Transportation

Being riverine, transport in Bangladesh began with the use of large boats, e.g., bainkata and kosha, to move goods and people. When roads and highways were constructed as major cities developed, the country’s transport networks expanded to include a variety of transport modes, from rickshaws, auto-rickshaws, taxicabs, and trains to public buses and private vehicles (Zulfikar 2017).
Map II.12: Airports

Legend
- District boundary
- Airport

Data Sources:
- BIDC, IHO, and IOC, 2003. GEBCO Digital Atlas (bedtopometry); and WARP (airports and district boundaries).
Map II.13: Seaports

Legend

- District boundary
- Seaport

Data Sources:
- BOLDC, ILO, and IOC, 2003. GERCO Digital Atlas (both waterways) and WAPPO (district boundaries and seaports).
Map II.14: Railways Exposure

Legend
- District boundary
- Exposure:
  - Very low
  - Low
  - Moderate
  - High
  - Very high

Data Sources:
- BODC, IHO, and IOC, 2003. GECO Digital Atlas (bathymetry), and WAPPO (district boundaries and railways).
Exposed to Hazards

*Destroyed by floods.* A village bridge is no match to high floodwaters that regularly come during heavy monsoon (photo by Nurun Nahar).

*Villagers in Bangladesh.* Trapped in their own homes, villagers affected by flash floods in the Haor area of Sunamganj can only use handmade barriers for temporary protection (photo by Nurun Nahar).
Map II.16: Cyclone Exposure Index
Map II.17: Drought (Kharif) Exposure Index

Legend
- District boundary

Exposure
- Very low
- Low
- Moderate
- High
- Very high
Map II.18: Drought (Pre-Kharif) Exposure Index

Legend

District boundary

Exposure

Very low
Low
Moderate
High
Very high

Data Sources:
Forest Pierec (drought (pre-Kharif) exposure indices); and
WARP-O (district boundaries).
Map II.20: Erosion Exposure Index
Map II.21: Flash Flood Exposure Index

Legend

- District boundary

Exposure

- Very low
- Low
- Moderate
- High
- Very high

Data Sources: