

# E-mobility Development in Bangladesh

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# Dhaka Context and E-Mobility Priorities



DHAKA

Population:  
10.27 Million



4th Largest City  
in the World



Ranked 3rd Globally in  
Population Density



Ranked #1 Most Polluted  
Major City Globally  
(IQAir, 7 March 2026)



Dhaka's transport sector contributes **~9% of the city's total emissions**. (The World Bank Report)



Traffic congestion and pollution cause about **USD 3.8 billion economic loss** annually in Dhaka. (DMRCL Annual Report, 2022)



Bangladesh's **NDC target** aims to reduce **2.4 million tons of CO<sub>2</sub> from the transport sector by 2030**, requiring at least **30% electrification of road vehicles**.



Supports SDG 11.2: Safe, affordable, accessible, and **sustainable transport systems**

# Outline of the Proposed Bus Service Reform and E-bus Transformation

## WHERE WE ARE

- Inadequate Bus Services
- Declining Private Sector Involvement
- BRTC Limitations
- Infrastructure Gaps
- Old, Polluting Fleet
- Service Quality Issues
- Fleet Renewal Challenges

## HOW WE WANT TO ACHIEVE IT

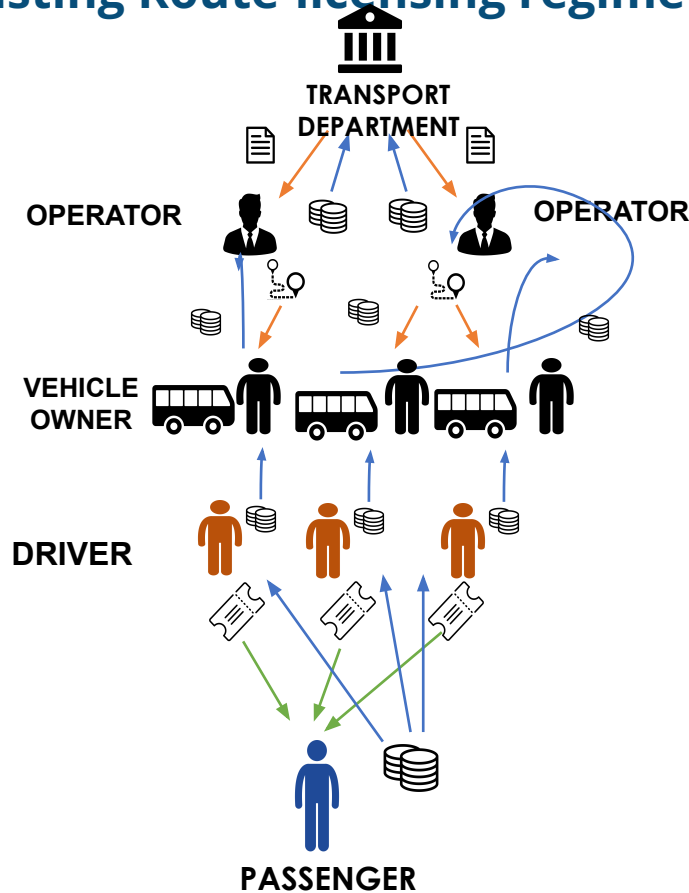
- **Bus Service Reform:**
  - Establish a transformative vision for bus services.
  - Implement area-level contracting of bus services through a program manager
  - Secure financial support from the government.
- **Electric Bus Transition:**
  - Identify scalable business models for e-bus deployment.
  - Develop bankable contracts to attract investment.
  - Provide necessary support infrastructure for charging and maintenance.

## WHERE WE WANT TO BE

- **High-Quality Public Bus Services:** Shift from competition "in the market" to "for the market."
- **Large-Scale E-Bus Deployment:** Increased private investment in public transport.
- **Sustainable Bus Services:** Financial mechanisms support long-term viability.

# Dhaka Bus Sector Reform: Transition to a Franchise-Based Model

## Existing Route-licensing regime

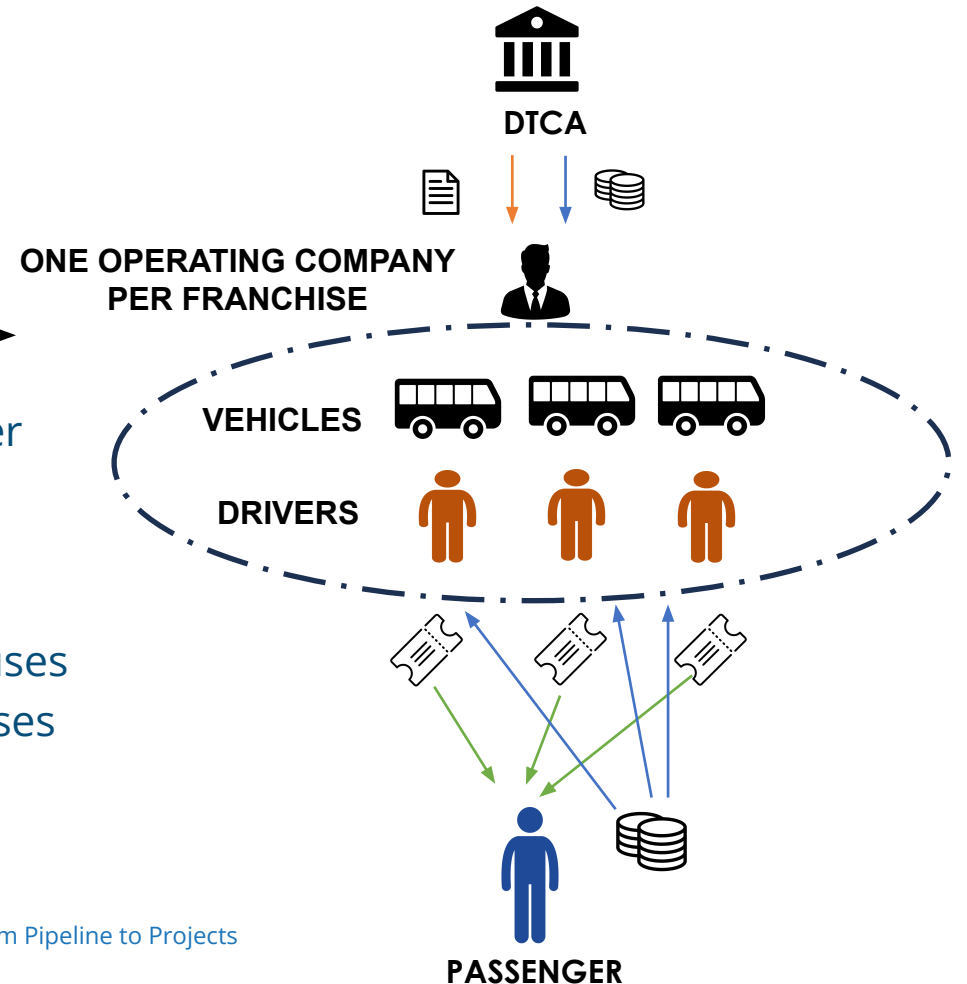


Transition to a  
“Franchise-based”  
system

### Key transformations:

- Service contract for cluster
- Routes planned by DTCA
- Operators aggregate into companies
- Companies own/ lease buses
- Crew hired to operate buses
- Revenue risk borne by authority

## Proposed single-operator franchise system





# Project at a Glance

**Bangladesh Clean Air Project (BCAP) –  
Phase 1: Component 2.2 (Dhaka Bus  
Modernization Program-DBMP)**

**Implementing  
Agency**



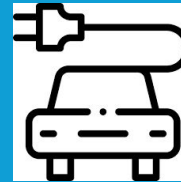
**Dhaka Transport  
Coordination  
Authority**

**Development  
Partner**



**The World Bank  
(USD 175 million)**

**Number of EV**



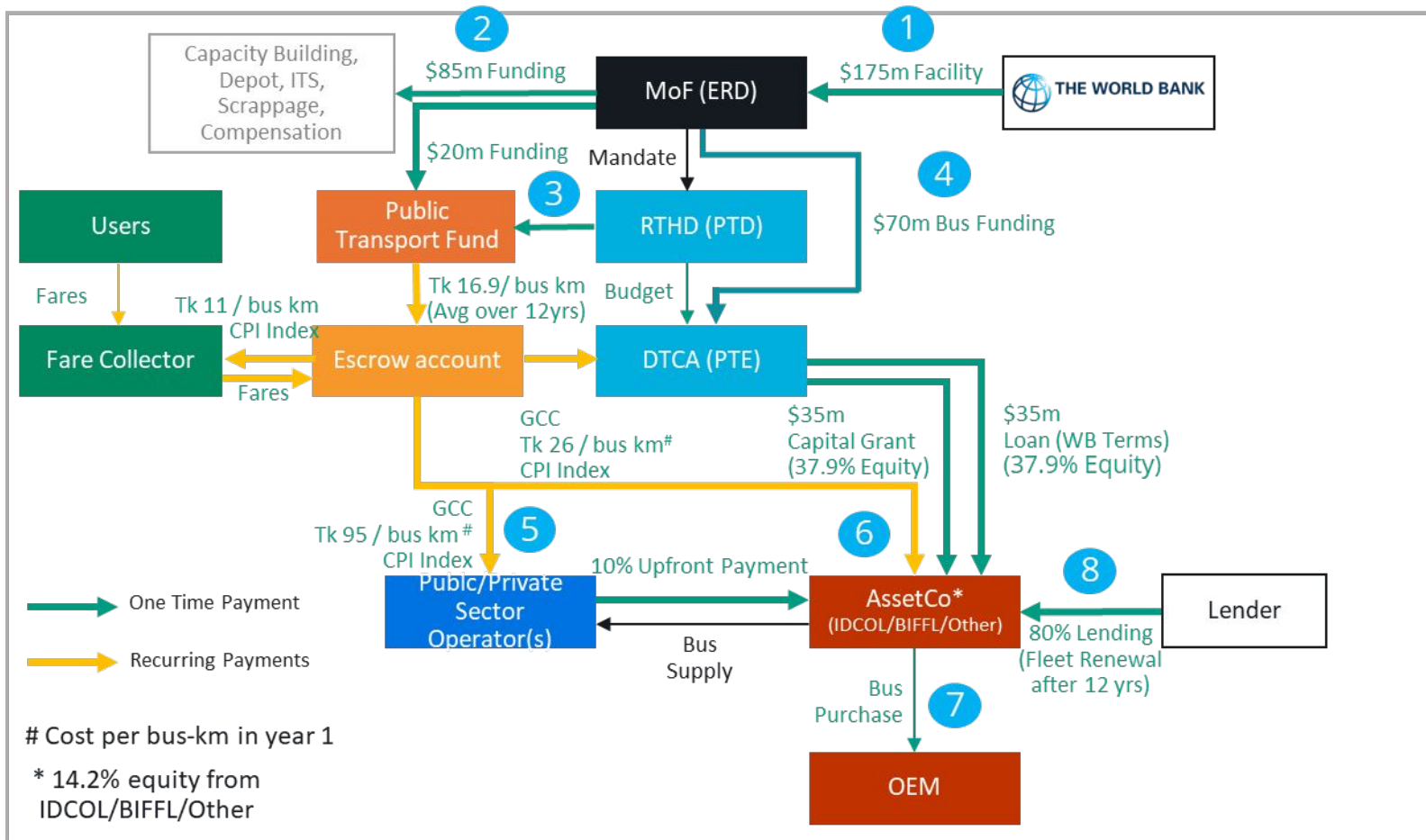
**400 Nos.**

**Implementation  
Period**



**5 (Five) Years**

# Proposed Business Model



\*Government support will be required, as fare revenues will not be sufficient to cover capital and operational costs—hence the need for a **Public Transport Fund (PTF)**.





# Key Challenges & Areas of Support



# BAQ 2026

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# Thank You

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