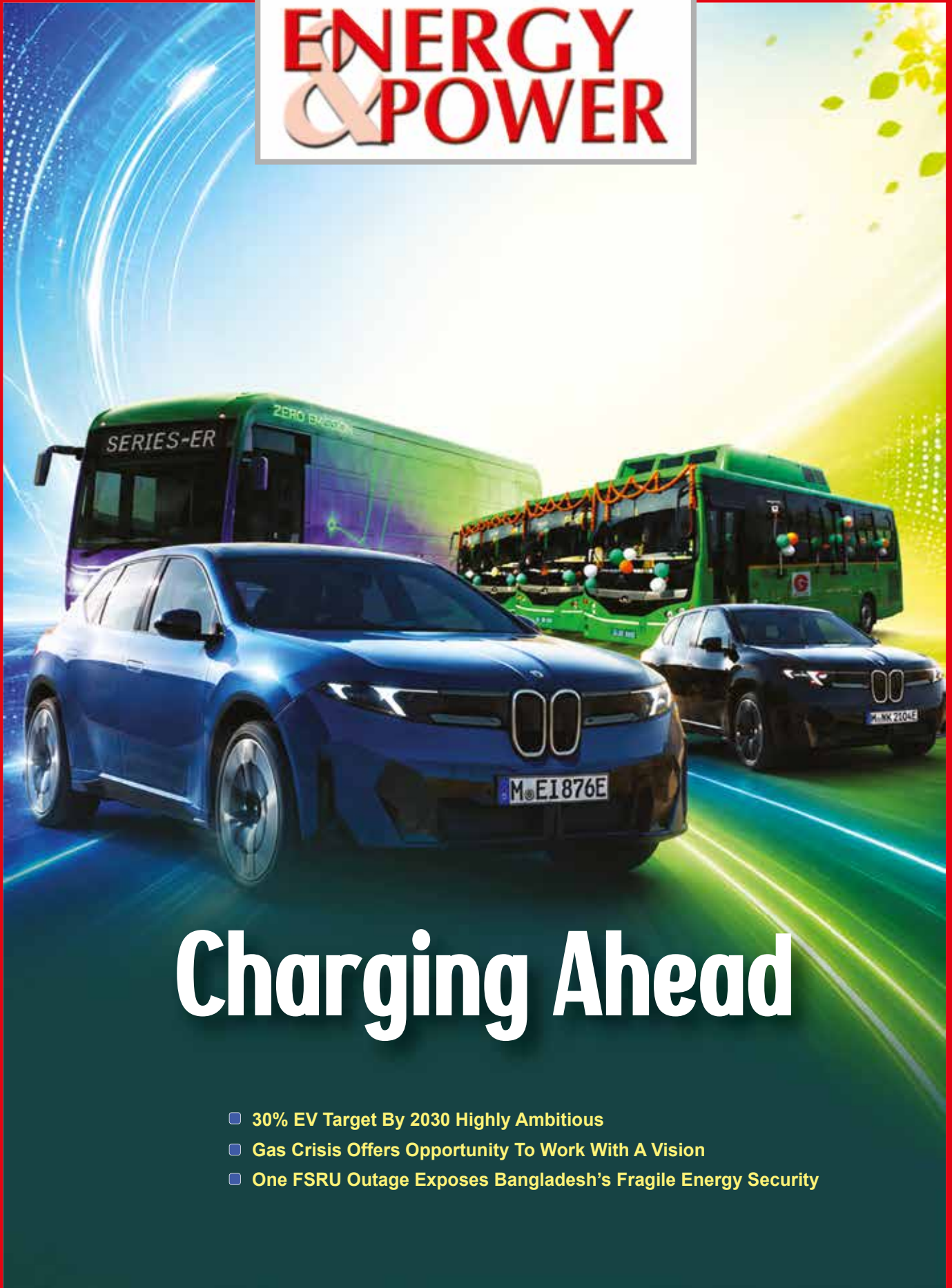


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- Gas Crisis Offers Opportunity To Work With A Vision
- One FSRU Outage Exposes Bangladesh's Fragile Energy Security



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Manager A & A
Md. Ariful Islam

Cover
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Graphic Design
Md Shahjahan Sheikh

Photography
Bulbul Ahmed

Production
Mufazzal Hossain Joy

Circulation Assistant
Tanvir Hayder

Editorial, News & Commercial
Room 509, Eastern Trade Center
56 Inner Circular Road (VIP Road)
Naya Paltan. GPO Box : 677
Dhaka-1000, Bangladesh
Tel & Fax : 88-02-58314532
Email: ep@dhaka.net
energypower@gmail.com
Website: www.ep-bd.com

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As escalating Middle East hostilities and disruptions in the Strait of Hormuz rattle commodity markets, including natural gas, countries that rely on regional supplies, including Bangladesh, are seeking options to fend off shortages. Muhammed Aziz Khan tells S&P Global Energy Platts about the present geopolitical risks shaping the global LNG landscape. EP reprints this interview for its readers.



EDITORIAL

The transition to electric mobility is no longer simply an environmental aspiration; it is becoming an economic necessity for Bangladesh. Every year, the country spends billions of dollars importing petroleum products while grappling with volatile global fuel prices and persistent energy insecurity. Electrifying the transport sector offers an opportunity to reduce import dependence, improve urban air quality, strengthen industrial competitiveness, and support long-term climate objectives. The recent policy initiatives—including tax incentives, plans to electrify public transport, and support for domestic manufacturing—are encouraging. Equally promising is the growing interest from local conglomerates and international investors in establishing EV assembly plants, battery manufacturing facilities, and charging infrastructure. Together, these developments could lay the foundation for a new industrial ecosystem capable of generating employment, attracting investment, and advancing technological innovation. Yet policy ambition alone will not guarantee success. The country still lacks a comprehensive charging network, affordable financing for consumers, skilled technical personnel, and an effective battery recycling system. The transition will also require a more resilient electricity grid capable of supporting increased demand without compromising reliability.

Public transport should remain the centerpiece of the country's EV strategy. Electrifying buses and government vehicle fleets can deliver immediate economic and environmental benefits while building public confidence in electric mobility. The challenge is no longer whether electric vehicles will become part of the country's transport future, but whether policymakers, industry, and investors can move quickly enough to build the infrastructure, institutions, and manufacturing capacity needed to make that future both affordable and sustainable.

h i g h l i g h t s

COVER



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According to Petrobangla, industries account for nearly 39 percent of national gas demand, requiring around 1,560 MMCFD for captive power generation and industrial processes. Under normal conditions, industries receive around 950 MMCFD, but current supply has fallen to nearly 800 MMCFD.... More in Special Report



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Bangladesh's transition to electric mobility has moved beyond environmental ambition to become a strategic economic imperative. As the country grapples with rising fuel import costs, persistent energy insecurity, and growing urban pollution, electric vehicles are emerging as a viable pathway toward cleaner transportation, lower operating costs, and reduced dependence on imported fossil fuels. Yet the road ahead is far from straightforward.



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UK's New PM Orders Cut in Taxes on Power Bills



Britain's new Prime Minister Andy Burnham recently announced the removal of value added tax (VAT) on UK domestic electricity bills from October, his first measure to ease the cost of living for millions of Britons.

"We're taking immediate action to cut taxes on energy bills, put more money in people's pockets and bring back hope," he said in a statement one day after he entered Downing Street.

The measure is a saving of about £45 (\$61) a year on the average household bill, the Labour government said. The measure's start date is due to coincide with an expected rise in the UK energy regulator's price cap on electricity and gas prices. "Government is tackling rising bills with a tax cut to remove VAT from domestic electricity bills from October 1 in time to impact the next Ofgem price cap," yesterday's statement said.

Extended Energy Supply Disruption to Impact Global Economy: IMF

Christian Mumssen, director of strategy for the International Monetary Fund, said he believed offsetting forces that had prevented the war in West Asia from hitting global growth harder thus far would remain in effect, but a very long disruption to energy supplies would clearly affect the outlook.

Mumssen, asked if the resumption of hostilities between the United States and Iran would force the IMF to revise its estimate of 3 percent global growth in 2026, said it was very difficult to say where the global

lender's October forecast would land.

"Internally, we will have to continue to think in scenarios. And for some countries, the question of energy prices ... is, of course, extremely important," he said.



India Sets 100GW Nuclear Power Target by 2047

India has announced plans to expand its nuclear power generation capacity to 100GW by 2047, making nuclear energy a key pillar of its strategy to achieve net-zero emissions by 2070.



Minister of State for Atomic Energy Jitendra Singh told Parliament that India, which currently has 8.8GW of installed nuclear capacity, will scale up generation through a phased expansion over the next two decades.

Under the government's Nuclear Energy Mission, India also aims to deploy at least five indigenously developed Small Modular Reactors (SMRs) by 2033.

The Bhabha Atomic Research Centre (BARC) is developing

three indigenous designs, including the 220-MW Bharat Small Modular Reactor, a 55-MW SMR, and a high-temperature gas-cooled reactor for hydrogen production.

The government says the expansion will strengthen energy security, support clean electricity generation, and create new opportunities for international cooperation in nuclear technology and manufacturing.

QatarEnergy Set to Prolong LNG Supply Halt



QatarEnergy is readying to extend force majeure on liquefied natural gas shipments through mid-October, according to a recent report, citing people with knowledge of the matter.

Several buyers in Europe and Asia said separately they are expecting a formal notification, the report said.

Force majeure is a clause that frees parties from liability if any failure to meet supply obligations is due to events beyond their control.

Qatar accounts for about 20% of global LNG exports, all of which transit the Strait of Hormuz, where shipping has ground to a near-halt amid escalating tensions between Tehran and Washington.

4 Suffer Burn Injuries in Sylhet CNG Filling Station Explosion



Four people suffered burn injuries as a gas cylinder exploded at a CNG filling station in Tilagarh area of Sylhet city recently. The injured were Abu Sayeed, 20 and Abu Sufian, 22, both employees of the filling station and Jewel, 20 and Habib, 22.

A gas cylinder exploded with a big bang at Al Jalal CNG Filling Station under

Shahporan Police Station when a bus was being refueled with compressed natural gas, leaving four people injured, said Mizanur Rahman, manager of Al Jalal CNG Filling Station.

The injured were taken to Sylhet MAG Osmani Medical College Hospital and later shifted to the National Institute of Burn and Plastic Surgery in Dhaka.

Fire at Moghbazar Grid Substation Disrupts Power Supply in Dhaka



A fire at a power substation in Dhaka's Moghbazar has triggered widespread blackouts across several central areas of the capital. Three units from the Tejgaon Fire Service brought the fire under control shortly after it broke out at the substation recently.

The incident disrupted electricity supply in Karwan Bazar, Tejgaon, Banglamotor, Moghbazar, New Eskaton, Kakrail, and Sher-e-Bangla Nagar.

Most affected areas were reconnected through alternative arrangements.

Tk12,000cr Fuel Pipelines Lie Idle

Two flagship fuel pipeline projects built by the state-owned Bangladesh Petroleum Corporation (BPC) at a combined cost of nearly Tk12,000 crore have remained largely idle long after commissioning, causing mounting financial losses and delaying expected savings in petroleum transportation.



commissioned in March 2024, while the 250-kilometre pipeline, costing Tk3,365 crore, was commissioned on August 27, 2025, at Padma Oil's Guptakhal terminal in Patenga.

The stalled projects are the 110-kilometre double pipeline under the Single Point Mooring (SPM) project and the 250-kilometre underground pipeline designed to transport petroleum products directly from Chattogram to Dhaka.

However, commercial operation has yet to begin. Officials said a revised process for appointing the project operator has further delayed the launch, leaving the costly infrastructure unused and the anticipated economic benefits unrealized.

The SPM project, built at a cost of Tk8,300 crore, was

Heavy Rains Push Kaptai Power Generation to 206MW



Electricity generation at the Karnaphuli Hydroelectric Power Station has increased to 206 megawatts as the water level in Kaptai Lake rose due to incessant rainfall and runoff from upstream hilly areas.

five units, said a Karnaphuli Hydroelectric Power Station official. He said that the lake's water level stood at 100.60 feet MSL.

The water level of Kaptai Lake, which had remained below 100 feet Mean Sea Level, crossed the 100 feet mark, leading to a significant increase in power generation from the plant's

Units 1, 3, 4 and 5 are each generating 40MW, contributing a combined 160MW, while Unit 2 is producing 46MW. The hydropower station has a total installed generation capacity of 240MW, said an engineer at the plant's control room.



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Three Suffer Burn Injuries in Keraniganj 'Gas Pipeline Blast'



Three people suffered burn injuries in an apparent gas pipeline explosion in Boroitala area of Keraniganj district recently.

The victims were identified as Rakib, 14, Rajon, 25 and Sumon, 27. Witnesses said that the explosion occurred at the house of one Arif

Mia in the area when they were working to repair the gas pipeline, leaving them injured.

Later, they were taken to the National Institute of Burn and Plastic Surgery, said Shaon Bin Rahman, Resident Medical Officer of the institute.

Stephen Rodriques Appointed New UNDP Resident Representative

Stephen Rodriques has joined the United Nations Development Programme (UNDP) in Bangladesh as its new Resident Representative, succeeding Stefan Liller.



In his new role, Rodriques will lead UNDP's work in Bangladesh and oversee its support to national development priorities.

He will work closely with the Government of Bangladesh, development partners, civil society, the private sector and communities to advance inclusive development, strengthen resilience and accelerate progress towards the Sustainable Development Goals, said an UNDP press release.

"It is a privilege to join UNDP Bangladesh and

contribute to the country's development journey," said Stephen Rodriques.

A Jamaican national, Stephen brings more than three decades of experience in international development and public-sector leadership.

He previously served as UNDP Resident Representative in Afghanistan, Liberia, Rwanda, and Deputy Country Director in Indonesia. He has also held several other leadership positions within UNDP.

Three New Sylhet Wells to Add 3cr Cubic Feet of Gas Daily

State-owned Sylhet Gas Fields Limited (SGFL) has taken an initiative to drill three new gas and oil wells as part of efforts to ease the country's gas shortage and reduce dependence on costly imports of liquefied natural gas (LNG).

The wells – Rashidpur-13, Dupitila-1 and Kailashtila-9 – are expected to add 3 crore cubic feet of gas per day to the national grid once drilling is completed, officials said. At present, SGFL supplies around 14.20 crore cubic feet of gas daily to the national grid from its 17 functioning wells.

SGFL Managing Director Engr



Md Faruque Hossain said, "SGFL is currently supplying 14.2 crore cubic feet of gas to the national grid every day. Once drilling of the three wells is completed, an additional 3 crore cubic feet of gas can be added to the grid," he said.

Energy experts stressed the need to intensify domestic gas and oil exploration instead of relying heavily on LNG imports, which require substantial foreign currency expenditure each year.

FSRU Shutdown After Fire Cuts Bangladesh's Gas Supply

Bangladesh's natural gas supply has suffered a major setback after a fire forced the shutdown of one of the country's floating LNG import terminals (FSRU) operated by US-based Excelerate Energy off Maheshkhali, reducing national gas supply by around 450-500 million cubic feet per day (MMCFD).

The disruption has brought the country's total gas supply down to around 2,200 MMCFD, intensifying shortages for industries, power plants, CNG filling stations and residential consumers across the country.

Speaking at a recent program, Power, Energy and Mineral Resources Minister Iqbal Hasan Mahmud said the incident had created

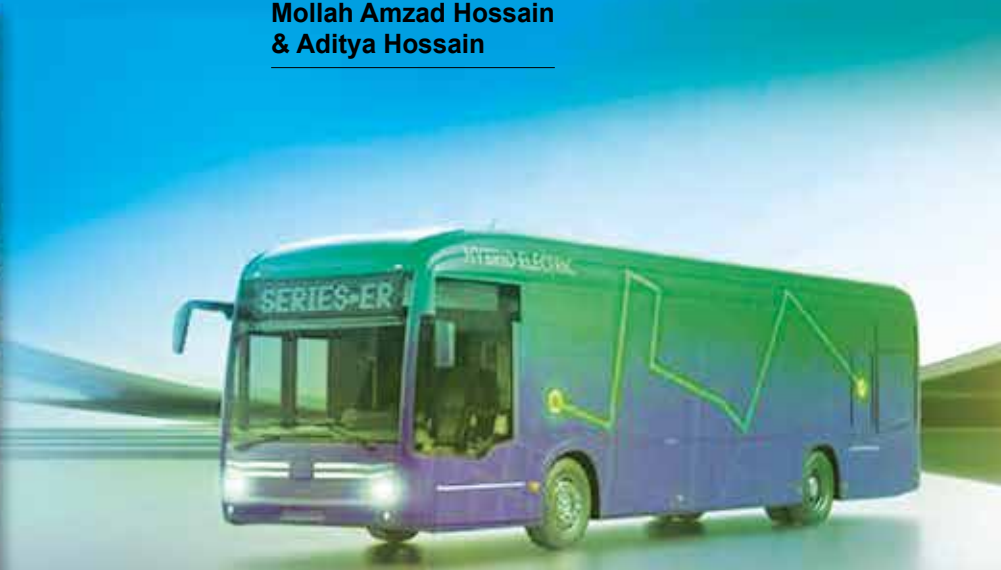


a significant shortfall in gas supply. He noted that Bangladesh narrowly avoided a more serious accident because no LNG carrier was connected to the terminal when the fire occurred.

The Minister said the supply disruption has severely affected consumers in several parts of the country, including Mymensingh, where households, industrial users and CNG stations are experiencing acute gas shortages. In some areas, the crisis has triggered public protests and road blockades.

Charging Ahead

Mollah Amzad Hossain
& Aditya Hossain



Bangladesh's transition to electric mobility is gathering momentum as the government introduces supportive policies, fiscal incentives, and investment initiatives to reduce dependence on imported fossil fuels and modernize transportation. While interest from local and international investors is growing, significant challenges remain, including inadequate charging infrastructure, high vehicle costs, limited domestic manufacturing, and regulatory gaps. With coordinated policy implementation, expanded public transport electrification, and sustained private-sector investment, electric vehicles could become a cornerstone of the country's energy security, industrial development, and low-carbon future.





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Driving the Future: Bangladesh's Electric Vehicle Roadmap

Bangladesh is transitioning from fossil fuels to a sustainable Electric Vehicle (EV) ecosystem, supported by government targets and fiscal incentives to modernize transport and reduce emissions.

The 2030 Roadmap & Policy Push



Government aims for nearly one-third of all road vehicles to be electric.



Government Fleet Modernization

All new acquisitions for ministries and state-owned departments must now be fully electric.



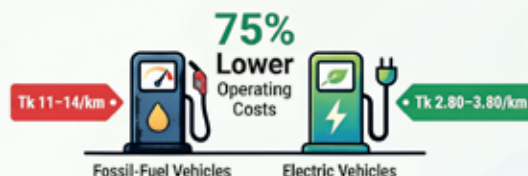
Tk 4 Billion for Public Transit

Funding approved for the procurement of 100 electric buses for the BRTC.

Fiscal Incentives for Industry Growth

	Previous Policy/Tax	Current/New Incentive
Charging Equipment Tax	39.75%	✓ Reduced to 0%
Corporate Income Tax	Standard Rate	✓ 10-year holiday for charging stations
EV Bus/Truck Imports	Standard Duty	✓ Full duty and tax exemptions until 2030

Economic Impact & Adoption Hurdles



Exponential Registration Growth



Charging Infrastructure is the #1 Barrier

A reliable nationwide fast-charging network is the critical prerequisite for mass adoption.

AI-Assisted Infograph

Meanwhile, rising international oil prices have significantly increased transportation costs. Although domestic diesel prices have been adjusted upward, the government continues to provide substantial subsidies to shield consumers from the full impact of higher global energy prices.

Bangladesh's transition to electric mobility has moved beyond environmental ambition to become a strategic economic imperative. As the country grapples with rising fuel import costs, persistent energy insecurity, and growing urban pollution, electric vehicles (EVs) are emerging as a viable pathway toward cleaner transportation, lower operating costs, and reduced dependence on imported fossil fuels.

Yet the road ahead is far from straightforward. While the government has unveiled ambitious targets, generous fiscal incentives, and plans to electrify public transport, Bangladesh must still overcome major obstacles—including limited charging infrastructure, high vehicle costs, weak domestic manufacturing capacity, and an underdeveloped regulatory framework. Whether the country can build a sustainable EV ecosystem over the next decade will depend not only on policy commitments but also on coordinated investment, technological innovation, and long-term planning.

Although the country's EV market remains in its infancy, experts believe that strong government initiatives, growing private-sector investment, and increasing interest from international

development partners could transform Bangladesh into a significant EV market over the next decade.

A Transport System Dependent on Imported Fuels

Bangladesh's transport sector relies heavily on imported fossil fuels. Of the approximately six million tonnes of petroleum products consumed annually—including diesel, octane, and petrol—around 70 percent is used by the transport sector.

In addition to petroleum fuels, compressed natural gas (CNG) and liquefied petroleum gas (LPG) are widely used for vehicles. However, persistent natural gas shortages have placed CNG-powered vehicles under increasing pressure. Drivers often spend hours waiting to refuel, reducing productivity and increasing operating costs.

Meanwhile, rising international oil prices have significantly increased transportation costs. Although domestic diesel prices have been adjusted upward, the government continues to provide substantial subsidies to shield consumers from the full impact of higher global energy prices.

Bangladesh has also witnessed the

rapid and largely unregulated expansion of lead-acid battery-powered electric rickshaws. Because many operate without official registration, reliable statistics on their actual numbers remain unavailable.

Experts warn that the improper use and disposal of lead-acid batteries pose serious risks to soil and water quality. The absence of regulated charging facilities has also resulted in widespread electricity losses and unsafe power connections. Moreover, the rapid growth of unregulated battery-powered rickshaws has contributed to traffic congestion and road safety concerns, particularly in Dhaka.

Experts therefore argue that these three-wheelers should be incorporated into the formal EV framework through mandatory registration, standardized safety regulations, and the gradual replacement of environmentally hazardous lead-acid batteries with cleaner and more sustainable technologies.

Government Policy Priorities

Promoting green transportation has become one of the government's key policy priorities. It aims to ensure that 30 percent of all vehicles on Bangladesh's roads are electric by 2030.

As part of the government's election commitments, Prime Minister Tarique Rahman has emphasized the development of a modern, environmentally friendly, and carbon-neutral transport system.

Under his directive, the government has initiated the procurement of electric buses for the Bangladesh Road Transport Corporation (BRTC), along with electric minibuses dedicated to improving safe transportation for women.

The government has also decided to gradually electrify its own vehicle fleet.

Recently, the Finance Division approved a Tk 4 billion loan for BRTC to procure 100 electric buses. In addition, all ministries, government departments, autonomous organizations, and

BRTC currently operates a fleet of more than 1,000 buses and plans to gradually replace conventional buses with electric models. Significant opportunities also exist for electric buses in city corporations, metro rail feeder services, and intercity transportation.

state-owned enterprises have been instructed to purchase only fully electric vehicles for new acquisitions under both development and operating budgets.

Another initiative is underway to procure 100 electric minibuses through BRTC to provide safer transportation for women.

Fiscal Incentives and Investment Promotion

To encourage investment in the EV industry, the government has introduced a series of fiscal incentives designed to attract both domestic and foreign investors.

These include:

- Duty and tax exemptions on the import of electric buses and trucks through 2030.
- Elimination of taxes on EV charging

equipment, reducing the rate from 39.75 percent to zero.

- A 10-year corporate income tax holiday for companies establishing EV charging stations.
- Policy support to encourage local assembly and manufacturing instead of importing fully built vehicles.

Bangladesh Bank has also expanded its green finance program to support environmentally friendly technologies and renewable energy projects, creating opportunities to finance EV manufacturing and related industries.

Potential for Electric Public Transport

The greatest transformation from EV adoption is expected in Bangladesh's public transportation system.

BRTC currently operates a fleet of more than 1,000 buses and plans to gradually replace conventional buses with electric models. Significant opportunities also exist for electric buses in city corporations, metro rail feeder services, and intercity transportation.

Experts believe that introducing route-based electric bus services in Dhaka and other major cities could substantially reduce fuel consumption while significantly improving urban air quality.

Since Bangladesh's public transport system is largely operated by private companies, experts recommend developing a clear national roadmap that establishes timelines for the gradual transition from fossil fuel-powered buses to electric fleets.

They also stress the need for nationwide charging infrastructure and easier access to low-interest financing for private operators investing in electric mobility.

The Private Passenger Vehicle Market

Electric vehicles still account for only a small share of Bangladesh's private car market. Although overall car ownership remains relatively low compared with many countries, several barriers continue to discourage consumers

from switching from gasoline- or CNG-powered vehicles.

The principal challenges include:

- High purchase prices
- Limited charging infrastructure
- Inadequate after-sales service
- Concerns about battery life
- An underdeveloped resale market

Nevertheless, alongside established global manufacturers, Chinese brands such as BYD, MG, Changan, Geely, Neta, and Dongfeng are steadily expanding their presence in Bangladesh. Industry observers expect EV prices to become more affordable once local assembly begins.

Experts argue that imported EVs remain beyond the reach of most Bangladeshi consumers. Expanding domestic assembly and manufacturing would reduce costs while strengthening the country's industrial base.

Access to affordable financing also remains a major obstacle. They therefore recommend government-backed financing programs and lower-interest loans to accelerate EV adoption.

Lower Operating Costs, Higher Efficiency

A recent seminar organized by the Dhaka Chamber of Commerce and Industry (DCCI) highlighted the significant economic advantages of electric vehicles over conventional internal combustion engine vehicles.

According to presentations at the seminar, operating an EV costs only Tk 2.80-3.80 per kilometer, compared with Tk 11-14 per kilometer for petrol-, diesel-, or CNG-powered vehicles.

Maintenance costs are also estimated to be 30-50 percent lower because EVs have fewer moving mechanical parts and no internal combustion engine.

In addition, EVs achieve energy efficiency of 75-90 percent, substantially outperforming conventional vehicles and making them a more economical

Industry representatives say the lack of charging facilities remains the biggest obstacle. Importers have therefore begun financing a limited number of private charging stations, but large-scale public investment will be essential for widespread EV adoption.

and environmentally sustainable transportation option over the long term.

EV Investment Landscape

According to the Bangladesh Economic Zones Authority (BEZA), Bangladesh Auto Industries Ltd. has become the country's first EV manufacturer. The company has invested nearly Tk 10 billion in an EV manufacturing facility on a 100-acre site at the National Special Economic Zone in Chattogram. Managing Director Mir Masud said an additional Tk 5-6 billion in investments is planned.

Nasir Group plans to invest Tk 5 billion in EV manufacturing and charging infrastructure, while Akij Group has announced a similar investment. Runner Group, which currently imports and markets BYD vehicles, is also moving into domestic manufacturing. According to Managing Director Amid

Sakif Khan, Runner plans to invest Tk 3.5-4.0 billion in an EV manufacturing facility, in addition to the Tk 2 billion already invested at its Bhaluka factory.

RANCON Group has announced plans to invest Tk 2.0-2.5 billion in EV manufacturing and charging infrastructure. Walton and PRAN-RFL Group are each planning investments of around Tk 2 billion, primarily in electric scooter production.

According to the Bangladesh Investment Development Authority (BIDA), investment proposals worth approximately Tk 2.45 billion have been received from 14 local and foreign companies covering EV assembly, lithium-ion battery manufacturing, spare parts production, and IoT-enabled charging networks.

Market Outlook

Several international brands—including BYD, BMW, Mercedes-Benz, and Audi—are now selling EVs in Bangladesh. Combined annual sales are estimated at 200-300 vehicles.

According to Faisal Ahmed, Head of Sales at Mercedes-Benz Bangladesh, a conventional vehicle typically requires Tk 15,000-20,000 per month in fuel expenses, whereas an EV covering the same distance incurs electricity costs of only Tk 2,000-3,000. Electric buses offer similar operating cost advantages.

Although the latest national budget reduced taxes on standard EVs, it increased duties on luxury EVs while lowering import duties on plug-in hybrid vehicles.

Industry representatives say the lack of charging facilities remains the biggest obstacle. Importers have therefore begun financing a limited number of private charging stations, but large-scale public investment will be essential for widespread EV adoption.

According to the Bangladesh Road Transport Authority (BRTA), 830 EVs had been registered by June this year. Registrations increased from just four vehicles in 2021 to 478 during the first half of 2026 alone, indicating that the market is beginning to gain momentum.

Charging Infrastructure Remains the Biggest Challenge

Experts agree that a reliable nationwide charging network is the single most important prerequisite for large-scale EV adoption.

Although a handful of private companies have established charging stations, Bangladesh will require an extensive network of fast chargers along highways, in major cities, shopping centers, residential areas, and government facilities.

Experts also recommend that electricity distribution companies develop smart grids, introduce time-of-use electricity tariffs, and integrate renewable energy into EV charging systems.

Solar-powered charging stations equipped with battery storage could further reduce pressure on the national grid while creating new green jobs.

Role of Development Partners

International development partners are actively supporting Bangladesh's transition toward electric mobility.

Organizations including the World Bank, Asian Development Bank (ADB), Japan International Cooperation Agency (JICA), GIZ, UNDP, UNEP, and the International Finance Corporation (IFC) are providing policy support, technical assistance, and climate finance for sustainable transportation initiatives.

Bangladesh could also benefit from international climate funds to finance low-carbon transport and EV infrastructure in the years ahead.

Expert Perspectives

Dr. Khondaker Golam Moazzem, Research Director at the Centre for Policy Dialogue (CPD), argues that importing EVs alone will not be sufficient. Bangladesh must simultaneously develop domestic manufacturing, charging infrastructure, battery management systems, and financing mechanisms. Without consistent long-term policies, he says, the industry cannot achieve sustainable growth.

Dr. Rashed Al Mahmud Titumir, Adviser to the Prime Minister on Finance and

The expansion of electric vehicles in Bangladesh is no longer simply an environmental initiative. It has become a strategic pillar of the country's energy security, import substitution, industrialization, employment generation, and climate ambitions.

Planning, recently emphasized that the energy transition is not merely an environmental necessity but also an economic strategy. He called for greater investment in domestic manufacturing of batteries, solar technologies, and related components.

Engr. Shafiqul Alam, Lead Energy Analyst for Bangladesh at the Institute for Energy Economics and Financial Analysis (IEEFA), believes the incentives announced in the current budget will accelerate sectoral growth. According to him, the measures support not only EV imports and charging stations but also domestic assembly, helping reduce dependence on diesel and CNG. He also suggested that the government's goal of making 30 percent of all vehicles electric by 2030 should be even more ambitious.

Global Momentum

The global EV market continues to expand rapidly. According to the International Energy Agency (IEA), nearly one in every four new cars sold worldwide in 2025 was electric.

China remains the world's largest EV market, while Europe and the United States continue investing heavily in

charging infrastructure and battery manufacturing.

Countries including China, Norway, the Netherlands, Sweden, and the United Kingdom have announced plans to phase out new gasoline and diesel vehicle sales. At the same time, falling battery costs and technological advances continue to make EVs more affordable worldwide.

Key Challenges Ahead

To ensure sustainable growth of Bangladesh's EV industry, experts recommend prioritizing:

- Finalization of the National Electric Vehicle Policy.
- Development of a nationwide fast-charging network.
- Promotion of local manufacturing of batteries, motors, and charging equipment.
- Building a skilled workforce for EV maintenance and servicing.
- Establishing a comprehensive battery recycling system.
- Integrating EV charging with renewable energy.

Conclusion

The expansion of electric vehicles in Bangladesh is no longer simply an environmental initiative. It has become a strategic pillar of the country's energy security, import substitution, industrialization, employment generation, and climate ambitions.

Recent policy reforms, tax incentives, and government plans to electrify public transportation have sent encouraging signals to investors. Yet the long-term success of Bangladesh's EV transition will ultimately depend on coherent policies, robust charging infrastructure, sustained private-sector investment, stronger domestic manufacturing, and growing consumer confidence.

If these challenges are addressed through coordinated action, Bangladesh has the opportunity to emerge as one of South Asia's leading examples of sustainable, low-carbon transportation over the coming decade. ■

TIME TO UNLOCK BANGLADESH'S BURIED ENERGY WEALTH

Saleque Sufi

At a time of mounting energy insecurity, exploiting Bangladesh's discovered coal resources using state-of-the-art, environmentally responsible mining technologies should become a top national priority. Domestic natural gas reserves are rapidly depleting, while the country is struggling to import LNG, liquid fuels, and coal from an increasingly volatile global energy market. Developing new onshore and offshore gas resources will take years, while expanding renewable energy (RE) faces significant technical, financial, and institutional constraints. Moreover, renewable energy alone cannot meet Bangladesh's growing energy demand.

In contrast, Bangladesh's five discovered coalfields in the greater Dinajpur and Rangpur regions contain an estimated energy equivalent of about 65 trillion cubic feet (Tcf) of natural gas. These reserves consist of high-calorific-value coal with low sulfur and low ash content. Energy experts believe that coal from the Barapukuria and Phulbari fields alone could support

the generation of up to 10,000 MW of electricity for at least 50 years.

The Scheme of Development (SOD) for the Phulbari coal project, prepared following extensive feasibility studies, concluded that modern water management systems and progressive agricultural land rehabilitation could minimize environmental impacts. Bangladesh also has no binding international obligation to reduce greenhouse gas emissions. Meanwhile, coal-fired power plants at Payra, Rampal, Matarbari, and Barapukuria have demonstrated that emissions can remain within internationally accepted standards when modern technologies are employed.

The present BNP alliance government, after completing its ongoing technical assessment, should make a political decision on coal mining within 2026. If mining operations and mine-mouth power plants are developed simultaneously beginning in 2027, Bangladesh could have at least 5,000 MW of domestically fueled coal-fired generation by 2031.

For more than two decades, opposition from often poorly informed and sometimes politically motivated activists has delayed the development of what many describe as Bangladesh's "black gold." Meanwhile, conflicts in the Arabian Gulf and Persian Gulf have intensified energy insecurity across fuel-importing nations. Under these circumstances, Bangladesh should seriously consider utilizing its domestic coal resources.

Admittedly, such a decision is not straightforward. The coalfields lie beneath fertile agricultural land and complex aquifer systems. However, internationally proven mine water management technologies already exist and were comprehensively evaluated in the Phulbari feasibility studies. The SOD also includes phased plans for restoring agricultural land and rehabilitating affected communities after mining.

Before approving any mining project, the government may appoint an internationally accredited mining consultant to independently audit the

General Data (Five Coal Fields)

Sl No	Item	Unit	Barapukuria Coal Mine	Phulbari Coal Field	Khalashpir Coal Field	Jamalganj Coal Field	Dighipara Coal Field
	Depth	m	118-509	141-340	239-485	640-1158	320-506
1	Estimated Geological Reserve	Million metric tone	390	572	685	5450	706
2	Reserve area	Square kilometer	6.68	24	12.26	11.70	11
3	No. of Coal Seam	No.	6	5	8	7	7
4	Total Seam Thickness	m	44	52	37.21	64	47.32-71.07
5	No of Borehole	Nos	38	118	18	11	4

Source:

- Preferred Mining Method in Barapukuria coal Mine, Dinajpur, Bangladesh, 2014.
- Feasibility Study Report On The Proposed Phulbari Coal Mine Project, February 2019.
- 3-Dimensional Modeling and Analysis of Mineable Seam of Khalashpir Coal Field Rangpur Bangladesh.
- Coal Reserve Estimation and Selection of Mining Method in Khalashpir Coal Field, Rangpur, Bangladesh, July 2017.
- Feasibility Study for development of Dighipara Coal Field at Dighipara, Dinajpur, Bangladesh.
- Energy Resources of Bangladesh (2nd Edition) Hardcover-January 1, 2013.

technical, environmental, and social aspects of the proposed development.

Present fuel supply scenario

Bangladesh's energy system has historically depended on natural gas. At its peak, domestic production reached approximately 2,750 MMCFD, supplying gas for electricity generation, urea fertilizer production, industries, and household cooking.

Benefiting from relatively cheap gas and electricity, energy-intensive industries expanded rapidly, outpacing investment in petroleum exploration and development. Unfortunately, successive governments since 2000 failed to adequately explore and develop new onshore and offshore gas resources. At the same time, discovered coal reserves remained untapped because of the absence of political consensus.

As existing gas fields matured, domestic production gradually declined from around 2,750 MMCFD to roughly 1,700 MMCFD today.

To offset the shortfall, Bangladesh began importing LNG in 2018 after commissioning two Floating Storage and Regasification Units (FSRUs) off the coast of Moheshkhali. Petrobangla currently supplies approximately 2,700 MMCFD of gas, including 900–950 MMCFD of regasified LNG (RLNG). However, peak

national demand has already reached around 4,000 MMCFD. Because of the resulting supply deficit of 1,200–1,300 MMCFD, nearly 3,500–4,000 MW of gas-fired generation capacity remains idle. The two existing FSRUs can regasify a combined maximum of around 1,100 MMCFD.

The caretaker government led by Professor Muhammad Yunus canceled the contract for a third FSU and discontinued negotiations with Excelerate Energy regarding a proposed deepwater floating LNG terminal off Kuakata. These decisions have further delayed Bangladesh's ability to expand LNG import capacity.

Meanwhile, Bangladesh has developed several large imported coal-fired power plants in partnership with foreign investors. When coal supplies arrive on schedule, these plants can collectively generate around 7,000 MW of electricity.

As a result, Bangladesh has transformed from a country largely dependent on indigenous energy resources into a major energy importer. Recent geopolitical tensions have driven fuel prices sharply higher while disrupting global supply chains, creating severe energy security challenges for Bangladesh and other fuel-importing countries.

Bangladesh has taken some encouraging steps to accelerate petroleum exploration.

BAPEX is implementing its 50-well and 100-well drilling programs, while Petrobangla is preparing new production-sharing contract (PSC) bidding rounds for both onshore and offshore exploration.

However, meaningful results from these initiatives are unlikely within the next eight to ten years. There is no guarantee that commercially viable gas discoveries will be made. Even if significant offshore discoveries occur, commercial production would likely require another eight to ten years.

By then, production from existing gas fields may have declined much further. Bangladesh simply cannot afford to become an economy entirely dependent on imported LNG.

RE can help, but not replace conventional fuels

Many stakeholders advocate accelerating the country's energy transition by rapidly expanding renewable energy and other clean energy sources. The 2,400 MW Rooppur Nuclear Power Plant will certainly improve energy security once fully operational.

However, Bangladesh continues to face major technical, commercial, institutional, and geographical constraints in developing large-scale solar and wind energy. Even under

optimistic scenarios, renewable energy is unlikely to contribute more than around 10,000 MW in the foreseeable future, and achieving that target will require overcoming substantial policy, financial, and infrastructure barriers.

Nevertheless, renewable energy development should continue aggressively. The government's target of achieving a 10 percent renewable energy share by 2030 is both appropriate and achievable if existing barriers are systematically addressed.

Coal remains an untapped strategic asset

Among Bangladesh's five discovered coalfields, only Barapukuria is currently under production using the underground longwall top caving method. Coal extracted from the mine supplies the adjacent power plant.

However, this mining method has proven technically challenging and expensive. The cost of producing coal at Barapukuria now exceeds the cost of importing coal.

Many experts believe that Barapukuria would be better suited to open-pit mining. A high-level government committee under the previous Awami League administration also recommended adopting this approach.

The government has already acquired large areas of land around Barapukuria at substantial cost, while extensive land subsidence has created large water bodies. Yet no final decision has been taken regarding conversion to open-pit mining.

Unless an alternative mining strategy is adopted, underground mining at Barapukuria may cease after 2027, leaving the adjoining 525 MW mine-mouth power plant without fuel.

During the BNP government of 1991–96, Bangladesh signed an exploration agreement with BHP Minerals Australia for coal exploration at Phulbari, leading to the discovery of substantial coal reserves.

Later, during the Awami League government of 1996–2001, an agreement was signed for mine development after the project rights were transferred to Asia Energy Corporation, a subsidiary of GCM

The government has already acquired large areas of land around Barapukuria at substantial cost, while extensive land subsidence has created large water bodies.

Resources. Following extensive feasibility studies involving internationally recognized mining consultants, Asia Energy submitted its comprehensive Scheme of Development in 2005.

Over the subsequent two decades, successive governments neither canceled the agreement nor approved the mining project.

The Phulbari SOD incorporates internationally accepted technologies for agricultural land restoration, groundwater and surface water management, and phased rehabilitation of mine-affected communities.

Available studies indicate that Phulbari alone could support between 5,000 MW and 7,000 MW of mine-mouth coal-fired generation for approximately 50 years using modern open-pit mining methods.

Treated mine water could be reused for irrigation and community water supply, while mined land could be progressively restored and returned to local landowners for agricultural use.

The government has also completed preliminary studies at Khalashpir and Dighipara, while feasibility studies for coal bed methane (CBM) extraction

have been undertaken at the deep Jamalganj coalfield.

Regional and international mining experts frequently cite successful coal mining operations in India, Germany, Poland, and China as evidence that modern mining technologies can effectively address environmental and social concerns.

Although Bangladesh is among the countries most vulnerable to climate change, it currently has no mandatory international commitment requiring reductions in greenhouse gas emissions.

Commercially proven technologies are available to mitigate many of the environmental concerns raised by civil society regarding coal mining.

For Bangladesh, responsibly utilizing its coal resources may represent the most practical and economically viable pathway toward medium- and long-term energy security.

The government should therefore make a policy decision on coal mining during 2026.

Otherwise, by 2030, declining domestic gas production could leave Bangladesh overwhelmingly dependent on imported LNG, coal, and liquid fuels. The resulting import bill would place immense pressure on the economy, industries would face higher production costs, and economic growth could slow significantly.

The most realistic path forward is to begin coal mining by 2027 while establishing a high-level independent expert committee to oversee environmental management, operational safety, and regulatory compliance.

Harnessing Bangladesh's own coal resources for electricity generation could become a transformative step toward strengthening national energy security.

With the global transition away from fossil fuels accelerating, Bangladesh also faces the risk that its discovered coal reserves could remain permanently underground unless a political decision is made soon. ■■

Saleque Sufi, Energy Expert, Former Director of Operations, GTCL

BREAKING
BOUNDARIES

TOUCHING THE LIVES OF
MILLIONS

Mgi
Meghna Group of Industries



Fresh



Pure^{SUPER}*E*

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ADVANCING RE IN BANGLADESH

Govt Initiatives And The Reality Of The National Budget

Engr. Ataur Rahman Sarker (Rojel)

Bangladesh has entered a new era of economic growth and development. Rapid industrialization, urbanization, digital transformation, and improvements in living standards have significantly increased the country's demand for electricity. Yet, despite this progress, Bangladesh's energy sector remains heavily dependent on imported fossil fuels. Volatility in global energy prices, pressure on foreign exchange reserves, and the growing threat of climate change have made it increasingly clear that the country must accelerate its transition toward a more sustainable and resilient energy system.

In this context, renewable energy is no longer merely an environmentally friendly alternative. It has become a strategic pillar for ensuring energy security, economic stability, industrial competitiveness, employment generation, and sustainable national development.

The Government of Bangladesh has already introduced several important

policies and initiatives, including rooftop solar, net metering, electric vehicles (EVs), battery energy storage, solar irrigation, and integrated energy planning. These initiatives have laid a strong foundation for the country's clean energy transition. However, policy formulation alone is not enough. The real challenge lies in effective implementation, investment-friendly fiscal policies, and long-term policy consistency.

From Policy to Implementation: The Need for Greater Momentum

Despite positive policy developments, the renewable energy sector continues to face significant implementation challenges. Lengthy project approval processes, land acquisition complexities, limitations in grid infrastructure, and inadequate coordination among government agencies have delayed many promising projects.

Bridging the gap between policy announcements and on-the-ground implementation is now essential. Without faster execution, Bangladesh

risks falling behind its renewable energy ambitions despite having the necessary policy framework in place.

Short-Term Revenue vs. Long-Term National Benefits

Reducing or eliminating import duties on renewable energy equipment may result in some short-term revenue loss for the government. However, the long-term economic, environmental, and strategic benefits far outweigh this temporary fiscal impact.

Lower import costs would significantly reduce the capital expenditure (CAPEX) required for renewable energy projects, making investments more attractive for businesses and consumers alike. Increased deployment of renewable technologies would reduce dependence on imported fossil fuels, save valuable foreign exchange, create new employment opportunities, lower carbon emissions, and enhance the competitiveness of Bangladesh's industrial sector.

Viewed from this perspective, tax incentives for renewable energy should not be considered a revenue sacrifice but rather a strategic national investment.

Unfortunately, the current fiscal year's budget has increased taxes and duties on several renewable energy technologies and equipment. As a result, investment costs have risen, private sector interest has weakened, and market expansion is likely to slow. A forward-looking national budget should strengthen, not hinder, the country's transition toward clean energy.

Strengthening Energy Security and Economic Stability

Bangladesh spends billions of dollars every year importing coal, oil, and liquefied natural gas (LNG). Fluctuations in international energy markets directly affect electricity generation costs, foreign exchange reserves, and overall economic stability.

Renewable energy offers an opportunity to produce a growing share of electricity from domestic resources such as sunlight and wind. Expanding renewable energy capacity would

reduce import dependency, stabilize long-term electricity generation costs, improve energy security, and significantly reduce pressure on the country's foreign exchange reserves.

For a country pursuing sustainable economic growth, this transition is not only an environmental imperative but also an economic necessity.

What Can Bangladesh Learn from Global Experience?

International experience clearly demonstrates that open and competitive markets play a crucial role in accelerating renewable energy deployment.

Countries such as China, India, Pakistan, Germany, and Vietnam have successfully expanded renewable energy through supportive tax policies, reduced import duties, simplified net metering regulations, accessible financing, and strong private sector participation.

Importantly, these countries have not limited market participation to large corporations. Importers, distributors, EPC companies, SMEs, and individual consumers have all been able to participate under transparent and competitive market conditions. This has accelerated technology adoption, lowered prices, and expanded access to renewable energy across society.

Policy Recommendations

To accelerate Bangladesh's renewable energy transition, several strategic policy measures deserve immediate consideration:

- Maintain Zero Import Duty on renewable energy technologies and equipment until at least 2030.
- Ensure long-term, stable, and investment-friendly renewable energy policies.
- Expand Green Financing with affordable long-term financing, particularly for SMEs and emerging entrepreneurs.
- Simplify and streamline the Net Metering framework to encourage wider adoption.

- Create equal market opportunities for CAPEX, OPEX, Residential, and Commercial renewable energy consumers.
- Accelerate investment in modernizing the national grid and Battery Energy Storage Systems (BESS).
- Strengthen research, innovation, and human resource development while enhancing the institutional capacity of the Sustainable and Renewable Energy Development Authority (SREDA).
- Encourage domestic manufacturing while removing unnecessary barriers to the import of renewable energy technologies and essential components.

Conclusion

Bangladesh's energy sector stands at a defining moment. The policy and budgetary decisions made today will shape the country's energy security, economic competitiveness, and environmental sustainability for decades to come.

Renewable energy should no longer be viewed as a public expenditure. It should be recognized as a strategic national investment capable of delivering long-term economic returns, strengthening energy independence, and supporting industrial transformation.

With timely policies, a pragmatic national budget, active private sector participation, and efficient implementation, Bangladesh can successfully build a cleaner, more resilient, and energy-secure future.

Perhaps the most important point is this: the greatest challenge facing Bangladesh's renewable energy sector is not the lack of technology. It is the lack of policy consistency, investor confidence, and fiscal prioritization. Once these three challenges are addressed, renewable energy can become one of the country's most powerful engines of economic transformation, industrial growth, and sustainable development. 

Engr. Ataur Rahman Sarker (Rojel), General Secretary, BSREA & Chairman, Filament Engineering Limited.



ONE FSRU OUTAGE EXPOSES BANGLADESH'S FRAGILE ENERGY SECURITY

Afroza Akther Pervin

Bangladesh's prolonged gas crisis has entered a more critical phase after the shutdown of one of its two floating LNG terminals exposed the country's growing dependence on imported liquefied natural gas (LNG) and the lack of adequate import infrastructure.

For nearly five years, the country's gas deficit has continued to widen as production from domestic gas fields declines by around 150 million cubic feet per day (MMCFD) annually. Meanwhile, Bangladesh's LNG regasification capacity has remained capped at about 1,100 MMCFD, with no new import infrastructure added despite rapidly increasing demand.

Although expanding LNG imports has become the only viable short-term option to offset declining domestic production, progress in developing new import facilities has been slow. The government has recently granted in-principle approval to begin negotiations for the country's third Floating Storage and

Regasification Unit (FSRU), but construction and commissioning will still take several years.

The vulnerability of the existing system became evident after a fire and technical failure forced the shutdown of Excelerate Energy's FSRU at Moheshkhali on July 21, cutting gas supply to the national grid by about 450 MMCFD.

As a result, total gas supply has fallen to below 2,200 MMCFD, against an estimated national demand of around 4,200 MMCFD, leaving a supply gap of nearly 1,800-2,000 MMCFD. The shortage has deepened across all major consuming sectors.

Gas allocation to industries has fallen to nearly half of demand, while supplies to gas-fired power plants have been reduced by another 150-200 MMCFD. The outage of a single LNG terminal has demonstrated how vulnerable Bangladesh's energy system has become as dependence on imported LNG continues to increase.

A Single Point of Failure: Bangladesh's Fragile Energy Security

THE IMPACT OF THE OUTAGE

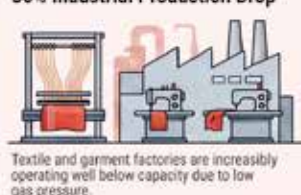
2,000 MMCFD Supply Gap



Required Demand vs. Current Supply



30% Industrial Production Drop



Grid and Fertilizer Strain



THE PATH TO ENERGY RESILIENCE

Immediate FSRU Restoration

Repairs are underway to restore up to 500 MMCFD of capacity by mid-August.

Expanding Import Infrastructure

Negotiations have begun for a third FSRU and a permanent land-based terminal.

Renewed Domestic Exploration

The government has launched international bidding for offshore and onshore oil/gas exploration.

AI-Assisted Infograph

Industry Bears the Biggest Blow

The manufacturing sector, particularly the textile and ready-made garment (RMG) industry, has been hit hardest.

According to Petrobangla, industries account for nearly 39 percent of national gas demand, requiring around 1,560 MMCFD for captive power generation and industrial processes. Under normal conditions, industries receive around 950 MMCFD, but current supply has fallen to nearly 800 MMCFD.

Textile mills, spinning, weaving, knitting, dyeing and washing factories are operating well below capacity as inadequate gas pressure prevents boilers from functioning efficiently. Industrialists estimate that production capacity has declined by 25-30 percent, forcing many export-oriented factories to shift production to late-night hours while raising concerns over timely delivery of export orders.

BGMEA President Mahmud Hasan Khan said the gas crisis has persisted for almost five years despite repeated tariff increases. "The government raised industrial gas prices from Tk16 to Tk40 per cubic meter with the promise

of ensuring adequate supply.

However, the supply situation has not improved. Production continues to suffer, and if this continues, many garment factories will become financially unviable and eventually shut down," he said.

BTMA President Shawkat Aziz Russell told Energy & Power that many textile mills have already ceased operations, with inadequate gas supply being one of the principal reasons.

"There is no alternative to urgent government intervention if the textile industry is to survive," he said.

Recognizing the seriousness of the situation, leaders of the Bangladesh Garment Manufacturers and Exporters Association (BGMEA) and the Bangladesh Textile Mills Association (BTMA) recently met Prime Minister Tarique Rahman, warning that continued gas shortages could severely undermine Bangladesh's largest export sector.

The Prime Minister assured industry leaders that the government would take immediate measures to minimize

disruptions to industrial production and instructed the relevant ministries and agencies to expedite actions to restore stable gas supplies.

Urban Residents Face Severe Hardship

The crisis has also become a daily struggle for millions of urban households.

Residents in Dhaka, Narayanganj, Gazipur and Chattogram report receiving little or no cooking gas for extended periods. In many neighbourhoods, gas pressure remains too low to cook throughout most of the day, with some households receiving supply for only one or two hours.

Many families have been forced to switch to electric cookers, LPG cylinders or purchase prepared meals, significantly increasing household expenses. Complaints from residents unable to cook have flooded social media, while working families have been among the worst affected.

Long Queues at CNG Stations

The transport sector has also experienced major disruptions.

Long queues stretching several hundred

meters have become common at CNG filling stations across the country. Many stations are operating with limited supply hours, while others have temporarily suspended operations altogether.

Although CNG station owners have withdrawn their planned strike after discussions with the government, motorists continue to wait six to eight hours to refuel. The prolonged delays have reduced the number of CNG-powered three-wheelers, ride-sharing vehicles and buses operating in Dhaka, creating additional pressure on the city's already strained public transport system.

Power Generation and Fertilizer Production Under Pressure

The gas shortage has forced authorities to further reduce supplies to gas-fired power plants and fertilizer factories.

Although the power sector requires around 2,400 MMCFD, Petrobangla normally allocates between 900 and 1,000 MMCFD. Following the FSRU outage, supply has dropped to around 700-800 MMCFD.

Gas allocation to fertilizer factories has also been sharply reduced from the required 316 MMCFD to only about 114 MMCFD, affecting urea production.

To maintain electricity supply, the government has increased reliance on coal-fired and liquid-fuel power plants, a move that significantly raises generation costs and increases subsidy requirements.

Government Accelerates Emergency Response

The government has mobilized international technical experts to restore the damaged FSRU as quickly as possible. Energy officials expect partial operations to resume in the coming weeks, with full restoration depending on the arrival and installation of replacement equipment.

At the same time, authorities are accelerating plans to strengthen Bangladesh's LNG infrastructure.

The Cabinet Committee on Government Purchase has granted in-principle

Energy experts argue that the current shortage is not simply the result of a technical failure at one LNG terminal. Rather, it exposes the structural weaknesses of Bangladesh's energy system.

approval to negotiate with China National Energy Engineering & Construction Co. (CNEE) for the development of the country's third FSRU at Kutubjom in Moheshkhali. The proposed terminal is expected to add 550-600 MMCFD of regasification capacity.

The government is also moving ahead with plans to develop a land-based LNG terminal at Matarbari, which is expected to provide greater long-term supply security than floating terminals.

A Wake-Up Call for Energy Policy

Energy analysts say the current crisis extends far beyond a temporary technical failure.

It has highlighted Bangladesh's growing dependence on imported LNG while domestic gas production continues to decline. With only two operational FSRUs, the outage of a single terminal has been sufficient to disrupt industrial production, electricity generation, fertilizer manufacturing, urban life and public transportation nationwide.

The incident underscores the urgent need to accelerate domestic gas exploration, diversify energy sources, expand LNG infrastructure, strengthen transmission pipelines and increase investment in renewable energy. Without a comprehensive long-term strategy, experts warn that similar

crises are likely to become more frequent as Bangladesh's dependence on imported LNG continues to grow.

When will the Damaged FSRU Resume Operations?

Power, Energy and Mineral Resources Minister Iqbal Hassan Mahmud has said that the damaged floating storage and regasification unit (FSRU) is being repaired under the supervision of international specialists, while critical replacement components are being imported from overseas. He expressed optimism that the terminal would gradually resume operations during the first half of August.

State Minister for Power, Energy and Mineral Resources Aninda Islam Amit said the FSRU is expected to restore 280-300 MMCFD of gas supply in the initial phase. Once fully repaired and commissioned, the terminal is expected to return to its full regasification capacity of around 500 MMCFD, significantly easing the ongoing gas shortage.

Government Pursues Multiple Measures

Even as it deals with the immediate crisis, the government has accelerated both short-term and long-term initiatives to strengthen Bangladesh's energy security.

Alongside expanding LNG import infrastructure, efforts to increase domestic gas production are also continuing. Bangladesh has already launched an international bidding round for offshore oil and gas exploration in the Bay of Bengal, with bid submissions scheduled to close in November.

Energy Minister Iqbal Hassan Mahmud has also indicated that the government is considering inviting international investors to participate in onshore oil and gas exploration to accelerate domestic resource development.

To strengthen LNG import capacity, the Cabinet Committee on Government Economic Affairs recently granted in-principle approval to begin negotiations with China National Energy Engineering & Construction Co. (CNEEC) for the installation of Bangladesh's third FSRU at Kutubjom in Moheshkhali.

The proposed facility is expected to add 550-600 MMCFD of regasification capacity to the national gas grid.

Officials said the government is simultaneously advancing plans for a fourth FSRU and a land-based LNG terminal at Matarbari, Cox's Bazar, aimed at improving long-term supply security.

As an alternative supply option, the government is also evaluating the feasibility of importing LNG from Malaysia using ISO tank containers, particularly for supplying gas to industrial consumers. A Malaysian delegation recently visited Dhaka and held discussions with Petrobangla and representatives of Bangladesh's ready-made garment (RMG) industry to explore the proposal.

Bangladesh Seeks Malaysia's Support

The government is also expanding international energy cooperation to strengthen long-term energy security.

During a recent bilateral meeting, Prime Minister Tarique Rahman requested

support from Malaysian Prime Minister Anwar Ibrahim in enhancing Bangladesh's energy security through increased LNG supplies, investment and broader cooperation in the energy sector.

The two leaders reportedly discussed opportunities for long-term collaboration in LNG trade, energy infrastructure development and strategic investment to help Bangladesh address its growing dependence on imported natural gas.

Is the Crisis Merely Temporary?

Energy experts argue that the current shortage is not simply the result of a technical failure at one LNG terminal. Rather, it exposes the structural weaknesses of Bangladesh's energy system.

Domestic gas production has been declining steadily for years, while dependence on imported LNG continues to grow. Consequently, the shutdown of a single FSRU has been enough to disrupt gas supplies nationwide, affecting industries, power generation,

fertilizer production, urban households and the transport sector.

The situation has also highlighted Bangladesh's growing exposure to volatile global LNG prices, increasing import costs and the government's subsidy burden.

Experts believe that installing additional FSRUs alone will not provide a lasting solution. They stress the need for an integrated long-term strategy that includes accelerated domestic gas exploration, expansion of transmission pipeline infrastructure, development of strategic gas storage, greater investment in renewable energy, and diversification of the country's energy mix.

According to analysts, the current gas crisis should serve as a wake-up call. Without sustained investment and comprehensive reforms to strengthen energy security, Bangladesh could face increasingly frequent and more severe supply disruptions in the years ahead. 

Afroza Akther Pervin, Managing Editor, Energy & Power and Editor, RangBerang



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ENERGY & POWER

August 1, 2026

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D-8 Representatives Gather in Istanbul for COP31 Discussions

EP DESK

Every single one of these targets feeds into our shared vision of making our cities safer, our economies more competitive, our communities more resilient, and our future generations stronger.

Chaired by COP31 President-Designate and Minister of Environment, Urbanization and Climate Change Murat Kurum, senior climate and environment officials from Bangladesh, Egypt, Indonesia, Iran, Malaysia, Nigeria, Pakistan, Azerbaijan, and Türkiye convened in Istanbul.

Addressing the D-8 COP31 Meeting—held for the first time on the margins of a Ministerial Meeting on Environment, Minister Kurum stressed that climate change is a global crisis affecting economic development, cities, food security, energy systems, and communities.

Highlighting that host nation Türkiye places environmental stewardship, urban development, and climate action

at the heart of its sustainable growth strategy, Kurum remarked: “We are fully prepared to leverage the COP31 platform to share our experience with all parties—from post-disaster rebuilding and the Zero Waste Movement to resilient cities, energy efficiency, the circular economy, sustainable infrastructure, and green tech.”

Director of Climate Change Prof. Halil Hasar also attended the summit. Reiterating that Türkiye’s roadmap for COP31 is built on three core pillars—Dialogue, Consensus, and Action—Minister Kurum outlined the 10 priority action areas designed to deliver a true ‘COP of the Future.’

Minister Kurum listed the key global targets for 2035: “We have set ambitious global goals, including boosting global electrification to 35%, cutting the growth rate of waste generation in half, slashing energy intensity in buildings by at least 25%, and raising the use of circular materials in manufacturing to at least 15%. We are also committing to ensuring every child and young person receives quality education on climate change and climate-resilient agriculture, alongside driving climate finance to the frontlines faster, more effectively, and more inclusively. Every single one of these targets feeds into our shared vision of making our cities safer, our economies more competitive, our communities more resilient, and our future generations stronger.”



Director of Climate Change Hasar Addresses Singapore Embassy Conference Series



Prof. Halil Hasar, Director of Climate Change, has delivered a speech at a conference hosted by the Embassy of Singapore in Ankara recently.

Hasar, COP31 Chief Climate Diplomacy Officer and Director of Climate Change, was the guest speaker at the 25th edition of the Conference Series organized by the Embassy of Singapore to strengthen bilateral relations and enhance diplomatic knowledge-sharing between Türkiye and Singapore.

The upcoming COP31 summit in Antalya took center stage during the event.

Hosted by Singapore's Ambassador Kok Li Peng, the gathering provided a platform for Climate Change Director Hasar to share key insights on the COP31 preparatory process and the Global Action Agenda.

Emphasizing Türkiye's climate vision, Hasar noted, "As Türkiye, our goal on the road to Antalya is to build consensus, strengthen international cooperation, and deliver concrete actions at COP31."

Hasar also outlined technical details regarding COP31, elaborating on Türkiye's position within the UN Framework Convention on Climate Change, COP processes, COP31 governance and organization, Türkiye's candidacy process, prep work, and the COP31 Action Agenda, while detailing the country's broader climate policies with attendees. 

COP31 Initiative Invites Global Organizations to Showcase SDG, ESG Leadership



Organizations with strong commitments to sustainability, climate action and Environmental, Social and Governance (ESG) principles have been invited to participate in a high-profile initiative alongside the 2026 UN Climate Change Conference (COP31) in Antalya, Türkiye.

The COP31 100 Global Impact Leaders program, jointly organized by the UN World Women Organization, the Global CSR Foundation, and international business publication The European, aims to recognize organizations that are making significant contributions to the United Nations Sustainable Development Goals (SDGs) and climate action.

The initiative will bring together businesses, investors, policymakers, financial institutions and sustainability leaders during COP31, providing selected participants with opportunities for global recognition, executive networking and media exposure.

At the heart of the program is the publication "100 Global Impact Leaders: Advancing the SDGs Toward 2030," a special supplement highlighting companies, institutions, policymakers and innovators demonstrating measurable progress in sustainability and responsible business practices.

The initiative comes as sustainability reporting and ESG disclosure continue to gain prominence worldwide. Organizers noted that the UN Sustainable Development Goals have become central to corporate investment and reporting strategies, while new international sustainability reporting standards and growing investor expectations are increasing demand for transparent climate and ESG performance.

According to the organizers, the program is designed to help participating organizations demonstrate leadership in climate action, strengthen relationships with investors and policymakers, highlight sustainable business practices, enhance executive visibility and build international partnerships ahead of the 2030 SDG deadline. 

PM Directs Immediate Action to Resolve Garment Industry Challenges

Prime Minister Tarique Rahman has directed the relevant authorities to take immediate steps to remove

the obstacles hindering the growth of Bangladesh's ready-made garment (RMG) industry, reaffirming the government's commitment to strengthening the country's largest export sector.

The directive came during a meeting with a delegation of the Bangladesh Garment Manufacturers and Exporters Association (BGMEA) at the Prime Minister's Cabinet Division office in the Bangladesh Secretariat recently,



according to Deputy Press Secretary Hasan Shipul.

The BGMEA delegation, led by its President Mahmud Hasan Khan, briefed the Prime Minister on the industry's key challenges, particularly the need for an uninterrupted supply of electricity and natural gas.

The business leaders also presented a set of short- and long-term recommendations aimed at improving the sector's competitiveness and sustaining its growth.

Asia's LNG Imports Rebound as Europe Faces Sharp Decline in Supplies

Asia's imports of liquefied natural gas (LNG) are set to reach a six-month high in July, while Europe's LNG imports are expected to fall to their lowest level in nearly two years, reflecting a major shift in global gas trade flows.

According to commodity analytics firm Kpler, Asia is expected to import 23.05 million metric tonnes of LNG in July, up 6 percent from June and marking the fourth consecutive monthly increase.

The recovery has been driven largely by stronger demand from China, the world's largest LNG importer, whose purchases are forecast to reach 5.62



million tonnes, the highest level since January. The rebound follows a decline in LNG prices after earlier volatility triggered by Middle East tensions.

However, renewed conflict involving Iran and the continued disruption of shipping through the Strait of Hormuz have pushed spot LNG prices higher again, raising concerns over future supply.

Govt Plans 100MW Skid-Mounted, Gas-Run Plant in Bhola

The government has moved to build a 100MW skid-mounted, gas-fired power plant on the Bhola island to utilize the long-stranded natural and diversified energy sources to cope with the mounting energy demand across the country.

State-run Bangladesh Power Development Board (BPDB) was set to float a tender soon to select a contractor for building the plant within the shortest possible time, a senior BPDB official said recently.

He said the power plant would be fast-tracked to meet the growing electricity demand while reducing reliance on the costly imported liquefied natural gas (LNG).



Building the plant might take around six months after awarding the project to the bid winner, he said.

The electricity to be produced from the plant could be transmitted immediately through the existing power transmission lines, said the official.

Skid-mounted power plants are a modern solution for power generation, offering several advantages over traditional on-site construction methods.

RNPP Set for 'Criticality' Stage Ahead of Power Generation

The Rooppur Nuclear Power Plant has completed fuel loading, the required tests, and is preparing to enter the criticality stage, a key milestone before electricity generation begins.

The plant is now awaiting approval from the Bangladesh Atomic Energy Regulatory Authority (BAERA), whose high-level inspection team arrived at the facility recently for a final review.

Once the regulator grants approval, the plant will proceed to the criticality phase, said an official.

Criticality is the operating state of a nuclear reactor in



which nuclear fuel sustains a self-supporting fission chain reaction.

If all systems function as expected, the reactor will then be brought to higher power levels to generate steam, which drives the turbines to produce electricity.

Beginning fuel loading on April 28, the Rooppur facility entered a multi-step operational commissioning process required to reach full power generation.

Energy Security Tops Govt's Investment Agenda

The government has made energy security its top economic priority, pledging to ensure uninterrupted gas and electricity supplies for industries as part of a broader strategy to reduce business costs, improve competitiveness and attract investment.

Mahdi Amin, Adviser to the Prime Minister and official spokesperson for the Prime Minister's Office (PMO), made the remarks while addressing the BAYLA Future Summit 2026, organized by the Bangladesh Apparel Youth Leaders Alliance (BAYLA) in the capital recently.

"We now have to place the highest priority on energy security. Many industries



are still facing gas and electricity shortages. We are working on the issue and, within a practical timeframe, are committed to resolving these problems," he said.

He said Bangladesh has three major advantages for attracting investment: a large young workforce, a sizeable domestic market and a democratic government capable of ensuring policy continuity and national stability.

Bangladesh, Russia Reaffirm Commitment to Expanding Energy Cooperation

Bangladesh and Russia have reaffirmed their commitment to strengthening bilateral relations, with a particular focus on expanding cooperation in the energy sector and other areas of mutual interest.

The commitment was made during a bilateral meeting between Bangladesh Foreign Minister Dr. Khalilur Rahman and Russian Foreign Minister Sergey Lavrov on the sidelines of an international event in Manila, the Philippines recently, according to a statement issued by the Ministry of Foreign Affairs.



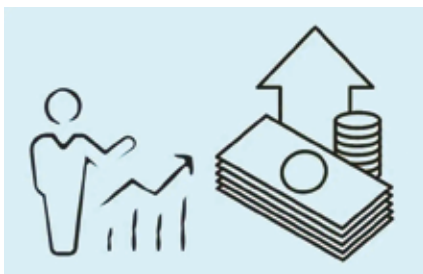
Dr. Khalilur Rahman led the Bangladesh delegation, accompanied by Prime Minister's Adviser on Foreign Affairs Humayun Kabir, while Sergey Lavrov headed the Russian delegation.

During the meeting, the two foreign ministers reviewed the existing Bangladesh-Russia partnership, placing special emphasis on enhancing collaboration in the energy sector.

SoEs' Tk 400b Guaranteed Debt Raises Fiscal Risks

Bangladesh's state-backed contingent liabilities for state-owned enterprises (SOEs) and autonomous bodies have reached Tk 400.12 billion, raising concerns over growing fiscal risks and pressure on public finances.

According to official estimates, the energy and power sector accounts for the largest share of sovereign guarantees, followed by Biman Bangladesh Airlines and state-run fertilizer companies. The liabilities are linked to large-scale borrowing for power plants, aircraft purchases and fertilizer imports.



A recent World Bank and Policy Research Institute (PRI) study found that inefficiencies and subsidies in SOEs cost the government about Tk 882 billion, or 1.7% of GDP, in a single fiscal year.

The Finance Ministry has introduced measures, including a 0.25% upfront fee on sovereign loan guarantees, to limit future risks. Officials said no SOE has defaulted on guaranteed loans so far.

Govt to Launch 'Grihini LPG Card' for Families Next Year

The government plans to introduce a "Grihini LPG Card" from next year to help lower-middle-income and middle-class households cope with rising cooking fuel costs and the country's growing natural gas shortage.

Energy and Mineral Resources Division Secretary Mohammad Saiful Islam said the scheme will initially provide a Tk 1,000 monthly subsidy to eligible families under the social safety net program to improve access to LPG.

The initiative builds on the existing Family Card program and is aimed at expanding the use of cleaner cooking fuel as domestic gas supplies remain below demand.



Petrobangla estimates the country faces a daily gas shortfall of around 1,346 MMCFD.

The government is also planning to import 90,000 tonnes of LPG annually from the United States starting in September to strengthen supply security.

Bangladesh currently consumes about 1.7 million tonnes of LPG a year, with nearly all supplies imported by private companies.

FY27 Energy Outlook Remains Challenging amid Gas Shortages, Rising Costs

Bangladesh's energy sector is expected to face another difficult year in FY2026-27, with experts warning that persistent gas shortages, rising power generation costs and limited progress in renewable energy will continue to strain the economy.



production and complicating efforts to reduce inflation.

Despite higher budget allocations, electricity and gas supplies are unlikely to improve significantly due to declining domestic gas production and continued reliance on expensive imported LNG.

The Bangladesh Power Development Board (BPDB) expects capacity payments to rise to Tk 52,608 crore in FY27 from Tk 48,260 crore a year earlier, increasing pressure on government subsidies.

Industry is expected to remain affected by inadequate gas supplies, potentially disrupting

Experts have also urged a review of costly power purchase agreements to reduce generation costs.

Ruling Party MP Says Power Shortages Leaving Them Embarrassed in Villages

A ruling party lawmaker has said persistent power shortages in rural areas are leaving them in an awkward position, as they are increasingly confronted by



angry residents over the electricity crisis during visits to their constituencies.

Speaking during a supplementary question in Parliament on 8 July, Mostafizur Rahman Babul, member of parliament from Jamalpur-3, said electricity had become one of the biggest concerns in rural Bangladesh.

"Power shortages have become a major issue in villages. Whenever we visit our constituencies, people raise the issue with us. It puts us in an embarrassing and uncomfortable situation," he said. The remarks came during the 21st sitting of the second – and first budget – session of the 13th Parliament, presided over by Speaker Hafiz Uddin Ahmed.

Govt-Imported LPG to Hit Market in Oct

The government-imported liquefied petroleum gas (LPG) is all set to hit the domestic market in October, helping keep the domestic cooking-fuel market stable.



"We have taken steps to provide the state-imported LPG to the private sector in October on a pilot basis," Energy and Mineral Resources Division (EMRD) Secretary Saiful Islam informed media.

He further said the domestic market would get state-imported LPG in full swing from early next year.

The state-run Bangladesh Petroleum Corporation

(BPC) has moved to import LPG from global sources on government-to-government (G2G) basis following the nod from the EMRD under the Ministry of Power, Energy and Mineral Resources (MPEMR).

The government will only import LPG and supply it to the private sector for smooth marketing and supply of the cooking fuel, said sources. It will not get involved in storage, bottling, or distribution of LPG, they said.

Energy Ministry Pushes Faster Approval Process for Gas Exploration Projects

The Ministry of Power, Energy and Mineral Resources has proposed major regulatory changes to speed up domestic gas exploration and production, aiming to reduce Bangladesh's growing reliance on imported liquefied natural gas (LNG).

In separate letters to the Planning Ministry, Energy Minister Iqbal Hassan Mahmood sought exemptions from mandatory third-party feasibility studies for selected gas projects and proposed allowing self-financed exploration projects to be approved by the Energy Ministry instead



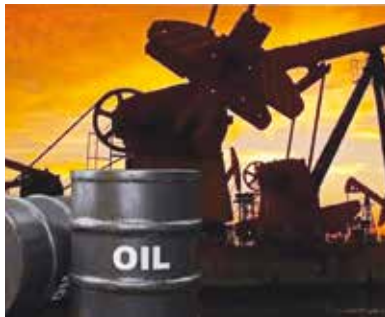
of the Planning Commission and ECNEC.

The ministry plans to drill 117 wells under 27 projects over the next five years, targeting an additional 1,535 MMCFD of gas supply by 2031.

It argues that faster approvals would accelerate implementation, lower dependence on LNG imports and save valuable foreign exchange.

IEA Warns Middle East Conflict Continues to Threaten Global Oil and Gas Security

The International Energy Agency (IEA) has warned that the escalating conflict in the Middle East continues to pose significant risks to global energy security, despite emergency measures and alternative supply routes helping to stabilize oil and gas markets.



In a statement, IEA Executive Director Fatih Birol said the worsening security situation around the Strait of Hormuz and threats to the Bab el-Mandeb Strait have heightened concerns over global energy supplies and increased uncertainty in oil markets.

Birol noted that crude oil markets have so far been cushioned by continued exports from Gulf producers, particularly Saudi Arabia and the United Arab Emirates, which have redirected shipments through alternative routes while maintaining some exports via the Strait of Hormuz.

Japan Faces Trillion-Yen Energy Cost as Hormuz Crisis Drives Oil above \$100

Escalating tensions in the Middle East and renewed disruptions around the Strait of Hormuz could cost Japan more than ¥7 trillion in additional energy expenses this year if the crisis persists, according to a new analysis by climate advocacy group 350.org.



crude oil has climbed back above US\$100 per barrel, driven by renewed US-Iran hostilities and disruptions to Saudi oil shipments linked to Houthi attacks in the Red Sea.

The report estimates that higher oil and gas prices since the outbreak of the Iran conflict have already imposed an additional US\$18.75 billion burden on Japan.

Even if the Hormuz crisis eases quickly, Japanese consumers are still expected to face more than ¥4 trillion in extra energy costs by the end of 2026.

The warning comes as Brent

At a press briefing, 350.org urged Japanese Prime Minister Sanae Takaichi to reconsider plans for new oil and gas investments, including projects in the United States, and instead accelerate investments in domestic renewable energy and energy-efficiency measures.

IEA Forecasts Faster Global Electricity Demand Growth Despite Energy Market Turbulence

Global electricity demand is expected to accelerate over the next two years despite ongoing volatility in energy markets caused by the Middle East conflict, according to the International Energy Agency's (IEA) latest Electricity Mid-Year Update.



The report projects global electricity demand to grow by 3.6% in 2026 and 3.8% in 2027, up from 3% in 2025, with total global consumption reaching 30,700 terawatt-hours (TWh) by 2027.

The IEA said rising electricity use will continue to be

driven by expanding industrial activity, electric vehicles, air conditioning, household appliances and rapidly growing data centers.

Although disruptions to LNG supplies through the Strait of Hormuz have pushed natural gas prices in Asia and Europe to their highest levels since the 2022-23 energy crisis, electricity systems have remained resilient.

US Makes Small Modular Reactors a Strategic Energy Priority in Southeast Asia

The United States has identified small modular reactors (SMRs) as a key pillar of its energy cooperation with Southeast Asia, reflecting Washington's broader strategy to strengthen regional energy security amid rapidly rising electricity demand.



Speaking after U.S. Secretary of State Marco Rubio attended the ASEAN Foreign Ministers' Meeting in Manila, U.S. Ambassador to ASEAN Kevin Kim said Washington is engaged in "deep discussions" with several Southeast Asian governments on deploying SMR technology. Kim described cooperation on SMRs as "an absolute priority" for the U.S. administration,

saying the advanced nuclear technology would play a critical role in meeting the region's future energy needs.

The initiative follows a memorandum of understanding signed by the United States, Japan and South Korea earlier this month, under which the three countries agreed to jointly promote the deployment of SMRs in third countries, beginning with the Indo-Pacific region.

Global LNG Trade Reaches Record High in 2025, While 2026 Faces Supply Risks

Global liquefied natural gas (LNG) trade climbed to a record 437 million tonnes in 2025, registering 6.3 percent year-on-year growth, according to the International Gas Union's (IGU) World LNG Report 2026.



Nigeria.

However, geopolitical tensions in the Middle East are expected to make 2026 one of the most challenging years for the global LNG market.

The report said global LNG trade expanded by approximately 25 million tonnes last year, driven primarily by higher exports from the United States, Qatar, Malaysia, Angola and

Canada and the Mauritania-Senegal LNG project also entered the export market with their first cargoes, further diversifying global supply.

Investment in new LNG production also accelerated. Developers approved 68.4 million tonnes per year (mtpa) of new liquefaction capacity in 2025, the highest annual total since 2019.

SDG7 Progress Hinges on 22 Countries

Achieving universal access to affordable, reliable and sustainable energy by 2030 will largely depend on progress in just 22 countries, according to the latest Tracking SDG7:

Energy Progress Report 2026 released by Sustainable Energy for All (SEforALL).

The report warns that despite continued progress, the world remains significantly off track to meet Sustainable Development Goal 7 (SDG7) by 2030.

While 89 million people gained access to electricity in 2024, rapid population growth meant the number of people without electricity



declined by only 11.5 million, leaving 655 million people still living without power.

The report also estimates that nearly 2 billion people continue to lack access to clean cooking, while renewable energy accounts for only 18 percent of global final energy consumption.

Meanwhile, global energy efficiency is improving at just 1.5 percent annually, far below the pace required to achieve the SDG7 target.

Policy Conclave Calls for Domestic Gas Exploration



Polymakers, energy experts, business leaders and development partners have called for accelerated domestic gas exploration, greater private sector participation, stronger LNG infrastructure and a predictable regulatory framework to ensure Bangladesh's long-term energy security and support its transition to a sustainable energy system.

The recommendations came at the "Bangladesh's Energy Security and Transition" Policy Conclave, organized by Bonik Barta at the Pan

Pacific Sonargaon Hotel in Dhaka recently. More than 500 participants, including government officials, industry leaders, energy specialists, development partners and representatives from financial institutions, attended the event.

Addressing the conclave as the chief guest, Power, Energy and Mineral Resources Minister Iqbal Hasan Mahmud said Bangladesh had focused heavily on expanding electricity generation over the past 17 years while paying inadequate attention to developing domestic fuel resources.

Mahdi Amin Stresses Energy Security as Roadmap Unveiled for \$100b RMG Exports

Prime Minister's Adviser Mahdi Amin has said the government is giving the highest priority to ensuring reliable gas and electricity supplies to industries, describing energy security as critical to sustaining industrial growth.

Speaking as the chief guest at the "BAYLA Future Summit 2026" organized by the Bangladesh Apparel Youth Leaders Association (BAYLA) at a city hotel, he acknowledged that many industrial units are still facing gas and electricity disruptions.

"We are working on this issue and are committed to resolving these problems



within a realistic timeframe," he said.

Highlighting Bangladesh's core strengths in attracting investment – a large youth demographic, a massive domestic market, and an elected democratic government capable of ensuring policy continuity – Mahdi Amin stressed the need to ensure energy security, enhance port efficiency, and reduce the cost of doing business.

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Greenpage

PM Directs Fast-Track Implementation of Two Waste-to-Energy Projects for Dhaka

Prime Minister Tarique Rahman recently reviewed the progress of two major waste-to-energy projects for Dhaka and directed the authorities concerned to expedite their implementation through close inter-ministerial coordination.

The directives came at a meeting held at the Cabinet Division conference room at the Bangladesh Secretariat, according to Prime Minister's Deputy Press Secretary Shahadat Hossain Shadhin.

The meeting was informed that China's CMEC Group will invest in a waste-to-energy plant at Aminbazar under the Dhaka North City Corporation (DNCC).



The facility will process around 3,000 tonnes of municipal waste daily to generate 42.5 megawatts (MW) of electricity.

The project is expected to begin supplying electricity to the national grid by August 2028 and is designed to operate for at least 25 years.

Energy Minister Urges NGOs to Invest in RE

Power, Energy and Mineral Resources Minister Iqbal Hassan Mahmud has called on non-governmental organizations (NGOs) to invest in Bangladesh's renewable energy sector, emphasizing that greater private participation can help reduce fuel imports, strengthen energy security, and promote sustainable rural development.

Speaking as the chief guest at the "Voice of Development" national workshop, organized by the National Development Program (NDP) at the Bangladesh-China Friendship



Conference Center in Dhaka recently, the minister said NGOs have significant opportunities to expand solar power projects, particularly in rural areas.

He noted that increasing the country's renewable energy capacity would reduce dependence on imported fuels, enabling the government to redirect savings toward national development initiatives.

Solar Power Emerges as Key to Bangladesh's Energy Security Amid Global Fuel Uncertainty

Renewable energy, particularly solar power, is emerging as a critical pillar of Bangladesh's future energy security as geopolitical tensions in the Middle East continue to expose the risks of heavy dependence on imported fossil fuels, according to energy experts.

They said recent disruptions to global oil and gas supplies underscore the need for Bangladesh to accelerate investments in clean energy to strengthen energy security, improve economic resilience and reduce exposure to volatile international fuel markets.

Lead Energy Analyst at the Institute for Energy Economics and Financial Analysis (IEEFA), Shafiqul Alam, described renewable energy as a strategic necessity rather than simply a climate solution.

"Recent geopolitical events have demonstrated that clean energy is essential for ensuring energy security and protecting the economy from external shocks," he said, noting that countries with higher renewable energy penetration have been less affected by global fuel price volatility.

Bangladesh to Introduce New Policy for Battery-Powered Rickshaws, E-Bikes

The Bangladesh government is preparing a comprehensive policy to regulate the operation of battery-powered rickshaws and e-bikes across the country in an effort to reduce traffic congestion, improve road safety and ensure orderly urban transport.



Road Transport and Bridges Minister Sheikh Robiul Alam disclosed the plan while responding to a question in Parliament recently.

The minister said the government is examining various options for the effective management of battery-operated vehicles as part of its broader initiative to develop a modern multimodal transport system, particularly in Dhaka.

He noted that the regulation of these vehicles currently falls mainly under the jurisdiction of city corporations and traffic authorities.

However, the government is working on a unified policy that will provide clear guidelines for the operation, management and control of battery-powered rickshaws and e-bikes nationwide.

CCGP Approves Solar Power Plant with Battery Backup for Hatiya

The Cabinet Committee on Government Purchase (CCGP) recently approved the establishment of a solar power plant with battery backup and an associated power distribution system at Hatiya upazila in Noakhali district to ensure a reliable and sustainable electricity supply for the island.

The approval came at the 32nd meeting of the CCGP for 2026, held at the Cabinet Division in the capital with Finance Minister Amir Khosru Mahmud Chowdhury in the chair.

According to the meeting brief, the plant will be implemented on a turnkey basis under the project titled "Electrification at Bhasanchar of Noakhali District Project (Solar Power Plant with Battery Back-up and Associated Distribution System)" under the Power Division.

The contract has been awarded to the joint venture of Suhua Construction Group Co. Ltd. and Power System



Development Co. Ltd. following the approval of the CCGP.

The contract has been awarded at a total cost of Tk 174.18 crore.

The project aims to ensure reliable electricity supply to Bhasan Char through the installation of a solar power plant with battery energy storage and the development of associated power distribution infrastructure.



Govt Steps Up Industrial Energy Audits to Boost Efficiency

The government has launched an initiative to strengthen energy audits in major industries as part of a broader effort to improve energy efficiency, reduce fuel waste and lessen Bangladesh's dependence on imported energy.

According to the FY2026-27 budget, designated industrial consumers will be encouraged to optimize electricity use and adopt energy-efficient technologies to help lower rising power generation costs driven by increasing LNG imports and declining domestic gas production.



The government is also promoting renewable energy by offering incentives for local manufacturing of solar panels, wind turbine components and battery storage systems, while targeting 20% of electricity generation from renewable sources by 2030.

Alongside efficiency measures, the government plans to expand power generation and transmission capacity, modernize the grid with smart technologies, retire inefficient power plants and review costly power purchase agreements to improve financial sustainability. The reforms are aimed at creating a more reliable, affordable and environmentally sustainable power sector while reducing the growing subsidy burden and strengthening long-term energy security.

DHL Group, LONGi Solar Forge Strategic Partnership to Expand RE, Green Logistics

DHL Group and LONGi Solar have signed a Memorandum of Understanding (MoU) to deepen collaboration on renewable energy deployment and lower-emission logistics solutions, combining advanced solar technologies with sustainable supply chain innovation.

The agreement establishes a strategic partnership to accelerate the installation of distributed solar systems, including LONGi's latest Building-Integrated Photovoltaics (BIPV) technology, across DHL facilities in Europe. The initiative is aimed at increasing the use of clean energy while supporting DHL's long-term decarbonization strategy and LONGi's global mission to advance sustainable energy solutions.

The high-efficiency solar systems are based on LONGi's back-contact technology, designed to maximize electricity generation on large



commercial rooftops while ensuring long-term operational reliability. The MoU also expands the companies' existing logistics partnership. DHL currently provides Express, Global Forwarding Ocean Freight and Industrial Projects services for LONGi.

Under the new agreement, DHL will broaden its support to include logistics solutions for LONGi's rapidly growing solar and battery energy storage businesses, enhanced business-to-consumer (B2C) logistics, marketing fulfillment services and customized supply chain solutions for battery energy storage systems (BESS).

Asia Leads Global Green Economy as Market Value Surpasses \$10tr: LSEG

Asia reinforced its position as the world's leading green economy in 2025, generating 47 percent of global green revenues, while the global green economy's market capitalization exceeded US\$10 trillion for the first time, according to a new report by the London Stock Exchange Group (LSEG).



The report, Investing in the Green Economy 2026: Resilience and Reacceleration, found that Asia's green revenues have grown at an average annual rate of 12 percent over the past five years, outpacing the global average of 10 percent.

China, Japan, Hong Kong and South Korea were the region's leading contributors.

China remained the world's largest clean energy investor, spending US\$625 billion on renewable energy, energy storage, nuclear power and energy efficiency projects, while India invested about US\$100 billion in clean energy.

Japan also continued advancing its Green Transformation (GX) strategy to accelerate decarbonization.



Southeast Asia Emerges as Global Leader in Electric Vehicle Adoption

Southeast Asia has overtaken the United States and several major European markets in electric vehicle (EV) adoption, driven by strong government policies, energy security concerns and growing investment in clean transportation, according to a report by clean energy think tank Ember Energy.



The report found that Singapore, Thailand, Vietnam and Indonesia now rank among the world's leading EV markets by share of new vehicle sales.

In both Singapore and Vietnam, electric vehicles accounted for 40 percent of new vehicle sales in 2025, compared with less than six percent in the United States.

Analysts said the region's rapid transition is being supported by incentives, tax breaks and ambitious policies aimed at reducing dependence on imported fossil fuels while achieving net-zero emission targets.

PM Orders Eco-Friendly Brick Production, Tougher Measures to Combat Air Pollution



Prime Minister Tarique Rahman has directed the authorities to accelerate the adoption of environmentally friendly brick production technologies as part of a broader strategy to curb air pollution and improve environmental quality across the country. Report BSS

The directive came during a high-level meeting on environmental pollution chaired by the Prime Minister at his Tejgaon office in Dhaka recently, according to Prime Minister's Assistant Press

Secretary Gazi Shahriar Pamy.

The meeting reviewed a wide range of measures to address air and noise pollution, with particular emphasis on reducing emissions from traditional brick kilns, one of the country's major sources of air pollution.

The Prime Minister stressed the need to replace conventional brick-making methods with cleaner, environmentally sustainable alternatives.

Ongoing Projects to be Realigned with Govt Manifesto: Environment Minister

Environment, Forest and Climate Change Minister Abdul Awal Mintoo has said that all ongoing



development projects under his ministry will be reviewed and revised to ensure alignment with the government's election manifesto and development priorities.

He made the remarks while chairing an inter-ministerial meeting held recently at the Ministry of Environment, Forest and Climate Change to review ongoing and proposed projects included in the Annual Development

Programme (ADP) for the 2026–27 fiscal year.

The minister said new projects would be undertaken on a priority basis so that their benefits become visible within the current government's tenure. He stressed that future development initiatives would be designed to reflect the aspirations of the people and fulfil the government's commitments.

Bangladesh, IOM Sign €1.125m Project to Strengthen Climate Migration Management

The Government of Bangladesh and the International Organization for Migration (IOM) have signed an agreement to implement a €1.125



million European Union-funded project aimed at strengthening climate-related migration management, enhancing institutional capacity, and promoting regional cooperation across South Asia.

The three-year project, titled "Advancing an Integrated Approach to Climate-Related Migration

in South Asian Countries," will be implemented under an agreement signed between the Economic Relations Division (ERD) of the Ministry of Finance and IOM Bangladesh.

The agreement was signed by ERD Secretary Mohammad Shahriar Kader Siddiky and Dr. Laura Tommbonde, Chief of Mission of IOM Bangladesh.

Bangladesh to Launch Tree Monitoring App to Accelerate 250m Tree Plantation Program

The government is set to launch a Tree Monitoring App to strengthen monitoring and data management under its ambitious program to plant 250 million trees over the next five years, officials said at the second meeting of the Support Taskforce for the initiative recently.



The meeting, held at the Ministry of Environment, Forest and Climate Change, was chaired by State Minister for Environment, Forest and Climate Change Sheikh Faridul Islam, MP.

The taskforce reviewed the progress of the nationwide plantation programme,

which is being implemented in line with the government's election commitment to enhance forest cover, protect biodiversity and address the impacts of climate change.

Officials discussed implementation progress submitted by focal point representatives from various ministries and emphasized the need for stronger inter-agency coordination to ensure the programme's success.

Canada Advances Carbon Capture Project

Canada has taken a major step toward developing one of the world's largest carbon capture and storage (CCS) projects after the federal



government, the Alberta government and five major oilsands producers signed an agreement to advance the Pathways Project.

The agreement, signed on July 2, establishes a framework to move forward with the multibillion-dollar project while supporting increased oilsands production and the proposed new West Coast oil pipeline.

The Pathways Project will transport carbon dioxide captured from multiple oilsands facilities in northern Alberta through a dedicated pipeline network to a permanent underground storage hub near Cold Lake, Alberta.

The project is scheduled to begin operations by January 2032, with full completion targeted for 2035.

Global Green Hydrogen Market Projected to Reach \$166b by 2037: IDTechEx

The global green hydrogen market is projected to reach US\$166 billion by 2037, expanding at a compound annual growth rate (CAGR) of 48%, according to a new report by research firm IDTechEx.



The report, *Green Hydrogen Production & Electrolyzer Market 2027–2037: Technologies, Players, Forecasts*, says green hydrogen is poised to play a pivotal role in decarbonizing hard-to-abate industries despite currently accounting for less than 1% of global hydrogen production.

Produced through water electrolysis powered by

renewable electricity, green hydrogen is considered a key solution for reducing emissions from conventional hydrogen production, which is still dominated by fossil fuel-based processes such as steam methane reforming and coal gasification.

No Wood Burning Allowed in Brick Kilns, Says Mintoo

Environment, Forest and Climate Change Minister Abdul Awal Mintoo, MP, has issued a stern warning that wood must not be used as fuel in brick kilns under any circumstances.



the Bangladesh Secretariat recently.

He also emphasized the need to reduce pollution through the adoption of cleaner and modern technologies rather than shutting down the brick-making industry.

The minister made the remarks at a meeting with representatives of the Bangladesh Bricks Manufacturing Owners Association (BBMOA) held at the conference room of the Ministry of Environment, Forest and Climate Change at

The meeting focused on the environmental impacts of brick kilns, air quality management, and measures to control pollution.

Mintoo said that although a complete alternative to conventional bricks has yet to be developed, the priority should be to minimize pollution from brick kilns by introducing advanced and environmentally friendly technologies instead of closing the industry.

Africa Secures \$900m More for Clean Cooking

International partners have announced US\$900 million in new financial commitments to expand clean cooking access across Africa, raising



fresh momentum ahead of the Second Summit on Clean Cooking in Africa, as governments and development partners seek to improve energy access for nearly one billion people.

The announcement was made during a high-level virtual meeting co-chaired by Kenyan President William Ruto and Norwegian Prime Minister Jonas Gahr Støre, alongside senior representatives from the International Energy Agency

(IEA), the African Union (AU), the African Development Bank (AfDB) and the United States Department of Energy.

According to the IEA, the new pledges add to the US\$2.2 billion mobilized during the inaugural Paris Summit in 2024. Of that amount, around US\$740 million has already been deployed across 22 African countries, supporting clean cooking initiatives and energy access programs.

Environment Minister Calls for Collective Action to Tackle Climate Change

Environment, Forest and Climate Change Minister Abdul Awal Mintoo has stressed that raising public awareness and ensuring collective action are essential to effectively address the growing impacts of climate change.



Speaking as the chief guest at a special seminar titled "Climate Change: Today's Action, Tomorrow's Security", held at the Department of Environment auditorium in Agargaon recently to mark World Environment Day 2026, the minister said climate change is no longer a future concern but an everyday reality.

He noted that erratic rainfall, prolonged heatwaves, and increasing salinity in coastal areas are threatening people's livelihoods and ecosystems across Bangladesh. Protecting the environment, he said, cannot be achieved by the government alone and requires the active participation of citizens to build a cleaner and greener Bangladesh.

EU Plans 200GW Energy Storage Target by 2030



The European Commission is set to propose a target of 200 gigawatts (GW) of energy storage capacity by 2030 under its forthcoming Electrification Action Plan, aiming to strengthen grid flexibility and accelerate the transition to clean energy.

According to a leaked draft of the plan, the target covers both short- and long-duration energy storage technologies but excludes small-scale and behind-the-meter battery systems.

The EU currently has about 55 GW of installed storage capacity, with pumped-storage hydropower accounting for the majority.

The plan also includes measures to promote vehicle-to-grid (V2G) technology, enabling electric vehicles to supply electricity back to the grid.

New interoperability requirements for EVs are expected to be introduced by the end of 2027.

China Targets 3.5TW RE Capacity by 2030

China has unveiled an ambitious renewable energy development plan targeting 3.5 terawatts (TW) of installed renewable power capacity and around 6,000 terawatt-hours (TWh) of annual renewable electricity generation by 2030 as part of its 15th Five-Year Plan for Renewable Energy Development (2026–2030).

Released by the National Energy Administration (NEA), the plan aims to raise renewable energy consumption to 1.8 billion tonnes of coal equivalent (about 1,260 Mtoe) by 2030, reinforcing China's long-term transition towards a low-carbon energy system.



Under the roadmap, combined installed wind and solar capacity is expected to exceed 2.8TW, producing more than 4,000 TWh of electricity annually.

China also plans to add over 300 GW of renewable-based peak-shaving capacity to improve grid flexibility and launch around 100GW of new offshore wind projects during the five-year period.

Renewable Electricity Generation Posts Record Growth in 2024: IRENA

Global renewable electricity generation recorded its fastest annual growth on record in 2024, rising 9.8% and significantly

outpacing the 1.4% increase in non-renewable power generation, according to the International Renewable Energy Agency (IRENA).

The agency's Renewable Energy Statistics 2026 report said renewable sources generated 9,836 terawatt-hours (TWh) of electricity in 2024, accounting for 31.7% of total global electricity generation.

IRENA said the rapid



expansion of renewable power underscores the growing momentum behind global electrification.

However, it warned that achieving the COP31 Presidency of Türkiye's proposed target of meeting 35% of final energy demand with electricity by 2035 would require renewables to supply nearly 78% of global electricity generation by then—around 2.5 times the current share.

30% EV Target By 2030 Highly Ambitious

Bangladesh has no alternative but to transition to electric vehicles (EVs) in both public transport and private mobility. However, achieving this requires a carefully designed roadmap based on a comprehensive techno-economic assessment. The country's targets must be aligned with the current state of the transport sector, evolving global trends, and technological advancements. Otherwise, unrealistic planning could hinder the successful transition to electric mobility.

Dr. Md. Ziaur Rahman Khan, Professor, Department of Electrical and Electronic Engineering, Bangladesh University of Engineering and Technology (BUET), shared these views in an interview with Mollah Amzad Hossain, Editor of Energy & Power.

The government has set a target of having 30% of the country's vehicles electrified by 2030. How do you view this goal?

If battery-powered rickshaws are included in the count, achieving 30% of the total number of vehicles is not difficult, as Bangladesh already has around 4.0 million battery-powered three-wheelers on the roads.

However, if we focus on mainstream transport—such as public transport and private passenger vehicles—the target becomes much more challenging. In my opinion, achieving a 30% transition in these categories within the next four years is highly unlikely.

The current national budget offers tax and duty incentives for EVs, charging stations and batteries as part of the country's green energy transition. What impact do you expect these measures to have?

These policy incentives will certainly help reduce electric vehicle prices. Lower prices will encourage more

consumers to purchase EVs. At the same time, higher import duties on conventional internal combustion engine vehicles have already increased their prices, making EVs relatively more competitive.

The availability of quality EVs from Japan, in addition to Chinese brands, will also strengthen consumer confidence. While EVs are unlikely to have a significant impact on the heavy-truck segment in the near future, government incentives can play an important role in expanding the use of electric buses in public transport.

However, quality must remain the highest priority. Bangladesh should discourage the large-scale import of old reconditioned EVs because many of them come with batteries that have already lost a significant portion of their lifespan. Such vehicles could create reliability issues and undermine consumer confidence. Appropriate tariff measures should be considered to prevent low-quality used EVs from entering the market.

Several companies are preparing to assemble or manufacture EVs locally. Could local production make EVs more affordable?

Local manufacturing and assembly can certainly reduce costs, but quality cannot be compromised. We have seen examples where locally assembled vehicles became cheaper but failed to match the quality of internationally manufactured models. That experience should serve as a lesson.

Consumers are increasingly willing to adopt new technologies, but they will only continue to do so if product quality is maintained. Reliable after-sales service is equally important.

The government should therefore focus on developing skilled technicians and



Prof. Dr. Md. Ziaur Rahman Khan

Bangladesh must transition to electric mobility. However, one of our biggest challenges is the lack of policy consistency. Different policymakers often make different announcements, resulting in fragmented implementation. The government should first undertake a comprehensive techno-economic study and then prepare a detailed national EV roadmap with realistic targets, timelines, and implementation strategies. Without such a roadmap, the country is likely to face significant challenges during implementation, thereby delaying the transition rather than accelerating it.

The transport sector itself also needs reform. Drivers must receive specialized training to operate electric buses efficiently; otherwise, the energy-efficiency benefits of EVs will not be fully realized. At the same time, the country needs to develop skilled technicians for maintenance and servicing.

establishing a nationwide service network. At the same time, the expansion of service centers, EV sales, and charging infrastructure must progress together. During the initial stage, the government should play a leading role in developing a sustainable business model for the EV ecosystem.

Many believe that a nationwide charging infrastructure is critical for EV adoption. What is your assessment of solar-plus-battery charging stations?

At this stage, I would not recommend solar-plus-battery charging stations as the primary model, as the business case is not yet commercially attractive. However, solar-powered charging stations should certainly be encouraged to reduce pressure on the national electricity grid.

The Sustainable and Renewable Energy Development Authority (SREDA) has already established a committee to approve EV charging stations. Many investors have obtained approvals but have yet to install the facilities. Existing charging stations in Bogura, Dhaka, Rajshahi, and Narayanganj remain underutilized because the number of EVs is still very limited.

Before a large-scale EV rollout, Bangladesh should consider expanding the use of plug-in hybrid vehicles. They could serve as an effective transitional technology, helping familiarize consumers with electric mobility. The government has already introduced fiscal incentives for plug-in hybrids in the national budget, but these incentives should be further strengthened.

To build public confidence in new technologies, greater tax and duty incentives should be provided for high-quality plug-in hybrid and fully electric vehicles.

Electrifying public transport, in addition to private vehicles, would deliver broader social and environmental benefits. The government has already launched

some initiatives through BRTC, but Bangladesh's public transport system is largely operated by the private sector. What steps should the government take to accelerate the transition?

Numerous operators dominate Bangladesh's public transport system, and it lacks proper regulation. Many buses currently operating in cities are not even roadworthy. Before introducing electric buses on a large scale, the government should designate dedicated EV bus routes where diesel- and CNG-powered buses are discouraged. Without designated EV-only routes, unhealthy competition and non-cooperation from existing diesel and CNG bus operators may undermine the efficiency and reliability of electric buses.

The transport sector itself also needs reform. Drivers must receive specialized training to operate electric buses efficiently; otherwise, the energy-efficiency benefits of EVs will not be fully realized. At the same time, the country needs to develop skilled technicians for maintenance and servicing.

The government has announced plans to introduce 100 electric buses and another 100 minibuses for women through BRTC. Similar attempts to improve public transport with modern buses, such as Volvo buses, have been made in the past but did not achieve the expected results. Instead of deploying all 200 vehicles at once, I would recommend introducing them in phases.

The initial fleet should operate on dedicated routes reserved exclusively for electric buses. Lessons learned from the first phase should be used to improve operations, driver training, maintenance capacity, and service quality before expanding the program. Over time, private transport operators should be encouraged to invest in electric buses.

Both BRTC and private operators should also develop their own charging infrastructure. Finally,

Bangladesh now has nearly four million battery-powered rickshaws. The government should develop a comprehensive policy and business model to replace lead-acid batteries with lithium batteries. NGOs and microfinance institutions could play a significant role by providing affordable financing for battery replacement.

Bangladesh must consider local road conditions. Many roads are regularly flooded during the monsoon, so detailed studies are needed to assess how waterlogging may affect EV operations before scaling up deployment.

Battery-powered rickshaws using lead-acid batteries have spread rapidly across the country, raising concerns about lead contamination of soil and water. What policy measures should the government take?

First, we need to distinguish between two types of vehicles. Battery kits fitted to traditional pedal rickshaws should be phased out gradually because they pose safety and traffic management problems. On the other hand, purpose-built battery-powered three-wheelers with proper engineering and design should be brought under the existing regulatory framework for three-wheelers.

Bangladesh now has nearly four million battery-powered rickshaws. The government should develop a comprehensive policy and business model to replace lead-acid batteries with lithium batteries. NGOs and microfinance institutions could play a significant role by providing affordable financing for battery replacement.

Although lithium batteries require a higher upfront investment, they are far more economical over their lifetime. A lead-acid battery typically lasts about one year, whereas a lithium battery can last at least five years. More importantly, replacing lead-acid batteries would significantly reduce soil and water pollution.

The solution is not to ban battery-powered rickshaws altogether. Rather, technically compliant electric three-wheelers should be registered, and drivers should receive formal training and licensing. Otherwise, these vehicles could become an even greater road safety challenge in the future.

Many argue that charging battery-powered rickshaws is placing additional pressure on the electricity distribution system, especially

because many operators use residential electricity connections instead of commercial tariffs. What should be done?

One major problem is the lack of standards for battery chargers. Both lead-acid and lithium batteries need chargers. But Bangladesh lacks proper technical standards for these devices. As a result, many poor-quality chargers are in use. They waste energy and also harm the electricity network.

In my research, I found that simple technical improvements to charger design could increase energy efficiency by up to 20%, resulting in substantial electricity savings nationwide. Poor-quality chargers also shorten transformer life and contribute to feeder overloading.

Illegal electricity use for charging is primarily an enforcement issue for utilities. A prepaid charging system should be introduced to address electricity theft.

Current regulations already allow residential consumers to charge two or three electric three-wheelers from a household connection, while larger commercial charging facilities are expected to use approved electricity connections.

Some experts believe Bangladesh should announce a clear roadmap with a timeline for transitioning all vehicles to electric mobility. Do you agree?

Absolutely. Bangladesh must transition to electric mobility. However, one of our biggest challenges is the lack of policy consistency. Different policymakers often make different announcements, resulting in fragmented implementation.

The government should first undertake a comprehensive techno-economic study and then prepare a detailed national EV roadmap with realistic targets, timelines, and implementation strategies. Without such a roadmap, the country is likely to face significant challenges during implementation, thereby delaying the transition rather than accelerating it. ■

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GAS CRISIS OFFERS OPPORTUNITY TO WORK WITH A VISION

From kitchens to power plants and factories to fertilizer units across Bangladesh there is just one call: We need gas for survival.

The country has long been grappling with shortage of natural gas affecting cooking, industrial production, electricity generation and fertilizer-based agriculture. The July 22 shutdown of a floating storage and regasification unit run by Exceletrate Energy, an American company, deepened the crisis. This is one of the two FSRUs (Floating Storage and Regasification Unit) Bangladesh has off Maheshkhali island near Cox's Bazar. The shutdown occurred after a blast on the

terminal blamed on a technical fault. With only one Summit-run FSRU the shortage of gas supply has been compounded. Imported Liquefied Natural Gas (LNG) is brought by ship in frozen form to the FSRUs where the fuel is stored and supplied through pipelines for use in cooking, running factories, generation of electricity and operation of fuel stations. The authorities at Exceletrate Energy have assured the government of quick repair of the terminal and restoration of gas supply. LNG-loaded vessels have to wait in the sea until the repair work is done. Also, imports of LNG will be disrupted because of the technical breakdown of one FSRU.



The July 22 shutdown of a floating storage and regasification unit run by Exceletrate Energy, an American company, deepened the crisis.

Prime Minister Tarique Rahman has recently had a telephone conversation with his Malaysian counterpart for help in meeting the energy problem. Malaysia's state-run company can send urgent shipments of LNG to Bangladesh for easing the Bangladesh's energy woes. This will be a short-term solution. A long-term solution lies in the construction of storage facilities for imported LNG. If work on a new FSRU starts right now – which is unlikely – it will not be ready for use in next two years.

The power sector that uses over 40 percent of natural gas is bearing the brunt of the disruption. Less generation

Reverse Swing



Farid Hossain

of electricity has meant longer periods of load-shedding, including the country's industrial belts. Factories across the country, including the areas surrounding the capital city, are enduring frequent power outages. This means disruption in production. Many owners complain that they don't even get enough fuel to run their own power generators. CNG-run vehicles have to wait for long hours to refill gas. Long queues of CNG-run vehicles have become a common but disturbing scene in Dhaka and elsewhere in the country. In Dhaka houses burners are either staying idle or partially working for disruption in the gas supply. Household kitchens use about 11 percent of natural gas. This is forcing many to buy electricity-run equipment to offset the gas crisis. Fertilizer factories are not running because of the shortage of gas. The agriculture will suffer unless fertilizer is available for cultivation. Here too, the government is being forced to go for imports of fertilizer.

The resumption of operation at Exceletrate's FSRU will ease the current crisis, but it offers no long-term solution. Even if Bangladesh mobilizes funds to continue to import LNG it will need more FSRUs and infrastructure for smooth supply of the gas. The government has renewed focus on exploration of the country's own gas reserves – offshore and inland. But that also can't give any result overnight. These measures take time and luck too. For long Bangladesh has neglected the search for new gas fields. The current government has invited international tenders for exploration of gas in the Bay of Bengal. This too is a time-consuming exercise. It's not like sending a fishing boat to the sea and return to the shore with a load of hilsa fish. Also, there is no guarantee that the exploration bid will be successful. Gas may or may not be found. Yet, the search must start without any further delay. Now is the time to act with a vision. ■

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