

✓
Country: Bangladesh

Agenda item 3 (c): Transport

Transport is at the core of economic activity and development of the region. However, continuing on this path of historic transformation in economic development, countries in Asia would require many things to do, most importantly work in concert for the development of integrated transport system in the region which capable of reaching to the consumers in the most efficient, cost-effective and environmentally sound manner. Thus issues like intra and inter-country connectivity, export and growth centers facilitating infrastructure, Asian Highway, Trans Asian Railway Network are some of the important and emerging issues in the policy discourse in the Bangladesh's surface transport strategy.

Government of Bangladesh has taken initiative to approve the final Draft of national Integrated Multimodal Transport Policy, 2013. The policy emphasizes more rational and balance investments and better coordination across transport modes. Government of Bangladesh is fully aware about the sustainable growth of transport development. Road maintenance and improvement are getting priority over mere expansion of road. In order to reduce traffic congestion GOB took up several projects to construct flyovers, bypasses & expressways and to put priority on public transport as well as mass transit, like BRT, MRT etc.

Bangladesh has acceded to the Asian Highway Network on 8 November 2009. Bangladesh has signed the "Intergovernmental Agreement on the Trans-Asian Railway (TAR) Network". At present, there is a total length of about 21,272 km roads under Roads and Highways Department of *gms* which ~~3538 kilometer is National Highways~~, ⁴²⁷⁶ kilometer Regional Highways and ~~13458 kilometer Zilla Roads~~ under RHD. The total length of Asian Highway Network in Bangladesh is 1763 km excluding the common part of AH1 & AH2 of 293 km. The physical alignment of Asian Highway Route in Bangladesh is more or less completed so far as the road connectivity is concerned. GoB has taken initiatives to upgrade all National Highways including Asian Highway Routes in Bangladesh into 4 lane width by 2021.

Government of Bangladesh has accorded highest priority on regional connectivity in development of road network. An important provision of the Joint Communiqué, 10 January 2010, signed between Bangladesh and India has opened up the opportunity of connectivity between Bangladesh, Bhutan, Nepal and India particularly the eastern part of India. The agreed decision on (i) use of Mongla and Chittagong Sea Ports by Nepal, Bhutan and India & (ii) designate Ashuganj as a new port of call and transshipment port for onward connection to Tripura by road transport has been facilitated sub-regional multimodal transport connectivity.

The Committee on its third session approved the finalized intergovernmental agreement on and recommended that it be adopted by the Commission at its sixty-ninth session, in 2013. An agreement on dry port is geared by the successful regional cooperation that led to the entry into force of the Intergovernmental Agreement on the Asian Highway Network (AH) and the Intergovernmental Agreement on the Trans Asian Railway (TAR) Network. In total, 17 Land Custom Stations/ICDs of Bangladesh are included as the existing and potential dry ports of international importance in the Final Draft of Intergovernmental Agreement on Dry Ports. ~~Out of total, 17, 6 LCSs e.g. Dhaka Kamalapur ICD under Bangladesh Railway, Gazipur Dhirasram (proposed under Bangladesh Railway), Benapole (AH1), Banglabandha (AH2), Tamabil (AH1/AH2) & Teknaf (AH41) are located along Asian Highway/TAR Network. The rest of listed dry ports are Akhaura, Bibirbazar, Hili, Sonamasjid, Bilonia, Gobrakura, Nakugao, Burimari, Bhomra, Koraitoli and Ramgarg.~~

Finally, Bangladesh acknowledges technical assistance in conducting two prefeasibility studies for a section of AH1 and another section AH41; and capacity-building and training workshops on investment studies and preparation of project proposals, workshops on public-private partnerships for infrastructure development, national road safety strategy and action plan, and training of trainers and foundation course on multimodal transport and logistics. The ESCAP has also assisted in conducting a study on streamlining the PPP management processes in Bangladesh and organized a sub-regional meeting on development of an Intergovernmental Agreement on dry ports for South and Southwest Asia. The activities undertaken by the secretariat has facilitated funding of projects by development banks, and bi-lateral and multi-lateral donor agencies.