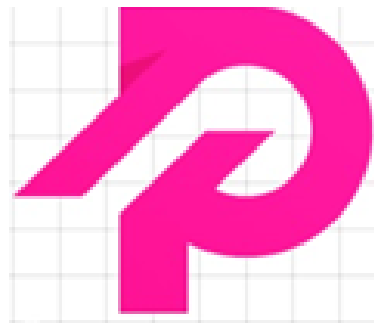




Date: January 28, 2025 (9.30AM-01.00PM)



Excusive Lecture (3) for  
Railway Training Academy, Chattogram

*On*

# TRANSPORT POLICY

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# Outline of the Lecture

## Schedule

1. Introduction on Transport Policy.
2. Importance of Rail Transport Policy
3. Key Aspects of Rail Transport Policy
4. Main Issues in Bangladesh's Rail Transport Policy
5. How to derive or develop a Policy?
6. Why Policy is required in transport management?
7. Act, Rules, Guidelines, Citizen Charter, Policy and Law.
8. Transport Policy in Bangladesh
9. National Integrated Multimodal Transport Policy
10. Bangladesh Railway-Policy Intervention
11. Urban Rail Transport Policy.
12. Group Work-Case Study-1 (Dhaka Metro Rail)
13. Group Work-Case Study-2 (High Speed Rail vs Air Transport)
14. Key Learnings and Knowledge Management.

**Lecture-90 Mins**

**Refresh-10 Mins**

**Case Study-40 Mins**

**Group Presentation-20 Mins**

**Q &A-20 Mins**



# Introduction

**Transport policy deals with developing a set of constructs and propositions that are established to achieve specific objectives relating to social, economic, and environmental conditions, and the functioning and performance of the transport system.**

The goal of transport policy is to make effective decisions concerning the allocation of transport resources, including managing and regulating existing transportation activities.

**Many transport systems, such as maritime and air transportation, are privately owned with firms servicing international markets that are able to set their policy.**

With globalization and deregulation, the private sector has much leverage in the policy process through asset allocation decisions, reflected in new public transport policy paradigms.

**Transport policies arise because of the importance of transport in virtually every aspect of the economic, social, and political activities of nation-states.**

Transport policy is undertaken by governments of all inclinations, from those that are interventionalist to the most liberal, as a vital factor in economic development.

# Importance of Rail Transport Policy

Rail transport policies are vital for developing efficient, sustainable, and safe transportation networks,



It drives economic growth, reduce carbon emissions, and manage logistics for large-scale, long-distance freight.

Effective policies promote competitive, reliable, and integrated infrastructure

It encourages the shift from road to rail, reduces traffic congestion, and supports environmental goals.



# Key Aspects of Rail Transport Policy

Economic  
Development  
& Efficiency

Environmental  
Sustainability

Infrastructure  
& Safety

Social &  
Regional  
Growth

Competition  
and Regulation

**Strategic, well-planned, and well-funded rail policies are foundational to creating modern, interconnected transportation systems.**

# Main Issues in Bangladesh's Rail Transport Policy

**Issues:**

**Underinvestment,**

**Resulting in aging infrastructure,**

**Critical shortages of locomotives and rolling stock,**

**And a declining market share for both passengers and freight.**



Policies aiming to address these issues focus on upgrading tracks to double lines, purchasing new rolling stock, and enhancing signalling systems. However, the pace of implementation remains slow compared to the rapidly growing demand.

# How to derive or develop a Policy?

**Step 1:** Perform internal research. ...

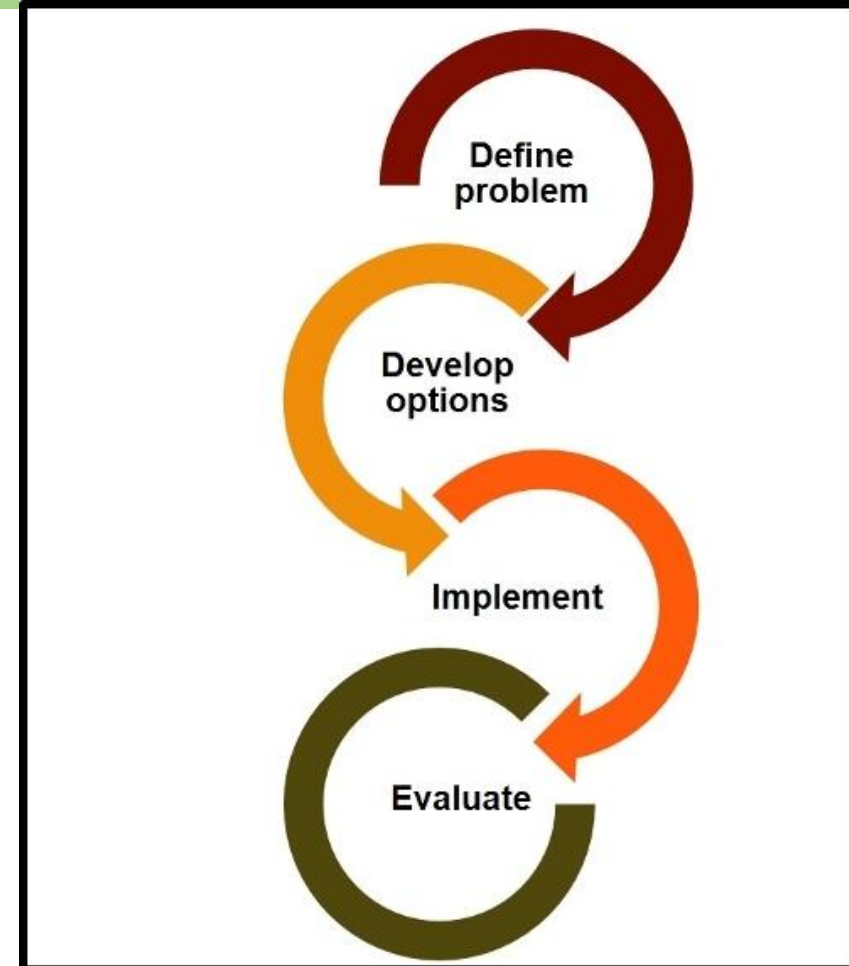
**Step 2:** Identify the policies you want to create. ...

**Step 3:** Include the key elements in the policy. ...

**Step 4:** Create content for each element of the policy. ...

**Step 5:** Add more information to clarify the policy for stakeholders.

**Step 6:** Approval



# Why Policy is required in transport management?

Policy is required in transport management to ensure safety, compliance with regulations, efficient operations, fair competition, and the mitigation of negative externalities like pollution and accidents.

## **Ensuring Safety and Compliance**

Regulatory Adherence:

Risk Mitigation:

## **Promoting Efficiency and Cost-Effectiveness**

Optimized Operations:

Cost Management:

## **Driving Sustainable Development**

Environmental Protection:

Resource Management:

## **Facilitating Economic Growth**

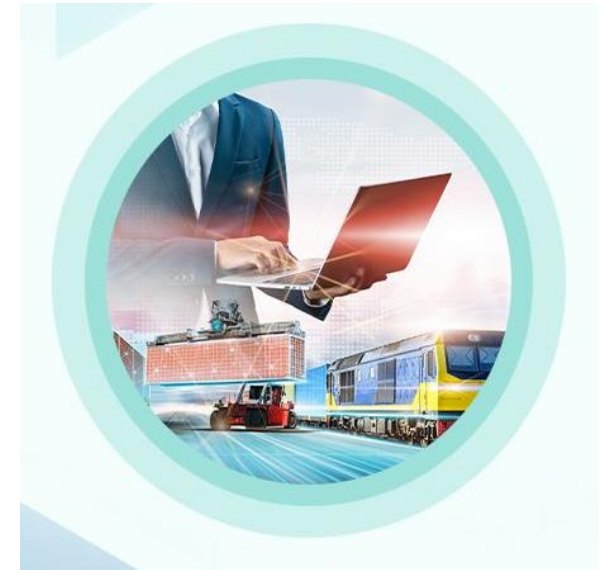
Fair Competition:

Economic Integration:

## **Enhancing Transparency and Accountability**

Clear Guidelines:

Improved Decision-Making: |



**Policies provide a framework for managing costs, enhancing decision-making, promoting sustainability, and ensuring that transport services meet the evolving needs of businesses and society.**

# Act, Rules, Guidelines, Citizen Charter, Policy and Law

S. No.	Acts	Policies
1	Binding	Non-binding
2	Originate from legislature (parliament)	Originate from executives
3	Violators get punishment	No punishment for non-action or inaction of policy
4	Obligatory and punitive scope	Weak no punitive scope
5	Parliamentary committees are active	Ministries are active
6	Parliament alone can issue an act	Multi actors under executives can issue a policy
7	Amendment or replacement only by parliament	Amendment and replacement by formulating and issuing agencies

*Source: Developed by authors based on Lowi (2003), Sen (2014) and The Editors (2021)*

# Transport Policy in Bangladesh

SL#	Policy Name	Source and Authority
01	7 <sup>th</sup> Five Year Plan 2015-2020	Planning Commission
02	National Land Transport Policy 2004	Ministry of Communications
03	Revised Strategic Transport Plan for Dhaka 2016	Dhaka Transport Coordination Authority
04	Toll Policy 2014	Ministry of Road Transport and Bridges
05	Road Master Plan 2009	Ministry of Road Transport and Bridges
06	Private ICD Policy-2016	Developed by CPA to establish ICD and operations & functions nearby the port.
07	National Integrated Multimodal Transport Policy 2013 ( NIMTP, 2013)	Bangladesh Government and will guide to operate the intermodal freight transportation system.
08	The Highway Act, 1925	Ministry of Road Transport and Bridges
09	Road Fund Board 2013	Ministry of Road Transport and Bridges
10	Bangladesh Climate Change Strategy Action Plan, 2009	Bangladesh Government
11	Metro Rail Act, 2014	Bangladesh Government
12	Road Safety Action Plan, 2014-2016,	Ministry of Road Transport and Bridges
13	Axle Load Control Policy	Ministry of Road Transport and Bridges
14	Bangladesh Sthala Bandar Kartipaksha Act, 2001 or Bangladesh Land Port Authority Act (Act 20 of 2001)	Ministry of Shipping

SL#	Policy Name	Source and Authority
15	The Chittagong Port Authority Ordinance, 1976	Ministry of Shipping
16	Container Manual of Chittagong Port	Ministry of Shipping
17	The Customs Act, 1969 (Revised on 2016 and effective from July 01, 2016)	National Board of Revenue
18	The Inland Water Transport Authority Ordinance, 1958	To manage the operations of inland vessels and monitoring as well as dredging. Under the Ministry of Shipping
19	The Inland Shipping Ordinance, 1976	
20	The Pilotage Ordinance 1969	
21	The Mongla Port Authority Ordinance	Ministry of Shipping
22	The Payra Port Act, 2013	Ministry of Shipping
23	Trade and Payments and Transit Agreements with Protocol signed in Kathmandu on April 2, 1976	Transit Agreements between Nepal and Bangladesh
24	Protocol on Inland Water Transit and Trade	Transit and Transshipments Agreements between India and Bangladesh

# National Integrated Multimodal Transport Policy 1/2

The National Integrated Multimodal Transport Policy, approved by Bangladesh in August 2013, aims to create a secure, reliable, and efficient transport system by integrating all transport modes—road, rail, air, and inland waterways—to enhance socio-economic development and achieve Sustainable Development Goals (SDGs).

The policy seeks to improve connectivity, reduce transport costs, and promote environmentally friendly options but has faced challenges with implementation, leading to a policy review starting in 2023 to address unfulfilled objectives and improve integration.

## **Purpose and Objectives**

**Integration:** To bring together various transport modes into a single, cohesive network to maximize their potential and address challenges.

**Efficiency and Safety:** To provide safe, reliable, and effective transport services, minimizing accidents and transport costs.

**Economic Development:** To stimulate national social and economic development by supporting efficient freight and passenger operations.

**Environmental Sustainability:** To encourage the use of more environmentally friendly modes like rail and water transport and control emissions, particularly from the dominant road sector.

# National Integrated Multimodal Transport Policy 2/2

## Key Components

**Multi-Modal Connectivity:** Aims to improve seamless connections between different transport modes to facilitate both passenger and freight movement.

**Infrastructure Development:** Focuses on investments in upgrading existing infrastructure, such as ports, and developing new infrastructure for various transport modes.

**Private Sector Participation:** Seeks to attract private investment and participation to provide transport services while ensuring government sets standards for safety and the environment.

## Challenges and Review

**Implementation Gap:** Despite significant investments in transport projects, the policy's objectives have not been fully realized, leading to a lack of integration.

**Road Dependence:** The transport system remains heavily reliant on road transport, which contributes significantly to high emissions and costs, hindering the policy's goals.

## Policy Review:

In 2023, a review was initiated to assess the policy's performance 10 years after its approval, aiming to identify gaps and strengthen its effectiveness in achieving its objectives

# Bangladesh Railway-Policy Intervention

Policy intervention for Bangladesh Railway (BR) has historically focused on rehabilitation and development of its infrastructure, emphasizing rail over road transport, improving operational efficiency through modernization and technological upgrades, and expanding regional connectivity to enhance economic development.

Key interventions include securing financing for new lines and upgrades, establishing institutional mechanisms for reform and coordination, and addressing issues like track maintenance, signal systems, and public-private partnerships. Recent policy also supports making railway stations and trains tobacco-free to ensure a safer and healthier environment for passengers.

## 1. Historical Context and Policy Shift

Shift from Road to Rail:

Integrated Transport System:

## 2. Infrastructure and Modernization Policies

Rehabilitation and Expansion:

Technological Upgrades:



## 3. Operational and Institutional Reforms

Improving Efficiency:

Institutional Frameworks:

Public-Private Partnerships (PPP):

## 4. Regional Connectivity and Development

Subregional and International Links:

## 5. Safety and Public Health Initiatives

Tobacco-Free Environments:

# Urban Rail Transport Policy

Urban rail systems are a set of rails guided systems intended for urban, and suburban transportation. This includes “non-conventional rail systems”.

Urban rail transport services are operated under Public Service Obligations, based on Public Service Contract contracted by government level.

As other urban and suburban collective public transport, they provide predominantly passenger transport services which principal purpose is to meet the transport needs of an urban centre.

The categories of urban rail transport systems are:

**Metro system:** urban rail system typically operated on a dedicated infrastructure (including underground, elevated or surface sections) and independent from any other traffic (road, rail or pedestrian).

**Tram system:** urban rail system operated on infrastructure shared with road traffic (including pedestrian areas), or partially on separate infrastructure. For tram systems having sections segregated from road traffic the term Light Rail System (LRS) may be used.

**Other urban rail systems:**



- There is no policy for Metro Systems in Bangladesh
- Dhaka Metro Rail Rules: Travel Guidelines for a Smooth Journey

# Group Work- Case Study-1 (Dhaka Metro Rail)

The Dhaka Metro Rail is rapidly becoming one of the most efficient and preferred modes of transport in the city. With high-speed, air-conditioned trains and modern stations, it promises a cleaner and faster way to commute across Dhaka.



Ticketing & Security

Conduct & Passenger Behavior

Boarding, Disembarking & Safety

Luggage & Personal Belongings

Station-Specific Guidelines

Health & Safety Protocols

General Safety Reminders

Emergency Procedures

## Exercise

- What is the remaining's that needs to add in the guidelines?
- Do you think that guidelines are good enough to operate metro rail in Bangladesh? If no, why?
- To protect metro rail infrastructures, is it necessary to develop policy?
- How metro rail will make reasonable answer on "Time vs Cost"?
- What are your recommendations to bring other urban

# Group Work- Case Study-2 (High Speed Rail vs Air Transport)

## HSR vs. Air Transport Characteristics

Feature	High-Speed Rail (HSR)	Air Transport
Competitive Range	Best for routes up to ~900 km.	Dominant for longer distances, but challenged by HSR on medium distances.
Cost	Often more affordable than air travel.	Can be more expensive, especially for shorter flights.
Travel Time	Shorter overall travel times (door-to-door) due to central station locations.	Longer overall travel times due to airport access and security procedures.
Environmental Impact	Lower energy consumption and CO2 emissions.	Higher environmental impact from fuel consumption and emissions.
Reliability	Higher reliability, less affected by weather delays.	Susceptible to weather-related delays and disruptions.

- Explore
1. Shape it to Dhaka-Chittagong Corridor
  2. Cost: Train 1000: Air 3500
  3. Time: Sonar Bangla/Subarna (5Hrs): Air (45 Mins).
  4. Environmental Factors and Savings
  5. Risk Management

# Key Learnings and Knowledge Management

Q/A

THANK YOU!