

MOBILIZED PRIVATE INVESTMENT CAN DEVELOP SUSTAINABLE TRANSPORTATION SYSTEM BANGLADESH

Internship Organization Name
Dhaka Ahsania Mission (DAM)

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Submitted in Partial Fulfillment of the Requirements for the Degree
Bachelor of Business Administration



05th January, 2025

Internship/Project Report Approval Form

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Letter of Transmittal

January, 2025

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Satmasjid Road, Dhanmondi, Dhaka-1209

Subject: Submission of Project report on “Mobilized Private investment can develop sustainable transportation system in Bangladesh”

Dear Sir,

With due respect, I would like to inform you that I have completed my project on a sustainable transportation system in Bangladesh. The project report paper titled “mobilized private investment strategy can develop sustainable transportation system in Bangladesh” has been prepared for the fulfillment of my project according to the prerequisites of my undergraduate program Bachelor of Business Administration (BBA) in University of Liberal Arts Bangladesh (ULAB). In this report, I have tried my best to compile the concepts which I have learned in my Bachelor of Business Administration along with some experience gathered from the internet for taking relevant information regarding the project. I hope that it will find your acknowledgement. I am looking forward to your valuable feedback.

Sincerely,

Tanjila Islam

ID: 201011196

Bachelor of Business Administration (BBA); Concentration: Finance

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Part-A

Internship Experience

Chapter One: Internship Preparation

1.1 Motivation to do the internship

My motivation came from a strong urge to practical experience in the financial sector and desire to see the industry's practice to enhance my knowledge. Although theoretical knowledge is important but to face the real world require practical experience. I found this as a frequent lack therefore I wanted to fill this gap during my internship program. I wanted to use the concept I have learnt in the classroom to real-world workplace. For example, as a finance student I have learnt speculating, analyze annual report, types of project agreement and so on. Therefore, I wanted to observe how these financial strategies, tools and decision-making processes work in a real organization. I was motivated to do be an intern because this will allow me to see how the financial theories are applied in real-world situations. This practical experience will make me able to enhance my problem-solving skills, gain a deeper knowledge about the industry dynamics and make better decisions for my future profession. Apart from gain practical knowledge I thought internship program will help me to develop professional skills. In order to succeed in any job, I believe professional skills are incomparable. Enhance my soft and technical abilities are the main objective that I wanted to achieve during the internship. Technical abilities might include knowing how to utilize certain software or understand the procedures related to the financial sector. On the other hand, soft skills include time management, teamwork and communication which I believe is as important as technical skill. Through this internship I was expected to learn how to prioritize the projects, fulfill deadlines and effectively communicate ideas to colleagues by observe the employee of the company. I thought this will give a competitive advantage in the job market. Beside this another important factor that drives me towards internship is networking. In my opinion, internship offers a special chance to network with contemporaries who have similar career goals in the industry. I may get advices, gain insights into industry's best practices through regular interactions with the senior colleagues. I anticipated that through participate in a team meetings or informal conversation with contemporaries and senior colleagues, I will learn various viewpoint and career possibilities. I thought when my internship will over this professional bond will help

me by opening doors to future collaborations and career prospects. Additionally, every company has some unique culture that influences its operation, decision-making process and employee relation. I was encouraged to learn those workplace cultures since I was aware that success in the job depends on one's ability to adopt diverse atmospheres. Due to this internship, I will be able to witness how staff members communicate, resolve issues and maintain professionalism. For example, I will be able to learn the value of being on time, dressed formally and honoring workplace authority. I was excited to understand the role that diversity, acceptance and cooperation play in an organization's success. Due to this insightful experience, I will be ready to fit in with any professional settings.

1.2 Internship Search process

The process of searching for an internship was both exciting and challenging at the same time since it was the first time I was looking for a job. As an intern I tried to look for those opportunities that match with my academic background. In order to do that the first step that I took was to apply through the company websites. It is one of the most reliable ways to find an internship. Most of the companies publish job offers including internship under a special "Career or Job opportunity" section on their websites. I searched for those companies that were related to my area of interest throughout my searching process. I frequently visited their websites to see any updates. This process helped me to obtain official and detailed information on internship requirements, job descriptions and application processes. I prepared a resume in order to demonstrate my skills and experience that align with the job requirement. I made sure my application reached to the right channels within the company by using this method. Another initiative that I took when I was looking for an internship was, I directly email to the companies' Human resources department. I created a personalized email to ask for internship to the companies that align with my academic background, even if they were not circulating any job offers. I sent them an email where I introduced myself, described my education background and experience and expressed my interest in position in their company. I also attached my resume for their convenience and to highlight why I am suitable for their organization. This strategy reflected my determination and enthusiasm. It also resulted in favorable reaction in certain situation because I got few invitations for interview from some of the company. Additionally, it enabled me to establish a direct communication with HR department. Lastly, I explored post from Facebook groups that is dedicated to career opportunity for my internship search process. Facebook has become into useful tool for internship searching. I joined a numerous Facebook group and those groups were filled with posts from

employers, recruiters, even former interns sharing vacancies in their companies. I found these approach very useful because these group were updated very often and cover a wide range of industry. While going through this post I used focuses on the position that were related to my area of interest. I paid attention to the application deadlines. This process seemed very insightful for me because many companies post clear instruction over these groups such as the application process, minimum requirement, skills and experience, working hour, location etc. I was able to find job offers that were not generally announced anywhere else but here. This made my internship search process more accessible and effective.

1.3 Interview experience

My interview experience with Dhaka Ahsania Mission (DAM) had been informative and remarkable. As an undergraduate student I was both very anxious and thrilled about this significant turning point in the beginning of my career. The interview was conducted in the organization's office and it was a single round interview. When I got the call for the interview, I was delighted with the news that my application had been shortlisted. I immediately started taking preparation for the potential question that might asked by the panel. I prepared by reading about the organization, their goals and activity. Even though I was nervous a bit on the day of interview but this preparation provided me confidence. As soon I walked into the interview room the two interviewers on the panel gave me a warm welcome. Their gesture made me feel ease and calm. One of their first query was about my academic history and the reason for my interest in an internship DAM. I talked about how I'm willing to supporting organizations that have positive social impact and how their programs align with my academic and professional objectives. The next question was about my areas of strength and how I might be beneficial to the company throughout the internship. I answered the question by discussing my strength including my problem-solving ability, cooperation and communication skill. However, the key moment from the interview was when they asked me about my previous experience or engagement in the same filed. Despite the fact that I lacked formal experience but I emphasized how my academic assignment helped me to enhance my abilities in data analysis and time managements. The interview seemed satisfied with my answer and encouraged me to keep developing. Throughout the interview the panel's tone was encouraging and helpful. They were willing to provide me guidance as an intern. This approach from the interviewer made me feel inspired and appreciated.

1.4 Brief about internship organization

Dhaka Ahsania Mission (DAM) has been in operation since 1958. It is a well-known non-governmental organization (NGO) in Bangladesh. DAM's main goal is to empower communities through sustainable development, health care, education and poverty reduction based on the principle of human dignity and social welfare. It has diverse project that cover everything. Deliver high-quality education in both urban and rural communities, introducing health care programs, livelihood training and disaster management into action, human rights, child welfare and environmental sustainability are some of the projects that has been given priority by DAM. Which ensures holistic community development (Dhaka Ahsania Mission, n.d.). Dhaka Ahsania Mission developed an outstanding reputation through decades of effective works. As a result of its partnerships with government agencies, international development organizations and donor partners including the World Bank, UNICEF and UNDP have enabled it to expand its reach and influence. They have earned recognition both domestically and internationally because DAM's programs are so successful at tackling important societal challenges. Its strong track record in project delivery, financial transparency and long-term sustainability planning helped in enhanced the organization's trust. It has established clear organizational structure by ensuring effective program delivery and smooth operation. DAM's board of trustees has significantly taken charge in terms of providing supervision and making strategic choices. The day-to-day operation report and policy are managed by the executive committee which is under the board supervision. DAM maintains several divisions as each division has different activities such as health care, education, human rights etc. (Dhaka Ahsania Mission, n.d.). These divisions answer deliver to the executive committee which is manage by the program directors. DAM has setting up regional offices that uses decentralized strategy in order to guarantee that programs are customized to meet local demands. Additionally, DAM ensures quality and consistency to handle these challenges that occurred in community due to this hierarchical structure.

Chapter Two: About the Internship

2.1 Job Position and Responsibility

My role as an intern at Dhaka Ahsania Mission (DAM) was Finance intern. I was assigned to the finance division. This role made me able to contribute to the company in effectively maintaining its financial operations and acquire hands-on experience in a number of financial management aspects. My responsibility as an intern was to support the finance division's daily financial operations. The objective of this position was to learn corporate finance procedure and get an exposure to the real-world application of financial concepts. I learned and completed things more efficiently because I was supervised by the joint director of finance and senior finance officials. I helped my supervisor in preparing a budget for a number of projects. While helping my supervisor I noticed this task required analyzing previous expenditures, estimate project's future expenses and obtaining financial information. I gained knowledge about how budgets are prepared. Through this task I could observe actual organizational settings. Additionally, I also used to help senior officials in preparing financial reports. I contributed to organizing data from monthly financial reports. This task made me able to figure out costs, looking over revenue data and cross-check records in order to verify accuracy. This task enhanced my analytical and problem-solving skills. During my internship period, a year ending audit took place. I was fortunate enough because I got the chance to contribute to such a vital thing. I contributed to the internal auditing tasks while I was an intern. I used to check documentation for compliance and assisted in compiling financial records. I gained valuable insights about the auditing procedure and learned the significance of maintaining transparency. Monitoring expenses was also my other responsibility. I was asked to keep on checking the project expenses in order to make sure they matched the approved expenditure plan. I pointed out if there are any irregularities and reported them to my supervisor in order to resolve them. A significant component of my internship was to learn how to use accounting software and technology that are frequently used in the financial department. Because of this internship I learned how to use "Tally". My duties and responsibilities as a finance intern at DAM gave me the opportunity to gain real-world financial management experience. The position not only aligned with my academic learning but also prepared me for the future in the field of finance.

2.2 My Take Away from this position

My time as a finance intern at Dhaka Ahsania Mission (DAM) has been unforgettable both emotionally and professionally. It has given me the opportunity to sharpen my abilities, acquire useful knowledge and construct a solid foundation for my future profession. Among all the lessons I learned from this internship I feel the most important lesson is, it made me able to gather practical experience. I got to know how to apply the theoretical knowledge I had received during my university period to practical situations. Working on data entry, financial reporting and budgeting has improved my knowledge. I came to know how financial operations operate in a dynamic company like DAM. Due to this internship experience my confidence in managing financial responsibility on my own has increased. I increased my knowledge with financial software and technologies. The software that is frequently used in professional settings. My technical knowledge has increased as a result of learning “Tally”. Before joining as an intern, I was not fully educated on many functions of “Excel” but due to the internship I came to know some of them. As a finance student, I believe these abilities are necessary for any institution. Since I was fortunate enough to support the internal audit team therefore, I learned the value of compliance and transparency in financial management. I gained knowledge on how to properly arrange financial documents. However, I faced a number of difficulties while I was asked to help to prepare the budget, and monitor expenses. Because these tasks required analytical skill and critical thinking. As an intern I was a bit nervous at first but with the support of my supervisor I gradually started feeling confident and ended up doing the task smoothly. As a result of these my problem-solving skills have improved. Communication skills are one of the most essential in order to survive in a corporate world. It cannot be learned theoretically. This skill is something that needs to be learned practically. At the very beginning days of my internship period, I felt very nervous and anxious to talk with my seniors and contemporary. But as the days passed, I started feeling confident by seeing my seniors communicate with the directors and managers. My communication and teamwork ability increased as a result of working with teammates. During my university period I also did teamwork for many projects and presentations but working on a team as an intern was a completely different feeling. I learned how to negotiate in a workplace dynamic and create productive working connections from this experience. Lastly, this journey added value to my learning process. I gained a better understanding of my professional goals as well as strengthening my technical and analytical skills. This position has prepared me for the future challenges in the field of finance with greater confidence.

2.3 Relate to my Educational learning with internship roles

During my internship at Dhaka Ahsania Mission (DAM) in the Finance department, I found out many related things that aligned with my academic knowledge but I also learned many new things during this period. However, experiencing the practical application of financial concepts, my understanding of theoretical knowledge got improved. My Finance courses turned out to be really relevant. Due to courses like financial accounting, I was able to understand financial records like updating vouchers and help while creating financial reports. Additionally, financial management concepts like financial analysis and budget were useful for helping with monitor expenditure and prepare budget. These theoretical concepts gave me a foundation to perform cost calculation and ensure alignment with the approved budget. Additionally, courses like business statistics and security analysis and portfolio management helped me to improve my analytical abilities. Which I used to help with audits and find irregularities in financial data. Besides that, courses like business communication and group projects during my university period helped me to develop interpersonal and teamwork skills. Teamwork that I have done during my group project, presentation or assignment in my university was completely different from the teamwork that I faced during internship. But cooperation with the team is the basic value for both the places. Moreover, as an intern I was very shy at the beginning of my internship journey and I faced difficulties communicating with my seniors and contemporaries but with the help of them I was able to overcome this problem. I felt communication with my fellow classmates or with the faculty members was easier than communicating with professional contemporaries. Apart from the courses, my technical knowledge that I have learned during my university also had an invaluable role. During my academic studies I was introduced to “Excel, PowerPoint, Word Document,”. Although I have learned about many new functions of Excel during my internship, my previous knowledge gave me confidence. Overall, my academic learning gave me a solid foundation that helped me to perform effectively in my internship role at DAM. Although I was prepared to face the professional settings, there is always a gap between theoretical and practical learning. However, this experience filled up the gap between and enhanced my professional preparation.

Chapter Three: Self-Reflection

3.1 Likes and Dislikes about my workplace

I had the opportunity to see and experience a variety of workplace dynamics while I was an intern in the finance department at Dhaka Ahsania Mission (DAM). Despite the fact that there were many good qualities but a few drawbacks were noticeable. The best feature of the company was the encouraging work atmosphere. My supervisor and senior colleagues were helpful and always willing to assist. As an intern I often needed guidance but I was fortunate to work with a team that supported my interest in exploring and learning. My ability to adjust and contribute effectively is enhanced due to their acceptance and guidance. Furthermore, I was greatly encouraged by the organization's commitment to an open communication atmosphere. Employees were given the opportunity to express their opinions and provide feedback during conversation. As an intern I was also being given the opportunity to express my opinion. Despite the fact that I was a bit nervous at the beginning dates, the senior officials really helped me to overcome the situation. I was allowed to talk to my supervisor and ask questions without reluctance. I felt appreciated due to this welcoming approach. This openness increased my confidence because as an intern I was not aware of corporate interaction. This helped me to understand workplace dynamics. DAM offered multiple opportunities for learning and growth. I was assigned such work that stretched my ability and motivated me to do better. As I mentioned, the company stretched my ability, hence they improved my knowledge about "Excel". Not only this, before joining the company, I was not fluent in Bengali writing in Microsoft Word documents but they assigned me to write a formal note in Bengali several times. This improved my formal writing as well as my understanding about the Microsoft word document. It is impossible to be flawless, this is also similar for DAM. Despite the fact that I had a great experience during my internship period, there are few things that I felt they need to work on for their betterment. Because I felt DAM is a very perfect place for learning and if they change certain things, it would be an even better place for the upcoming people who will come to DAM for internship. For example- flexible working hours. As an intern I needed to manage my academic responsibility as well as professional commitment. It became difficult for me to manage both the things at the same time as a fresher, who has no professional experience. It could be better if I get the chance to alter my working hours since my reporting time to the office was 9am-5pm every Sunday- Thursday. I felt if I get the chance to customize my working hours or be allowed to do an online office at least two days in a week it would have been beneficial and helpful for me. Additionally, I

believe it is very difficult for a person to just do nonstop work. Few gaps during work or entertainment facilities can boost-up the energy for work. While working as an intern I found-out that there was no facility for entertainment and only one hour of gap during work was given. I felt this could be a problem for the future intern since it was difficult for me to cope-up with such an environment. While there were some challenges but overall, my internship journey at DAM was an insightful and memorable experience. I believe if they change certain things, it would be a perfect place for people who want to learn from the best.

3.2 How could I do better and they can utilize me better

I was always searching for the opportunity to enhance my performance and make a more significant contribution to the finance department of Dhaka Ahsania Mission (DAM) during my internship. After considering all the facts, I think the internship could be more effective for the organization if they utilize my potential better. Mentorship programs involve a learning - focused atmosphere. It enables the company to acknowledge the full potential of its interna. Assigning a mentor to interns helps to ensure that the tasks are not only finished effectively but also boost the interns' progress. I believe a formal mentorship program would have been extremely beneficial to enable my potential. It is undeniable that my supervisor was very encouraging and supportive but if I had been aligned with a dedicated mentor, I could have learned more about financial operations. I was fortunate enough because I got the chance to work in a very helpful and supporting environment. I was allowed to ask any of my queries or doubts to any senior officials because they all are willing to help me. But due to the lack of a mentor there were few times where I got confused with whom to submit my work or whom to ask queries about the work that I have been assigned. Due to this reason, I believe frequent one-on-one mentorship would have given me the confidence to overcome obstacles and aligned my work with the objectives of the company. Another thing that could have influenced my performance was getting regular feedback. Regular feedback is essential for professional development. Even though I got unofficial feedback during my internship from my supervisor. However, organized feedback sessions would have given me a better understanding of my areas of strength and growth. While doing the internship I realized they could inspire me even more to do the job effectively, if I was aware of the influence my contribution had on the company. Lastly, as I previously mentioned I got the opportunity to learn about "Tally" but I believe my learning would have been even better if they gave me some training or workshop about this software. Currently my knowledge about this software is very limited. Therefore, I was not able to help them effectively while working. But if they gave me some training about the software,

I could have helped them. Overall, apart from this they have always been so inspiring and willing to help me or taught me something new that might help me in future.

3.3 How they can improve experience for future interns

Dhaka Ahsania Mission (DAM) in the finance department can enhance the experience for future interns which I have identified after giving a thought to my internship experience. The first thing that they can do is to arrange an orientation session at the beginning of the internship. This would benefit the intern to understand the mission, values and operation of DAM. This orientation session not only helps to boost the intern's confidence about the organization but also would make them feel a warm welcome. This orientation might also include, team member introduction, description of the responsibilities and lastly an overview of the finance department. I believe this orientation session will help to give the future interns a better experience. While arranging an orientation session for the future intern it is important to give them a detailed and complete job description. As a result of a detailed job description, they will be able to understand their duties and identify the required abilities. As an intern there were several times when I was being confused by the impromptu assignment of various jobs. Hence, if the organization works on this matter, it can provide better experience to the future interns. I have mentioned it previously, that aligning with a mentor can enhance the experience and as an intern I could do my job more effectively. Hence, it would be an urge to the organization to align a mentor with the future intern so that they can show their potential more effectively and become beneficial to the organization. Another suggestion for the organization would be to offer flexible working hours and offer some entertainment facilities. Since, as an intern they will also need to balance academic commitment and professional responsibility, it is important that they are being provided some flexibility about the working hours and entertainment facility. This flexibility would reduce stress and enable interns to perform better.

Chapter Four: Personal Development Plan

4.1 Personal development plan

As an intern, I realized setting attainable goals for myself is required to my professional growth. This goal includes both short- and long-term planning to support my career growth. While planning for the skills that will help me to pursue professional growth, the first thing that came to my mind was to become advanced with financial software's like "Excel". I realized the need of "Excel" during my university days and I had a limited knowledge about this as well but while working in a professional setting I realized the importance of it even better. Furthermore, I also want to learn more about accounting software like "Tally". These tools are necessary for effective data management, report creation and financial analysis. Previously I've discussed the necessity of analytical skill. Hence, I want to gain proficiency in analyzing financial data in order to make informed decisions. I believe this skill is not only required for professional growth but also for personal development. Communication and networking skills are something that is unavoidable in order to excel in a career. These skills will be required in every step. I feel my communication skill is very poor, because I get anxious to communicate with someone who is totally unknown to me hence, I want to build this quality in me. Additionally, I believe developing networking will offer insightful information, this will aid my eagerness to learn new things. Apart from short term goals, within the next five years I want to work as a security analyst for a respectable brokerage firm. I want to gain proficiency to address challenging financial issues and participate in the decision-making process. But the key long-term goal is to earn globally recognized certification, chartered Financial Analyst (CFA). This will increase my credibility and expertise in the finance field. My goal is to establish a strong foundation for a prosperous career in finance by concentrating on short-term skill development and aligning professional goals with long-term ambitions.

4.2 Skills that I am willing to learn in future

After my graduation I am planning to gain a few skills that will be helpful to strengthen my knowledge. I want to take advanced financial analysis classes and gather a few certificates. In order to get ready for a more specialized position in finance. I will pursue qualifications like advanced Excel, Tally and Certified Financial Analyst (CFA). Beside the technical skills I also want to improve essential soft skills like leadership, teamwork, communication and networking. In order to adopt these skills, I will take part in interactive sessions, seminars and workshops. Effective teamwork and communication abilities will enable

me to work with my contemporaries in future. Since, I want to position into a more responsible position in future thus, leadership quality will help me to achieve that.

Part B:
Research Segment

Abstract

This study explores developing sustainable transportation in Bangladesh through private sector contribution. This study has focused on two objectives which are government incentives on green projects and Public-private partnership in sustainable transportation projects. This research has adopted an exploratory research approach with qualitative design. The data was collected by using convenience sampling through close-ended questionnaires. Additionally, the data was being collected from public transportation users. Because this research wants to explore public perspective towards private investment in order to develop a sustainable transportation system. Based on the collected data, the key findings are respondents' awareness about sustainable transportation despite the knowledge about government incentives remain limited. Furthermore, most of the respondents agreed that financial incentives such as loans with low interest rate, tax benefits can effectively encourage the private sector to contribute to sustainability projects. Apart from this, the study also emphasizes the role of Public-Private Partnership (PPPs) in addressing transportation obstacles. According to the respondents, lack of regulations, financial transparency, multiple agencies and limited expertise in managing PPP projects are the key obstacles for Public and Private Collaboration. In order to enhance collaboration between the public and private sector and overcome these challenges, stronger legislation frameworks are necessary. Lastly, to promote eco-friendly and climate-resilient transportation systems, this research provides valuable insights about end users point of view for policymakers, private investors and transportation planners. Additionally, this study offers actionable recommendations to develop sustainability and the importance of integrated solutions in promoting sustainability in the transportation industry.

Chapter One: Introduction

1.1 Research title

Mobilized Private Investment Strategies can develop sustainable Transportation system in Bangladesh

1.2 Research objective

This research seeks to achieve the following research objectives:

- This research wants to find out offering Government incentives for green project can develop sustainable transportation system in Bangladesh
- This research wants to find out Public-Private Partnership (PPP) can develop sustainable transportation system in Bangladesh.

Research Purpose

The purpose of this study is to identify how mobilized private investment strategy can contribute to the development of a sustainable transportation system in Bangladesh. Due to the increase of urbanization, recruitment for eco-friendly and resilient transformation infrastructure become necessary. This research wants to examine how government incentives for green projects can encourage the private sector in order to develop sustainable transportation system in Bangladesh. Additionally, the research also wants to explore how Public-Private Partnership (PPP) can develop sustainable transportation system in Bangladesh. Based on these strategies this research aims to provide actionable insights to support the creation of greener, accessible and sustainable transportation network in order to economic growth and protecting Bangladesh's environment.

1.3 Background of the study

Transportation is the core of many challenges facing economic and social growth because approximately 64% of the world's oil consumption, 27% of all energy usage and 23% of carbon dioxide emissions is resulted due to transportation. Therefore, decarbonizing the transportation sector is essential to combating climate change. Additionally, nations must find ways to provide access to clean and sustainable transportation. (Mead, 2021) Establish a sustainable transportation system is becoming very difficult for Bangladesh due to the country's fast development, population expansion and economic activity. Problems

like traffic jam, pollution and insufficient public transportation impacted the quality of life. In order to address these problems significant financing is required. But solely rely on government resource cannot meet the required demand (The World Bank). Therefore, to make Bangladeshi transportation system sustainable private sectors participation is essential.

The aim of this study is to explore strategies to optimize private investment in order to create a sustainable transportation system in Bangladesh. It aims to point out the key factors, obstacles and possible policy framework to encourage private sector involvement. Therefore, by strategically optimize the private investment on transportation may turned into a driver of sustainable growth.

1.4 Research question

This research wants to answer/explore- How a mobilized private investment strategy can develop sustainable transportation system in Bangladesh?

Problem statement: Among all the carbon dioxide emissions that occur worldwide, 70% carbon dioxide emission occur in cities and the major contributor is the private vehicles that use fossil fuels. The demand for passenger transportation is expected to increase by over 75% by 2050. Thus, cities must immediately take necessary steps for urban transportation to prevent disastrous long-term effect. (World Bank Group, 2023) Being the capital of Bangladesh, Dhaka is major contributor to the carbon dioxide emissions. Therefore, it also needs to address the foundation to prevent the catastrophic long-term consequences. However, developed and developing countries have different approaches to the transition to low-carbon urban transportation. Because the majority of developing countries have not yet completely organized their land use and transportation infrastructure around automobiles. There is still time to create a new route towards inclusive, efficient and low-carbon urban transportation. But in order to make the shift to low-carbon mobility, funding for environmentally friendly transportation infrastructure is required. (World Bank Group, 2023) in order to close the funding gap and accelerate the implementation of environmentally friendly transportation methods, increasing private investment is a viable way. Public-Private Partnership (PPPs) and government incentives for green initiatives is required in order to integrating the resource and experience (Ang & Marchal). it is necessary to explore the best ways to put this process into practice to ensure the long-term sustainability, effectiveness and inclusivity of Bangladesh's transportation infrastructure. The aim of this study is to close the gaps by exploring how mobilized private investment strategy may turn the country's transportation system into sustainable model.

1.5 Potential Contribution

This research has a potential contribution on promotion of Public-Private Partnership (PPP), Policy recommendations, economic growth and environment. This study will help the policymaker to provide incentives for green projects. This will help the government to create efficient finance, tax and aid plans that will draw in private investment and support the country's sustainable objectives. This research will also highlight the cooperative strategies. By exploring Public-Private Partnership (PPP) this research will provide insightful strategy to the Public and Private sector to pool resources and expertise. This can improve project effectiveness and encourage creative thinking in environmentally friendly transportation options. The report emphasizes how government incentives and private sector participation could accelerate the adaptation of transportation system, this will emphasize the use of renewable energy and low emissions. This will also reduce the carbon footprints and address the climate change. This study will also increase accessibility, improve logistics. Additionally, sustainable transportation infrastructure will stimulate economic activity and produce long-term economic advantage. Lastly, this study will fill in information gap about sustainable mobility and helps Bangladesh to move toward a more inclusive and greener future.

Chapter Two: Research Methodology

2.1 Type of research

This study uses an explorative research approach in order to explore how mobilized private investment strategy can develop sustainable transportation systems in Bangladesh. Explorative research approaches take place when there is limited understanding about a subject. This approach enables the researcher to investigate new ideas and frameworks. Explorative research is adaptable and contributes to the creation of new information. This approach involves survey questions, literature reviews, interviews and secondary data sources. It sets the foundation for further research and useful suggestions rather than seeking out definitive conclusions.

The study focuses on exploring two important areas. Government incentives for green projects and Public-private partnership (PPP). Through explorative research this study determines how financial incentives and politics can draw private investment in environmentally friendly methods of transportation. Important new insights will be generated from public perspective through this research. Thus, policymakers and investors can have a clear understanding of how private investment can drive sustainable transportation development as a result.

2.2 Research design

The study uses a qualitative research design to explore how mobilized private investment can develop sustainable transportation systems. This approach has been selected because it enables an in-depth understanding of the study problem, concentrating on gathering experience, insights and perspective. Rather than using numerical data, a qualitative design is suitable since this study aims to explore public perspective on the objectives. A close-ended questionnaire has been conducted to the public transportations users in order to gain their perspective about the research objective. They will offer valuable insights of their perspective about the government incentives and Public-private partnership. The flexibility of this design allows the researcher to find new ideas and patterns that may not be immediately apparent. Furthermore, it enables thematic analysis to organize and interpret the collected data into meaningful themes. The study intends to produce well-organized findings that represent the point of view of public transportation users regarding the objective's impact on Bangladesh's transportation system.

2.3 Appropriate methods for sampling, data collection, and analysis

This study used convenience sampling to collect data. 30 respondents are selected to provide their point of view about the objective. The participants are chosen based on their availability and willingness to take part. Convenience sampling works well for qualitative research and due to this approach, it was possible to collect data from easily accessible public transportation users. Through a close-ended questionnaire the data was being collected. With the intention to gather specific opinion and insights regarding Public-private partnership (PPP) and government incentives for green projects, the survey includes structured questions. The questionnaire was distributed to participants through online platforms in order to ensure broader reach. Furthermore, thematic analysis was used to analyze the data collected from close-ended questionnaires. This method helped in identifying patterns, trends and frequency in the responses such as familiarity with the government incentives or multiple agencies. To find the alignments with the objectives of the study, themes were identified which have been focused on practical advice in order to promote a sustainable transportation system.

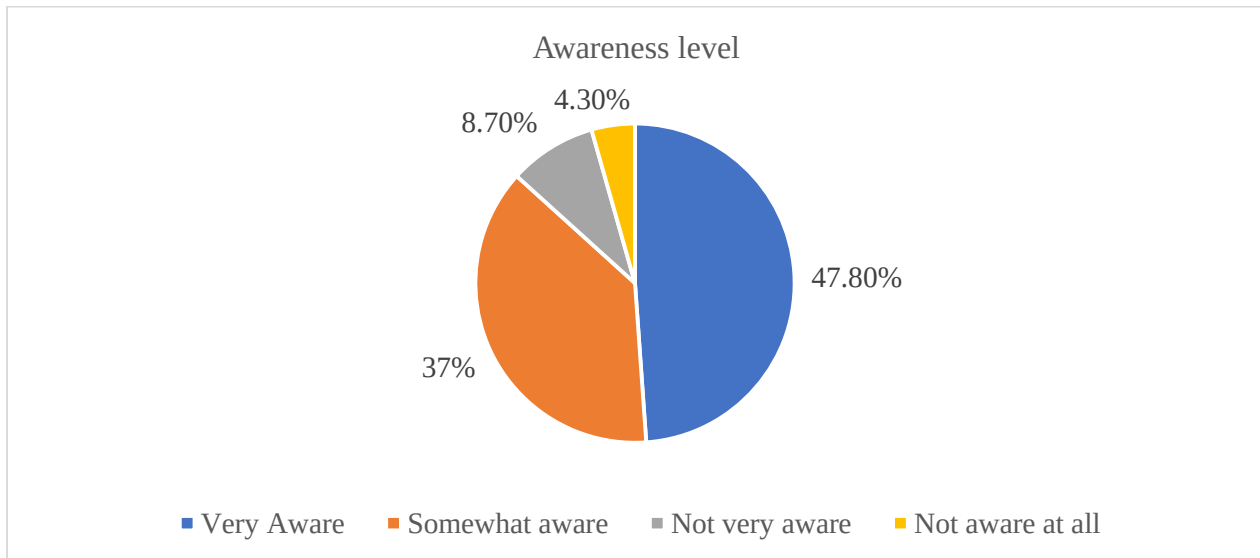
Chapter Three: Findings and Discussion

This Chapter presents the findings from the primary data source (questionnaire) that was given to 30 people who use public transportation. Furthermore, in-depth evaluations of individual elements are included in the section.

According to the research the sample size of 30 respondents were collected from public transportation users. Through the tables below, the answer received from the respondents will be presented in more detail.

Table-1: Awareness about the concept of sustainable transportation system

Awareness Level	Frequency	Rate
Very aware	30	47.8%
Somewhat aware	30	37%
Not very aware	30	8.7%
Not aware at all	30	4.3%

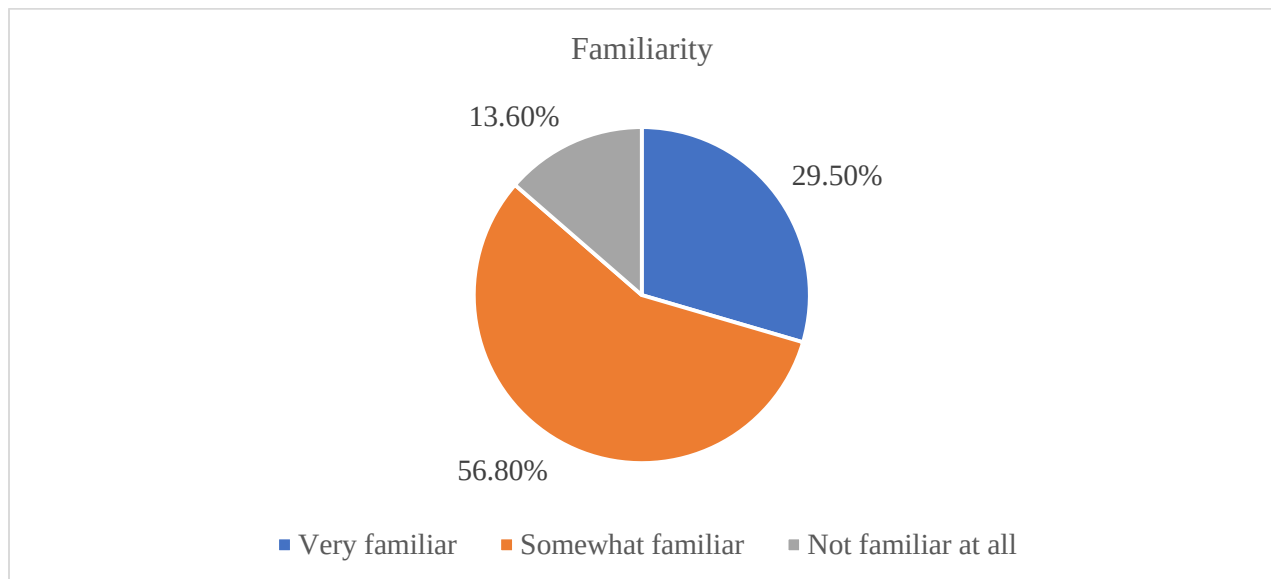


The above table shows the awareness level about the concept of sustainable transportation system. As per the chart 47.80% people are very aware about the concept of sustainable transportation system. 37% somewhat aware, 8.70 % is not very aware and 4.30% people is not aware at all about the concept of

sustainable transportation system. Therefore, the data indicates that majority of people are very aware about sustainable transportation system.

Table-2: familiarity with government incentives

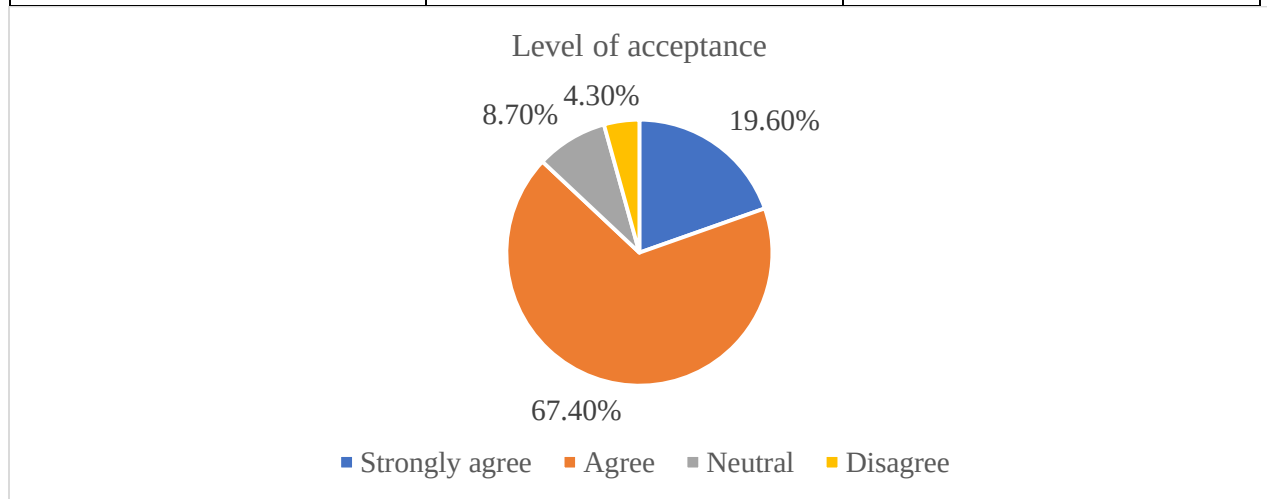
Familiarity	Frequency	Rate
Very familiar	30	29.5%
Somewhat familiar	30	56.8%
Not familiar at all	30	13.6%



As per the chart, many respondents are somewhat familiar about government incentives because the above chart portrayed the familiarity level of respondents with government incentives. According to the chart 13.60% respondents have clear idea about government incentives. 56.8% people have not very familiar with the concept but they have some idea about it. However, 29.5% respondent do not have any idea about government incentives. Although, the number of people who have clear idea about the incentive is very low but it is still indicating positively that majority of people have somewhat familiarity with the concept.

Table-3: Loans with lower interest rates would encourage private companies

Level of acceptance	Frequency	Rate
Strongly agree	30	19.6%
Agree	30	67.4%
Neutral	30	8.7%
Disagree	30	4.3%

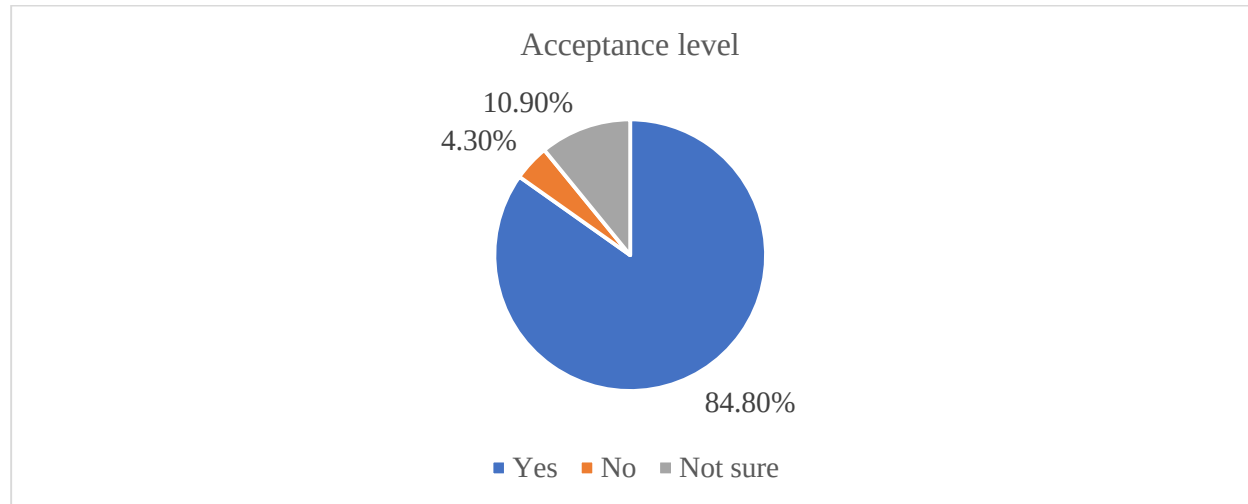


The above table illustrated whether the respondent agree with the statement that loan with lower interest rate could encourage the private companies to participate in sustainable transportation system. According to the table 19.6% of respondents strongly agreed with this statement. 67.4% respondents only agreed that loan with lower interest can encourage the private companies. Although, 8.7% respondent have been selected neutral as an option but 4.3% people disagreed with the statement. Therefore, it could be said that loan with lower interest rate can help to promote sustainable transportation system.

Table-4: Tax benefit for environmentally friendly initiatives

Acceptance level	Frequency	Rate
Yes	30	84.8%

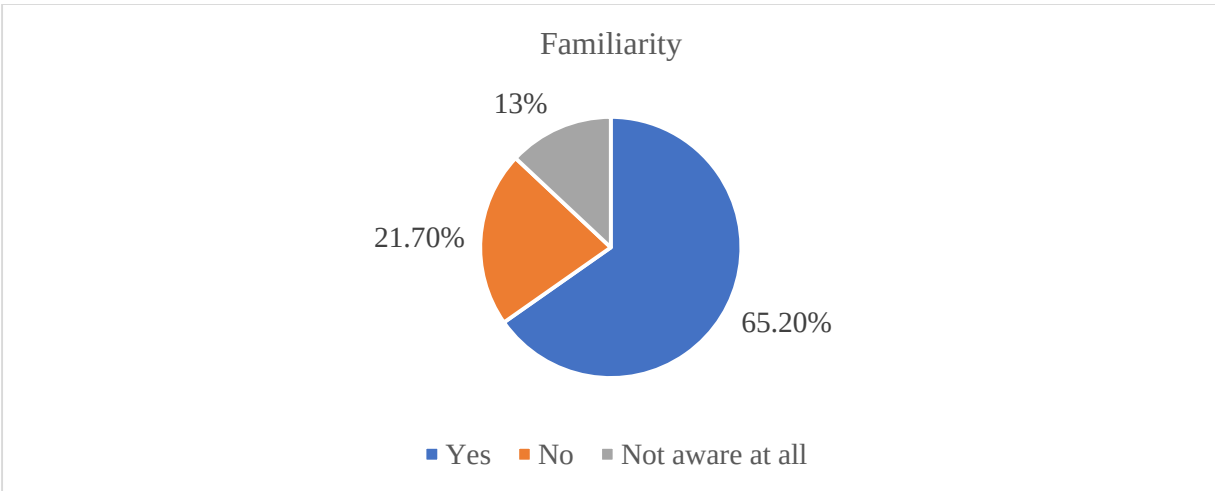
No	30	4.3%
Not sure	30	10.9%



At this stage, the acceptance level of the respondents of tax benefit for environmentally friendly initiatives has been measured. Based on their response, it is seen that 84.8% of people chose 'Yes' option, which means that they believe that tax benefits for environmentally friendly initiative can play an important role in developing a sustainable transportation system. Also, 4.3% of people chose 'No' as option which is very less to determine and 10.9% of respondents selected 'Not sure'. Since the acceptance level of most people is "Yes", it can be said that tax benefit for environmentally friendly initiatives can be effective in developing sustainable transportation system.

Table-5: Familiarity with climate-resilient infrastructure

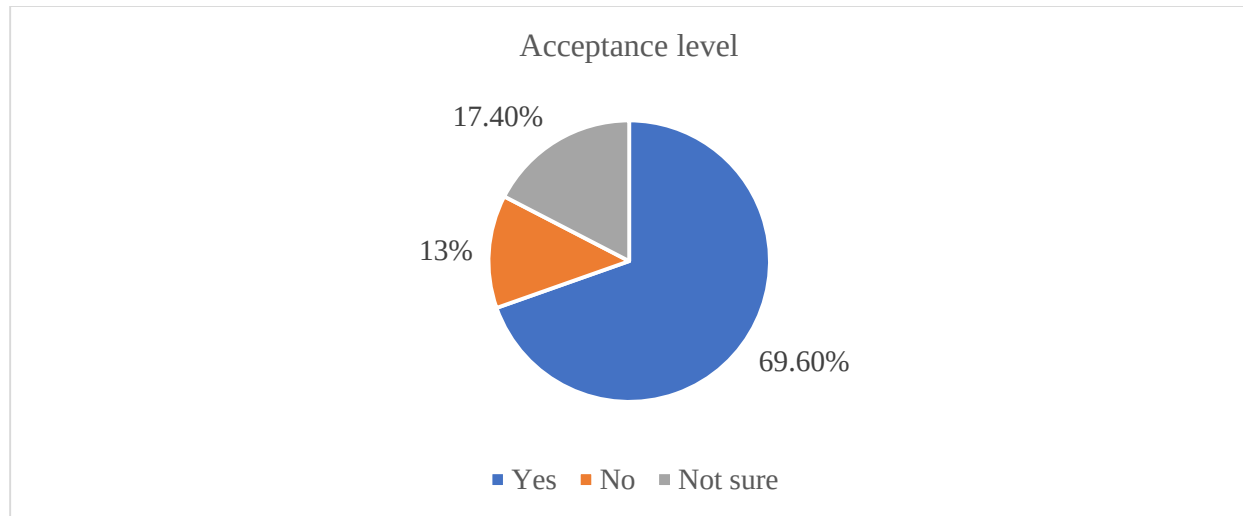
Familiarity	Frequency	Rate
Yes	30	65.2%
No	30	21.7%
Not aware at all	30	13%



In this part, respondents were asked whether they are familiar with climate-resilient infrastructure. As the above table shows 65.2% respondents have selected 'Yes' which indicates that majority of respondents are aware about the concept. Although majority respondents have selected 'Yes' but there are few respondents who have no idea about climate-resilient infrastructure. Beside the fact that the number is low compare to the aware respondents but still they need to be considered in order to promote sustainability.

Table-6: Incentives for low-carbon, climate-resilient infrastructure projects

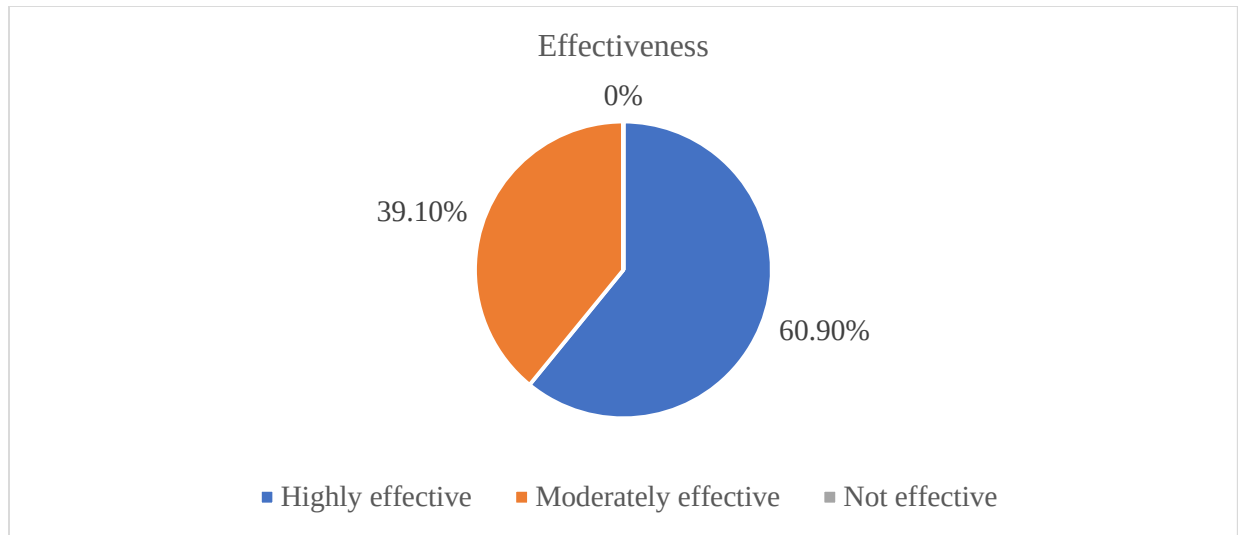
Acceptance level	Frequency	Rate
Yes	30	69.6%
No	30	13%
Not sure	30	17.4%



The following chart indicates the respondent's acceptance level with the statement that involved offering incentives for low-carbon, climate-resilient projects influence the private sector to invest. According to the public transportation users 69.6% respondents agreed that incentives in such projects can influence the private investors. However, 17.4% respondents are not sure about the fact. Apart from this 13% respondents considered that offering such incentives cannot influence the private investors. Although there is mix response about the incentives but majority of respondents think offering incentives can have a positive impact.

Table-7: Public-Private Partnership in order to address transportation challenges in Bangladesh

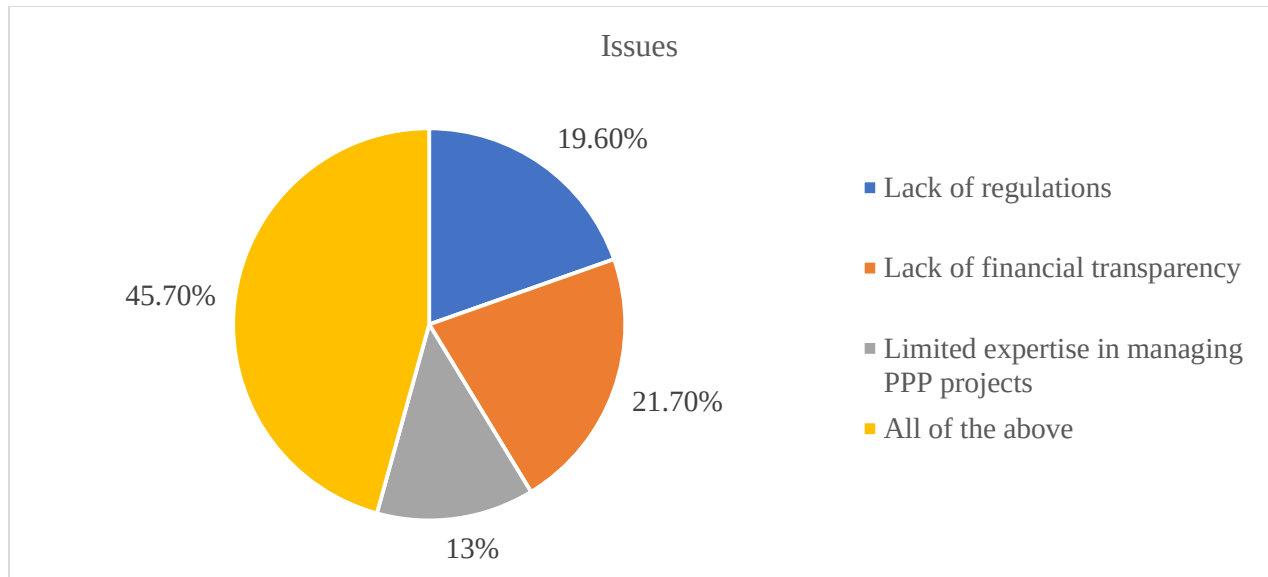
Effectiveness	Frequency	Rate
Highly effective	30	60.9%
Moderately effective	30	39.1%
Not effective	30	0%



The above chart illustrated the respondents believe toward the effectiveness in Public-Private Partnership to address the transportation challenges in Bangladesh. 60.9% respondents have chosen highly effective as option which indicate that the majority of respondents have believed that Public-Private partnership can mitigate the transportation problem. Moreover, 39.1% respondents think it could be moderately effective if Public and Private Institute collaborate. But there are no respondents who believe it will not effective if public and private institute came together to solve this problem.

Table-8: Key issues in implementing Public-Private partnership

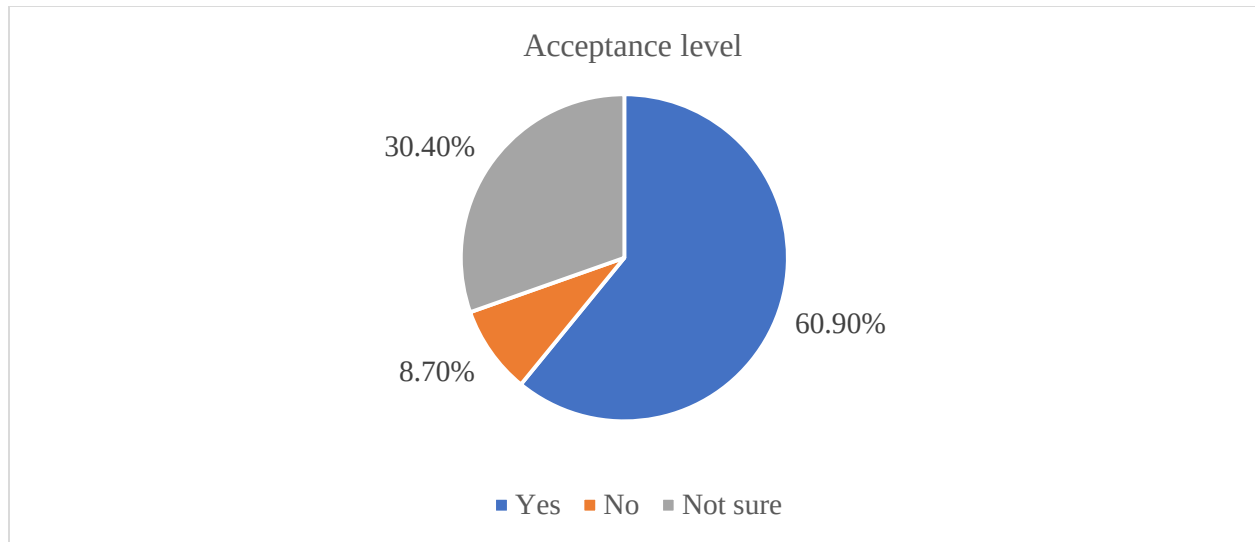
Issues	Frequency	Rate
Lack of regulations	30	19.6%
Lack of financial transparency	30	21.7%
Limited expertise in managing PPP projects	30	13%
All of the above	30	45.7%



In this section respondents were asked to select a key issue according to them in order to implementing Public-Private partnership for transportation projects in Bangladesh. Based on the response, 19.6% respondents think lack of regulation is the main problem in implementing Public-Private partnership. However, compare to insufficient regulation many respondents consider financial transparency is the obstacle to the collaboration. Additionally, there are 13% of respondents who believe limited expertise in managing PPP projects is the barrier for public and private collaboration. But most of the respondents consider lack of regulation, lack of financial transparency, limited expertise is the issue behind implementing Public-Private partnership. Since 45.7% respondents have selected ‘All of the above’ as option therefore all of the mentioned obstacle needs to be under consideration.

Table-9: Multiple agencies create Challenges for private companies

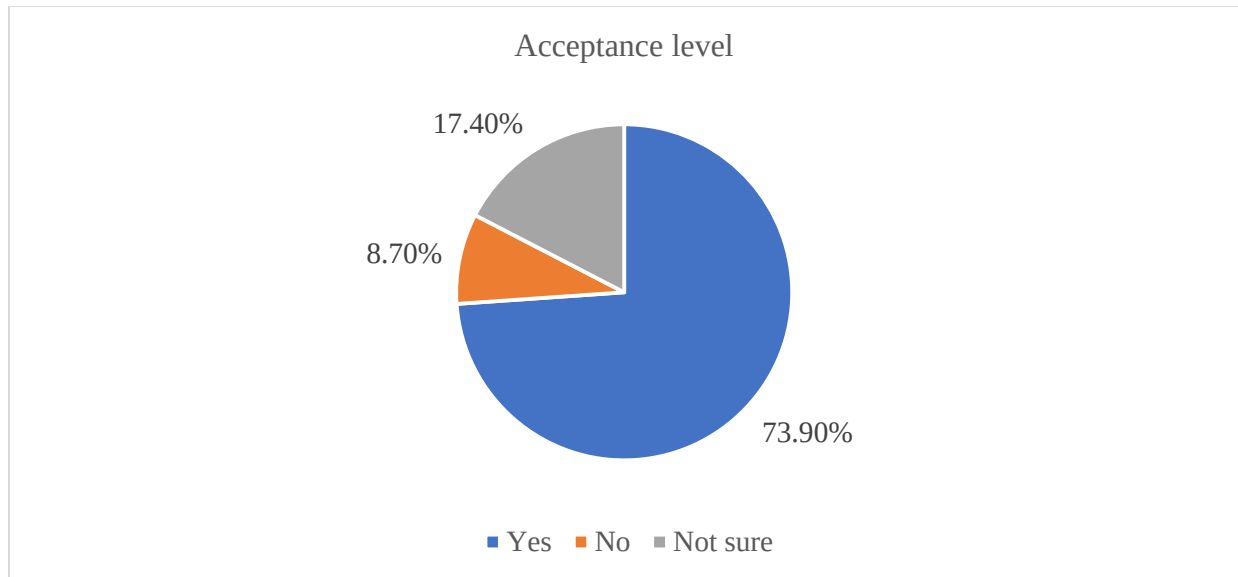
Acceptance level	Frequency	Rate
Yes	30	60.9%
No	30	8.7%
Not sure	30	30.4%



This section contains responses about respondents' perspective towards the multiple agencies in Public-private contracts. About 60.9% respondents believe that multiple agencies do create obstacle in Public Private Collaboration. Although the number is very limited but still there are few people who think multiple agencies does not have any contributions in creating challenge for private companies to collaborate with public institutions. However, 30.4% respondents are not sure about the fact. Despite the fact that few respondents do not consider multiple agencies as problem but the number of respondents who consider this as a problem are many. Therefore, while there is a public private collaboration this fact needs to be under consideration.

Table-10: Inadequate legislation and judiciary system limit Public-Private Partnership

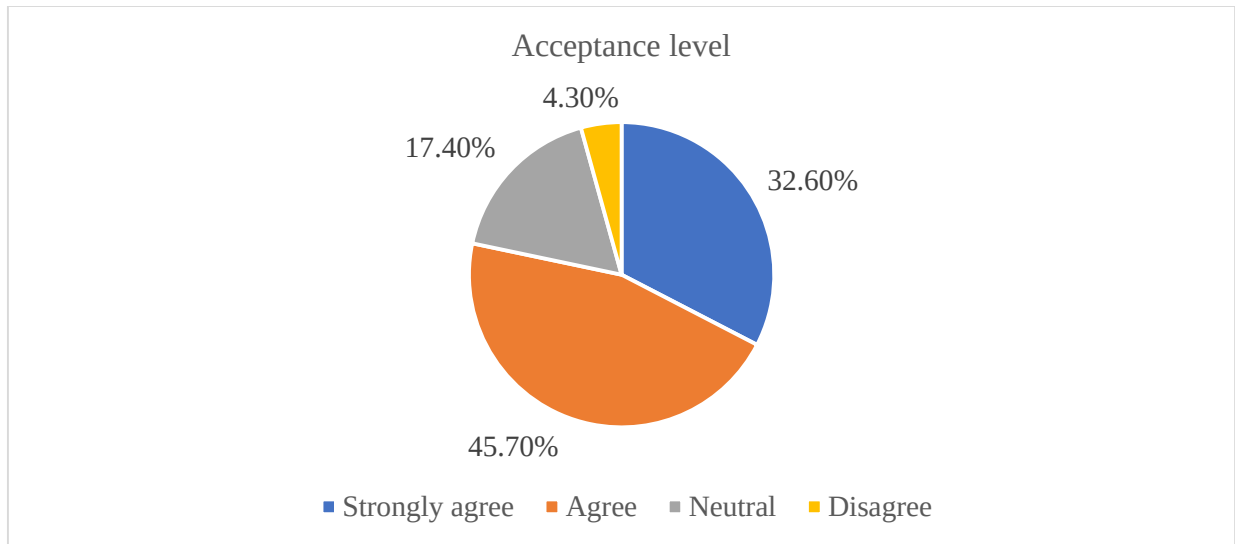
Acceptance level	Frequency	Rate
Yes	30	73.9%
No	30	8.7%
Not sure	30	17.4%



Respondents were asked to provide their opinion about the statement which involved inadequate legislation and judiciary system limits Public-Private Partnership. According to the chart, 73.9% respondents agreed with this statement. They consider these factors hinder the PPP opportunity. Besides that, there are some distinct opinions as well. 8.7% respondents think these factors does not limit PPP opportunity. But 17.4% respondents are not sure that inadequate legislation and judiciary system can have an impact on Public-Private collaboration.

Table-11: Developing a sustainable transportation system is possible through private investment

Acceptance level	Frequency	Rate
Strongly agree	30	32.6%
Agree	30	45.7%
Neutral	30	17.4%
Disagree	30	4.3%



This above chart contains the response about the statement which involve developing environmentally friendly transportation system is possible through private investment from the public transportation users because this research wants to collect data from the transportation users and want to explore their opinion about Public-Private Partnership and government incentives. According to the data, 32.6% respondents have strongly agreed with the statement and 45.7% respondents have selected ‘Agree’ as option. However, 17.4% respondents have neutral opinion about this. Despite the fact that majority of respondents consider private investment can promote sustainability in transportation system, there are few respondents who does not think like that way. They believe sustainability cannot promote through only private investment.

Chapter Four: Recommendations

Based on the findings it is evident that there is room for improvement to develop sustainability in the transportation system in Bangladesh. The following recommendations can be made to enhance sustainability. In order to ensure wider awareness, an awareness campaign should be conducted. Since only 47.8% of respondents are very aware of the idea of sustainability, therefore an awareness effort should be focused on the remaining population. Media campaigns, educational projects and public engagement initiatives can help to achieve this. Additionally, 13.6% of respondents are not at all familiar with government incentives. Thus, it indicates a need for improved transparency and communication. In order to achieve this, the government can simplify and publicize incentive schemes such as tax benefits and low-interest loans to attract the private sector. Low-interest loans are major incentives for private companies to engage in such projects according to transportation users. Therefore, to ensure greater private sector involvement, policies which promote easy accessibility to financial support can be an option. Furthermore, 45.7% respondents believe lack of regulation, financial transparency and limited expertise in managing PPPs are key issues in implementing Public-Private collaboration. Comprehensive policies and capacity building programs are required to mitigate such barriers. 60.9% of respondents supported that multiple agencies create obstacles in Public-Private collaboration therefore simplifying procedures for the collaboration and improving coordination among agencies would be helpful to increase PPP contracts. 73.9% of respondents agreed that the government should resolve judicial and legislative obstacles to improve PPP opportunities. Enhanced legal structures will foster an atmosphere that is favorable to collaborate.

Chapter Five: Conclusion

This report emphasizes the importance of mobilized private investment initiative for Bangladesh to build a sustainable transportation system. Although sustainable transportation is well known, still there are some gaps in knowledge about government incentives and the successful use of Public-Private Partnerships. Policies and activity might be favorable to address these gaps in order to promote sustainability in the transportation system. According to the study, offering financial incentives for green projects such as tax benefits and low-interest loans can help to boost private sector involvement. Strengthening laws, fostering transparency, and encouraging cooperation between the public and private sectors may also increase the effectiveness of PPPs in tackling transportation issues. By highlighting important obstacles such as lack of regulation, financial transparency and multiple agency complexity, this study offers recommendations to address these problems.

Lastly, in order to pave the way for a sustainable and resilient transportation system in Bangladesh, private investment in such projects needs to be boosted-up which will eventually contribute to environmental preservation and economic growth. This research works as a foundation for future sustainable initiatives.

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Appendix

i. Questionnaire

1. How aware are you of the concept of a sustainable transportation system?

(A sustainable transportation system satisfies present transportation demand without endangering future generations. It encourages energy efficiency, lower greenhouse gas emissions at the same time highlights environment friendly options like bicycling. It ensures accessibility, affordability and low environmental effect.)

- a. Very aware
- b. Somewhat aware
- c. Not very aware
- d. Not aware at all

2. Are you familiar with government incentives?

- a. Very familiar
- b. Somewhat familiar
- c. Not familiar at all

3. Do you agree that loans with lower interest rates would encourage private companies to participate in sustainable transportation development?

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree

4. Should tax benefits be offered for environmentally friendly initiatives?

- a. Yes
- b. No
- c. Not sure

5. Are you familiar with climate-resilient infrastructure?

(Infrastructure that is climate- resilient is made to endure and adjust to the effects of climate change, including extreme weather, rising sea levels and temperature fluctuations. For examples - flood resilient roads)

- a. Yes
- b. No
- c. Not aware at all

6. Does offering incentives for low-carbon, climate-resilient infrastructure projects influence the private sector to invest?

- a. Yes
- b. No
- c. Not sure

7. How effective do you believe Public-Private partnership would be in addressing transportation challenges in Bangladesh?

- a. Highly effective
- b. Moderately effective
- c. Not effective

8. What are the key issues in implementing Public-Private partnership for transportation projects in Bangladesh?

- a. Lack of regulation
- b. Lack of financial transparency
- c. Limited expertise in managing PPP projects
- d. All of the above

9. In order to implement public-Private partnership, do multiple agencies create challenges for private companies?

(Multiple Agencies in PPPs refer to the participation of different public and private institutions. These agencies work together to design, fund, develop and manage public services or infrastructure projects, utilizing their distinct strengths for mutual benefit.)

- a. Yes
- b. No
- c. Not sure

10. Does inadequate legislation and judiciary system limit PPP opportunities?

- a. Yes
- b. No
- c. Not sure

11. Do you agree developing an environmentally friendly transportation system is possible through private investment?

- a. Strongly agree
- b. Agree
- a. Neutral
- b. disagree

ii. Copy of company-provided internship confirmation/acceptance letter



Motto:
Divine and
Humanitarian
Service

Established in 1958
Reg. no. S-5682
(799)/06 under the
Societies Registration
Act 1860

NGO Affairs Bureau
Reg. no. 246/1987
Department of Social
Welfare Reg. no. 316/1963

Recipient of
International Prizes
WHO Regional Director's
Special Recognition Award
for Outstanding Contribution
in Tobacco Control-2020

Commonwealth Education
Good Practice Award-2018

Energy Globe Award-2017

Global Prize on ESD
Okayama Award-2015

AGFUND International
Prize-2015 & 2004

UNESCO International
Literacy Prize-2013 & 2003

ISESCO Prize for
Literacy-2012

Global Development
Network Award-2003

Asian Cultural Centre for
UNESCO (ACCU) Grand
Prize-1996

UN ESCAP Human
Resources Development
Award 1994

Recipient of
National Prizes
Tobacco Control Award-2018

Peace Prize by Tomuddun
Majlish-2008

Bankers Forum Award-2007

Dhaka Nagar Padak (City
Medal)-2004

Independence ward, Govt.
of Bangladesh-2002

National Literacy
Award-1998

Dhaka Ahsania Mission

NGO in Consultative Status with United Nations ECOSOC and with UNESCO

DAM/HR/101.7/2024- ১১৩৭

October 21, 2024

Ms. Jennifer Hossain
Consultant- International Affairs
& Career Services Office
University of Liberal Arts Bangladesh (ULAB)
Dhaka

Subject: Confirmation of Internship.

Dear Sir,

We have the pleasure to inform you that Dhaka Ahsania Mission offers internship to the students of reputed Universities/Colleges to share good practices and facilitate to increase knowledge of the students based on the development field.

In response to your letter dated October 01, 2024, we are pleased to offer an internship opportunity to work in Finance & Accounts Division of Dhaka Ahsania Mission (DAM) for the following Student of your University:

1. Ms. Tanjila Islam (ID# 201011196)

Thanking you,


Md. Habibur Rahman
Deputy Director, HR

Copy:

1. President, DAM
2. General Secretary, DAM
3. Director, Finance & Accounts, DAM
4. Joint Director, Finance & Accounts, DAM
5. PS to President, DAM
6. Office Copy

D:\Internship-2024\Internship 24.docx

Head Office : House # 19, Road # 12, Dhanmondi Residential Area, Dhaka-1209, Bangladesh
Phone : (880-2) 41020261, 41020263, 41020264, 41020265; Fax : (880-2) 41020268
Email : dam.bgd@ahsaniamission.org.bd; dambgd@gmail.com
Web : www.ahsaniamission.org.bd; **Facebook :** dam.bgd; **Twitter :** dambgd

iii. Internship Proposal Form

Internship Proposal Form

Name:	Tanjila Islam
ID:	201011196
Semester: (Spring/Summer/Fall)	Fall 2024
Department:	BBA
Supervisor`s Name: (Faculty)	Minhaz Uddin Ahmed, PhD
Project Title:	Mobilized private investment can develop sustainable transportation system in Bangladesh

Tanjila

05th January, 2025

Student`s signature & date

Supervisor`s signature & date