



A Handbook

Mapping of Ministries by Targets in the implementation of SDGs aligning with 7th Five Year Plan (2016-20)

Support to Sustainable and Inclusive Planning (SSIP) Project
General Economics Division (GED)
Planning Commission

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Sustainable Development Goal and associated Targets	Lead Ministries/ Divisions	Associate Ministries/ Divisions	Actions to achieve the SDG targets within 7 th FYP (2016-2020)	Actions to achieve the targets beyond 7 th FYP Period (2021-2030)	List of Existing Policy Instrument (Acts/ Policies/ Strategies etc.)	Proposed Global Indicators for Performance Measurement	Remarks
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		SID; MoRA; MoYS					
3.5 Strengthen the prevention and treatment of substance abuse, including narcotic drug abuse and harmful use of alcohol	<i>Lead:</i> MoHA	MoHFW; MoInf; MoRA; MoYS			Narcotics Control Act 1990, amended in 2000 and 2004;	3.5.1 Coverage of treatment interventions (pharmacological , psychosocial and rehabilitation and aftercare services) for substance use disorders	
						3.5.2 Harmful use of alcohol, defined according to the national context as alcohol per capita consumption (aged 15 years and older) within a calendar year in litres of pure alcohol	Not Applicable for Bangladesh Context
3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents	<i>Lead:</i> RTHD	BD; MoE; MoHA; MoInf; LGD; CD; MoPME; MoHFW	<ul style="list-style-type: none"> • Take measures to maintain the roads • Provide special attention while planning and designing for construction of a road • Gradual increase in socio-economic activities of the growing population for road widening • Improving on transport safety 		Motor Vehicle Ordinance 1983; 7 th Road Safety Action Plan 2014-16	3.6.1 Death rate due to road traffic injuries	

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			standards to reduce incidence of accidents by implementing safety audit periodically. <ul style="list-style-type: none"> Improvement of road safety engineering in rural roads to minimize road accidents. achieving 50% reduction in road traffic accident fatalities by 2020 in line with the UN Decade of Action for Road Safety 				
3.7 By 2030, ensure universal access to sexual and reproductive health-care services, including for family planning, information and education, and the integration of reproductive health into national strategies and programmes	<i>Lead:</i> MoHFW	LGD; MoE; MoInf; MoLE; MoRA; SID	<ul style="list-style-type: none"> Counselling on population control and reproductive health and behaviour will be continued and expanded in health care centres. Steps will be taken to ensure women's decision making over reproductive health through proper education and information. 		Bangladesh Population Policy 2012	3.7.1 Proportion of women of reproductive age (aged 15-49 years) who have their need for family planning satisfied with modern methods	
	<i>Lead:</i> MoHFW	LGD; MoInf; MoWCA; SID				3.7.2 Adolescent birth rate (aged 10-14 years; aged 15-19 years) per 1,000 women in that age group	
3.8 Achieve universal health coverage, including financial risk protection, access to quality essential	<i>Lead:</i> MoHFW	BFID (IDRA); LGD; MoC; MoSW;	<ul style="list-style-type: none"> Set certain objectives and targets towards Universal Health Coverage (UHC) in the HNP sector. 		Expanding Social Protection for Health: Towards Universal Coverage-Health	3.8.1 Coverage of essential health services (defined as the average coverage of	

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			workers including special emphasis on female migrant workers <ul style="list-style-type: none"> Implementation of stronger penalties for hazardous working conditions 				
	Ditto	MoHFW; MoFA; MoHA, MoC, MoInd; MoTJ				8.8.2 Increase in national compliance of labour rights (freedom of association and collective bargaining) based on International Labour Organization (ILO) textual sources and national legislation, by sex and migrant status	
8.9 By 2030, devise and implement policies to promote sustainable tourism that creates jobs and promotes local culture and products	<i>Lead:</i> MoCAT; <i>Co-Lead:</i> MoCA	MoE; MoInf; LGD; MoR; RTHD; MoEF; MoCHTA; BFID (BB); SID	<ul style="list-style-type: none"> Ecotourism and community-based tourism to be encouraged as a means of income generation for the local people Introduce measures to address issues pertaining to the supply and quality of workforce in the tourism industry Substantial investments in education and tourism infrastructure Adopt a proper strategy and 		Bangladesh Tourism Protection Area and Special Tourism Region Act 2010; Bangladesh Tourism Board Act 2010; The Tourism Policy 2010; The Antiquities	8.9.1 Tourism direct GDP as a proportion of total GDP and in growth rate	

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			<p>policies to address inadequacy of domestic air connectivity combined with heavily congested land transport to boost growth of the tourism industry</p> <ul style="list-style-type: none"> Preparation of short Term, Mid-Term and Long-Term Tourism Master Plan for the country for guiding development activities for tourism 		Act Bangladesh Tourism Board Act and the Tourism Policy 2010		
	Ditto	Ditto				8.9.2 Number of jobs in tourism industries as a proportion of total jobs and growth rate of jobs, by sex	
8.10 Strengthen the capacity of domestic financial institutions to encourage and expand access to banking, insurance and financial services for all	Lead: BFID	BB; PTD	<ul style="list-style-type: none"> Explore potential for introduction of automated teller machine (ATM), a point-of-sale (POS) device located at a local retail or postal outlets, to understand whether it can be a sustainable and affordable alternative to connect rural farmers to formal banking system 		Insurance Act-2010; Mobile Banking Policy Guidance;	8.10.1 Number of commercial bank branches and automated teller machines (ATMs) per 100,000 adults	
	Ditto	Ditto	<ul style="list-style-type: none"> Further strengthen financial instruments based on ICT (mobile banking) in order to change the landscape of financial service access to the poor in both rural and urban areas 			8.10.2 Proportion of adults (15 years and older) with an account at a bank or other financial institution or with a	

Chapter 9

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Mapping of Ministries/Divisions by Targets

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Goal 9. Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation							
Target 9.1 Develop quality, reliable, sustainable and resilient infrastructure, including regional and trans border infrastructure, to support economic development and human well-being, with a focus on affordable and equitable access for all	<i>Lead:</i> RTHD	BD; MoHPW; MoR; MoS; SID; PID; MoInd; LGD; EMRD; MoCAT; MoDMR; MoL; MoFA; PMO (BEZA, PPPA)	<ul style="list-style-type: none"> • Continue to repair, maintain, improve and expand existing roads on a priority basis • Construction of Padma Multipurpose Bridge to be completed by 2018 • Conversion of nationally important highways into four lanes gradually • Connect important economic activity hubs such as Payra Port and Economic Zones to National Highways. • Continuation of investment to reform and modernise railways. • Construction of circular rail road track around Dhaka city. • Construction of the 3rd Sea port at Payra in Patuakhali. • Construction of a sea port and an LNG terminal at Moheshkhali 		Bangladesh National Building Code (BNBC); Bangladesh Public Private Partnership Act 2015; Bangladesh Accreditation Act 2006; Road Master Plan (2010-30); Integrated Multi-Modal Transport Policy 2013	9.1.1 Proportion of the rural population who live within 2 km of an all-season road	

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			<ul style="list-style-type: none"> • Construction of third terminal at Hazrat Shah Jalal International Airport (HSIA) • Construction of a new airport named Khan Jahan Ali Airport • Feasibility study for construction of Bangabandhu Sheikh Mujib International Airport. • Feasibility study for construction of a road-rail tunnel underneath the river Jamuna. • Strengthen Fleet capacity while making Biman a profitable organisation by improving its management and enhancing the capacity of passenger transport. • The development of a balanced 3R (Rail, River & Road) based multimodal transport infrastructure system. • Timely completion of critical transport links (roads, bridges, railways and river waterways) related to regional and multi-regional connectivity. • Combining inland water transport with the existing road transport system as well as ensuring a healthy road alignment. 				

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			<ul style="list-style-type: none"> • Priority to regional transport connectivity • Reducing maintenance frequency and thereby recurring cost of roadways, utmost attention should be given to make road infrastructure durable. • Develop middle-income enabled quality infrastructures with high-speed mobility facilities. • Emphasis should be given to build necessary access control infrastructures as well as to enforce different conflicting usages of right of way (r.o.w.) throughout the transport corridor. • Construction of 300 km four lane roads • Construction of 340 km roads other than four lane • Improvement/ Rehabilitation of 2,500 km roads • Construction of 7, 000 meter Flyover/Overpass • Construction of 14,800 meter bridges/culverts • Reconstruction of 6,800 meter bridges/culverts • Improvement of the Upazila 				

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			Road (5000 Km). <ul style="list-style-type: none"> • Double lane/Widening/ Up gradation/Rehabilitation of selected Upazila /Union Roads that needs up-gradation being used by a large number of commercial vehicles (10000 Km) • Improvement of the selected Union Road. (8000 Km) • Improvement of prioritized Village Road (12000 Km) • Re-construction/Double lane of Bridges and Culverts on Upazila Road, Union Roads (12000 Meter) being used by a large number of commercial vehicles • Construction of Bridges and Culverts on Upazila Road, Union Roads (140000 Meter) • Construction of Bridges and Culverts on prioritized Village Road (50000 M) • Development of Growth Centres and Rural Markets - 1200 Nos • Construction of all remaining Union Parishad Complexes (1900 Nos) • Extension of Upazila Complexes (400 Nos) 				

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			<ul style="list-style-type: none"> • Construction and rehabilitation of Cyclone Shelters and killas (1238 Nos) • Land Use Planning and Management Project in the Upazillas of Bangladesh • Periodic and Routine maintenance of Paved and Herring Bone Bond (HBB) roads & structures on rural roads • Coordinate the Roads, Railway and inland water cargo linkages to strengthen the performance of Chittagong Port and the competitiveness of the manufacturing sector. 				
	<i>Lead:</i> RTHD	MoR; MoS; MoCAT				9.1.2 Passenger and freight volumes, by mode of transport	
9.2 Promote inclusive and sustainable industrialization and, by 2030, significantly raise industry's share of employment and gross domestic product, in line with national circumstances, and double its share in least developed	<i>Lead:</i> MoInd	FD; GED; MoC; BFID (BB); SID; ICTD; MoTJ	<ul style="list-style-type: none"> • Investment rate needs to expand from 28.9% in FY2015 to around 34.4% by FY2020. • Creating good jobs for the large pool of under-employed and new labour force entrants by increasing the share of employment in the manufacturing sector from 15 percent to 20 percent • Manufacturing sector, with double digit growth, rising 		Industrial Policy 2010;	9.2.1 Manufacturing value added as a proportion of GDP and per capita	

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			<p>loan disbursement, monitoring use of credit and collection of loan.</p> <ul style="list-style-type: none"> • PKSf will continue to wholesale credit to its partner NGO-MFIs for small and micro enterprises. • SME Foundation will continue providing loans at single digit interest rates to local SMEs through its credit wholesaling programmes. 				
9.4 By 2030, upgrade infrastructure and retrofit industries to make them sustainable, with increased resource-use efficiency and greater adoption of clean and environmentally sound technologies and industrial processes, with all countries taking action in accordance with their respective capabilities	<p><i>Lead: MoInd</i> <i>Co-Lead: MoLE</i> <i>Co-Lead: MoC</i> <i>Co-Lead: MoTJ</i></p>	<p>BD; LGD; MoS; RTHD; MoR; MoA; MoFA</p>	<ul style="list-style-type: none"> • The growth strategies of the 7th FYP are broad-based enough to emphasize eradicating poverty as well as sustained economic growth while maintaining the healthy functioning of the Earth's ecosystems. • Incentives for adoption of improved fuel use efficiency and energy conservation technology in industry; • Produce environment friendly organic Bio- fertilizers, Bio- gas that will reduce fuel consumption, increase sugar cane production and also consider using molasses to produce alcohol/spirit. • DoE should have strong role as National Designated Entity (NDE) of International Climate 		<p>Environment Court Act 2010; Brick Manufacture and Brick Kiln Installation Act in 2013;</p>	<p>9.4.1 CO₂ emission per unit of value added</p>	

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			<p>Technology Centre and Network (CTCN) in order to facilitate transfer of climate and environment friendly technologies and know how to Bangladesh through CTCN</p> <ul style="list-style-type: none"> • Special emphasis should be given for extension services to disseminate newly developed technologies and building materials which will be agriculture and environment friendly, disaster resilient and affordable. • Research and development for innovation of environment friendly sustainable technology for the economically constrained communities • Harnessing technology and innovation to fast track development • The productivity of both labour and capital can be raised through adoption of better technology and efficiency improvements. • Developing women friendly technology and business environment 				
9.5 Enhance scientific research, upgrade the technological	<i>Lead:</i> MoST <i>Co-Lead:</i>	MoE; MoInd; MoFL; SID; ICTD; Prog.	<ul style="list-style-type: none"> • A paradigm shift in manufacturing sector can be achieved through development 		Science and Technology Development	9.5.1 Research and development expenditure as a	

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capabilities of industrial sectors in all countries, in particular developing countries, including, by 2030, encouraging innovation and substantially increasing the number of research and development workers per 1 million people and public and private research and development spending	MoA	Div.	<p>of R&D of product design geared to supply chain management and customer relations.</p> <ul style="list-style-type: none"> Representatives from FBCCI, MCCI, BGMEA, BKMEA, and other stakeholders could form an action group to take R&D agenda forward. Spending on research and development (R&D) is a major determinant of technology development, innovation and adoption of technological change. 		Trust Act, 2011; National Strategies for the Development of Statistics, 2013	proportion of GDP	
	Ditto	Ditto				9.5.2 Researchers (in full-time equivalent) per million inhabitants	
9.a Facilitate sustainable and resilient infrastructure development in developing countries through enhanced financial, technological and technical support to African countries, least developed countries, landlocked developing countries and small island	<i>Lead:</i> ERD	BD; LGD; MoR; PID; RTHD	<ul style="list-style-type: none"> Government should consider setting up a “Global Technology Acquisition fund” to enable Bangladesh industries to acquire very high technology knowledge base. A pro-poor Climate Change Management strategy has been adopted which prioritizes adaptation and disaster risk reduction and also addresses low carbon development, mitigation, technology transfer and mobilization and 			9.a.1 Total official international support (official development assistance plus other official flows) to infrastructure	

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developing States			<p>international provision of adequate finance</p> <ul style="list-style-type: none"> Considering FDI is not only an important source of financing but more importantly it is an excellent source of importing technology and modern management, critical instruments for improving total factor productivity. 				
9.b Support domestic technology development, research and innovation in developing countries, including by ensuring a conducive policy environment for, inter alia, industrial diversification and value addition to commodities	<p><i>Lead:</i> MoST <i>Co-Lead:</i> ICTD</p>	<p>BD; ERD; LGD; MoA; MoHPW; MoInd; MoR; MoS; PID; RTHD; MoInd (DPDT); MoTJ; SID</p>	<ul style="list-style-type: none"> Technology can also be imported from abroad through foreign direct investment which brings the latest equipment, management skills, and technical know-how. Technology transfer in the garment industry from partnership with foreign investors Adoption of improved technology can be a major factor for improving total factor productivity and increasing the rate of growth. The Government should build partnership with NGOs, Multinational Companies, and donors so that greater technology transfer is facilitated. 		<p>Information and Communication Technology Act 2006, Amended in 2009 & 2013;</p>	<p>9.b.1 Proportion of medium and high-tech industry value added in total value added</p>	
9.c Significantly increase access to		<p>Inf. Com; MoR</p>	<ul style="list-style-type: none"> Access to modern technology related to business and jobs 		<p>Cyber Security Policy 2010;</p>	<p>9.c.1 Proportion of population</p>	

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			manufacturing and services sector growths through the urbanization strategy.				
11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons	<i>Lead:</i> RTHD, <i>Co- Lead:</i> MoR	LGD; MoHA; BD; MoS; MoSW; MoWCA; MoInf	<ul style="list-style-type: none"> Implementation of the MRT Line-6 project from Uttara to Motijheel under the supervision of Dhaka Transport Coordination Authority (DTCA). Construction of the 46.73 km. long Dhaka elevated express way from Hazrat Shah Jalal International Airport to Kutubkhali of Dhaka-Chittagong highway. 42 km long Dhaka-Ashulia elevated express way from Hazrat Shah Jalal (Ra) International Airport to Chandra Dhaka East-West expressway Bus rapid transit (BRT) for mass transit Implementation of revised STP for Dhaka,- two BRT and 5 MRT lines Feasibility study for construction of Sub-way (underground railway) in Dhaka city Construction of a multi-lane tunnel underneath the river Karnaphuli in Chittagong Construction of circular rail 		The Metro Rail Act, 2015 Bus Rapid Transit Act 2016; Revised Strategic Transport Plan 2016	11.2.1 Proportion of population that has convenient access to public transport, by sex, age and persons with disabilities	.

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environment							
	<i>Lead:</i> LGD <i>Co-Lead:</i> MoEF	MoInd; MoST; MoHFW				12.4.2 Hazardous waste generated per capita and proportion of hazardous waste treated, by type of treatment	
12.5 By 2030, substantially reduce waste generation through prevention, reduction, recycling and reuse	<i>Lead:</i> LGD	MoEF; MoInd; SID				12.5.1 National recycling rate, tons of material recycled	
12.6 Encourage companies, especially large and transnational companies, to adopt sustainable practices and to integrate sustainability information into their reporting cycle	<i>Lead:</i> MoInd;	MoEF; MoC; MoFA				12.6.1 Number of companies publishing sustainability reports	
12.7 Promote public procurement practices that are sustainable, in accordance with national policies and priorities	<i>Lead:</i> IMED (CPTU)	BD; LGD; MoHPW; MoWR; PD; RTHD; MoInd; MoR; MoE	<ul style="list-style-type: none"> • Procurement process using e-GP. • Usage of PPR in procurement 		PPA-2006; PPR-2008	12.7.1 Number of countries implementing sustainable public procurement policies and action plans	
12.8 By 2030, ensure that people everywhere have the	<i>Lead:</i> MoE, <i>Co-Lead:</i>	GED; MoEF; PMO; MoInd (BIM); MoInf			NSDS	12.8.1 Extent to which (i) global citizenship	