

NS-312 - NAMA Rail Bangladesh

Bangladesh

NAMA Seeking Support for Implementation

A Overview		
A.1 Party	Bangladesh	
A.2 Title of Mitigation Action	NAMA Rail Bangladesh	
A.3 Description of mitigation action	GHG emissions of Bangladesh in 2011 of the power, industrial and transport sector were 64 MtCO₂e and are expected to increase under Business as Usual (BAU) to 234 MtCO₂e representing 69% of total estimated emissions of 339 MtCO₂e. Transport emissions are projected to increase from 5.5 MtCO₂e in the year 2005 to 37 MtCO₂e in 2030. Bangladesh's Intended Nationally Determined Contribution of 2015 has as unconditional contribution a reduction of GHG emissions to BAU by 2030 of 5% in the power, transport and industry sectors. Within the INDC modal shift from road to rail is an important mitigation strategy. The National Development Strategy of 2013 includes improvement of railway linkages as transport strategy with a potential to mitigate GHG emissions. The Perspective Plan 2010-2021 of 2012 includes expansion and improvement of the railway system to increase the market share of freight and passenger transport of rail. The Railway Plan focuses its attention on the main corridors to regain lost market share and improve its competitive position versus road. The national climate change policy development strategies and the relevant transport strategies all point to the importance of developing further rail transport. The overall objective of the NAMA is the role of railway in the transport sector of Bangladesh. This shall be realized through expansion of railway infrastructure and increased railway efficiency. The focus is on city passengers and long-haul freight along specific corridors as these are the areas where rail is considered to have a potential competitive advantage. The main impact of the rail investment programme is towards mode-shift from high emitting transport means towards low emitting transport means. The GHG impact increases over time due to gradual implementation of the different actions planned. GHG reductions of around 3 million tCO₂e can be achieved cumulatively over the time period of 2017-2030 or around 450,000 tCO₂e per annum as of 2030. As the railway investments have a life-span of minimum 30 years the total impact over the life-span is estimated at 14 million tCO₂e avoided. 25% of the emission reductions are due to freight and 75% due to passenger movement. As of 2030 transport emissions could be reduced by around 1% relative to the INDC projected baseline. The major sustainable development impact apart from GHG reductions are for the period (cumulative) a reduction of 850t Particulate Matter, 20,000t NO_x, more than 700 million litres of saved diesel and a reduction of 240 traffic accident fatalities. The value of the sustainable development impact is more than 500 million USD. In terms of finance the rail Master Plan on which the activities and the NAMA is structured consists of 235 projects costing USD 30 billion in the period 2010 to 2030. Phase I until 2015 thereby had an investment volume of 16.41 billion USD. The NAMA has as a result benefits the net income from its services in the passenger and the freight sector. In economic terms the Sustainable Development savings from air pollution, fuel savings and reduced accidents account for a benefit of around 3 billion USD over the investment life-span of 40 years i.e. this covers around 10% of the investment costs.	
A.4 Sector	☐ Energy supply ☐ Residential and Commercial buildings ☐ Agriculture ☐ Waste management ☐ Other	
A.5 Technology	☒ Transport and its Infrastructure ☐ Industry ☐ Forestry ☐ Cleaner Fuels ☐ Geothermal energy ☐ Solar energy ☐ Ocean energy ☐ Low till / No till ☐ Bioenergy ☒ Energy Efficiency ☐ Hydropower ☐ Wind energy ☐ Carbon Capture and Storage ☐ Land fill gas collection ☐ Other	
A.6 Type of action	☐ National/ Sectoral goal ☐ Strategy ☒ National/Sectoral policy or program ☐ Other	
A.7 Greenhouse gases covered by the action	☒ CO ₂ ☐ N ₂ O ☐ PFCs ☒ Other	
	☒ CH ₄ ☐ HFCs ☐ SF ₆ ☐ Black Carbon	
B National Implementing Entity		
B.1.0	Name	Bangladesh Railway
B.1.1	Contact Person 1	Tania Mostafa
B.1.2	Address	16 Abdul Gani Rd., Dhaka-1000
B.1.3	Phone	
B.1.4	Email	tania_mostafa@yahoo.com

B.1.5	Contact Person 2	
B.1.6	Address	
B.1.7	Phone	
B.1.8	Email	
B.1.9	Contact Person 3	
B.1.10	Address	
B.1.11	Phone	
B.1.12	Email	
B.1.13	Comments	

[Add Additional Entity](#)

C Expected timeframe for the implementation of the mitigation action

C.1	Number of years for completion	13
C.2	Expected start year of implementation	2017

D Currency

D.1	Used Currency	USD
Conversion to USD: 1		

E Cost

E.1.1	Estimated full cost of implementation	14 Conversion to USD: 14
E.1.2	Comments on full cost of implementation	14 billion USD
E.2.1	Estimated incremental cost of implementation	 Conversion to USD: 0
E.2.2	Comments on estimated incremental cost of implementation	

F Support required for the implementation the mitigation action

F.1.1	Amount of Financial support	 Conversion to USD: 0
F.1.2	Type of required Financial support	☒ Grant ☐ Loan (sovereign) ☐ Loan (Private) ☒ Concessional loan ☐ Other
F.1.3	Comments on Financial support	
F.2.1	Amount of Technological support	
F.2.2	Comments on Technological support	
F.3.1	Amount of capacity building support	 Conversion to USD: 0
F.3.2	Type of required capacity building support	☐ Individual level ☐ Institutional level ☐ Systemic level ☐ Other
F.3.3	Comments on Capacity Building support	

G Estimated emission reductions

G.1	Amount	3.03 MtCO2e period 2018-2030 (WTW incl. Black carbon)
G.2	Unit	MtCO2e
G.3	Additional information (e.g. if available, information on the methodological approach followed)	See NAMA Design Document

H Other indicators

H.1	Other indicators of implementation	See NAMA Design Document
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I Other relevant information

I.1	Other relevant information including co-benefits for local	Other relevant information including co-benefits for local sustainable development Sustainable Development (SD) benefits include reduced air pollution, less acc reduced economic costs. The projected SD impacts are listed in the NAMA DD
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sustainable development

J Relevant National Policies strategies, plans and programmes and/or other mitigation action

J.1 Relevant National Policies

Bangladesh's Intended Nationally Determined Contribution

J.2 Link to other NAMAs

(none)

K Attachments

K Attachments

Title	Description
<u>NAMA BR vs 1.1.docx</u>	NAMA Design Dc

K.1 Attachment description

K.2 File

Choose File

No file chosen

L Support received

L.1 Outside the Registry

L.2 Within the Registry

Support provided	SupportType	Amount	Comment	Date
No records to display.				