



E-MOBILITY MANDATES AND DEVELOPMENTS IN BANGLADESH

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Joint Secretary

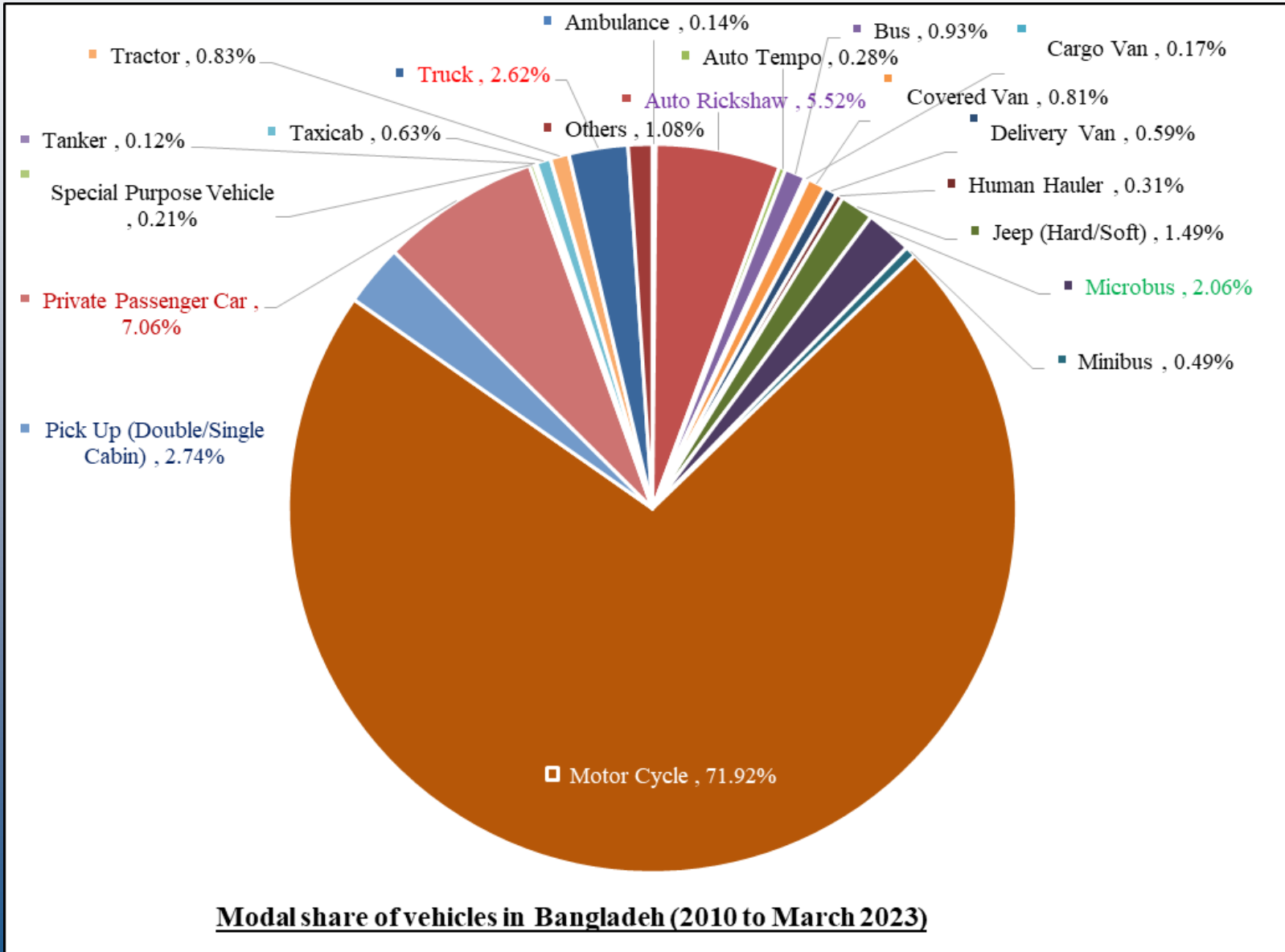
Road Transport and Highways Division (RTHD)

Ministry of Road Transport and Bridges

Bangladesh

- ▶ **The Present Government of Bangladesh has been working relentlessly and undertaking necessary steps to transform the country from a lower middle-income country to**
- ▶ **An Upper Middle-Income Country status by 2031 and**
- ▶ **A High-Income Country status by 2041.**
- ▶ **The sectoral share of the Land Transport sector to GDP was 6.49% and the growth rate was 6.08 % during 2021-22 at constant price.**
- **The concentration of particulate matter (PM 2.5) in Bangladesh is increasing yearly; Transport sector emission is one of the major causes of such pollution.**
- **EV adaptation can reduce the emission of GHG as well as particulate matters**

Number of motor vehicles



Type of Vehicle	Number
Motorcycle	40.90 lakh
Private car	4.02 lakh
Freight Truck	1.50 lakh
Bus	0.53 lakh
Auto Rickshaw, Tempo	3.30 lakh
Other	6.62 lakh
Total	56.87 lakh

*1 lakh = 0.1 Million

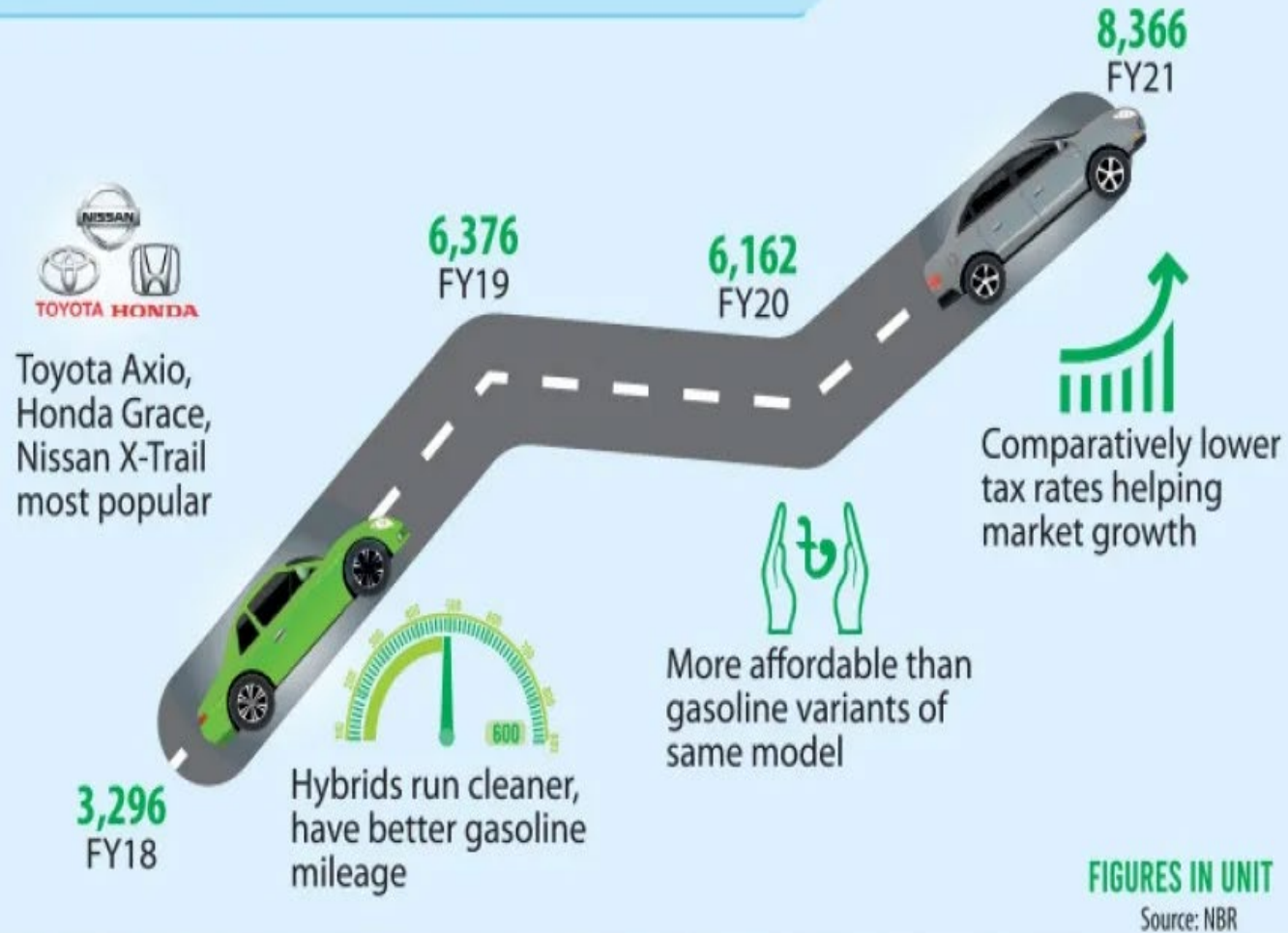
Five lakh motorcycle registered in 2022

The number of Private car per 1,000 is only 2.3

India-30, Myanmar-12

Hybrid Vehicle in Bangladesh

HYBRID CAR IMPORTS TREND

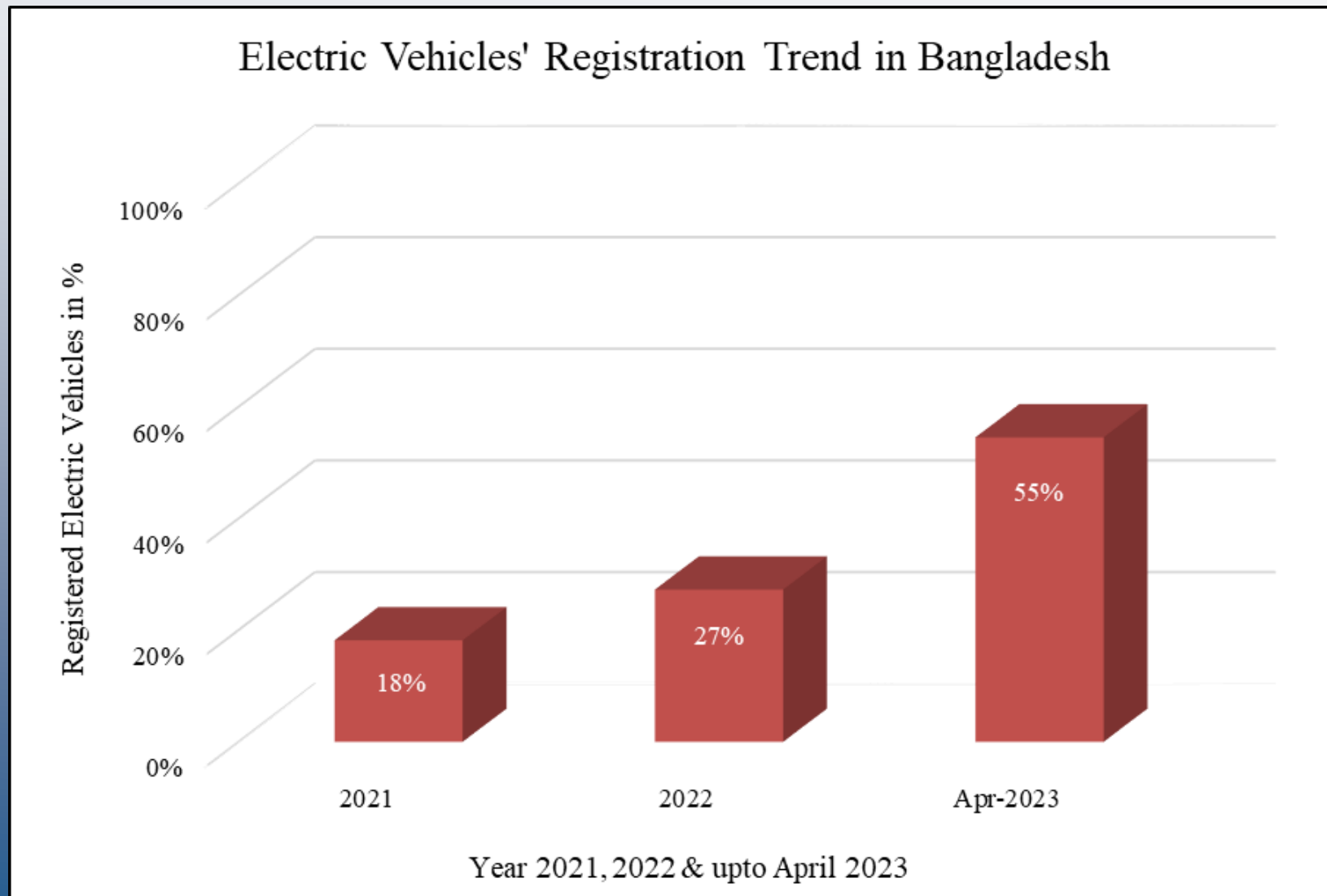


Due to lower operational costs and incentives from the government hybrid vehicles are becoming popular here

About 3000 hybrid vehicles are registered in 2022.

Source : BRTA

Electric Vehicle Registration Status in Bangladesh



About 33 Electric Vehicles are registered in Bangladesh since 2021 to till date

Electric Vehicles in Bangladesh



- There are about 1 million easy bikes and .5 million motorized rickshaws
- Not registered with BRTA
- Registered with local authorities

**Electric 3 Wheeler
(Easy bike and Motorised rickshaw)**

Government banned easy bikes to ply on 22 highways
Lead acid batteries are used

EV related Policies/ Strategies

- ▶ **The Automobile Industry Development Policy 2021**
- ▶ **EV registration Policy 2023**
- ▶ **EV Charging Policy 2022**
- ▶ **E-waste Management Regulation 2021**
- ▶ **National Determinant Contribution(NDC)**
- ▶ **MUJIB CLIMATE PROSPERITY PLAN: Dcade 2030**
- ▶ **Environmentally sustainable Transport (EST): AICHI 2030 Declaration**

THE AUTOMOBILE INDUSTRY DEVELOPMENT POLICY 2021

- The Automobile Industry Development Policy 2021 of Bangladesh promises policy assistance, such as tax holidays and financial incentives, for local manufacturing of electric cars as well as the expansion of technology and infrastructures for vehicles that need less fuel.
- Financial incentives, purchase subsidies, waiver of road tax and EV registration fee, reduction of VAT/Import Duty.
- Incentives to set up battery recycling industry and charging station networks.
- Establishment of an EV Cell in Bangladesh Road Transport Authority.
- Establishment of "Energy-Efficient Vehicle Manufacturing Fund" where fines and taxes collected from environment polluting vehicles will be deposited.

NDC Target

- The transport sector accounts for 9% of total GHG emission in Bangladesh
- Bangladesh has proposed 3.4 million tons CO₂ eq. (Mt) GHG emission reduction unconditionally by 2030 as a total contribution from the Transport sector.
- Moreover additional 6.4 million tons CO₂ eq. (Mt) GHG

MUJIB CLIMATE PROSPERITY PLAN: DECADE 2030

The Mujib Climate Prosperity Plan counteracts climate-induced damages and losses by equipping vulnerable communities, industry and the government with the Mujib vision supported by optimized financing tools and models.

Mujib Climate prosperity plan also targets for 30% of registered vehicles will be EV by 2030.

EV CHARGING POLICY 2022

Government has formulated the EV Charging policy 2022 for set up charging stations, Tariffs for electricity consumption, Technical standards for charging stations and institutional arrangement for permission of charging etc.

EV REGISTRATION AND OPERATION POLICY: 2023

- The policy is formulated as per section 124 of the Road Transport Act 2018.
- It allows registration of motorized vehicles to be run by electric motors legally in the country.
- Electric Vehicle Registration & Operation Policy 2023 has been Issued for simplify the EV registration process and to provide registration for three-wheelers

OTHER POLICY ISSUES

- ▶ **EV registration cost:**

- ▶ BRTA has issued SRO, on EV registration

- ▶ **Tax incentives:**

- ▶ Hybrid and EVs are getting substantial tax incentives

- ▶ **Promoting sustainable charging infrastructure:**

- ▶ Separate tariff for charging stations which lower than the commercial rate

- ▶ (8.84 Tk./kWh for charging station)(11.93 Tk./kWh for commercial)

Project/program for EV Adoption in Bangladesh

- ▶ Bangladesh Road Transport Corporation(BRTC) is procuring 100 Double decker EV buses including charging facilities buses under Indian LOC.
- ▶ Dhaka BRT company planned to buy 50 EV buses.
- ▶ RTHD has taken a project to set up pilot charging stations for EV buses, Solar power charging station for 2/3/4 wheelers and and streamline the policy documents under UNDP support

Private Sector: manufacture or assemble of EVs

- ▶ Bangladesh Auto industries, a local automobile company working with Toyota, is keen to produce electric vehicles in the country with an initial investment of \$200 million.
- ▶ Nitol Motors, plans to invest Tk. 350 crore to roll out 20,000 locally-assembled EVs annually.
- ▶ India's automaker Omega Seiki has recently announced an investment to set up EV manufacturing facilities in Bangladesh. Moreover, local auto manufacturer BDAuto is also set to manufacture three-wheeler EVs for domestic and foreign markets.
- ▶ Walton announced the introduction of their e-bike lineup. Walton and some other local manufacturers such as Runner, Akij, and Duranta are planning to distribute locally assembled two-wheeler EVs in the Bangladeshi market.

Barriers/Challenges in EV Adoption in Bangladesh

- ▶ Absence of a clear institutional framework
- ▶ Not enough incentives for EV users and EV businesses;
- ▶ Very few EV charging facilities in the country;
- ▶ Lack of availability of EV-related statistics and information (i. e. number of EVs, that different sources mentioned different numbers);
- ▶ No technical guidance for standard and quality accessories;
- ▶ Shortage of Technical Manpower on EV
- ▶ Lack of appropriate awareness of EV operation, use, and business;

Conclusion/way forward

- For early adaptation EV, special incentives could be given to vehicle owners to shift towards EV. Moreover, Local EV Manufacturers need additional support so that the industry can grow rapidly.
- Policy intervention is also required for the Shift towards green freight

THANK YOU

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