

রেজিস্টার্ড নং ডি এ-১

বাংলাদেশ



গেজেট

অতিরিক্ত সংখ্যা
কর্তৃপক্ষ কর্তৃক প্রকাশিত

বৃহস্পতিবার, আগস্ট ১৩, ২০২৬

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH
PRIME MINISTER'S OFFICE**

Notification

Date: 13 August 2026

No. **03.00.0000.000.073.99.0001.26-146**—The Government has been pleased to approve the English version of the 'National Logistics policy, 2025' appended hereto, and the same is hereby published for general information.

2. The approved English version of the 'National Logistics policy, 2025' shall come into force from November 19, 2025 alongside the Bengali version. Provided that in the event of conflict between the Bangali and English text, the Bengali text shall prevail

Dr. K. M. Alamgir Kabir
Director-6.

(২২১৯১)
মূল্য : টাকা ৪০.০০

National Logistics Policy, 2025

Chapter I: Introduction

Logistics is a dynamic and innovation-driven sector and an indispensable element of capacity and development of a nation in the competitive global trading system. Logistics sector constitutes the backbone of a country's domestic and international supply chains for goods and services. Following Bangladesh's graduation from Least Developed Countries (LDC), the existing duty-free and quota-free market access of Bangladesh are expected to be reduced. Consequently, the cost of Bangladesh products in international markets may become less competitive. In order to address such challenges, enhancement of trade competitiveness, reduction of logistics cost and improvement of service reliability are essential. Accordingly, the National Logistics Policy 2025 has been developed as a strategic instrument to enhance trade and investment competitiveness.

All activities and initiatives relating to the logistics sector shall be undertaken in accordance with this Policy. The Policy shall support trade growth, investment development, quality improvement at all stages of the supply chain and development of globally competitive skilled human resources in the logistics sector. It shall further provide specific guidance for the development of logistics sub-sectors, formulation of sub-sector-specific policies and strategies, and introduction and implementation of coordinated and measurable performance indicators.

Chapter II: Title, Definitions, Goal, Objectives, and Implementation

2.1 Title

This Policy shall be called the 'National Logistics Policy, 2025'.

2.2 Definitions

2.2.1 Logistics Sector: For the purposes of this Policy, "logistics sector" means the integrated management of all modes, activities and services involved in the movement of goods and services from the point of origin to the final destination at the lowest cost and within the specified time to meet customer requirements.

2.2.2 Logistics Subsectors: There are many subsectors that are associated with logistics management in the international arena. According to the National Industrial Policy, 2022, the prevalent logistics sub-sectors in Bangladesh include road transport and communications services, air/aviation services, railways transport service, seaport services, ocean-going cargo shipping services, regional feeder vessels and lighterage/coastal/offshore shipping industry services, mainline operator services, inland water transport services, freight forwarding services, oil/gas/LNG tank terminal services, temperature controlled logistics/cold chain/cold storage services, private inland container depot and container freight station services, courier and postal services (domestic and

international), ride sharing services, clearing and forwarding services, information and technology based logistics services, financial logistics services, mechanized deep sea fishing services, private warehouse services, e-commerce logistics services and global logistics services. Also, other logistics services include air freight station services, air express services, third-party logistics (3PL), fourth-party logistics (4PL), fifth-party logistics (5PL), etc.

2.2.3 Logistics: For the purposes of this Policy, ‘logistics’ means the movement of goods and related services from the Point of Origin to the Point of Consumption for meeting customer requirements. It includes the overall system through which raw materials are procured, goods are produced, stored and transported after production, and the right goods are delivered to the buyer at the right time, maintaining the required quality, at the lowest cost and in accordance with the buyer’s requirements.

2.2.4 Supply Chain Management: For the purposes of this Policy, ‘Supply Chain Management’ means an integrated management process covering procurement of raw materials, planning, sourcing, storage and inventory management, marketing, and distribution activities required for the production of goods and delivery of services in accordance with consumer demand. Efficient and effective supply chain management ensures delivery of the right product to the right buyer within the shortest practicable time and at the appropriate price, while maintaining product quality.

2.2.5 River Information System: The River Information System means a modern hardware- and software-based tracking and management system for inland waterways, designed to reduce accidents, protect the environment, ensure navigability and increase the use of inland waterways. It facilitates efficient management and coordination of inland water transport and vessel traffic through the integration of Automatic Identification System, meteorological and hydrological instruments, software, information technology and related components.

2.2.6 Temperature-controlled Logistics (TCL): Temperature Controlled Logistics (TCL) is a specialized process for transporting goods from the production site/factory while ensuring the quality and usability of the product by maintaining specified temperature. There is no alternative to temperature-controlled logistics management to deliver various products, including agricultural products, food products, processed food/agricultural products, medicine to the appropriate customer while maintaining specific standards. Temperature-controlled logistics system ensures proper temperature at all stages including production, warehousing, transportation and storage of products. It is to be noted that cold chain logistics is an important type of TCL. This system includes application of a tracking and tracing system incorporates use of refrigerated vehicles with modern technology, such as frozen containers, covered vans, cooling vans, cooling wagons, etc.

2.2.7 Nationally Determined Contribution (NDC): The Nationally Determined Contribution (NDC) is a climate change action plan that mainly identifies adaptation measures to reduce greenhouse gas emissions and mitigate the impacts of climate change. Under the Paris Climate Agreement, each member state will formulate and update an NDC every five years.

2.2.8 Air Freight Station (AFS): Air Freight Station (AFS) is an infrastructural facility where cargo handling is processed, stored, and transferred through various modes of transport (mainly air and road transport). AFS facilities are generally located within or in close proximity to airports and play a significant role in the logistics chain of air cargo transportation. Prior to being loaded onto aircraft or road transport for delivery to their final destination, cargo at AFS facilities may undergo sorting, packaging, documentation, customs clearance, and other necessary processes.

2.2.9 Urban Logistics: Urban logistics refers to an integrated process for planning, managing, and controlling the movement of goods or vehicles within urban and city areas. Its main objective is to ensure an efficient and sustainable logistics system by addressing challenges such as traffic congestion, environmental pollution, and infrastructural limitations while meeting the economic needs of cities.

2.3 Goals of the National Logistics Policy

The goal of the National Logistics Policy is to establish a world class, technology enabled, sustainable, integrated efficient and environment-friendly logistics system, and to transform Bangladesh into a regional trade and logistics hub by 2050.

2.4 Objective of the National Logistics Policy

- 2.4.1** to improve efficiency in the logistics service chain, including production, procurement, storage, transportation, shipment, clearance and distribution of goods, within shortest possible timeframes and in accordance with regional and international standards;
- 2.4.2** to establish a smooth, seamless, and effective logistics ecosystem by incorporating all activities providing logistics services within an integrated framework;
- 2.4.3** to develop new multimodal logistics infrastructure when required and ensure optimum utilisation of existing infrastructure;
- 2.4.4** to ensure the use of modern, technology-enabled and digitalised logistics system, including world-class tracking and tracing systems;
- 2.4.5** to simplify, harmonise and streamline laws, rules, regulations, policies, procedures and practices relating to trade, investment and customs clearance;

- 2.4.6 to develop skilled human resources in the logistics sector through need-based training and certification;
- 2.4.7 to retain, attract and expand competitive domestic and foreign investment in logistics sub-sectors through a world-class investment-friendly ecosystem;
- 2.4.8 to ensure gradual improvement of Bangladesh's performance in logistics-related indicators and to transform Bangladesh into a regional logistics hub;
- 2.4.9 to ensure safety, security and compliance in the logistics sector;
- 2.4.10 to develop inclusive, gender-sensitive, environment-friendly and climate-resilient logistics infrastructure and service ecosystems for effective participation in global supply chains; and
- 2.4.11 to encourage adoption and use of effective logistics-related innovation, technology and international good practices in future.

2.5 Implementation of the National Logistics Policy

For implementation of this Policy, all relevant ministries, divisions, and departments shall prepare their respective time-bound action plans. An integrated National Logistics Policy Implementation Strategy shall be prepared on the basis of coordination of such action plans.

Chapter III: Policy related to Investment in the Logistics Infrastructure

In the context of globalisation, cost and time savings in freight movement may be achieved through efficient multimodal transport and improved communication systems. As the existing transport system of Bangladesh is predominantly road-based, road infrastructure has historically received greater emphasis. However, logistics infrastructure development shall be undertaken on the basis of the comparative advantages of different modes of transport. Since freight movement by rail and inland waterways is generally more cost-effective than road transport, increased investment in these modes is necessary. In line with the targets set out in relevant national plans, a well-integrated freight transport system connecting inland waterways, railways, roads and air transport shall be developed in order to reduce transport cost and time, prevent wastage and improve reliability. In developing new infrastructure, optimum use of land shall be ensured. The following sub-sector-based strategies shall be pursued for developing integrated and multimodal logistics infrastructure:

3.1 Roads and Bridge Infrastructure

- 3.1.1 All economic zones, industrial areas, airports, inland river ports, seaports, land ports, warehouses, Inland Container Depots (ICDs), Container Freight Stations (CFSs) and Air Freight Stations (AFSs) of the country shall be connected with the national highway network.

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- 3.1.2 All inter-country economic corridors shall be identified and connected with the road network.
- 3.1.3 In order to reduce congestion and accelerate movement of goods, optimum utilisation of existing roads and highways shall be ensured. For this purpose, road and highway maintenance systems shall be modernised and new roads shall be constructed where necessary.
- 3.1.4 Latest technology for road infrastructure shall be used to ensure advance information to road users, transport safety, tracking and tracing of vehicles and full automation at toll plazas. Road transport supporting infrastructure such as rest house, service center, refueling station, electric vehicle charging station, primary medicare center, baby care center, waiting room, and washroom shall be ensured.
- 3.1.5 Necessary policy support shall be provided to increase private sector participation in the construction, operation and maintenance of road infrastructure.
- 3.1.6 Bridge infrastructure shall be constructed, where necessary, to establish uninterrupted connectivity through road, rail and inland waterways. Close coordination shall be ensured among the road, shipping, railway and bridge authorities.
- 3.1.7 All implementing Ministries/Divisions shall ensure that the construction of any bridge, culvert or other infrastructure over navigable waterways does not obstruct or impede the movement of cargo vessels. Where any previously constructed infrastructure creates obstruction to such navigation, the same shall be identified and necessary remedial measures shall be taken to make it compatible with safe and uninterrupted cargo vessel movement.

3.2 Rail Infrastructure

- 3.2.1 Rail connections shall be established with all economic zones, inter-country economic corridors, industrial areas, airports, river ports, seaports, land ports and inland container depots (ICDs) in order to increase the capacity and share of railway freight transport.
- 3.2.2 With a view to increasing the average speed of railway operations through modernization of railway tracks and locomotives, all existing metre-gauge railway lines shall be converted, in phases, into broad-gauge and dual-gauge lines.
- 3.2.3 Scheduled freight train services, modern signaling systems, electric traction, modern mechanized goods handling and cooling car addition systems shall be introduced in the country's rail network with international standard safety measures. Emergency rescue operations and the fastest possible movement of goods shall also be ensured.

- 3.2.4 Necessary measures shall be undertaken to promote Public-Private Partnership (PPP) and increased private sector participation in the development, construction and operation of railway lines and ancillary infrastructure. Furthermore, optimum utilization of existing railway infrastructure shall be ensured.

3.3 Inland waterways and River Port Infrastructure

- 3.3.1 On the basis of the need for freight transport, important waterway routes shall be identified and necessary infrastructure facilities shall be developed. Navigability of inland waterways shall be maintained throughout the year in all seasons and on all routes, and through regular dredging based on hydrographic surveys.
- 3.3.2 Interconnectivity among inland waterways shall be ensured, including the introduction of scheduled barge services, and freight transport. For ensuring the safety of freight movement through waterways, vessel fitness, competence of masters, drivers and crew, availability of necessary safety equipment, and registration, licence and permit requirements for vessels and vessel operators shall be ensured.
- 3.3.3 Toll rates applicable to waterways shall be rationalized, and priority shall be accorded to enhancing sub-regional waterway connectivity for the development of trade and tourism. An investment-friendly environment shall be created for private sector participation in vessel construction and operation.
- 3.3.4 Necessary infrastructure shall be developed to establish road and rail connectivity with inland river ports and to facilitate the smooth transfer of goods from river ports to other modes of transport.
- 3.3.5 Through effective dredging management, freight transport by vessels of all sizes at inland river ports shall be ensured.
- 3.3.6 The freight transport system using inland waterway shall be made efficient and cost-effective through the establishment of cost-effective and secure container terminals and bonded and non-bonded warehouses.
- 3.3.7 Important inland river ports shall be brought under the River Information System (RIS). The time and cost of freight transport shall be reduced through deployment of skilled manpower and use of modern technology in the operation and management of inland river ports.

3.4 Seaport Infrastructure

- 3.4.1 Necessary mutual cooperation and coordination shall be ensured to connect all economic zones, inter-country economic corridors, industrial areas, airports, inland river ports, seaports, land ports, warehouses, Inland Container Depots (ICDs)/Container Freight Stations (CFSs) and Air Freight Stations (AFSs) of the country through establishment of road, railway, air and inland waterway connectivity with seaports.

- 3.4.2 Modern equipment and advanced cargo-handling facilities shall be installed at seaports for loading and unloading of goods, and warehouse/off-dock/Inland Container Depot (ICD) facilities near seaports shall be expanded for safe storage of containers and cargo. Cargo loading and unloading time at ports shall be reduced through bonded warehouse management and pre-arrival processing.
- 3.4.3 Bangladesh shall be developed as a regional hub for maritime trade through efficient management of deep seaports. Necessary policy support shall be provided to enhance private sector participation in the construction and operation of seaport infrastructure, and Public-Private Partnership (PPP) arrangements shall be encouraged.

3.5 Airport Infrastructure

- 3.5.1 Dedicated cargo services shall be introduced and air cargo terminals shall be established for transportation of goods by air. At the same time, separate modern cargo services shall be introduced and warehouses shall be constructed at all international and domestic airports of the country.
- 3.5.2 In order to make the air cargo transportation process safer, efficient and cost-effective, modern cargo-handling, operational and customs facilities shall be ensured at every airport of the country. Time and cost for cargo loading and unloading at airports shall be reduced through Air Freight Station and bonded warehouse management.
- 3.5.3 Efficiency of air cargo transportation shall be enhanced by ensuring the use of modern equipment and technology in the existing cargo security systems of all airports of the country. Specialized cold chain management and green channels shall be established at airports to ensure the quality of agricultural and agro-based products, pharmaceuticals, fish, food products and other relevant goods.
- 3.5.4 Necessary policy support shall be provided to increase private sector participation in the construction and operation of airport infrastructure.

3.6 Land Port Infrastructure

- 3.6.1 The capacity for freight transport shall be enhanced through development and modernization of infrastructure at all land ports of the country.
- 3.6.2 Transport-induced loss and damage shall be reduced while maintaining the quality of transported goods through installation of modern cargo-handling equipment and construction of product-specific modern bonded and non-bonded warehouses for storage.
- 3.6.3 Customs management at land ports shall be made more professional and effective through introduction of an Automated Border Management System.
- 3.6.4 Necessary policy support shall be provided to increase private sector participation in the construction and operation of land port infrastructure.

- 3.6.5 The establishment of land ports without conducting economic feasibility assessments shall be discouraged.

3.7 Inland container Depot/warehouse Infrastructure

- 3.7.1 Required numbers of Inland Container Depots (ICDs), Container Freight Stations (CFSs), Air Freight Stations (AFSs), off-docks, warehouses, product-specific bonded warehouses and central bonded warehouses shall be established at suitable locations near seaports, airports and railway stations.
- 3.7.2 Own security arrangements shall be ensured for ICDs, CFSs, off-docks and warehouses, and the existing system for container entry and exit from ports to off-docks and ICDs shall be simplified.
- 3.7.3 Necessary policy support shall be provided for developing private entrepreneurs engaged in container construction, repair and maintenance.

3.8 Temperature-controlled Logistics Infrastructure

- 3.8.1 Temperature-controlled logistics infrastructure shall be developed throughout the country, at suitable strategic locations, in order to support the development of agriculture, pharmaceuticals, fisheries and livestock industries, reduce transport-induced wastage, and promote the expansion of these products in international markets.
- 3.8.2 In this regard, the production capacity of each district shall be kept into consideration. Policy support shall be provided for the development of import, assembly and manufacturing industries relating to temperature-controlled vehicles, including cooling vans, and their spare parts.
- 3.8.3 Policy support shall be provided for creating forward and backward linkages for the development of temperature-controlled logistics infrastructure. In addition, policy support shall be provided to facilitate establishment of temperature-controlled warehouses by the private sector near seaports, inland river ports and airports.

3.9 Logistics Infrastructures in Economic Zones (EZs) and Export Processing Zones (EPZs)

- 3.9.1 In order to increase investment and production in economic zones and export processing zones, assistance shall be provided for identifying suitable locations for the establishment of multimodal logistics hubs and for developing related infrastructure under the master plan of each economic zone and export processing zone.
- 3.9.2 Multimodal logistics hubs, including Container Freight Stations (CFSs) and bonded warehouse facilities, shall be established in each economic zone and export processing zone. In addition to road connectivity, such zones shall be connected with the national logistics network through railways and inland waterways.
- 3.9.3 Above all, initiatives shall be undertaken to establish central freight terminals and depots within such zones for all types of vehicles, including trucks, covered vans, lorries and container carriers.

3.10 Urban Logistics Infrastructure

- 3.10.1 In order to reduce traffic congestion and expedite freight movement, city-based freight transport and management shall be improved in Dhaka and Chattogram Metropolitan areas, other City Corporations and major cities of the country.
- 3.10.2 Delays in delivery of goods and transport costs shall be reduced through establishment of designated city-based logistics hubs, warehouses, or loading and unloading points. Considering the distinct importance of metropolitan and urban logistics in the import of raw materials and export of goods for city-based export-oriented industries, initiatives shall be undertaken to identify and address the problems of this sector.
- 3.10.3 A multimodal transport system shall be developed for both freight transport and public transport through integration of metropolitan road, rail and inland waterway networks.
- 3.10.4 The roles of City Corporations/Municipalities and law-enforcement agencies shall be clearly defined as supporting agencies in this regard.

3.11 Investment in the Logistics Sector – Invest Bangladesh

- 3.11.1 For the comprehensive development of the logistics sector in Bangladesh, the Government has undertaken an initiative to formulate a Multimodal Logistics Master Plan. On the basis of the said Master Plan, the types and categories of future projects in the logistics sector shall be determined and appropriate mechanisms shall be put in place to facilitate new investment in such projects. There are considerable investment opportunities in different logistics sub-sectors of the country. In this context, initiatives have been undertaken to attract investment in the logistics sector through investment security, investor services and policy support. In particular, for attracting foreign investment, it is essential to have a clear financial strategy and investment framework incorporating dedicated funds, Viability Gap Funding (VGF) mechanisms and specific financial incentives for the private sector. An investment guideline for the logistics sector shall be prepared under this Policy.
- 3.11.2 Under this Policy and the National Investment Guideline, investment shall be ensured in integrated transport systems, port development, establishment of modern warehouses, godowns and distribution centres, supply chain management, development of digital platforms, and human resources and skills development.

3.11.3 Types of investment for national logistics infrastructure shall be as follows:

- a. **Public Investment:** The Government shall finance large-scale physical infrastructure projects, port development, digital infrastructure and human resource development projects through its own funds, foreign loans and grants.
- b. **Private Investment:** The private sector shall be encouraged to invest in areas such as warehouses, modern transport, Inland Container Depots (ICDs), cold chain logistics and e-commerce delivery networks. In order to attract private investment in this sector, tax rebates and tax holidays for specified periods, duty exemptions, other applicable incentives and policy support shall be provided.
- c. **Public-Private Partnership (PPP) Investment:** Similar to other PPP-model projects in the country, opportunities shall be provided to the private sector to invest in large-scale infrastructure projects in the logistics sector through the PPP model.

Chapter IV: Logistics Sector and Trade Facilitation

- 4.1 Bangladesh's position in logistics-related international indices shall be improved through trade facilitation by means of efficient logistics management and by ensuring clearance of goods within the shortest possible time and at the lowest possible cost.
- 4.2 With a view to achieving the goals and objectives of this Policy by reducing the time and cost of doing business, a business-friendly environment shall be ensured through simplification, harmonization and coordination of various laws, policies, rules and procedures relating to import and export of goods, and through implementation of the provisions of the World Trade Organization Trade Facilitation Agreement (WTO TFA).
- 4.3 Under trade facilitation, customs procedures, certification procedures and export and import related institutions shall introduce and develop their own risk management systems. Close coordination shall also be ensured among the authorities involved in shipment and clearance of goods.
- 4.4 In order to complete the goods clearance process within the shortest possible time, paperless customs systems, including digital and online-based customs assessment, electronic customs declaration, digital documentation and automated clearance systems, Automated Border Management System, Port Community System, automated pre-arrival processing, Risk Targeting Centre and Automated Risk Management System, Advanced Cargo Management System, Advanced Passenger Information System, Passenger Name Record, Advance Rulings and Post-Clearance Audit Management System shall be introduced and coordinated at the earliest possible time. In this regard, customs authorities, port authorities and their relevant stakeholders shall work in a coordinated manner, including through Mutual Recognition Agreements.

4.5 With a view to harmonizing and facilitating international trade, necessary measures shall be taken to implement, within the stipulated timeframe, all relevant indicators under the World Trade Organization Trade Facilitation Agreement (WTO TFA) and Bangladesh's logistics-related commitments. For expediting such implementation, the National Trade Facilitation Committee under the Ministry of Commerce, together with all relevant government, private sector and development partner organizations, shall work in a coordinated manner.

4.6 To ensure trade facilitation, the performance of trade-related agencies shall be regularly measured and published according to international standards.

Chapter V: Use of Information Technology in the Logistics Sector

5.1 At present, digitalization activities are ongoing in different sub-sectors of the logistics sector. In order to obtain the full benefits of digitalization, an integrated digitalized logistics platform shall be established in place of partial digitalization so as to ensure end-to-end digitalization across the logistics system.

5.2 In order to ensure a modern, technology-driven and digitalized logistics management system with world-class tracking and tracing facilities, an integrated digital logistics infrastructure incorporating Artificial Intelligence (AI), Machine Learning, Deep Learning and modern information technology facilities shall be developed and managed. For this purpose, necessary measures, including the following activities, shall be undertaken:

5.2.1 A digital ecosystem shall be developed by ensuring data sharing and interoperability among all existing digital systems, including order management, inventory, transport and related systems, currently used by ministries, divisions, departments and relevant domestic and foreign public and private entities associated with the logistics sector (producers, suppliers, warehouse operators, transporters and all other stakeholders of the supply chain). Through interconnection among such systems, a real-time tracing and tracking system shall be made operational for end-to-end monitoring of goods from the point of origin to final destination.

5.2.2 In order to expedite freight movement, automated toll management shall be ensured for freight transport on all roads and bridges of the country. As part of automated toll management, electronic toll collection systems shall be introduced, in phases, across all logistics corridors.

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- 5.2.3 Information Technology Enabled Services (ITES) shall be used to ensure highway congestion management, congestion pricing, weather conditions, fuel-efficient routes and transport planning, real-time vehicle tracking, and road safety etc. on highways.
- 5.2.4 Measures shall be taken for expanded and effective use of digital payment systems, protection of interests of buyers and sellers through escrow accounts, incorporation of digital signatures, electronic customs clearance, and preservation, access, verification and exchange of data relating to invoices and all other documents.
- 5.2.5 Necessary arrangements shall be made for receiving, monitoring and redressing all complaints relating to logistics services, and for simplification of such services.
- 5.2.6 In order to enhance efficiency in the logistics sector of Bangladesh, facilitate ease of doing business and strengthen its international competitiveness, an integrated One-Stop Platform shall be established in connection with the Integrated Digitalized Logistics Platform, which shall function as an interface of the Digital Logistics Platform.
- 5.2.7 Through the integrated One-Stop Platform, all relevant information and services related to customs, ports, transportation, warehousing, tax and duties, banking, and export–import clearances (e.g., comparison of quotations and alternatives from multiple service providers, opportunity to choose and receive convenient services) shall be provided under the same framework.
- 5.2.8 Blockchain technology shall be used to ensure security, transparency and accountability of the platform, and Internet of Things (IoT) shall be used for real-time data exchange, container and cargo tracking, and supply chain monitoring.
- 5.2.9 National Data Governance Infrastructure (NDGI) standards shall be followed in the development and implementation of the platform, and nationally and internationally recognized cybersecurity guidelines shall be complied with in exchanging data. Where necessary, the National e-Service Bus shall be used for effective data exchange among the agencies concerned.

Chapter VI: Human Resources and Skills Development in the Logistics Sector

6.1 In order to make the logistics sector more effective and up-to-date, the required number of skilled and technology-proficient specialized personnel shall be developed. For this purpose—

- 6.1.1 Sub-sectors shall be identified based on the nature of logistics-related activities, such as supply chain, warehousing, transportation, C&F (Clearing and Forwarding), customs and trade compliance, trade data analysis, procurement, cost and quality audit, logistics;
- 6.1.2 Through sub-sector-based surveys and research, the required number of personnel in the logistics sector and their existing skill levels shall be assessed; future demand and supply of skilled human resources shall be projected; and skill gaps shall be identified and analysed;
- 6.1.3 To address these gaps, institutional capacity shall be strengthened to organize necessary education and training, curricula and teaching methods shall be improved, and an adequate number of skilled teachers and trainers shall be developed;
- 6.1.4 In order to develop skilled human resources at different levels of the logistics sector, internationally recognized specific vocational education and training courses shall be introduced in relevant education and training institutions, and arrangements shall be made for internationally acceptable professional certification.
- 6.1.5 In providing skills training, emphasis shall be given not only to fresh skilling, but also on Recognition of Prior Learning (RPL), re-skilling, up-skilling, apprenticeship and internship;
- 6.1.6 Mutual cooperation among the Government, industries, development partners, non-government organizations, and education and training institutions shall be encouraged for skills development and employment generation.
- 6.1.7 In the case of recruitment of foreign specialized personnel, skills transfer shall be ensured and, in the case of certification, Mutual Recognition Agreements (MRAs) shall be ensured.
- 6.2** In order to ensure gender equality in the workplace, participation of women shall be ensured in all areas and at all levels of the logistics sector, in accordance with the National Women Development Policy, 2011. Education and training shall be provided to increase women's participation, necessary training shall be provided to enhance the skills of existing female workers, a supportive and appropriate working environment shall be created for them, and equal opportunities at work shall be ensured.

- 6.3 In order to achieve excellence in this sector, logistics industry establishments shall, in phases, transform their respective employees into skilled workers. At the same time, welfare of engaged workers, enabling working conditions, occupational safety and security, and implementation of the provisions contained in the labour laws and other relevant laws and regulations shall be ensured.

Chapter VII: Environment-Friendly Logistics Sector Management

- 7.1 An environmentally sustainable logistics management system shall be developed to protect the environment, fulfill Bangladesh's international commitments, and prioritize adaptation to the impacts of climate change. For this purpose, the National Environment Policy, 2018, Bangladesh's Nationally Determined Contribution (NDC), National Climate Prosperity Plan, 2022–2041, National Adaptation Plan, 2050, Bangladesh Delta Plan 2100, Sustainable Development Goals (SDGs) 2030, National Oil and Chemical Spill Contingency Plan, 2020, and other relevant environmental laws, rules, policies, plans and instruments shall be followed—
- 7.1.1 Existing activities or projects under logistics management that are inconsistent with protection of the environment and biodiversity shall be identified and, in phases, measures shall be taken to make them environment-friendly;
- 7.1.2 In undertaking any new project or activity under this Policy, all relevant laws, rules, policies and other instruments relating to protection of the environment and biodiversity shall be followed;
- 7.1.3 Adaptation strategies shall be formulated and implemented to address the impacts of climate change in logistics management; and
- 7.1.4 Innovation and use of environment-friendly processes and technologies shall be encouraged in all logistics-related activities.

Chapter VIII: Safety, Security and Compliance in Logistics Sector

- 8.1 In order to ensure safety, security and compliance in the logistics sector, necessary activities relating to prevention, preparedness and response shall be undertaken. In this regard, compliance with relevant national and international logistics-related laws, policies, protocols, agreements, conventions and other instruments shall be ensured, including the following matters:
- 8.1.1 Safety and security compliance shall be ensured in the performance of activities in each sub-sector of the logistics sector;

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- 8.1.2 In order to ensure safety of the freight transport flow, internationally accepted systems, including GPS, tracking and tracing, shall be introduced; safe communication systems shall be established and maintained for prevention of accidents; and necessary safety guidelines shall be issued;
- 8.1.3 Adequate number of modern technology-enabled vehicles and equipment shall be deployed across all classes of transport and on roads, inland waterways and railways; fire-fighting arrangements shall be ensured; radio communication equipment shall be installed in all vessels operating on river and sea routes; and risk management in this sector shall be ensured through establishment of emergency response teams;
- 8.1.4 In order to ensure safety of all freight-carrying transport, vehicle fitness, registration, licence and certification of drivers and workers, and availability of necessary safety equipment shall be ensured;
- 8.1.5 For safe transportation of goods, planned infrastructure shall be developed, including surveillance cameras, adequate service centres, refuelling stations, emergency SOS points, electric vehicle charging stations, service lanes, first-aid centres, resting facilities for freight vehicle drivers, and facilities for emergency repair of vehicles;
- 8.1.6 For transportation, warehousing, storage, handling and disposal of dangerous goods International standards shall be ensured;
- 8.1.7 International standards shall be ensured in waste management across all sub-sectors of the logistics sector;
- 8.1.8 Accident insurance benefits shall be ensured in the logistics sector.
- 8.1.9 In order to ensure safety, security and compliance, recruitment of relevant trained and certified personnel shall be ensured at both public and private sector levels;
- 8.1.10 Private sector participation shall be encouraged in the management of safety, security and compliance services; and
- 8.1.11 Respective authorities shall ensure disposal of any complaint within the shortest possible time.

Chapter IX: Institutional Arrangement for Implementation of the Policy

9.1 To ensure effective implementation, monitoring, review, revision, and evaluation of policies related to the logistics sector, guidance and coordination shall be provided through the following three mechanisms:

- (a) National Council for Logistics Development, chaired by the Honourable Prime Minister/Chief Adviser;
- (b) National Logistics Development and Coordination Committee, chaired by the Principal Secretary to the Prime Minister/Chief Adviser; and
- (c) Logistics Policy Implementation, Coordination, and Monitoring Unit under the Prime Minister's Office/Chief Adviser's Office.

9.2 National Council for Logistics Development-NCLD:

The National Council for Logistics Development shall be formed under the leadership of the Honourable Prime Minister/ Honourable Chief Adviser, to ensure overall development of the logistics sector of Bangladesh. Honourable Ministers/ Honourable Advisers and Secretaries of the logistics-related ministries shall be included as Members of the Council.

9.2.1 Formation of National Council for Logistics Development

01	The Honorable Prime Minister/Chief Adviser	President
02	The Honourable Minister/Adviser, Ministry of Civil Aviation and Tourism	Member
03	The Honourable Minister/Adviser, Ministry of Commerce	Member
04	The Honourable Minister/Adviser, Ministry of Road Transport and Bridges	Member
05	The Honourable Minister/Adviser, Ministry of Environment, Forest and Climate Change	Member
06	The Honourable Minister/Adviser, Ministry of Finance	Member
07	The Honourable Minister/Adviser, Ministry of Industries	Member
08	The Honourable Minister/Adviser, Ministry of Shipping	Member
09	The Honourable Minister/Adviser, Ministry of Railways	Member

10	The Honourable Minister/Adviser, Ministry of Fisheries and Livestock	Member
11	Cabinet Secretary, Cabinet Division	Member
12	Secretary, Finance Division	Member
13	President, Federation of Bangladesh Chambers of Commerce and Industry (FBCCI)	Member
14	President, Bangladesh Freight Forwarders' Association	Member
15	President, Bangladesh Women Chamber of Commerce and Industry	Member
16	Eminent experts in the field of Logistics Sector (nominated by the Chairperson)	Two persons Members
17	Principal Secretary to The Prime Minister/Chief Adviser	Member Secretary

* Where applicable, the Hon'ble Chief Adviser shall substitute for the Hon'ble Prime Minister, and the Hon'ble Adviser shall substitute for the Hon'ble Minister.

9.2.2 Terms of Reference and Convening of Meetings of National Council for Logistics Development

- Provide guidelines in ensuring implementation, monitoring, review, and evaluation of the National Logistics Policy;
- Provide strategic guidelines for attracting investment and expansion of business in the logistics sector;
- to approve necessary changes, revisions and amendments to the National Logistics Policy in light of the prevailing circumstances and future needs of the logistics sector;
- The National Council for Logistics Development shall meet at least twice a year. The Council may co-opt members as necessary. The Logistics Policy Implementation, Coordination, and Monitoring Unit under the Prime Minister's Office/Chief Adviser's Office shall provide secretarial services to the Council.

9.3 National Logistics Development and Coordination Committee (NLDCC)

Headed by the Principal Secretary to the Prime Minister/Chief Adviser, a National Logistics Development and Coordination Committee shall be formed. Senior Secretaries and Secretaries of the logistics sector-related ministries, and stakeholders of the private sector shall be included as members of the Committee. If inter-ministerial coordination is required for the implementation of any activity, the matter shall be placed before the National Logistics Development and Coordination Committee for resolution.

9.3.1 **Formation of National Logistics Development and Coordination Committee**

1.	The Principal Secretary to the Prime Minister/Chief Adviser	Chairperson
2.	Governor, Bangladesh Bank	Member
3.	Secretary to the Prime Minister/Chief Adviser	Member
4.	Secretary, Ministry of Agriculture	Member
5.	Secretary, Ministry of Civil Aviation and Tourism	Member
6.	Secretary, Ministry of Commerce	Member
7.	Secretary, Road Transport and Highways Division	Member
8.	Secretary, Bridges Division	Member
9.	Secretary, Ministry of Environment, Forest and Climate Change	Member
10.	Secretary, Finance Division	Member
11.	Chairman, National Board of Revenue	Member
12.	Secretary, Ministry of Industries	Member
13.	Secretary, Information and Communications Technology Division	Member
14.	Secretary, Ministry of Shipping	Member
15.	Secretary, Ministry of Railways	Member
16.	Secretary, Ministry of Fisheries and Livestock	Member
17.	Executive Chairman, Bangladesh Investment Development Authority	Member
18.	Executive Chairman, Bangladesh Economic Zones Authority	Member
19.	Executive Chairman, National Skills Development Authority	Member
20.	Vice Chancellor, Bangladesh University of Engineering and Technology	Member
21.	President, Federation of Bangladesh Chambers of Commerce and Industry	Member
22.	President, Bangladesh Garment Manufacturers and Exporters Association	Member
23.	President, Bangladesh Knitwear Manufacturers and Exporters Association	Member

24.	President, Metropolitan Chamber of Commerce and Industry	Member
25.	President, Foreign Investors Chamber of Commerce and Industry	Member
26.	President, Bangladesh Supply Chain Management Society	Member
27.	Chairman, Shippers' Council of Bangladesh	Member
28.	President, Bangladesh Freight Forwarders Association	Member
29.	President, Bangladesh Inland Container Depot Association	Member
30.	President, e-Commerce Association of Bangladesh	Member
31.	Chairperson, Business Initiative Leading Development	Member
32.	Eminent experts in the field of logistics (nominated by the Chairperson)	02 Members
33.	Director General, Logistics Policy Implementation, Coordination, and Monitoring Unit, Prime Minister's/Chief Adviser's Office	Member Secretary

9.3.2 Terms of Reference and Convening of Meetings of the National Logistics Development and Coordination Committee

- (a) to monitor, review and evaluate the progress of implementation of the National Logistics Policy;
- (b) to provide policy support for attracting investment in the logistics sector and for simplifying the existing policy framework;
- (c) to provide overall guidance for formulation of sub-sector-based policies and development strategies for the logistics sector;
- (d) to ensure sector-wise coordination in the implementation of the National Logistics Policy;
- (e) to ensure formulation and implementation of Key Performance Indicator (KPI)-based action plans by the respective Ministries, Divisions, agencies, departments, offices and authorities, and to apprise the National Council for Logistics Development of the same; and
- (f) The National Logistics Development and Coordination Committee shall meet at least once every three months. The Committee may co-opt members as necessary. The “National Logistics Policy Implementation Unit” of the Prime Minister’s Office/Chief Adviser’s Office shall provide secretarial support to the Committee.

9.4 Establishment of the Logistics Policy Implementation, Coordination, and Monitoring Unit

- 9.4.1 A specialized Unit shall be established under a Director General in the Prime Minister's Office/Chief Adviser's Office for implementation, coordination and monitoring of the Logistics Policy. For carrying out the activities of the said Unit, the Government may appoint required number of officers, consultants and experts under the Director General.
- 9.4.2 The Unit shall prepare a Logistics Policy Implementation Master Plan and an Annual Action Plan in consultation with the National Council for Logistics Development and the National Logistics Development and Coordination Committee. Progress reports on implementation of the Action Plan shall be automatically transmitted to the members of the Council and the Committee within the first week of each month and shall be displayed on the dashboard of the Unit.
- 9.4.3 The Unit shall undertake project formulation, implementation and monitoring activities jointly with the concerned Ministries, Divisions and departments. Where more than one Ministry is involved in a project, the Unit shall ensure that no duplication occurs among them.
- 9.4.4 The Unit shall review and evaluate the Key Performance Indicators (KPIs) adopted under the Logistics Policy (Annex A) and submit recommendations to the Council and the Committee for updating them to achieve international standards.
- 9.4.5 Where any procedural change in any law, rule or Government activity is required for implementation of the Logistics Policy, the Unit shall submit proposals to the Government in this regard. The list of important laws, policies and rules relating to the logistics sector is provided in Annexure-B.
- 9.4.6 The Unit shall ensure effective communication and cooperation among all stakeholders concerned with the logistics sector.
- 9.4.7 The Unit shall monitor the progress of each initiative, project, infrastructure and human resource development activity undertaken under the Logistics Policy. Where any obstacle or problem arises in the implementation of any initiative or project, the Unit shall recommend measures for resolving the same.
- 9.4.8 With a view to ensuring positive changes in the logistics sector, the Unit shall coordinate the implementation of recommendations and proposals relating to policy reforms and process simplification as set out in Annexure-C. Such recommendations and proposals shall be based on detailed discussions and reviews with stakeholders concerned with the logistics sector, identification of the major bottlenecks of the sector, and formulation of effective strategies and solutions for addressing the thereof.

- 9.4.9 The Unit shall coordinate the Integrated Digitalized Logistics Platform and the One Stop Platform.

9.5 Implementation and Monitoring

- 9.5.1 This Policy shall be treated as a living document. Necessary amendments, insertions, modifications, additions and refinements may be made to this Policy through review, as and when required.
- 9.5.2 For implementation of this Policy, all logistics-related Ministries, Divisions, departments, agencies and institutions shall formulate and implement, within the stipulated timeframe, their respective annual Action Plans containing Key Performance Indicators (KPIs).
- 9.5.3 Where any inconsistency is found in any prevailing law, rule, regulation, policy, gazette notification, circular, order or other instrument in relation to the implementation of this Policy, the authority concerned shall identify the same and take necessary measures for harmonisation and amendment in accordance with prescribed procedure.
- 9.5.4 For monitoring the implementation activities, the concerned Ministries, Divisions, departments, agencies and institutions shall prepare monitoring tools with specific objectives and shall make arrangements to display implementation progress on their respective dashboards; and
- 9.5.5 Necessary amendments, insertions, modifications, additions and refinements may be made to the time-bound Action Plans prepared during implementation of this Policy, having regard to the needs of time, prevailing realities and international best practices.

Chapter X: Miscellaneous

- 10.1 The following Annexures shall be part of the policy, namely
- Annex A:** Key Performance Indicators;
- Annex B:** List of important Policies, Act and Rules and Regulations related to the logistics sector;
- Annex C:** Detailed policy reform proposals for the logistics sector.
- 10.2 The National Logistics Development and Coordination Committee may, from time to time, amend the Annexures.

Chapter 11: Repeal

The National Logistics Policy, 2024 is hereby repealed.

Annex A: Key Performance Indicators

1.1. Reviewing the implementation progress of the activities undertaken under this Policy is highly important. For this purpose, all relevant Ministries, Divisions, departments and agencies shall formulate and implement their respective time-bound coordinated Action Plans on the basis of relevant areas, including logistics infrastructure development, use of information technology, human resources and skills development, investment, and environment-friendly logistics sector management. In addition, specific Key Performance Indicators (KPIs) shall be determined against such Action Plans for measuring implementation progress and for taking necessary administrative measures. In determining KPIs, the following areas may be considered:

1.1.1. Policy, Regulatory, Institutional and Coordination-Related Programs/Activities

- Number of logistics-related plans, research, strategies and action plans
- Number and value of government projects on logistics development
- Types and amount of technical assistance provided by the development partners in the logistics sector
- Number of policy/institutional reforms as part of the reform plan
- Global logistics-related index/index tracking system
- Number and time of grievance resolution
- The rate of reduction in overall cost of logistics in the country.

1.1.2 Logistics Infrastructure and Services-Related

- Duration and number of customs clearance and border clearance
- Ship turnaround time
- Container dual time
- Quality of ship-to-shore interchange
- Quality of road connectivity and services
- Quality of maritime connectivity
- Capacity of port infrastructure/competitiveness of services

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- Quality, security, number and service capacity of warehouses/stores, such as ICDs, warehouses, etc.
 - Quality, safety standards, and capacity of road and rail transport system
 - Quality, safety standards, and capacity of inland water transport
 - Quality, efficiency and competitiveness of logistics services such as 3PL logistics, freight forwarding, C&F agents, consolidators, and truck services
 - Quality, efficiency and competitiveness of air freight logistics services
 - Agriculture/agribusiness/healthcare related logistics infrastructure and service efficiency and quality
 - Quality, efficiency and competitiveness of domestic courier service
 - Logistics-related rules/protocols/standards of service aligned with international requirements
 - Time and cost of import and export trade
 - Safety Compliance

1.1.3 Investment Related

- Demand for investment in the logistics sector (amount of sector-wise potential investment)
- Number of local and international investment projects and project value
- Number of projects in the logistics sector under public-private partnership initiatives and project value
- Investment attraction target (amount by sector)
- Position in logistics sector investment environment index
- Provision of services to investors in the logistics sector (number of services and delivery period)
- Number of manpower in the proposed projects in the logistics sector

1.1.4 Logistics Skills Related

- Determination of skills gap (by trade)
- Development of curricula, course contents, diplomas and certificate programs for skill development in the logistics sector, aligned with local demand and international standards

- Institutions to provide skills training/degree/certificate in the logistics sector
- Number of certified professional experts in the logistics sector
- Global partnerships, memorandum, accreditations for skill development in the logistics sector
- Ratio of skilled/semi-skilled workers certified by nationally recognized institutions in the logistics ecosystem
- Institutional Worker Welfare Management in the logistics sector

1.1.5 Logistics Digitalization Related

- Development of a local dashboard to monitor activities of the logistics sector
- Usage of domestic dashboards in the logistics sector and user satisfaction
- Development of a management information system for decision-making by government institutions/policy makers
- Development of a tracking and tracing tool for logistics/transport sector
- Identification of global digital standard of the logistics sector and determining compliance-related demand
- Digitalization and interoperability of logistics-related organizations
- Ensuring interoperability with internationally used systems
- Introduction of e-Maritime Single Window
- Number of ICT-based services by logistics- related policymaking institutions and
- Number of apps/digital platforms for logistics service information for the convenience of domestic and international logistics service providers and recipients
- Dissemination of the facilities related to logistics digitalization to the local ICT sector.

Appendix-B: List of Important Policies, Act and Rules and Regulations Relating to the Logistics Sector

Following is the list of identified Policies/ Acts / Rules/ Policies/ Plans/ Guidelines related to the logistics sector of Bangladesh:

Logistics sector	Policies/ Acts / Rules/ Policies/ Plans/ Guidelines
Overall	1. Export Policy 2024-27 2. Existing Import Policy Order 3. Competition Act, 2012 4. The National Integrated Multimodal Transport Policy 2013 5. National Industrial Policy 2022, etc.
Road transport	6. Strategic Transport Plan 2005 7. Road Master Plan 2009 8. Road Transport Act, 2018 9. Bangladesh Road Transport Authority Act, 2017 10. The Carriers Act, 1865 11. The Highways Act, 2021 12. The Tolls Act, 1851 13. The Bengal Ferries Act, 1885 14. Bus Rapid Transit (BRT) Act, 2016 15. Road Transport Rules, 2022 16. Electric Motor Vehicle Registration and Operation Policy, 2023 17. Policy for Management of Motor Vehicle Axle Load Control Center 2012 18. Highway Landscaping Policy, 2020 19. CNG/Petrol-Powered Four-Strokes Three-Wheeler Service Policy, 2007 20. National Land Transport Policy, 2004 21. Toll Policy, 2024 22. Taxicab Service Guidelines, 2010, etc.
Railway transport	23. The Railway Master Plan, 2019 24. The Appropriation (Railways) Act, 1980 25. The Railway Act, 1890 26. The Metrorail Act, 2015, etc.

Logistics sector	Policies/ Acts / Rules/ Policies/ Plans/ Guidelines
Seaports and Hinterland EXIM (Import-Export) Terminals	27. The Bangladesh Merchant Shipping Act, 2020 28. The Carriage of Goods by Sea Act, 1925 29. The Bill of Lading Act, 1856 30. Bangladesh Merchant Shipping Ordinance, 1983 31. The Chattogram Port Authority Act, 2022
Land Port	32. Benapole Land Port Operation and Management Regulations 2007 33. The Bangladesh Land Port Authority Act, 2013, etc.
Inland Waterways	34. Bangladesh Inland Water Corporation Order, 1972 35. Inland Water Transport Authority Rules, 1959 36. Inland Water Transport (Time and Fare Approval) Rules, 1970 37. Bangladesh Inland Water Transport Authority (Conduct of Business) Rules, 1970 38. Protocol on Inland Water Transit and Trade, 2015 39. Port Act, 1908 40. The Bangladesh Inland Water Transport (Naurut Permit, Timetable and Fares) Rules, 2019 41. Bangladesh Merchant Shipping Act, 2020 42. The Carriage of Goods by Sea Act, 1925 43. The Bill of Lading Act, 1856 44. Cargo and Container Handling Rules of Seaports (e.g. Mongla Port Management (Cargo and Container) Regulations, 2010, etc.)
Airways and Airport Infrastructure	45. The Carriage by Air (International Convention) Act, 1966 46. The Carriage by Air Act, 1934 47. Carriage by Air (Montreal Convention) Act, 2020 48. Civil Aviation Rules, 1984 49. Civil Aviation Act, 2017 50. Civil Aviation Authority Act, 2017 51. Suppression of Offences Against Aviation Safety Act, 1997 52. Aviation Rules, etc.

Logistics sector	Policies/ Acts / Rules/ Policies/ Plans/ Guidelines
Warehousing	53. Food Production, Storage, Transfer, Transportation, Supply, Distribution and Marketing (Prevention of Harmful Activities) Act, 2023 54. Agricultural Marketing Act, 2018, etc.
Customs Clearance	55. Customs Act, 2023 56. National Tariff Policy, 2023 57. Customs Tariff Schedule (latest version) 58. Expedited Clearance of Shipments under Express Procedure Rules, 2024 59. Customs Strategic Plan, (2024-2028), etc.
C&F Agent	60. Customs Agents Licensing Rules 2020, etc.
Freight Forwarders	61. Freight Forwarding Agents (Licensing and Operation) Rules, 2008, etc.
Private ICD/ CFS/ Off Dock	62. Private ICD/CFS or Off-Dock Establishment and Operation Rules, 2021, etc.
Income tax and Duty	63. Income Tax Act, 2023 64. Value Added Tax and Supplementary Duty Act, 2012 65. Development Surcharge and Levy (Imposition and Collection) Act, 2015 66. Bengal Motor Vehicles Tax Act, 1932 67. Customs Agent Licensing Rules 2020
Investments and Investment Service	68. Bangladesh Public-Private Partnership Act, 2015 69. Foreign Private Investment Promotion and Protection Act, 1980 70. One Stop Service Act, 2018
Regional agreement	71. Indo-Bangladesh Protocol on Inland Waterway Transit and Trade. 72. Agreement on the Trans-Asian Railway Network 73. Bangladesh, Bhutan, India, and Nepal Motor Vehicle Agreement 2015, etc.
Ride sharing	74. Ride Sharing Service Policy, 2017
Courier service	75. Mailing Operators and Courier Service Management Rules, 2013, etc.

Logistics sector	Policies/ Acts / Rules/ Policies/ Plans/ Guidelines
E-commerce	76. National Digital Commerce Policy (amended), 2020 77. Digital Commerce Management Guidelines 2021 78. Digital Business Identity (DBID) Registration Guidelines, 2022, etc.
Multimodal transport	79. Dhaka Transport Coordination Authority Act, 2012 80. National Integrated Multimodal Transport Policy, 2013, etc.
Environment-related Act/ Policy	81. Bangladesh Environment Protection Act, 1995 82. Bangladesh Environment Protection Regulations, 1997, etc.
Information and Technology	83. National Information and Communication Technology Policy, 2018, etc.
Standards and Testing	84. Bangladesh Standards and Testing Institutions Act, 2018 85. Bangladesh Standards and Testing Institutions Regulations, 2022, etc.

Appendix C: Detailed Policy Reform Proposals for the Logistics Sector

National Board of Revenue

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
1.	(a) Increase the number of importable product categories allowed through private ICDs/off-docks in order to reduce port congestion, expedite cargo clearance and improve service quality through competition. (b) Allow ICDs to handle both Less-than-Container Load (LCL) and Full Container Load (FCL) cargo movements.	Necessary amendments shall be made to the Private ICD/CFS or Off-Dock Establishment and Operation Policy, 2021 and other relevant policies, orders and regulations.
2.	Include specific HS Codes, along with product names, in the list of importable goods permitted through private ICDs/off-docks in order to address customs-related complexities.	Necessary measures shall be taken to amend the relevant order by incorporating specific HS Codes along with product names.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
3.	Determine a reasonable distance for establishment of private ICDs, Container Freight Stations (CFSs) or off-docks from airports and seaports.	Necessary amendments shall be made to the relevant policy for determining such reasonable distance.
4.	Introduce a Green Channel for low-risk cargo and expand the scope of the Authorized Economic Operator (AEO) system in order to expedite clearance of imported goods.	Relevant provisions of the Customs Act shall be amended, where necessary. Necessary amendments shall also be made to the Authorized Economic Operator (Recognition and Management) Rules, 2024 for proper implementation and simplification.
5.	Follow the guidelines of the United Nations Conference on Trade and Development (UNCTAD) for bonded warehouse licensing.	Necessary amendments shall be made to the Warehouse Licensing Rules, 2024 in accordance with UNCTAD guidelines.
6.	Expand bonded warehouse facilities beyond the readymade garments sector to other priority sectors, SMEs and partial exporters in order to promote export diversification and increase export volume.	Relevant policies shall be formulated and necessary amendments shall be made to the Warehouse Licensing Rules, 2024.
7.	Resolve complexities relating to reuse of empty containers in order to reduce the cost of doing business.	Necessary regulations or guidelines shall be formulated to facilitate and encourage the reuse of empty containers.
8.	Provide bonded transfer facilities for international air express shipments.	Relevant policy shall be formulated.
9.	Issue separate off-dock bond licences, selectively, for airside operations.	Relevant policy shall be formulated and necessary amendments shall be made to existing laws and regulations.
10.	Follow a standard procedure for rapid clearance, including Immediate Release of Goods, for express shipments.	Necessary measures shall be taken in accordance with Article 7.8 of the WTO Trade Facilitation Agreement and relevant guidelines of the World Customs Organization.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
11.	Avoid duplication in VAT and AIT collection in all cases, including in respect of international air express operators.	Relevant laws and regulations shall be amended, where necessary.
12.	Provide self-clearance facilities to international air express service providers in order to reduce complexity and cost in cargo clearance.	Necessary amendments shall be made to the Expedited Clearance of Shipments under Express Procedure Rules, 2024 and effective enforcement thereof shall be ensured.
13.	Introduce electronic seal and lock services for tracking and industry-specific cargo tracing of imported goods under bonded facilities.	Tracking and tracing shall be enabled through appointment of service providers in accordance with the Electronic Seal and Lock Service Regulations, 2024.
14.	Increase the number and volume of goods cleared through land ports.	The scope of importable goods through land ports shall be expanded following necessary verification. Land customs stations and land ports shall also be modernised.
15.	Introduce automated risk management in order to reduce physical examination rates.	Standard Operating Procedures (SOPs) shall be developed for operationalising the Customs Risk Management Commissionerate, and effective implementation of the Customs Risk Management Regulations, 2025 shall be ensured.
16.	Rationalise the maximum shareholding limit for foreign investors in the freight forwarding sector and make it compatible with current logistics requirements.	Necessary amendments shall be made to the Freight Forwarding Agents (Licensing and Operations) Regulations, 2008.
17.	Address the shortage of skilled manpower and modern technology in conducting Post-Clearance Audits (PCA).	Intensive training shall be provided to develop skilled manpower, and internationally compliant technical capacity and infrastructural facilities shall be enhanced for PCA and other audit operations.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
18.	Address the absence of an effective pre-arrival clearance process.	Pre-arrival processing regulations shall be implemented effectively, and the existing rotation-based system shall be converted into a full-time automated system.
19.	Absence of an updated list of non-sensitive goods maintained by the customs authorities.	The customs authorities shall update the list of sensitive goods and declare all other goods as non-sensitive.
20.	Rationalise penalties imposed by Customs in cases of general or unintentional errors in exporters' documentation.	Existing provisions of the Customs Act shall be reviewed and necessary amendments shall be introduced to address the issue.
21.	Reduce cargo clearance time through increased deployment of skilled manpower and modern non-intrusive inspection technology.	Coordinated measures shall be undertaken by the Ministry of Shipping, the National Board of Revenue and the port authorities to enhance skilled manpower and expand the use of modern non-intrusive inspection technology.
22.	Ensure coordination between customs and port systems in order to simplify import-export operations and enhance transparency.	Coordinated initiatives shall be undertaken by the National Board of Revenue and the port authorities.
23.	Take effective measures for regular and expeditious disposal of long-standing uncleared goods accumulated at ports.	Necessary legal and administrative measures shall be taken, including regular auction of undelivered goods, in coordination with the port authorities. Measures shall also be taken to conduct auction activities through full automation.
24.	Establish separate and dedicated off-dock facilities for cold chain and pharmaceutical logistics.	Existing laws, rules and regulations relating thereto shall be simplified.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
25.	Promote the use of electric and environment-friendly vehicles in the logistics sector through appropriate incentive measures.	Fiscal and non-fiscal incentives shall be provided to encourage domestic assembly and use of electric and other environment-friendly vehicles. For this purpose, incentives may be provided, or import duties may be rationalised, for import of relevant parts and components. Incentives shall also be provided for import of environment-friendly vehicles that are not presently feasible for local assembly.

Ministry of Shipping

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
26.	Introduce modern systems for identification, classification, storage and transportation of dangerous goods.	Compliance with the International Maritime Dangerous Goods (IMDG) Code shall be ensured, and necessary laws, rules and regulations shall be formulated or amended in alignment with international standards.
27.	Rationally amend relevant provisions of the Bangladesh Flag Vessels (Protection of Interest) Act, 2019 in order to address operational difficulties faced by foreign-flagged vessel operators, considering the insufficiency of Bangladeshi-flagged vessels compared to national demand..	Decisions shall be taken to review and simplify relevant provisions of the Bangladesh Flag Vessels (Protection of Interest) Act, 2019 through consultations with the Government, domestic shipping companies and foreign shipping operators, having regard to the broader interests of import, export and the national economy..
28.	Introduce One Stop Service facilities at land ports for facilitating import-export operations.	Necessary measures shall be taken to provide One Stop Services at land ports through full implementation of the National Single Window (NSW), in coordination with relevant agencies.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
29.	Introduce the e-Maritime Time Release Study (TRS) system.	Necessary policies and system arrangements shall be formulated to introduce the e-Maritime TRS system, including a single-window-based tracking and tracing mechanism.

Ministry of Commerce

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
30.	Bring domestic and cross-border e-commerce activities under an effective monitoring framework.	Existing e-commerce-related regulations shall be amended, as necessary, and new policies shall be formulated where required.

Ministry of Railways

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
31.	Increase opportunities for private sector participation in railway operations and railway infrastructure development.	Necessary policy support shall be provided to encourage private sector participation in railway operations, infrastructure development and related services.
32.	Undertake initiatives for the establishment of railway-based Inland Container Depots (ICDs).	Necessary measures shall be taken, including formulation of relevant policies or guidelines, for the establishment and operation of railway-based ICDs.

Ministry of Industries

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
33.	Create opportunities for private sector participation in establishing internationally accredited testing facilities and laboratories in order to reduce delays in product testing.	Necessary amendments shall be made to the Bangladesh Standards and Testing Institution Act, 2018 to facilitate private sector participation in testing, certification and laboratory services.

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
34.	International Air Express services are not included among the identified sub-sectors of the logistics sector in the National Industrial Policy 2022.	International air express services shall be included as a new logistics sub-sector, in addition to the existing identified sub-sectors.
35.	Introduce logistics hubs and temperature-controlled logistics systems at important ports of the country to support production, storage, distribution and export-oriented supply chains.	Necessary policy or guidelines shall be formulated for the establishment, operation and management of Temperature-Controlled Logistics (TCL) facilities and services.

Ministry of Civil Aviation and Tourism

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
36.	Rationalise the existing high air freight tariffs and related charges in order to reduce the cost of transporting goods by air.	Necessary data on air freight tariffs and related charges in Bangladesh's competitor countries shall be collected, reviewed and analysed, and reasonable air freight tariffs and related charges shall be determined accordingly.
37.	Establish adequate freight stations to reduce time and cost in air cargo delivery.	Existing rules and regulations shall be amended, or new policies shall be formulated, as necessary, for establishment of bonded freight stations in coordination with the National Board of Revenue and the Civil Aviation Authority of Bangladesh.
38.	Take effective measures to remove Bangladesh from the "Red Country List" for air cargo transportation.	Effective diplomatic initiatives shall be undertaken at the international level.

National Skill Development Authority

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
39.	Develop skilled manpower in the logistics sector through effective training programmes.	A target-based plan shall be adopted for developing skilled manpower in the logistics sector in accordance with industry demand and based on feedback from relevant public and private sector stakeholders. International-standard curricula and training modules shall be prepared, and regular training programmes shall be conducted accordingly.

Bangladesh Inland Water Transport Authority

Sl. No	Key Issues and Suggested Reforms	Proposed Applicable Reforms (Act, Rules, Policy, Statutory Notification, Office Order, etc.)
40.	Reduce time and cost of transporting containerised and other goods through inland waterways by undertaking planned dredging and large-scale investment.	A new policy shall be formulated to expand inland waterway freight transport facilities, based on feasibility assessment and including measures to address potential implementation challenges.