(i) BRT Line 3 and MRT line-6 will be in operation</li> <li>(ii) Bus sector reform project for Dhaka city will be completed.</li> <li>(iii) Construction of MRT-1 will be commenced.</li> </ul>	

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“Shift” Strategy	<p>6 Reduce the urban transport mode share of private motorized vehicles through <b>Transportation Demand Management</b> (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</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"> <li>• Low income people’s low willingness to pay is a key constraint to pricing.</li> </ul>
		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <p>(i) Working time of government offices, financial institutions, educational institutions have been staggered to reduce congestion during peak hour in urban areas.</p> <p>(ii) Different off days for markets in urban areas has been introduced.</p> <p>(iii) Freight Vehicles are prohibited during day time in Dhaka city.</p> <p>(iv) Number of Taxi-cabs and CNG auto rickshaws have been increased</p> <p>(v) Commuter services in road and rail have been enhanced.</p> <p>(vi) Parking fee has been introduced.</p> <p>(vii) Video conferencing among different government offices is gradually increasing.</p>	
		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <p>(i) Parking policy will be in place</p> <p>(ii) Congestion charge in urban areas will be introduced.</p>	

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“Shift” Strategy	7 Achieve significant shifts to more sustainable modes of <b>inter-city passenger and goods transport</b> , 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: <ul style="list-style-type: none"> <li>• Infrastructural constraints</li> <li>• Dredging is very expensive and poor sustainability is there.</li> </ul>
		Examples of pilot projects and/or policies developed or under development – with URLs where relevant <ol style="list-style-type: none"> <li>(i) Government &amp; Private sector intervention in Road based inter-city passenger and goods transport has been enhanced. Intercity bus terminals are in place at the periphery of Dhaka city with connection to city centers.</li> <li>(ii) Intercity train services between Dhaka and important cities enhanced</li> <li>(iii) Government and Private sector has introduced high quality inland water transport service from Dhaka to southern region. Circular water route around Dhaka is in operation.</li> <li>(iv) A good number of inland container terminals/depots are in place.</li> <li>(v) The National Highway Corridors are being upgraded from 2-lane to 4-lane highways. Double lining of Rail track has been initiated.</li> <li>(vi) Freight movement using rail and inland waterway over road has been enhanced.</li> </ol>	

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		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Number of Commuter train services between Dhaka and surrounding cities will be increased.</li> <li>(ii) Upgrading of three busiest National Highway corridors Dhaka- Chittagong (N1) , Dhaka-Mymensingh (N3) and Joydepur- Elenga (N...) will be completed. Once completed both Passenger and Freight movement on these roads will be easier.</li> <li>(iii) 350 Kilometer New rail Track and Double line Rail track Between Dhaka – Chittagong will be completed. Once completed both Passenger and Freight movement on rail will be easier.</li> <li>(iv) High speed ferry services will be introduced.</li> </ul>	
<b>III. Strategies to <u>Improve</u> transport practices and technologies</b>			
“Improve” Strategy	8	Diversify towards more sustainable <b>transport fuels and technologies</b> , including greater market penetration of options such as vehicles operating on electricity generated from renewable sources, hybrid technology, and natural gas	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: <ul style="list-style-type: none"> <li>• Insufficient supply of natural gas.</li> <li>• Electric Vehicle (EV) Technology is expensive.</li> </ul>

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		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) The National Land Transport Policy, 2004 places emphasis on Compressed Natural Gas (CNG) for improving air quality. (<a href="http://www.rthd.gov.bd">www.rthd.gov.bd</a>). Significant proportion of motor vehicles including public transports now runs on CNG</li> <li>(ii) Waste to fuel (bio fuel) is being examined in urban areas.</li> <li>(iii) Electric powered auto rikhsaws in secondary cities</li> </ul>	
		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) The number of CNG run auto rickshaws will be increased by 5000 by 2015.</li> <li>(ii) Waste to fuel technology will be introduced in Urban area (city corporation)</li> </ul>	
“Improve” Strategy	<p>9 Set progressive, appropriate, and affordable <b>standards</b> for fuel quality, fuel efficiency, and tailpipe emissions for all vehicle types, including new and in-use vehicles</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"> <li>• Willingness to pay is not sufficient.</li> </ul>

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		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) Road map to reduce the sulfur level in diesel fuels has been set to 500ppm by 2016, 350ppm by 2020 and 50 ppm by 2023. In line with the Road map Bangladesh petroleum corporation (BPC) is importing diesel with sulfur level 500ppm.</li> <li>(ii) Clean Air and Sustainable Environment (CASE) project under Department of Environment has been commissioned to review the existing 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 has been effective from July 2014.</li> <li>(iii) Department of Environment (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.</li> <li>(iv) 15 years old vehicles are banned in Dhaka city/ Two-stroke engines which contribute to deteriorating air quality have been phased out.</li> </ul>

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		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <p>(i) Proposed Emission Standards for the Newly Registered Vehicles and In-use Vehicles will be notifying through Gazette.</p> <p>(ii) Sulfur level in diesel fuel will be reduced to 350 ppm.</p> <p>(iii) 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.</p>	
“Improve” Strategy	<p>10 Establish effective vehicle testing and compliance regimes, including formal vehicle registration systems and appropriate periodic vehicle <b>inspection and maintenance</b> (I/M) requirements, with particular emphasis on commercial vehicles, to enforce progressive emission and safety standards, resulting in older</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> <ul style="list-style-type: none"> <li>• Lack of Technological know-how and lack of trained personnel constraint introduction and operation of automated vehicle inspections.</li> </ul>



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	polluting commercial vehicles being gradually phased-out from the vehicle fleet, as well as testing and compliance regimes for vessels	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) BRTA is working for rehabilitating five numbers of existing modern vehicle inspection center with the help of KOICA of Republic of Korea.</li> <li>(ii) Routine and periodic inspection of vehicles is in place.</li> <li>(iii) Regular inspection of vehicles has resulted in improved maintenance of vehicles.</li> </ul>	
		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Automation of vehicle inspection will be implemented in 2016.</li> </ul>	
“Improve” Strategy	11 Adopt <b>Intelligent Transportation Systems</b> (ITS), such as electronic fare and road user charging systems, transport control centres, and real-time user information, when applicable	<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"> <li>• Lack of infrastructure facilities.</li> <li>• Resistance from existing Operator.</li> </ul>

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		<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) Electronic fare system (Electronic Ticketing System) on the selected bus and rail routes in the city (<a href="http://www.brtc.gov.bd">http://www.brtc.gov.bd</a>)</li> <li>(ii) Digital number plate of vehicles is in place</li> <li>(iii) Traffic information on radio is in place in Dhaka, the capital city.</li> <li>(iv) Electronic toll collection system has been introduced.</li> <li>(v) Radio Frequency Identification (RFID) tag has been introduced.</li> <li>(vi) Surveillance through CCTV camera introduced</li> <li>(vii) Central traffic control station is in place.</li> <li>(viii) Variable Message Sign (VMS) has been introduced in Dhaka City.</li> </ul>
		<p>Important actions we will carry out in 2016~2020</p> <ul style="list-style-type: none"> <li>(i) Electronic fare system will be expanded to private operators.</li> <li>(ii) Clearing house for Electronic Ticketing will be in place.</li> <li>(iii) MRT line 6 and BRT line -3 will be in operation with full ITS system ( Electronic fare system, passenger information system , control center etc.)</li> <li>(iv) ITS based intersections in 4 major Junctions in Dhaka city will be develop for better traffic management.</li> </ul>

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“Improve” Strategy	12 Achieve improved <b>freight transport</b> 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	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: <ul style="list-style-type: none"> <li>• Over-reliance on roads for freight transport.</li> </ul>
		Examples of pilot projects and/or policies developed or under development – with URLs where relevant <ol style="list-style-type: none"> <li>(i) A number of container terminals/depots are in operation.</li> <li>(ii) Increase in number of container movement by private and public operators</li> <li>(iii) Emergence of private sector logistics companies</li> <li>(iv) Capital and maintenance dredging at river ports, landing stations and channels are done to ensure navigability.</li> <li>(v) Ashuganj River Port has been declared port of call.</li> <li>(vi) Patgaon inland port connecting Chittagong sea port</li> <li>(vii) Green freight concept has been adopted at national level.</li> </ol>	

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
		Important actions we will carry out in next 5 years (2016~2020) <ul style="list-style-type: none"> <li>(i) Railway linkages will be established between the east and south west zones of the country.</li> <li>(ii) Bangladesh Railway will be connected with international rail networks.</li> <li>(iii) Double track rail between Dhaka- Chittagong will be completed which will enhance freight movement between Chittagong sea port and rest of the country.</li> <li>(iv) A railway container terminal will be established at Dhirashram in Gazipur district near Dhaka city.</li> </ul>	
<b>IV. <u>Cross-cutting</u> strategies</b>			
“Cross-Cutting”	13 Adopt a zero-fatality policy with respect to road, rail, and waterway <b>safety</b> and implement appropriate speed control, traffic calming strategies, strict driver licensing, motor vehicle registration, insurance requirements, and better post-accident care oriented to significant reductions	Any action had been taken so far? <ul style="list-style-type: none"> <li><input type="checkbox"/> Not yet</li> <li><input type="checkbox"/> Some (design – piloting)</li> <li><input checked="" type="checkbox"/> Largely in Place</li> <li><input type="checkbox"/> Fully Completed</li> </ul> (Please Check the box)	Challenges faced in implementation: <ul style="list-style-type: none"> <li>• Absence of adequate awareness about safety issue.</li> <li>• Behavior of drivers and Road users is not conducive enough.</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)
	in accidents and injuries	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) National Road Safety Council is in place.</li> <li>(ii) Accident Research Institute has been established at Bangladesh University of Engineering and Technology, Dhaka.</li> <li>(iii) Road Safety Division in Roads and Highways Department and Road Safety Cell at Bangladesh Road Transport Authority have been created.</li> <li>(iv) An updated Road Transport Act has been drafted.</li> <li>(v) Trauma centers have been established near highways to ensure post-accident care. National Road Safety Action Plan is in place.</li> <li>(vi) Smart driving license has been introduced.</li> <li>(vii) RTA casualty training has been running for doctors and paramedics.</li> <li>(viii) Road Safety Action Plan (2014-2016) is in place.</li> <li>(ix) Axle Load Control Station Operation Policy in place.</li> <li>(x) Navigability of waterways has been enhanced through regular dredging</li> <li>(xi) Regular inspection of vehicles has been ensured.</li> <li>(xii) Counter measure in 209 black spots on National highways being taken.</li> <li>(xiii) Training of Drivers for safe driving is being carried out by BRTA, DTCA and NGO's.</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)		
		Important actions we will carry out in next 5 years (2016~2020) (i) All Black spots on National Highways will be addressed. (ii) An updated Road Transport Act will be in place by 2016. (iii) Countermeasures to improve black spots on National Highways will be implemented.		
“Cross-Cutting” Strategy	14	Promote monitoring of the <b>health</b> 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, and devise mitigation strategies,	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: <ul style="list-style-type: none"> <li>• Non-compliance of laws by transport owners and workers.</li> <li>• Level of Awareness of road users is low</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)
	<p>especially aiding sensitive populations near high traffic concentrations</p>	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ol style="list-style-type: none"> <li>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).</li> <li>2. Satellite monitoring of Particulate matter also carried out in different places of Dhaka.</li> <li>3. DoE has launched CAMS (Clean Air Monitoring System) in Dhaka, Chittagong &amp; Khulna to monitor vehicles' noise and DoE also checks tailpipe emissions along with BRTA.</li> <li>4. Dhaka City Corporation-North and South), DTCA and DoE are working under CASE (Clean Air &amp; Sustainable Environment) project for a 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</li> <li>5. DoE has set up a standard of noise created by vehicles in Bangladesh</li> <li>6. Modern roadside inspection vehicles and instruments have been running for past few years.</li> </ol> <p>URLs: <a href="http://www.case-moef.gov.bd">http://www.case-moef.gov.bd</a>; <a href="http://www.dtcb.gov.bd">http://www.dtcb.gov.bd</a>; <a href="http://www.dhakacity.org/">http://www.dhakacity.org/</a>;  <a href="http://www.dhakacity.org/">http://www.dhakacity.org/</a>; <a href="http://www.rthd.gov.bd/">http://www.rthd.gov.bd/</a>; <a href="http://www.rajukdhaka.gov.bd">www.rajukdhaka.gov.bd</a></p>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
		Important actions we will carry out in next 5 years (2016~2020) (i) More modern vehicle inspection centers will be established.	
“Cross-Cutting”	15 Establish country-specific, progressive, health-based, cost-effective, and enforceable <b>air quality and noise</b> 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	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: <ul style="list-style-type: none"><li>• Unwillingness of transport owners to introduce low-carbon and energy efficient vehicles.</li></ul>
		Examples of pilot projects and/or policies developed or under development – with URLs where relevant (i) Continuous Air Monitoring Stations (CAMS) has been established to monitor criteria pollutants in major cities of Bangladesh. (ii) Under the CASE project, air quality is being reviewed and formulation of a new up to date air quality standard is in final stage. (iii) Revision of existing Vehicle Emission Standard prepared in 2005 which only allows the EURO 3 engines onward. (iv) DoE has set up air quality and noise standard which being enforced by BRTA. URLs: <a href="http://www.case-moef.gov.bd/">http://www.case-moef.gov.bd/</a> ; <a href="http://www.dtc.gov.bd/">http://www.dtc.gov.bd/</a> ;  <a href="http://www.dhakacity.org/">http://www.dhakacity.org/</a> ; <a href="http://www.rthd.gov.bd/">http://www.rthd.gov.bd/</a> ; <a href="http://www.rajukdhaka.gov.bd/">www.rajukdhaka.gov.bd</a>	



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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)		
		Important actions you will carry out in next 5 years (2015~2020) (ii) Revised air quality standard will be adopted. (iii) Implementation of BRT Line-3 and MRT Line-6 will contribute to reduction of Carbon di Oxide.		
“Cross-Cutting” Strategy	16	Implement sustainable low-carbon transport initiatives to mitigate the causes of <b>global climate change</b> and to fortify national <b>energy security</b> , and to report the inventory of all greenhouse gases emitted from the transport sector in the National Communication to the UNFCCC	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: <ul style="list-style-type: none"> <li>• Low carbon technologies are expensive.</li> <li>• Unwillingness of transport owners to introduce low-carbon and energy efficient vehicles.</li> </ul>
			Examples of pilot projects and/or policies developed or under development – with URLs where relevant (i) Bangladesh Climate Change Strategy and Action Plan 2009 is in place (ii) Bangladesh National Adaptation Program of Action (NAPA) is in place (iii) Initiatives for replacing diesel run buses/minibuses by CNG driven vehicles have been taken in 2008 and the process is going on. (iv) Electric Auto Rickshaw in Secondary cities.	

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		Important actions we will carry out in next 5 years (2016~2020) (i) BRT buses with EURO-4 engine will be in place. MRT fleet will be operated with Electric power. (ii) High occupancy and energy efficient vehicles (articulated and double decker buses) will be introduced.	
“Cross-Cutting” Strategy	17 Adopt <b>social equity</b> 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	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: <ul style="list-style-type: none"> <li>• Funding constraint</li> <li>• Social inertia</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
	disabilities and elderly, affordability of transport systems for low-income groups, and up-gradation, modernization and integration of intermediate public transport	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(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.</li> <li>(ii) Priority seats have been reserved in public transportation.</li> <li>(iii) Transport services have been ensured for low-income groups.</li> <li>(iv) Elevators have been installed at foot over bridges for easy crossing of elderly and women folk.</li> <li>(v) Special bus services for women and students have been introduced.</li> </ul> <p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) MRT Line-6 and BRT Line-3 will be in operation. These systems will have improved facilities for women, disables and elderly people.</li> <li>(ii) Elevators in all major foot over bridges.</li> </ul>	
“Cross-Cutting” Strategy	18 Encourage innovative <b>financing</b> 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	<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> <ul style="list-style-type: none"> <li>• Lack of experience in PPP system.</li> <li>• Materialization of Road Fund takes time.</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
	carbon markets, wherever feasible	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) Public Private Partnership (PPP) office has been created under Prime Minister’s Office (<a href="http://www.pppo.gov.bd">www.pppo.gov.bd</a>).Policy and Strategy for Public-Private Partnership (PPP), 2010 is in place and PPP Law has been placed for Cabinet’s approval. (<a href="http://www.pppo.gov.bd">www.pppo.gov.bd</a>)</li> <li>(ii) Road user charge (toll) is in place for bridges and few selected National Highways.</li> <li>(iii) Parking fees is in place in urban Areas.</li> <li>(iv) Parking policy has been drafted</li> <li>(v) Board for Road fund has been formed based on revenue earned from road user – to enhance fund for road maintenance.</li> </ul> <p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) PPP Law will be in place</li> <li>(ii) Toll for roads/flyover built under PPP will be introduced.</li> <li>(iii)Piloting of Congestion charge will be undertaken.</li> </ul>	
“Cross-Cutting” Strategy	19 Encourage widespread distribution of <b>information and awareness</b> 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> <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> <ul style="list-style-type: none"> <li>• Sustainability of awareness programs.</li> </ul>

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Goal No.	Goal Description	Voluntary Progress/Achievements/Major Initiatives, including any transport master plans, development of special transport corridors, in Implementing the Bangkok 2020 Declaration over last 5 years (2010-2015)	
		<p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) All acts, policies, plans, guidelines are now available in relevant websites.</li> <li>(ii) Policies are prepared through consultative process with major stakeholders.</li> <li>(iii) Awareness programs through training, campaigns, radio and TV promotional advertisements etc.</li> <li>(iv) Promotional campaigns ( branding, community awareness etc.) has been introduced in all Urban transport project</li> </ul>	
		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Promotional campaigns will be made mandatory for all infrastructure projects.</li> <li>(ii) Awareness programs in academic curriculum will be in place.</li> </ul>	
“Cross-Cutting” Strategy	20	<p>Develop dedicated and funded <b>institutions</b> that address sustainable transport-land use policies and implementation, including research and development on environmentally-sustainable transport, and promote good <b>governance</b> through implementation</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> <ul style="list-style-type: none"> <li>• Inadequate manpower in relevant institution.</li> </ul>	

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	of environmental impact assessments for major transport projects	<p>Examples of pilot projects and/or policies developed or under development – with URLs where relevant</p> <ul style="list-style-type: none"> <li>(i) Dhaka Transport Coordination Authority (DTCA) has been created to act as a unitary body responsible for Land use and Transport planning.</li> <li>(ii) 17 motor driving training institutes are in place under public sector and several such institutions are also there in private sector.</li> <li>(iii) Several training institutions for land-use have been set up under the Ministry of Land.</li> <li>(iv) For operation of upcoming BRT and MRT, two companies namely, Dhaka BRT Company Limited and Dhaka Mass Rapid Transit Company have already been created.</li> <li>(v) An Accident Research Institute is in place in BUET.</li> </ul>
		<p>Important actions we will carry out in next 5 years (2016~2020)</p> <ul style="list-style-type: none"> <li>(i) Dhaka Transport Coordination Authority (DTCA) will be fully functional.</li> <li>(ii) Creation of dedicated institution for Land use and Transport planning as DTCA for Dhaka in other major cities ( Chittagong, Rajshahi, Khulna, sylhet)</li> </ul>