

Aichi 2030 Declaration on Environmentally Sustainable Transport (EST): Country Profile **Bangladesh**



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Aichi 2030 Declaration on Environmentally Sustainable Transport (EST): Country Profile (Bangladesh)

2024

The publication is available at: <https://asiantransportoutlook.com/analyticaloutputs/countryprofiles/>



Bangladesh, a country in the South Asia region, having Low and lower middle income status, was recorded to have a national population of about 175 million in the year 2024.

The urban population share in total is about 41%. The age wise distribution of the national population accounts for 32% and 10% of <18 years old (minors) and >60 years old (seniors) population, respectively. The GDP per capita (PPP) for the year 2022 was 7,398 USD.

The motorisation rate of the road transport vehicles for the year 2022, for all vehicles combined, stood at 32 vehicles per thousand population. Similarly, the rate for 2&3 wheelers, LDV, freight vehicles and buses were 23, 4, 1, and 1 respectively.

Introduction to the profiles: The Asian Transport Outlook (ATO) project serves as a comprehensive data repository that organizes transport-relevant data and information from various official and secondary sources. These profiles are meticulously crafted using data from this extensive collection and draw upon a carefully curated selection of key indicators from a pool of over 500 transport-related metrics (visit <https://asiantransportoutlook.com/snd> for more information).

These profiles also provide comprehensive summaries of national targets that are relevant to the Aichi 2030 Declaration goals as contained in ATO's national policy trackers. The profile is structured by goals, followed by policy insights and enumeration of sample projects by the MDBs corresponding to the 6 Goals.

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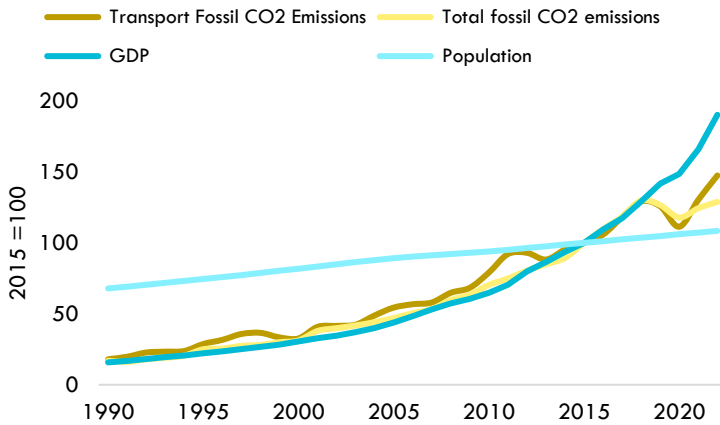
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Goal 1a – Low-Carbon (climate change mitigation):

By 2030, aim to peak transport CO2 emissions and initiate reductions in transport related CO2 emissions with the intention to move towards decarbonization of the transport sector by 2050, or shortly thereafter (Based on SDG 7.2, 9.1, 13.2, Paris Agreement)

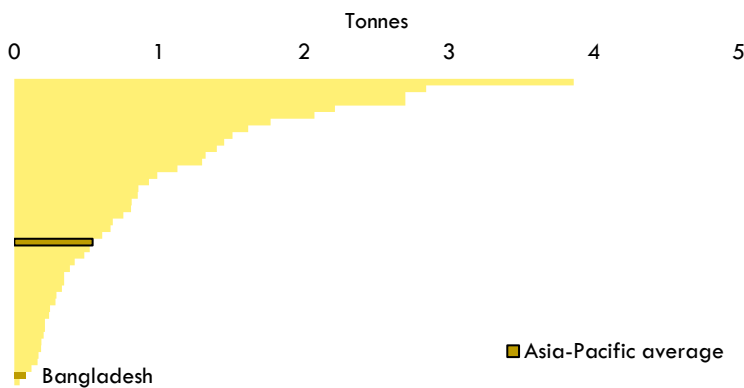
Transport CO2 emissions (fossil)

Growth of transport fossil CO2 emissions, total fossil CO2 emissions, population and GDP (PPP) (1990 - 2022)



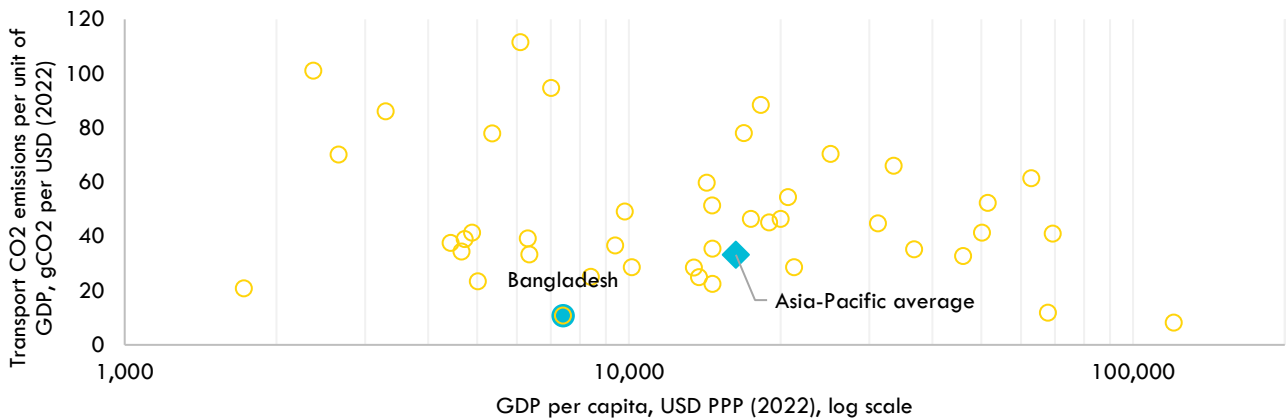
(EDGAR, 2023)

Transport fossil CO2 emissions per capita (2022)



(EDGAR, 2023)

Transport CO2 emissions per unit of GDP (2022)

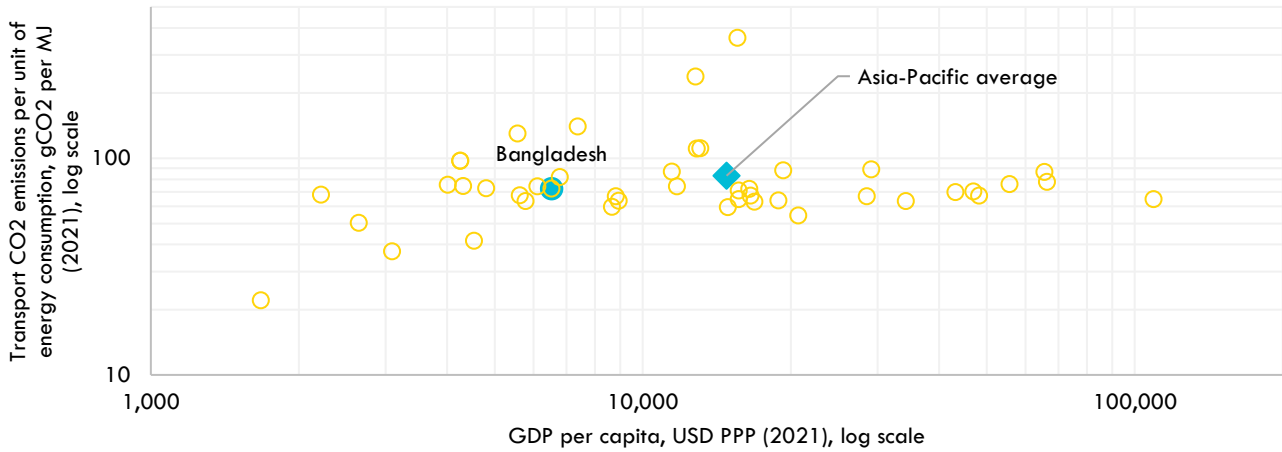


(EDGAR, 2023)

- The motorization rate is 32 vehicles per 1000 people (2022), primarily dominated by 2&3 wheelers.
- Between 2015 and 2022, transport fossil CO2 emissions increased at an average annual rate of 6%, exceeding the Asia-Pacific average of 1%.
- Transport CO2 emissions per capita (0.08 tonnes) and intensity (10.8) are significantly lower than the Asia-Pacific averages.
- The share of transport in total CO2 emissions rose from 11% to 13% (2015-2022).
- Road transport dominates CO2 emissions (77%), followed by railways (12%).

Transport energy consumption

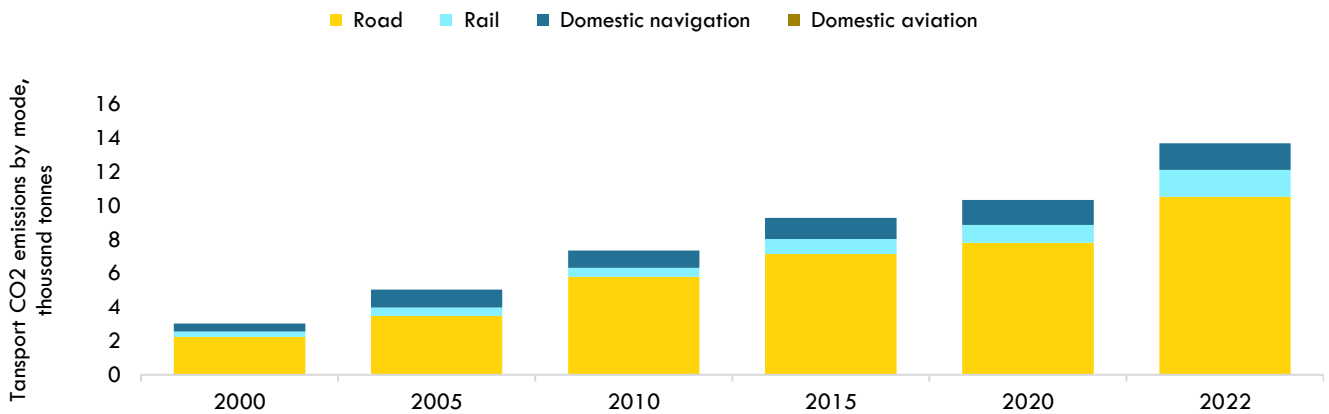
Transport CO₂ emissions per unit of energy consumption and GDP per capita (2021)



(EDGAR, 2023)

Transport CO₂ emissions (fossil) and energy consumption modeshare

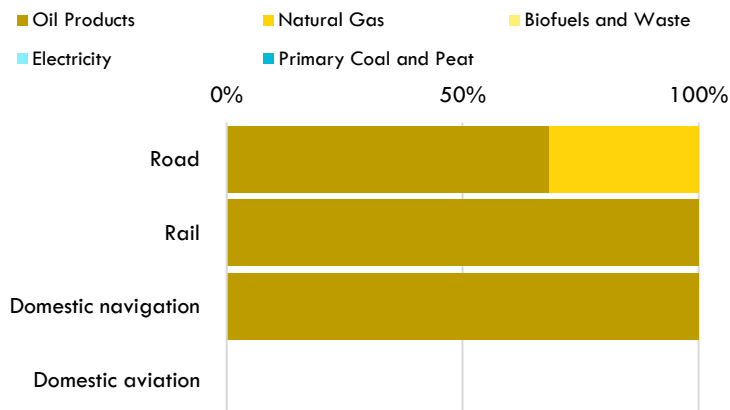
Growth of transport CO₂ emissions by mode



(EDGAR, 2023)

Share of transport energy consumption by mode and by source (2021)

Share of transport in renewable energy consumption:



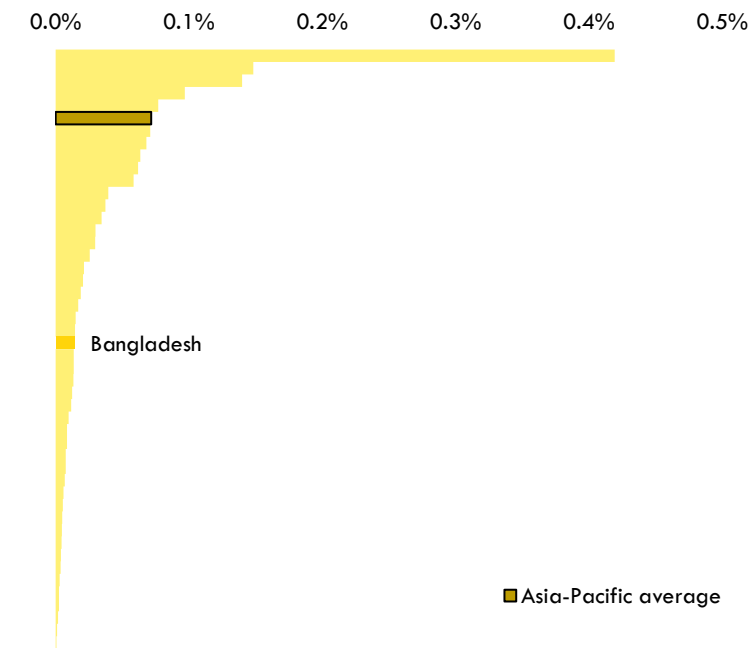
(EDGAR, 2023)

Goal 1b – Resilience:

By 2030, increase resilience and adaptive capacity of transport system to climate-related hazards and pandemics such as COVID-19. (Based on SDG 13, Paris Agreement and the Sendai Framework for Disaster Risk Reduction 2015-2030)

Estimated average annual losses to transport infrastructure due to hazards

Average annual losses to transport infrastructure due to hazards, as a share of GDP, in Asia-Pacific (2023)



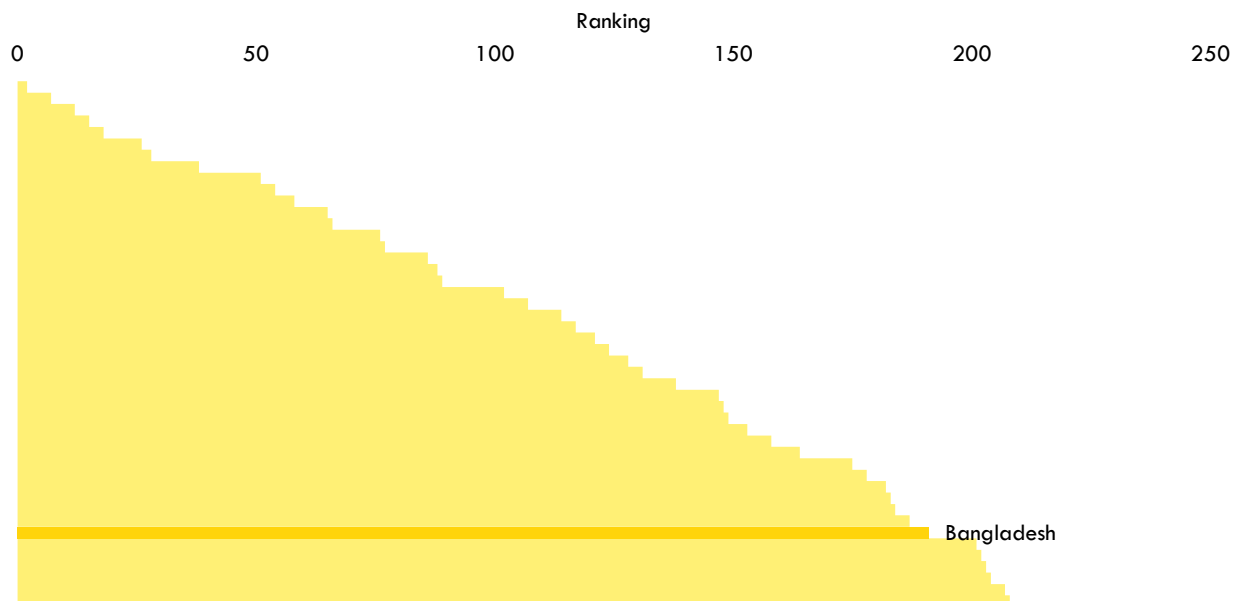
(CDRI, 2023)

- Road infrastructure is most vulnerable to hazards (79% of annual losses).
- 9% of the population lives in low-elevated coastal zones, susceptible to climate change impacts.
- Bangladesh ranks low (191st out of 208) in the National Road Vulnerability Index indicating significant room for improvement in network redundancy.

Note: National road vulnerability index ranking (NRVI), highest rank = 1 means fewer disruptions to trips after climate hazards due to sufficient network redundancy.

Climate change vulnerability

National road vulnerability index (NRVI) ranking (2023)



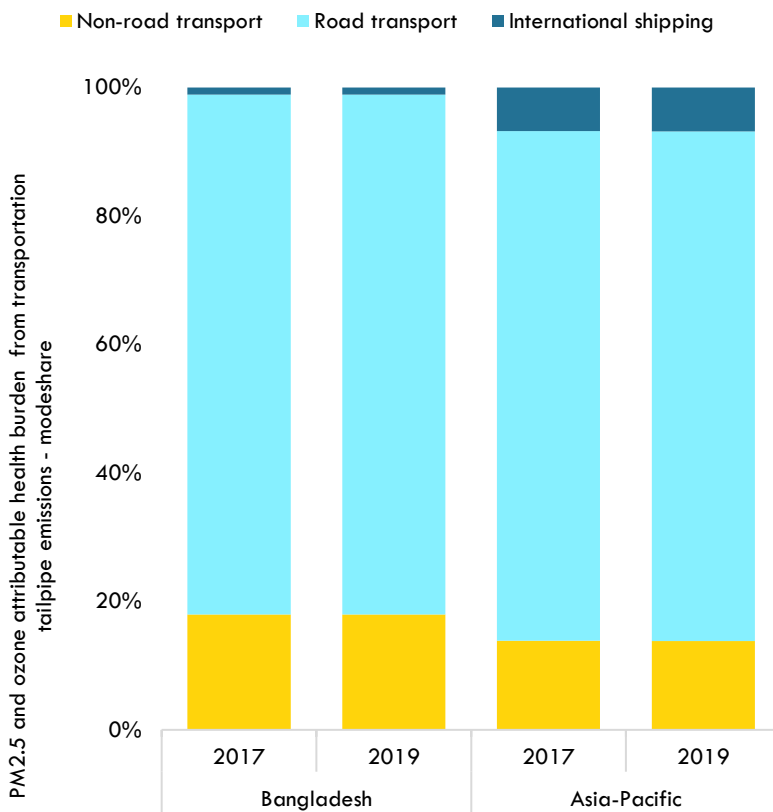
(Koks, et al., 2023)

Goal 1c – Air pollution:

By 2030, reduce air pollution and contamination caused by traffic, including PM2.5, other air pollutants and noise. (Based on SDG 3.9, 11.6).

Transport air pollution health impact

Transport air pollution health impact (PM 2.5)

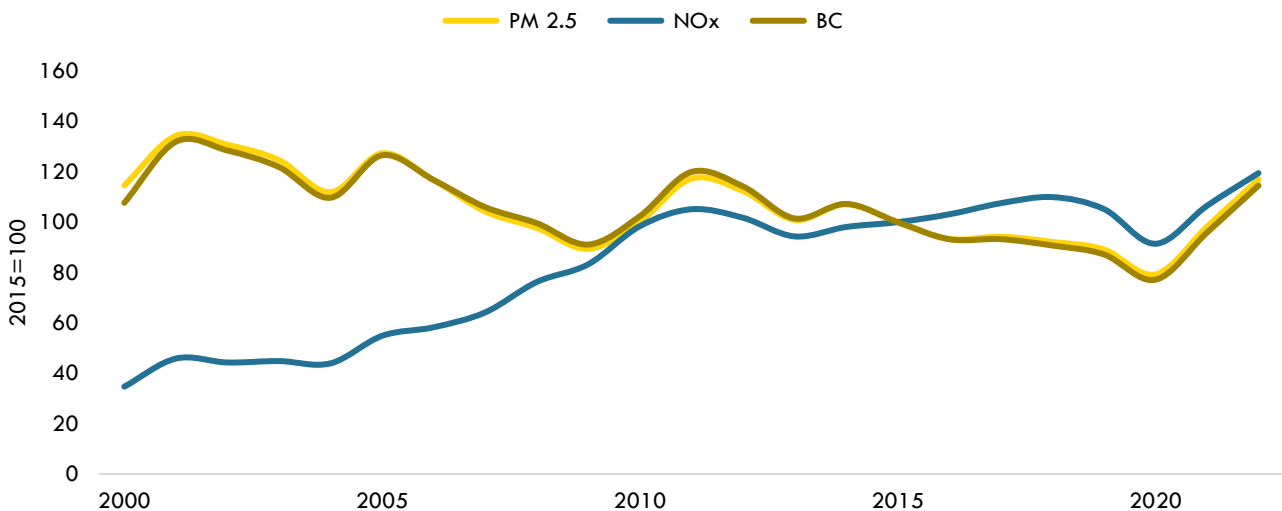


- PM2.5, NO_x, SO_x, and BC emissions from road transport increased despite GDP growth (2015-2022).
- Road transport contributes significantly to NO_x (14%) and BC (18%) emissions.
- Estimated deaths due to PM2.5 and ozone pollution from transport increased by 7% annually (2017-2019), with non-road sources being the primary contributor.
- In Bangladesh, the total attributable deaths due to the PM2.5 and ozone air pollution from the transport sector changed from 5,671 to 6,465 between 2017 to 2019.
- The numbers for Asia-Pacific were about 236 thousand and 253 thousand, respectively, for the same time period.

(McDuffie et al., 2021)

Transport air pollutant emissions

Growth of road transport air pollutant emissions



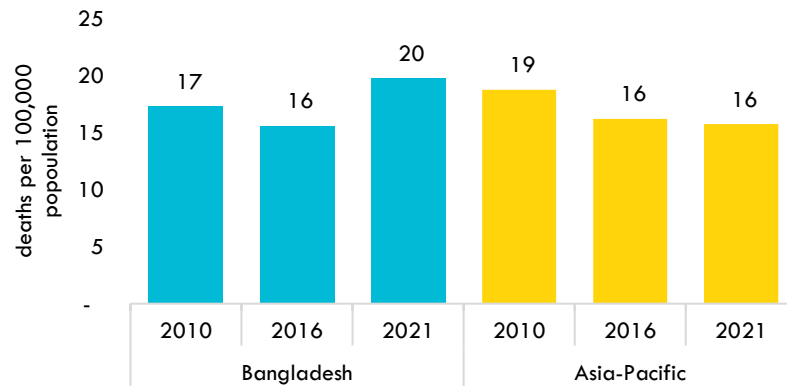
(EDGAR, 2023)

Goal 2 – Road safety:

By 2030, halve the number of deaths and injuries from road traffic accidents in Asia compared to 2020, with specific attention to vulnerable road users. (Based on SDG 3.6 and second UN Decade of Action on Road Safety 2021 – 2030, Stockholm Declaration on Road Safety)

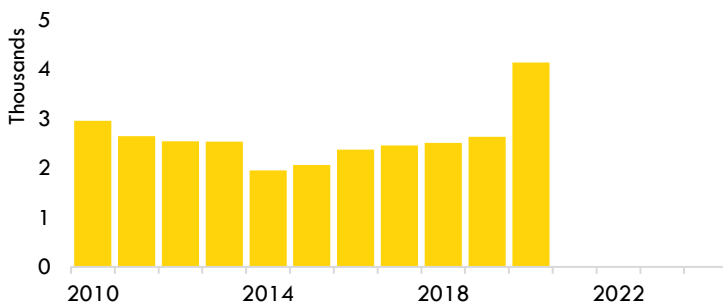
Road traffic crash fatalities

Road traffic crash fatality rate



(WHO, 2023)

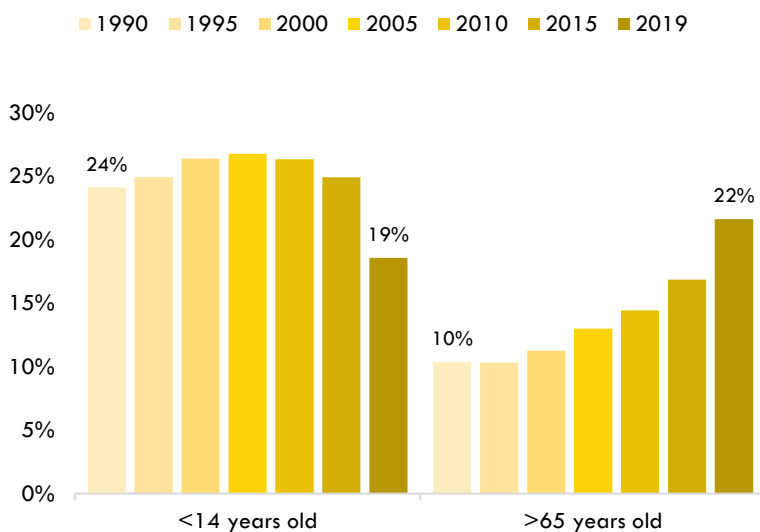
Road traffic crash fatalities (absolute values)



(Country official statistics)

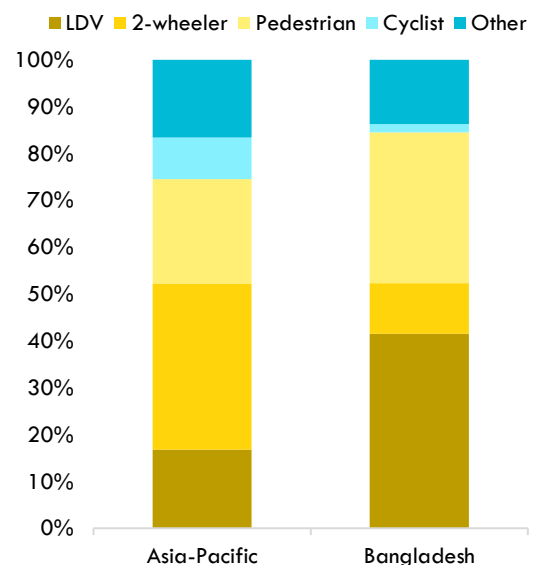
Share of vulnerable groups

Share of road crash fatalities by age



(GBD, 2021)

Share of road crash fatalities by mode



(WHO, 2023)

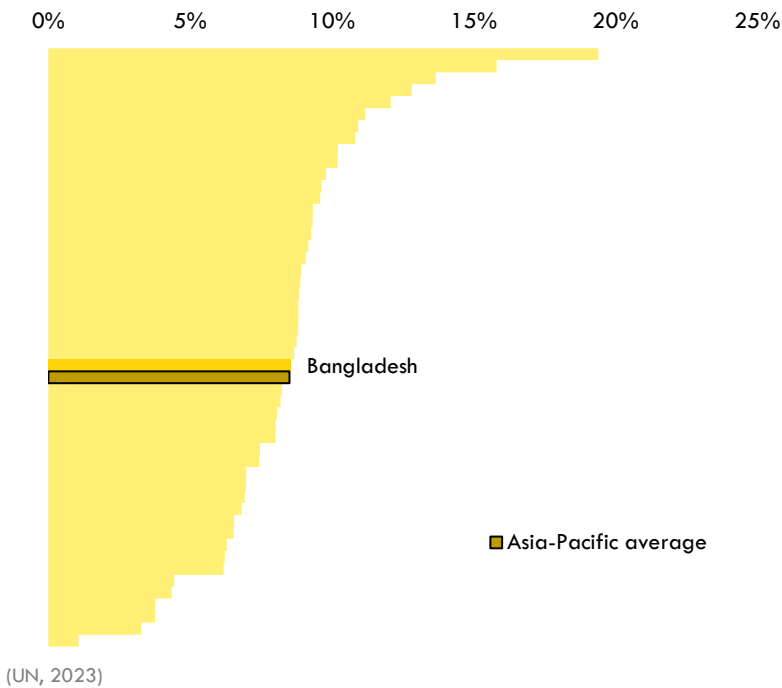
- Estimated road traffic fatalities vary significantly across sources (32,000 - WHO, 4,000 - Country, 11,000 - GBD).
- Fatality rate (19.8) exceeds the Asia-Pacific average (15.7).
- Fatalities and serious injuries cost 5% of GDP.
- Vulnerable road users (pedestrians, bicyclists) account for 34% of fatalities.
- Road infrastructure quality for pedestrians and bicyclists is poor.

Goal 3 - Economic sustainability:

By 2030, realize sustainable economic and employment growth by leveraging science, technology and innovation and green investments in quality passenger and freight transport infrastructure and services in a manner that fully incorporates environmental and social impacts throughout the lifecycle of the transport infrastructure and services, (Based on SDG 8.4, SDG 9.1, 12.1 and 12.c)

Transport sector and GDP

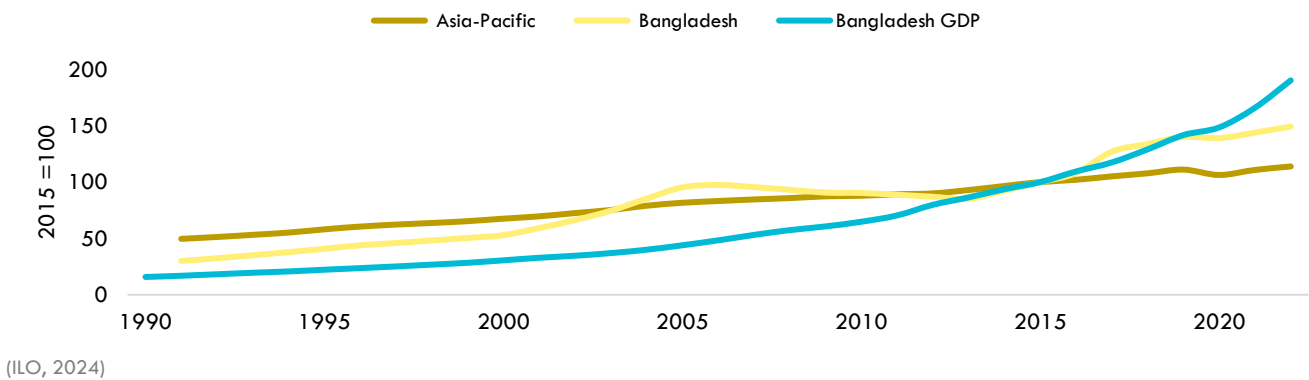
Transport as a share of GDP



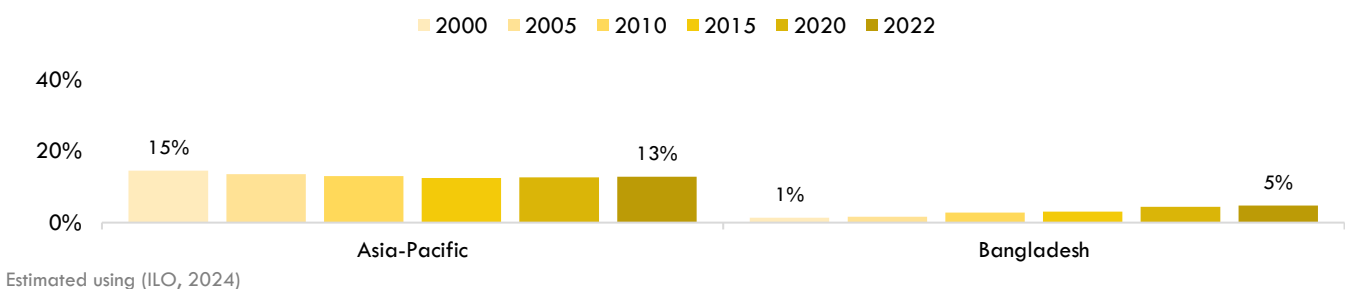
- Transport sector's share in GDP decreased (11% to 9%, 2015-2022).
- Transport sector employment grew at 6% annually (2015-2022), exceeding the Asia-Pacific average.
- ODA and PPP investments favor road infrastructure.
- Logistics performance and sustainable freight ranking improved.

Transport employment

Growth of transport sector employment

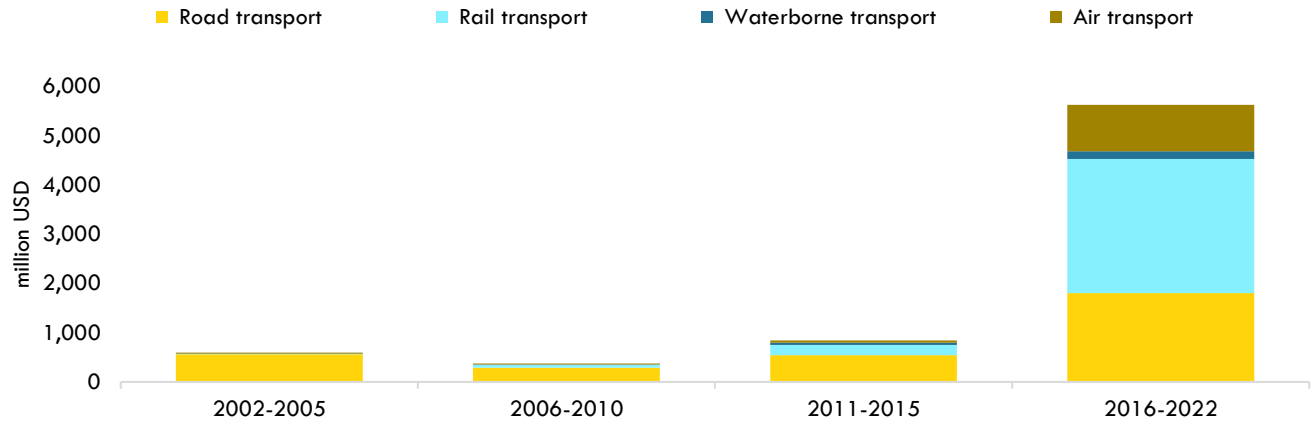


Female share in the transport employment



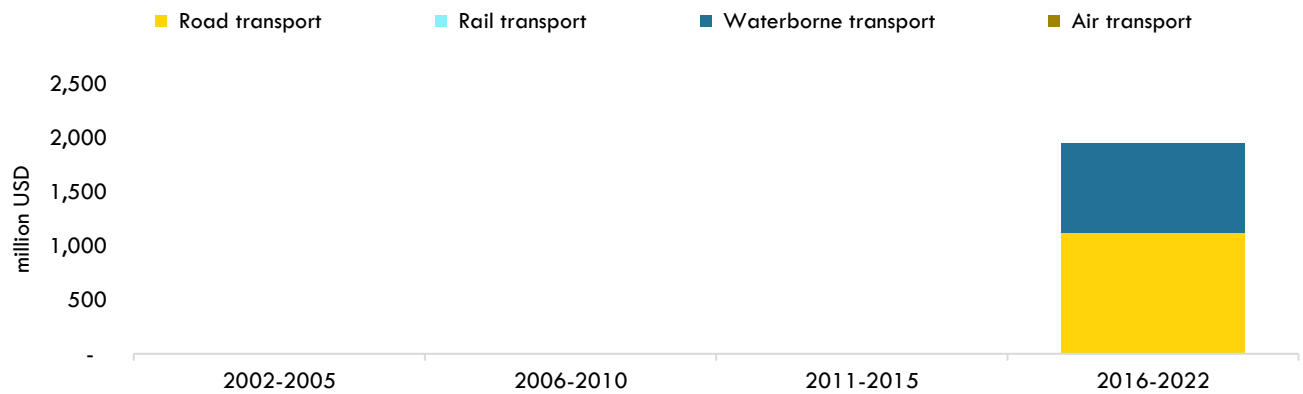
Transport investments

Official development assistance for Transport



(OECD, 2022)

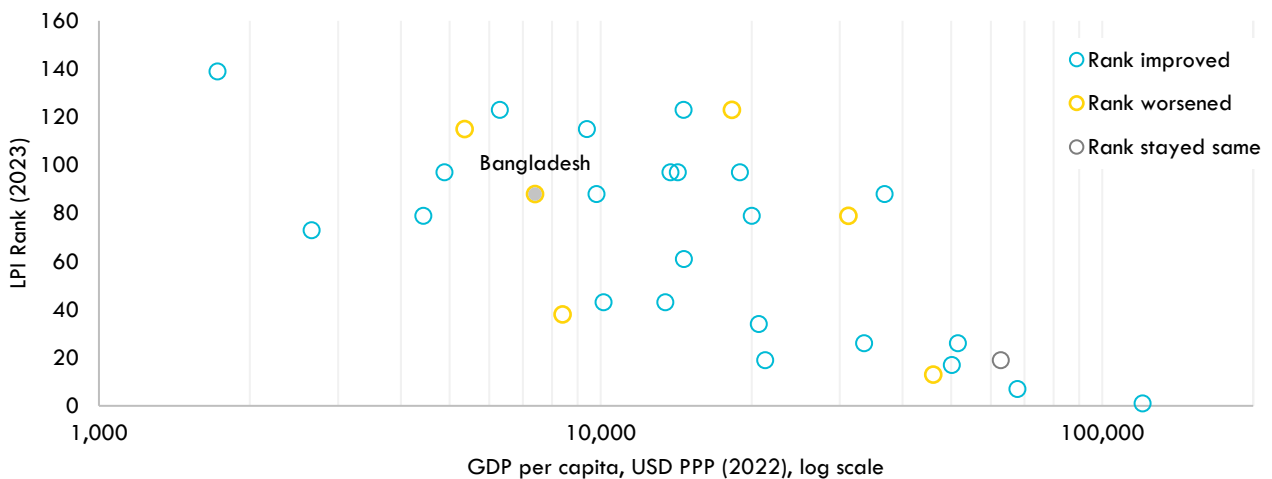
Public Private Partnership in Transport



(WB, 2023)

Freight sector

Domestic Logistics Performance Index, Rank change (2016 - 2023)



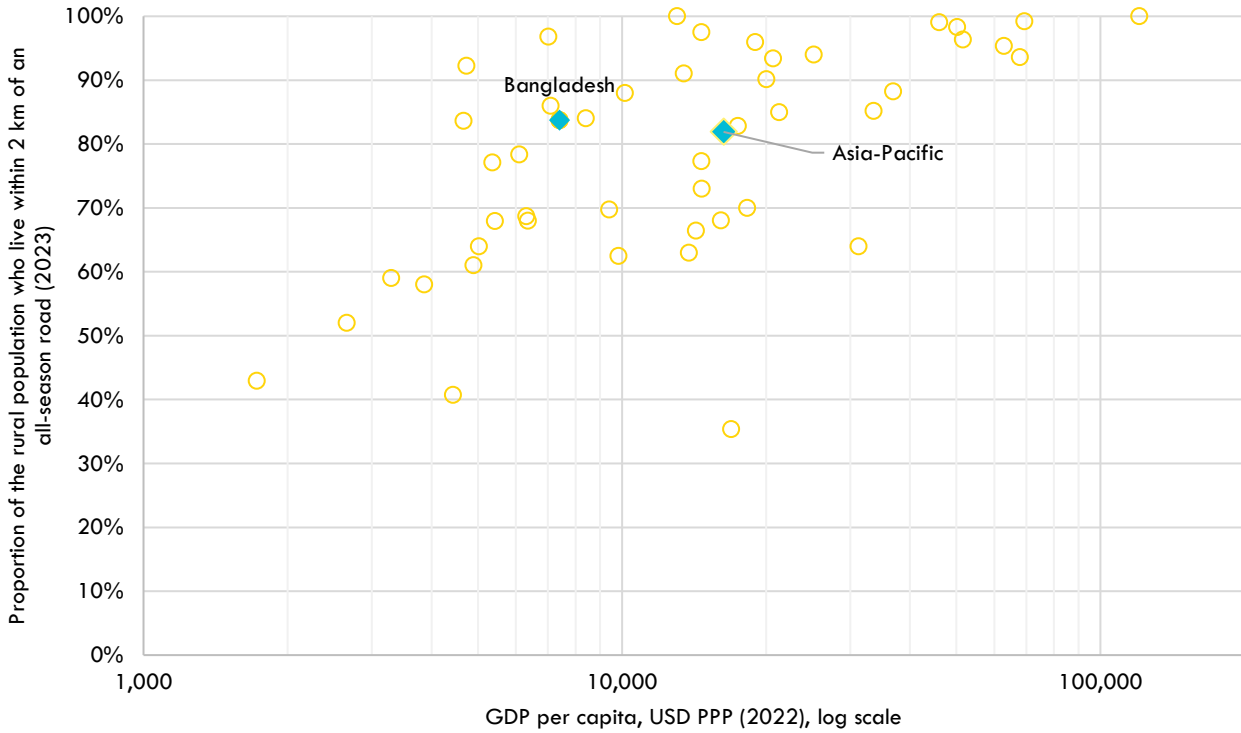
(WB, 2022)

Goal 4 - Rural access:

By 2030, realize accessible, inclusive, safe, affordable, and resilient rural transport infrastructure and services, thus facilitating improved access to markets, basic utilities and services including health and education by the farming community, and other rural population including physically disabled and vulnerable groups (Based on SDG 2 and SDG 9.1)

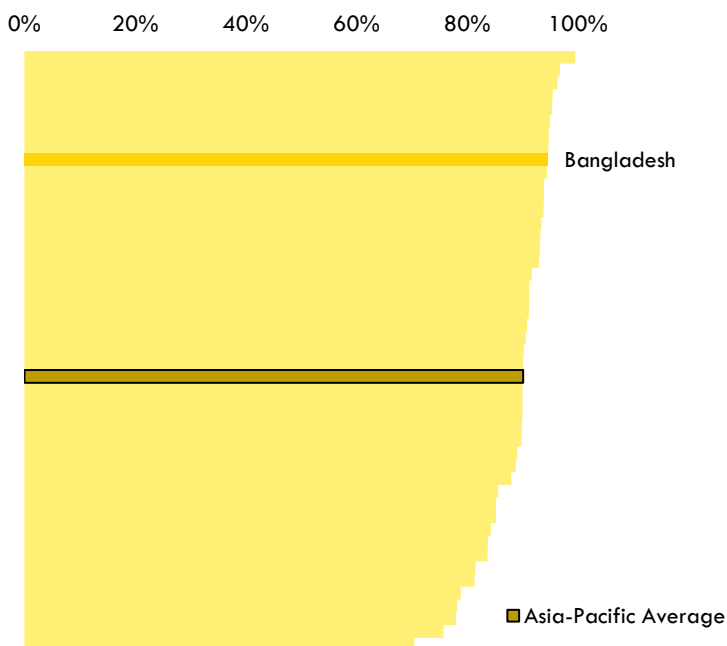
Rural access

Rural access index



(CIESIN-rural, 2023)

Share of Secondary and Tertiary roads in Total road network



(ATO and Country estimates)

- 84% of the rural population lives within 2km of an all-weather road, exceeding regional and global averages.
- 17 million people lack decent rural access.

Goal 5 - Urban access:

By 2030, ensure access to accessible, inclusive, safe, efficient, affordable, and sustainable transport facilities, systems and services for urban dwellers, including physically disabled and vulnerable groups through the development of urban transport infrastructure and services (Based on SDG 11.2 and 11.7)

Urban rapid transit infrastructure

Rapid transit infrastructure to resident ratio (RTR)

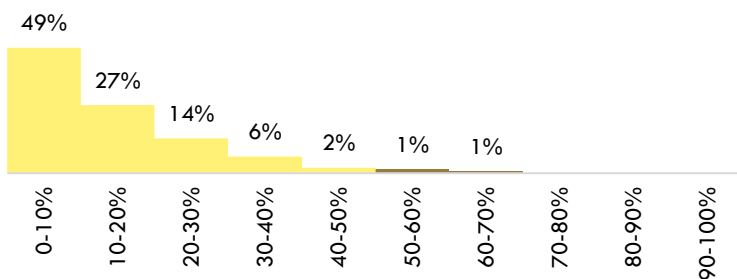
(Data not available)

Urban rapid transit infrastructure length

(Data not available)

Urban access

Share of cities by level of urban access (out of 139 cities)



(CIESIN-urban, 2023)

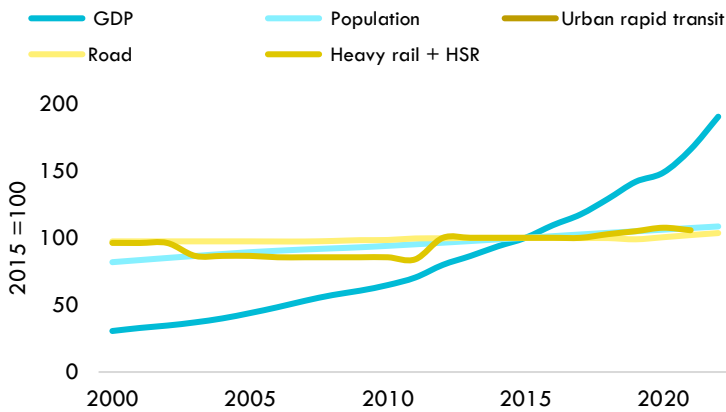
- Data limitations hinder assessment.
- Only 3 out of 139 sampled cities have urban access above 50%.

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)

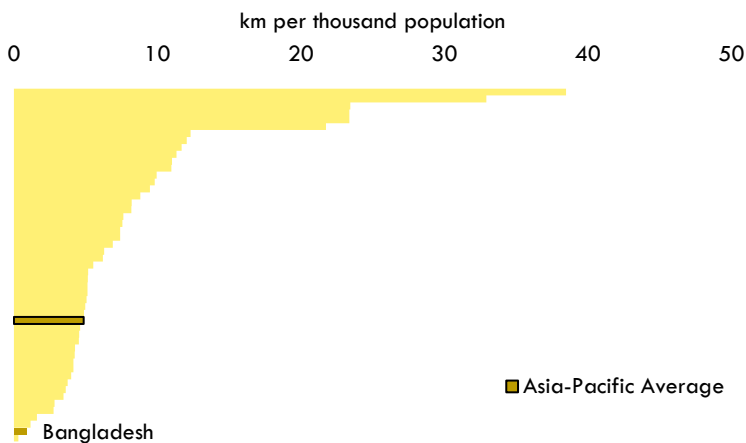
Transport infrastructure

Growth of transport infrastructure



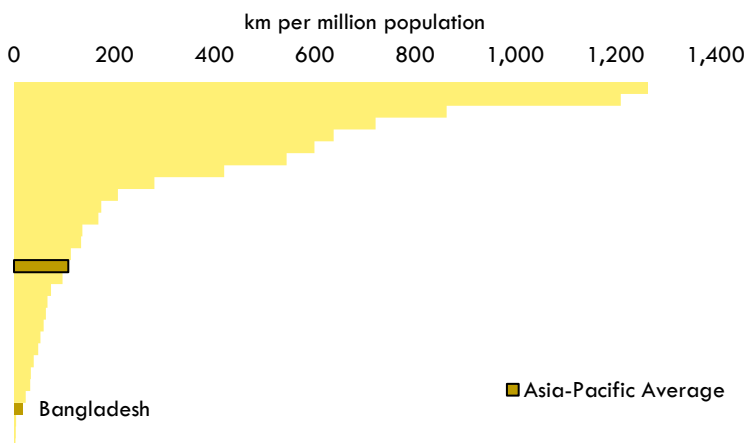
(IRF, 2024) (UIC, 2024) (ITDP, 2022) (ATO and Country estimates)

Road transport infrastructure availability (2022)



(IRF, 2024) (ATO and Country estimates)

Rail transport infrastructure (including HSR) availability (2021)

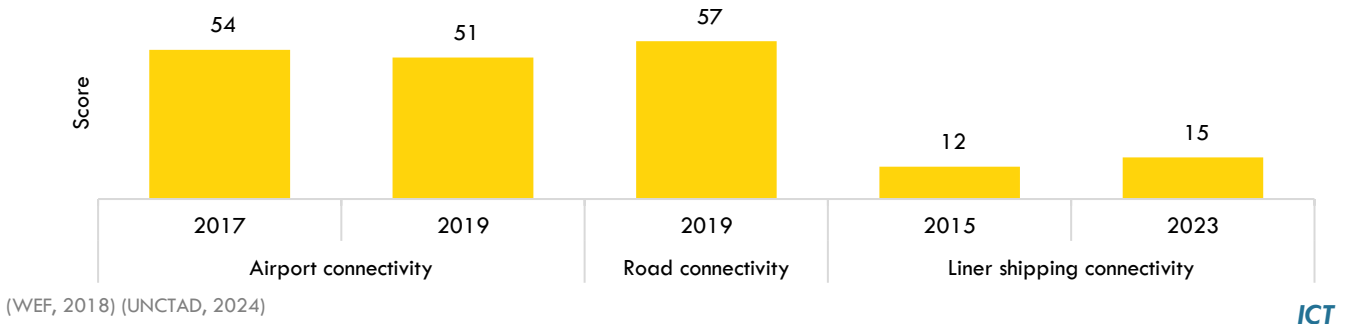


(UIC, 2024)

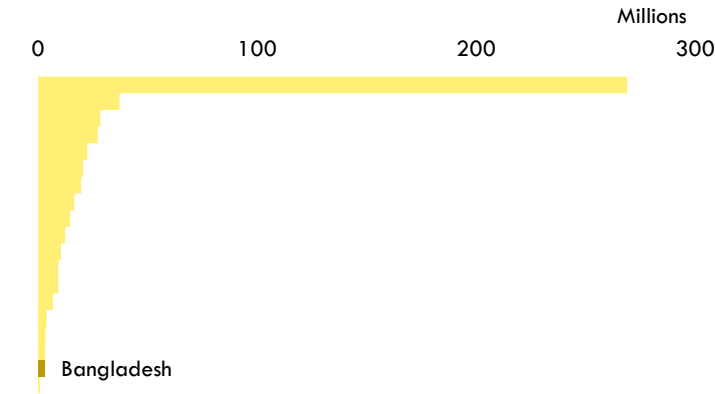
- Road and heavy rail length increased marginally.
- Bus motorization index improved but remains low compared to the Asia-Pacific average.
- Airport connectivity and liner shipping connectivity improved.
- Container port traffic is substantial but lags behind other EST countries.
- Mobile network coverage is extensive, and internet usage increased significantly.

Transport connectivity

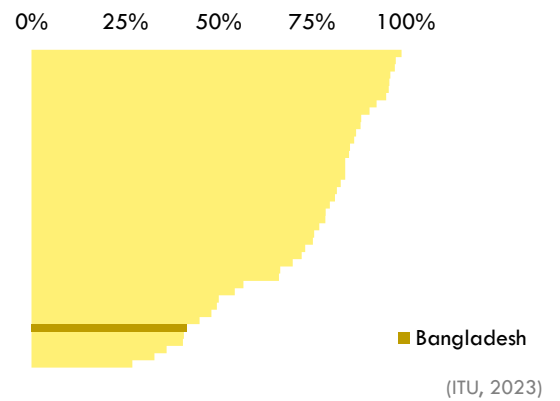
Transport connectivity



Container port traffic (TEU)



Percentage of individuals using the internet (2022)



Transport Policy insights:

The insights are based on the transport policy trackers developed by the ATO. Trackers include analysis of policy measures and targets from all the transport relevant policy documents for a country published after the adoption of the Aichi 2030 Declaration, i.e. 2021.

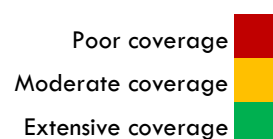
- 15 policy documents adopted since 2015, 3 after the Aichi 2030 Declaration.
- Since 2015, the focus of published documents has been heavily skewed towards climate change mitigation (Goal 1 a), with 80% offering extensive coverage. Air pollution (Goal 1c) and road safety (Goal 2) received some attention, with 27% and 13% extensive coverage respectively. Goals related to resilience, economic sustainability, rural access, urban access, and national connectivity have been largely overlooked in these documents.

Transport relevant policy documents

Red - Poor coverage; Orange - Moderate coverage; Green - Extensive coverage

| Doc. No. | Document Name | Year | Goal 1a | Goal 1b | Goal 1c | Goal 2 | Goal 3 | Goal 4 | Goal 5 | Goal 6 |
|----------|-------------------------------------------------------------|------|---------|---------|---------|--------|--------|--------|--------|--------|
| 1 | Energy Efficiency and Conservation Master Plan up to 2030 | 2015 | Green | Red | Yellow | Red | Red | Red | Red | Yellow |
| 2 | Intended Nationally Determined Contributions | 2015 | Green | Red | Green | Yellow | Red | Red | Yellow | Red |
| 3 | Final Report on Updating Railway Master Plan | 2017 | Green | Yellow | Green | Yellow | Red | Red | Red | Green |
| 4 | Road Transport Act 2018 | 2018 | Yellow | Red | Yellow | Green | Red | Red | Red | Red |
| 5 | Roadmap and Action Plan for Implementing Bangladesh NDC | 2018 | Green | Red | Yellow | Yellow | Red | Red | Yellow | Yellow |
| 6 | Bangladesh Delta Plan 2100 Vol. 3.b | 2018 | Yellow | Red | Yellow | Yellow | Red | Red | Red | Green |
| 7 | Bangladesh. National Communication (NC). NC 3 | 2018 | Green | Yellow | Yellow | Yellow | Red | Red | Red | Red |
| 8 | Bangladesh Delta Plan 2100 Vol. 3.a | 2018 | Green | Yellow | Green | Green | Red | Yellow | Red | Yellow |
| 9 | Eighth Five Year Plan | 2020 | Green | Red | Yellow | Yellow | Red | Red | Red | Yellow |
| 10 | First Nationally Determined Contributions (Interim Updated) | 2020 | Green | Red | Yellow | Yellow | Red | Red | Yellow | Yellow |
| 11 | Voluntary National Reviews (VNRs) 2020 | 2020 | Yellow | Yellow | Yellow | Yellow | Red | Red | Yellow | Red |
| 12 | Draft National Solar Energy Roadmap, 2021-2041 | 2020 | Green | Yellow | Green | Yellow | Red | Red | Yellow | Yellow |
| 13 | First Nationally Determined Contributions (Updated) | 2021 | Green | Yellow | Yellow | Yellow | Red | Red | Yellow | Yellow |
| 14 | Mujib Climate Prosperity Plan | 2021 | Green | Red | Yellow | Yellow | Yellow | Red | Red | Yellow |
| 15 | Automobile Industry Development Policy 2021 | 2021 | Green | Red | Yellow | Yellow | Yellow | Red | Red | Yellow |

(ATO National policy tracker)



Transport relevant national targets

| Doc. No. | Target | Year | Goal 1a | Goal 1b | Goal 1c | Goal 2 | Goal 3 | Goal 4 | Goal 5 | Goal 6 |
|----------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---------|---------|---------|--------|--------|--------|--------|--------|
| 1 | Energy Efficiency and Conservation Master Plan up to 2030 | | | | | | | | | |
| | According to the EE&C target of EE&CMP, the Government aims to improve energy intensity (i.e., national primary energy consumption per gross domestic product/GDP) by 15% by 2020 and by 20% in 2030 compared to the 2013 level. | 2030 | x | | | | | | | |
| 2 | Intended Nationally Determined Contributions | | | | | | | | | |
| | An unconditional contribution to reduce GHG emissions by 5% from Business as Usual (BAU) levels by 2030 in the power, transport and industry sectors, based on existing resources. A conditional 15% reduction in GHG emissions from BAU levels by 2030 in the power, transport, and industry sectors, subject to appropriate international support in the form of finance, investment, technology development and transfer, and capacity building. | 2030 | x | | x | | | | | |
| | A target to reduce energy intensity (per GDP) by 20% by 2030 compared to 2013 levels | 2030 | x | | x | | | | | |
| | To achieve a shift in passenger traffic from road to rail of up to around 20% by 2030 compared to the business as usual. | 2030 | x | | x | x | | | | |
| | Unconditional = 4 MtCO ₂ Conditional = 9 MtCO ₂ | 2030 | x | | | | | | | |
| 3 | Final Report on Updating Railway Master Plan | | | | | | | | | |
| | To permit the passage of broad gauge rolling stock on the entire network by 2040 and on the core network by 2035 BR plans to update ATP and train control systems before 2040. The Railway will install: 1. Automatic Train Protection (ATP)/Train Protection Warning System (TPWS) on all main line sections. 2. Communication Based Train Control (CBTC)/European Train Control System (ETCS) on corridors identified as international TAR (Trans Asian Railway) routes. | 2040 | x | | x | x | | | | x |
| 7 | Bangladesh. National Communication (NC). NC 3 | | | | | | | | | |
| | Improvement of road traffic congestion % improvement in fuel efficiency High = 15% Medium = 10% Low = 5% | 2030 | x | | x | x | | | | x |
| 12 | Draft National Solar Energy Roadmap, 2021-2041 | | | | | | | | | |
| | the government can take an initiative to install solar charging stations in all 64 districts, with special emphasis on the eight divisional cities. By 2041 a total of 121 MW of solar charging station capacity can be installed, 8.125 MW in each divisional city and 1 MW in the remaining 56 districts. | 2041 | x | | x | | | | x | |
| | Bangladesh has made a commitment in its NDC to reduce GHG emissions unconditionally 5% by 2030 in the power, transport and industry sectors and a conditional 15% reduction in GHG emissions by 2030. | 2030 | x | | x | | | | | |
| | In this document, GOB has declared the intention in necessary details to reduce 20% primary energy consumption per GDP by the year 2030 | 2030 | x | | | | | | | |
| 9 | Eighth Five Year Plan | | | | | | | | | |

| | | | | | | | | | |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---|---|---|---|--|--|---|---|
| Target 2025: Urban mass transit no. of cities = 1 Baseline 2019: Urban mass transit no. of cities = 0 | 2025 | x | | x | x | | | x | |
| Target 2025: <input type="checkbox"/> Modernize Railway Workshop and other infrastructure. <input type="checkbox"/> Improvement level crossing gates, other infrastructures and rolling stocks <input type="checkbox"/> Construct new ICDs <input type="checkbox"/> Procure adequate equipment to modernize railway maintenance <input type="checkbox"/> Modernize signaling system of 222 stations to ensure safety. <input type="checkbox"/> Increase efficiency and improve performance of Bangladesh Railway <input type="checkbox"/> Ensure full operational cost recovery by FY2025. | 2025 | x | | x | x | | | | x |
| Targets 2025: <input type="checkbox"/> Rehabilitate/ Upgrade 846 km existing rail line. Target 2025: Transport Infrastructure quality Country ranking = 80 Score = 47 Baseline 2019: Transport Infrastructure quality Country ranking = 100 Score = 42 share of Fair to Good road surfaces will be increased from 81% to 90% for overall RHD Road Network | 2025 | x | | x | x | | | | x |
| Targets 2025: <input type="checkbox"/> Construction of 798 km new rail line. <input type="checkbox"/> Implement dual gauge double tracking of 897 km to increase line capacity. <input type="checkbox"/> Construct 9 important railway bridges <input type="checkbox"/> Procure 160 locomotives to enhance the efficiency, ensure reliability & punctuality of running trains and to introduce new trains. <input type="checkbox"/> Procure 1704 passenger coaches and 2000 wagons to improve passenger service quality | 2025 | x | x | x | | | | | x |
| Target 2025: Construction of 4/6/8 lane roads = 550 km Construction of new roads lane = 150 km Improvement/ Rehabilitation of National Highways = 1800 km Improvement/ Rehabilitation of Regional & Zila Highways = 12,700 km Construction of bridges/culverts = 37,500 meters Reconstruction of bridges/culverts = 4,100 meters Construction of Flyover/Overpass = 11,000 meters Construction of Rigid Pavement = 375 km Weigh Bridge/ Axle Load Control Station = 30 number | 2025 | x | | | | | | | x |
| Target 2025: Road safety accident death rate by country (WHO 2018) (Per 100,000) = 13 Baseline 2019: Road safety accident death rate by country (WHO 2018) (Per 100,000) = 14.43 in accordance with SDG Target no. 3.6 number of fatalities due to road traffic accidents on national highways will be reduced by 25% at the end of 8FYP | 2025 | | | | x | | | | |
| Target 2025: Passenger Traffic (billion passenger kilometres) Road = 246 Inland water = 23 Railways = 15 Total = 284 Baseline 2019: Passenger Traffic (billion passenger kilometres) Road = 169 Inland water = 16 Railways = 10 Total = 195 Target 2025: Freight Traffic (billion-tonnes kilometres) Road = 31 Inland water = 7 Railways = 3 Total = 41 Baseline 2019: Freight Traffic (billion-tonnes kilometres) Road = 24 Inland water = 5 Railways = 2 Total = 31 Target 2025: Air Traffic (million passengers / million tons) Passenger = 14.63 Freight = 0.50 Baseline 2019: Air Traffic (million passengers / million tons) Passenger = 13.09 Freight = 0.41 Target 2025: Sea Port Cargo Traffic (million numbers /million tonnes) Container = 3.6 Tonnes = 122 Baseline 2019: Sea Port Cargo Traffic (million numbers /million tonnes) Container = 2.9 Tonnes = 98.24 | 2025 | x | | x | x | | | | x |

| | | | | | | | | | | | |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---|--|---|---|--|--|--|--|---|
| | achieve 80-110 kmph design speed with a level of Service 'B' for 900 kilometres of important highway corridors, which are now operating merely at 30-35 kmph | 2025 | x | | x | x | | | | | x |
| 10 | First Nationally Determined Contributions (Interim Updated) | | | | | | | | | | |
| | Bangladesh already aimed for an unconditional reduction of GHG emissions by 5% from Business as Usual (BAU) levels by 2030 equivalent to 12 MtCO ₂ e in the power, transport and industry sectors. In the unconditional part of NDC, only those mitigation measures were considered which would be implemented on the basis of current local level capacity, and financed through internal resources. Contingent upon international funding and technological support, the country targeted to reduce GHG emissions in the same sectors up to 36 MtCO ₂ e by 2030 or 15% below BAU emissions. | 2030 | x | | x | | | | | | |
| | Energy Efficiency and Conservation Master Plan up to 2030 Under this comprehensive plan, the government aims to lower energy intensity (national primary energy consumption per unit of GDP) in 2030 by 20% compared to the 2013 level: A total of 95 million toe (113 billion m ³ of gas equivalent) is expected to be saved during the period. | 2030 | x | | | | | | | | |
| 13 | First Nationally Determined Contributions (Updated) | | | | | | | | | | |
| | In the unconditional scenario, GHG emissions would be reduced by 27.56 Mt CO ₂ e (6.73%) below BAU in 2030 in the respective sectors. 26.3 Mt CO ₂ e (95.4%) of this emission reduction will be from the Energy sector while 0.64 (2.3%) and 0.6 (2.2%) Mt CO ₂ e reduction will be from AFOLU (agriculture) and waste sector respectively. In the conditional scenario, GHG emissions would be reduced by 61.9 Mt CO ₂ e (15.12%) below BAU in 2030 in the respective sectors. This reduction is in addition to the proposed reductions in unconditional scenario. The conditional mitigation measures will be implemented by Bangladesh, only if there is external financial/technology support. The conditional scenario has 59.7Mt CO ₂ e (96.46%) emission reduction from the Energy sector, while 0.4 (0.65%) and 1.84 (2.97%) Mt CO ₂ e reduction will be from AFOLU (agriculture) and Waste Sector respectively. | 2030 | x | | x | | | | | | |
| | Unconditional: Modal shift from road to rail (10% modal shift of passenger-km) through different Transport projects such as BRT, MRT in major cities, Multi-modal hub creation, Padma Bridge etc. Conditional: Modal shift from road to rail (25% modal shift of passenger-km) through different Transport projects such as BRT, MRT in major cities, Multi-modal hub creation, new bridges etc. | 2030 | x | | x | x | | | | | x |
| | Unconditional = 3.39 MtCO ₂ Conditional = 6.33 MtCO ₂ | 2030 | x | | | | | | | | |
| 14 | Mujib Climate Prosperity Plan | | | | | | | | | | |
| | We will enable EV manufacturing to contribute up to 10% of GDP by 2030. | 2030 | x | | x | | | | | | x |
| | Shift at least 30% of the transportation fleet to electric by 2030 | 2030 | x | | x | | | | | | x |
| | We will ensure 50% of the rideshare fleet is green/electric. | 2025 | x | | x | | | | | | x |
| | We will ensure 100% of the rideshare fleet is green/electric. | 2030 | x | | x | | | | | | x |
| | Reduce logistics cost by 25% | 2025 | x | | | | | | | | x |
| | Reduce logistics cost by 50%. | 2030 | x | | | | | | | | x |

| | | | | | | | | | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------|---|---|--|--|--|--|--|---|
| Bangladesh's 2020 NDCs note that the government aims to lower energy intensity (national primary energy consumption per unit of GDP) in 2030 by 20% versus the 2013 level: A total of 95 million tonnes of oil equivalent or 113 billion cubic meters of gas equivalent is expected to be saved during the period. | 2030 | x | | | | | | | |
| At least 50% of railway infrastructure made climate-resilient and energy efficient. | 2030 | | x | | | | | | x |

(ATO National policy tracker)

Transport relevant sample projects:

A sample list of projects by the MDB highlights their focus with respect to the Aichi 2030 Declaration Goals.

Transport relevant projects

| Year | Project name | Amount (million USD) | Goal 1a | Goal 1b | Goal 1c | Goal 2 | Goal 3 | Goal 4 | Goal 5 | Goal 6 |
|------|--------------------------------------------------------------------------------------------------------|----------------------|---------|---------|---------|--------|--------|--------|--------|--------|
| 2023 | Improving Urban Governance and Infrastructure Program | 301 | x | x | x | x | x | | x | |
| 2023 | Flood Reconstruction Emergency Assistance Project (FREAP) | 231 | | x | x | x | x | | | x |
| 2024 | Dhaka Public Transport Improvement Project | 475 | x | x | x | | x | | x | |
| 2021 | Bangladesh: Mymensingh Kewatkhali Bridge Project | 260 | | x | | | x | x | | x |
| 2023 | South Asia Subregional Economic Cooperation Dhaka-Northwest Corridor Road Project, Phase 2 (Tranche 3) | 300 | | x | | | x | x | | x |
| 2022 | Coastal Towns Climate Resilience Project | 250 | | x | | x | x | x | | |
| 2022 | Accelerating Transport and Trade Connectivity in Eastern South Asia – Bangladesh Phase 1 Project | 754 | | x | | | x | x | | x |
| 2023 | Bangladesh: Rampura- Amulia-Demra (RAD) Expressway Project | 75 | | | | x | x | | | x |
| 2022 | Greater Dhaka Sustainable Urban Transport Project - Additional Financing | 100 | | x | | | x | | x | |
| 2021 | South Asia Subregional Economic Cooperation Dhaka–Sylhet Corridor Road Investment Project | 1781 | | x | | | x | | | x |

(MDB Projects database)

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