

Seventh Regional EST Forum in Asia

“Next Generation Transport Systems We Want for 21st Century ~ Looking Beyond Rio+20”

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Country Report

(Draft)

< Bangladesh >

This country report was prepared by Bangladesh as an input for the Seventh 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: Roads Division, Rail Division, Bridges Division of Ministry of Communication; 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 City Corporation (DCC); etc.

| Goal No. | Goal Description | Voluntary Progress/Achievements/Initiatives in Implementing Bangkok 2020 Declaration | | |
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| 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 | <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> <ul style="list-style-type: none"> (i) Integration problem between different agencies (ii) Funding constraint (iii) Institutional capacity |

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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) Strategic Transport Plan for Dhaka, 2005 is in place for implementation over a period of 20 years. (ii) Dhaka Metropolitan Development Plan (DMDP) has been in place to ensure proper planning of Dhaka (1995-2015). Within the scope of DMDM, a Detailed Area Plan (DAP) has been prepared. www.dtc.gov.bd (http://www.rajukdhaka.gov.bd/rajuk/dapHome?type=dpimg#) (iii) Dhaka Transport Coordination 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) In line with land-use and transport planning, implementation of Mass Rapid Transit (MRT-6) project and Bus Rapid Transit (Joydevpur-Airport) Projects are going to commence in 2013. (www.dtc.gov.bd) (v) A National Integrated Multimodal Transport Policy (NIMTP) has been proposed for efficient integration of different modes of transport such as road, rail, water, and air. |

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| | | <p>Important Actions you will take in 2013</p> <p>(i) Implementation of Mass Rapid Transit (MRT-6) project and Bus Rapid Transit (Joydevpur-Airport) Projects are going to commence in 2013.</p> <p>(ii) The National Integrated Multimodal Transport Policy is expected to be in place.</p> | |
| “Avoid” Strategy | 2 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>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) Implementation of transport programs in built areas constraints such mixed-use development</p> |

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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> <ul style="list-style-type: none"> (i) Bus Rapid Transit (BRT) Project (Joydevpur to Airport) is scheduled to commence in 2013. (ii) Feasibility Study is at final stage for another BRT project from Airport to Sadarghat (iii) Mass Rapid Transit (MRT-6) Project is scheduled to commence this year: first phase will include design followed by implementation of physical works. (iv) For operation of BRT and MRT, creation of transit authorities is in final stage and expected to be completed in 2013. (v) Bus route zoning is in place (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), DCC built up multi storied car parking in very congestion area and DTCA is planning the traffic system around the periphery of that structure. <p>(http://www.case-moef.gov.bd; http://www.dtc.gov.bd; http://www.dhakacity.org; http://www.moc.gov.bd; www.rajukdhaka.gov.bd)</p> <hr/> <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) All the projects mentioned above are expected to commence in 2013. |

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| “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 (ii) Electricity coverage |

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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-tendering for government procurement is in operation (xi) 3G communication system has been launched by government. <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) Digital archiving will be in place in 2013 (ii) Private mobile operators will be licensed to provide 3G services. An auction in this regard will be held soon. It is expected to facilitate many online operations very handy to many people, contributing to reducing travel demand. |

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| 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 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) Draft National Integrated Multimodal Transport Policy is placing policy emphasis on NMT and intermodal transport plan (www.moc.gov.bd) | |
| | | | Important Actions you will take in 2013 (i) National Integrated Multimodal Transport Policy is expected to be in place in 2013. (ii) SASEC Road Connectivity Project scheduled to start in 2013 is going to have a separate provision of separate lane for NMTs. (iii) Reconstruction of footpaths, foot over bridge and bicycle lane facilities will be ensured. | |

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| “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. |
| | | Examples of pilot projects and/or policies developed or under development – include URLs where relevant (i) Bus Rapid Transit (BRT) Project (Joydevpur to Airport) is scheduled to commence in 2013. (ii) Feasibility Study is completed for another BRT project from Airport to Sadarghat. Investment project is expected to follow. (http://www.dtcb.gov.bd) (iii) Mass Rapid Transit (MRT-6) Project is scheduled to commence this year: first phase will include design and second phase will include implementation of physical works. (http://www.dtcb.gov.bd) (iv) For operation of BRT and MRT, creation of transit authorities is in final stage and expected to be completed in 2013. (v) High occupancy articulated buses have been added to urban public transport. (http://www.brtc.gov.bd) | |

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| | | Important Actions you will take in 2013 (i) Implementation of MRT-6 project is scheduled to commence in 2013 (ii) Implementation of BRT project (Joydevpur-Airport) is scheduled to commence in 2013 | |
| “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 progress (ii) Road Fund Act that includes fuel levy is approved by the Cabinet. This pricing mechanism imposes charges on road users in proportion to road use. (iii) Tolls have been introduced for selected roads and large bridges. (iv) Office schedules government offices, financial institutions, educational institutions have been adjusted to reduce congestion in urban areas. | |

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| | | Important Actions you will take in 2013 (i) The Road Fund Act is expected to be in place in 2013. This will introduce pricing for road use. | |
| “Shift” Strategy | 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. |
| | | 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 term 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. | |

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| | | <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) Commuter train services between Dhaka and surrounding cities will be in operation. (ii) Upgrading of the busiest road corridor (N1), Dhaka to Chittagong, will be completed. |

| III. Strategies to <u>Improve</u> transport practices and technologies | | | |
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| “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>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) The National Land Transport Policy, 2004 puts emphasis on Compressed Natural Gas (CNG) for improving air quality. (www.moc.gov.bd)</p> <p>(ii) Significant proportion of motor vehicles including public transports now run 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. |

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| | | | Important Actions you will take in 2013 (i) Renewable Energy Project will be taken up in 2013. |
| “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 type="checkbox"/> Largely in Place <input type="checkbox"/> Fully Completed (Please Check the box) |
| | | | <p>Challenges faced in implementation:</p> <ul style="list-style-type: none"> (i) Affordability of road users to pay for higher price for quality fuel. (ii) Lack of coordination among stake-holders. (iii) For setting affordable standards for tailpipe emission, emissions data collected from Dhaka and Chittagong city. When implementing this standards for others cities, large number of vehicles have been failed. (iv) For revising In-use vehicle emission standards, about 1350 vehicles were tested from all over Bangladesh. |

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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 roadsDoE 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 VES. <p>URLs: http://www.case-moef.gov.bd/</p> |
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| | | | <p>Important Actions you will take in 2013</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 gadget. |
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| “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> <p><input type="checkbox"/> Not yet</p> <p><input 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) Technological know-how and lack of trained personnel constraint introduction and operation of automated vehicle inspections.</p> <p>(ii) Emission Inspection of In-use Vehicle is very tough to implement due to lacking of resources. A central nodal agency must be established to oversee and supervise the enforcement of emission regulations. It may be instituted under the administrative control of BRTA/ DoE.</p> <p>(iii) No computerized vehicle information system networked with the inspection centers which are essential for successful implementation of vehicle I/M programme.</p> <p>(iv) Proper training and refresher training could not be carried out due to lack of training procedure manual (TPM), modules of training, trainers etc</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) BRTA is working for rehabilitating five number of existing modern vehicle inspection center with the help of KOICA of the Korean Government. (ii) Routine and periodic inspection of vehicles is in place. Through roadside emission inspection program, about 1350 vehicles were tested for setting in-use vehicles emission standards. An I/M programme that can be implemented in Dhaka has been proposed taking into consideration the ground realities. (iii) A document has been prepared for implementing “Enforcement of Emission Standards and I/M Programme”. |
| | | <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) Automation of vehicle inspection will be implemented in 2013. |
| “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> <ul style="list-style-type: none"> <input type="checkbox"/> Not yet <input 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) Resistance from users hinders introduction of road user charging system. (ii) Inertia of the existing operators constraints introduction of electronic fare system. |

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| | | <p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) ICT fare system (Electronic Ticketing System) on the selected bus routes in the city (http://www.brtc.gov.bd)</p> <p>(ii) Electronic number plate of vehicles is in place</p> <p>(iii) Traffic information on radio is in place in Dhaka, the capital city.</p> <p>Central traffic control station is in place.</p> | |
| | | <p>Important Actions you will take in 2013</p> <p>(i) Electronic fare system will be expanded to public transportation operated by private operators.</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</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) Lack of intermodal connectivity</p> |

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| | | support better logistics and supply chain management | <p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (i) Increase in number of container movement by private and public operators (ii) Emergence of private sector logistics companies (iii) Under Sixth Five Years Plan (SFYP), different projects for improving Inland Waterways have been initiated. Under these projects, around 32 river ports and 500 landing stations will be established. At Pangaon, Narayanganj, a modern landing station is being constructed. (iv) Dredging projects have been running for developing 53 river channels. (v) A railway container terminal will be established at Dhirashram in Gazipur district near Dhaka city. <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) Inland container depot at Pangaon will be in operation in 2013. (ii) Railway linkages will be established between the east and south west zones of the country. Projects will be initiated soon to connect with the Asian railway Network. |
| IV. <u>Cross-cutting strategies</u> | | | |

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| “Cross-Cutting” | 13 | 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 | 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) Education level of drivers (ii) Training of drivers |
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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 and Traffic Act has been drafted. (vi) Trauma centers have been established near highways to ensure post-accident care. Processes are going on to establish primary trauma centers in every 70 km along national highways and secondary trauma centers in every hospital. (vii) National Road Safety Action Plan is in place. (viii) Smart driving license has been introduced. (ix) RTA casualty training has been running for doctor and paramedics. (x) Bangladesh Police under Home Ministry is operating Highway Patrol Policing in important highways of the country. <p>Important Actions you will take in 2013</p> <ul style="list-style-type: none"> (i) Road Transport and Traffic Act will be in place in 2013. |
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| “Cross-Cutting” Strategy | 14 | 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, | Any action had been taken so far? <input type="checkbox"/> Not yet <input 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) Compliance with laws by transport owners is a major challenge (ii) Awareness of road users level is low (iii) Enforcement of laws is another major challenge due to limited manpower and technology. |
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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> <ol style="list-style-type: none"> 1. World Bank financed Clean Air and Sustainable Environment (CASE) project is going to conduct a health impact study on this particular air pollution issue. 2. Other than that, 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). 3. Mainly the criteria pollutants like Particulate matter, Ozone, Sulfer di oxide, NOx, CO, HC etc are monitored continuously. 4. Satellite monitoring of Particulate matter also carried out in different places of Dhak the capital city of Bangladesh. 5. 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. 6. DCC (Dhaka City Corporation), DTCA and DoE is working in a 5 year under CASE (Clean Air & Sustainable Environment) project which was started in July 2009 to strengthen institutional and regulatory framework for air quality management to ensure clean environment in major cities 7. DoE has created a standard of noise, created by vehicles in Bangladesh which is strictly followed by BRTA. 8. Procurement of modern roadside inspection vehicles and instruments have been running for past few years. <p>URLs: http://www.case-moef.gov.bd/; http://www.dtcg.gov.bd/; http://www.dhakacity.org/; http://www.dhakacity.org/; http://www.moc.gov.bd/; www.rajukdhaka.gov.bd</p> |
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| | | | Important Actions you will take in 2013 More modern vehicle inspection centers will be established soon. |
| “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 | <p>Any action had been taken so far?</p> <input type="checkbox"/> Not yet <input 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> <ul style="list-style-type: none"> (i) Compliance with laws by transport owners is a major challenge (ii) Awareness of road users level is low (iii) Enforcement of laws is another major challenge due to limited manpower and technology. (iv) Lack of trained, experienced and efficient manpower in the related institutions/organizations is a serious concern in implementing different projects timely. (v) As different sectors are involved in the issue so it seems that proper synchronization among themselves is a big challenge. |

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| | | traffic concentrations | <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 in 2005 in which different parameter of criteria pollutants are mentioned,(i.e.,PM, O₃, SO₂, NO_x, CO) 2. Air quality standards are strictly monitored and use for policy formulation, enforcement and various scientific studies. 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. The main objective of the revision of AQS is to adopt a stringent and present need based clean ambient air. 5. DoE has created a good air quality and noise standard which is followed by BRTA. 6. Under the Greater Dhaka Sustainable Urban Transport Corridor System ie Gazipur to Airport BRT-3 , huge reduction of Carbon di Oxide has been planned(Annual emission reduction-around 40000t CO₂ per annum along routes) <p>URLs: http://www.case-moef.gov.bd/; http://www.dtcb.gov.bd/;</p> <p style="text-align: center;">http://www.dhakacity.org/; http://www.moc.gov.bd/; www.rajukdhaka.gov.bd</p> <hr/> <p>Important Actions you will take in 2013 BRT-3 will be implemented very soon. Revised air quality standard will be adopted in this year.</p> |
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| “Cross-Cutting” Strategy | 16 | 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 | 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) Institutional capacity should be strengthened |
| | | | Examples of pilot projects and/or policies developed or under development – include 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 on 2008 and the process is going on. (iv) Private passenger vehicles also have been converted to CNG fuel from Petrol/Octane. URLs: http://www.case-moef.gov.bd ; http://www.dtc.gov.bd ; http://www.dhakacity.org/ ; http://www.moc.gov.bd/ ; www.rajukdhaka.gov.bd | |
| | | | Important Actions you will take in 2013 Large promotional activities will be carried out to motivate people in this regard. | |

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| “Cross-Cutting” Strategy | 17 | 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 | Any action had been taken so far? <input type="checkbox"/> Not yet <input 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) Funding constraints (ii) Institutional awareness |
| | | | Examples of pilot projects and/or policies developed or under development – include URLs where relevant (i) The draft 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. (ii) Priority seats have been reserved in public transportation. (iii) Transport services have been ensured for low-income groups. | |
| | | | Important Actions you will take in 2013 (i) The NIMTP is scheduled to be approved in 2013. | |

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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> <ul style="list-style-type: none"> (i) Institutional capacity to enhanced (ii) Legal framework to be in place for PPP projects |
| | | | <p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <ul style="list-style-type: none"> (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, 2013 has been drafted. (www.pppo.gov.bd) (iv) Road user charged (toll) has been introduced for bridges and selected National Highways. (v) Toll is going to be introduced for roads/flyover built under PPP. | |
| | | | Important Actions you will take in 2013 | |

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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 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) Institutional capacity should be strengthened</p> |
| | | | <p>Examples of pilot projects and/or policies developed or under development – include URLs where relevant</p> <p>(i) Transport acts, policies, plan, guidelines are now available in relevant websites. (ii) Policies are prepared through consultative process with major stakeholders.</p> | |
| | | | <p>Important Actions you will take in 2013</p> | |
| “Cross-Cutting” Strategy | 20 | 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 | <p>Any action had been taken so far?</p> <input type="checkbox"/> √Not yet <input 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> |

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| | governance through implementation of environmental impact assessments for major transport projects | Examples of pilot projects and/or policies developed or under development – include URLs where relevant |
| | | Important Actions you will take in 2013 |