Welcome to the Presentation ON
"Road Safety in Bangladesh: State-of-the-Art and Actions for Sustainable Transport Development"

Presented by
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12 August 2014
Outline of the Presentation

• Magnitude and trends of road safety problem
• Characteristics of road safety problems in Bangladesh
• Socioeconomic and health burden of road traffic injuries
• Major road safety initiatives in Bangladesh
• Constraints and Requirements for Sustainable and Safe Transport Development in Bangladesh
GLOBAL MAGNITUDE AND PATTERN

• Since 1896, the first recorded road traffic death in London, around 30 million lives have been lost due to road traffic accidents and millions of people have been injured and crippled.

• Every day, more than 3,500 people are killed (one person in about every 25 seconds) in road crashes worldwide; 137,000 more are injured or disabled.

• Worldwide, almost 1.3 million people killed in road traffic accidents each year while the number of injury could be as high as 50 million - the combined population of five of the world’s large cities.
At present:

- 8th leading cause of death overtaking tuberculosis and malaria as causes
- leading cause of death for young people aged 15-29 years
- leading cause of death for children aged 5-14 years
- leading cause of serious health loss for men aged 15-49 years
- 2nd leading cause of death for those aged 15-49 years
Road crashes are one of the top three causes of death for 5 to 44 year olds.

Road traffic injuries were the 11th leading cause of death worldwide and accounted for 2.1% of all deaths globally.

Furthermore, these road traffic deaths accounted for 23% of all injury deaths worldwide.
Distribution of Global Injury Mortality by Cause

- Road traffic deaths accounted for **23%** of all injury deaths worldwide.

- Suicide: **16.9%**
- Violence: **10.8%**
- War: **3.4%**
- Other intentional injuries: **0.2%**
- Poisoning: **6.7%**
- Falls: **7.5%**
- Fires: **6.2%**
- Drowning: **7.3%**
- Other unintentional injuries: **18.1%**
- Road traffic injuries: **22.8%**

Source: WHO Global Burden of Disease project, 2002, Version 1
Low-income and middle-income countries have the highest burden and road traffic death rates:

• Accident death rates in developing countries are much higher (at least 50 times) than in developed countries.

• Most (91%) of the world’s fatalities on the roads occur in low-income and middle income countries,

• which have only 48% of the world’s registered vehicles where 5098 million people or 81% of the world’s population live.

• Approximately, 62% of reported road traffic deaths occur in 10 countries.
Population, Road Traffic Deaths, and Registered Motorized Vehicles by Income Group

1. Registered vehicle data provided only for countries participating in the survey.
Registered vehicles

Road Traffic Deaths

- Low-Income Countries
- Middle-Income Countries
- High-Income Countries

Source: WHO Global Status Report on Road Safety 2009 (with 2007 data)

ARI ACCIDENT RESEARCH INSTITUTE
Proportion of road traffic deaths by road user type and country status
TRENDS IN ROAD TRAFFIC INJURIES: GLOBAL AND REGIONAL TRENDS
• According to WHO data, road traffic deaths have risen from approximately 999,000 in 1990 to just over 1.2 million in 2004 – an increase of more than 10% and at present it is almost 1.3 million.

• Low-income and middle-income countries account for the majority of this increase.
Since the 1960s and 1970s, there has been a decrease in the numbers and rates of fatalities in high-income countries.

At the same time, there has been a pronounced rise in numbers and rates in many low-income and middle-income countries.
Countries with changes in numbers of road traffic deaths (2007-10) by country income status

Source: WHO Global Status Report on Road Safety 2013
Fatal injury accidents (Dutch)
Trends in US

Road Safety Continues to improve.

In 2009 the US had the lowest Level of traffic Fatalities Since 1954 and this is the 15th Consecutive year the fatality rates have fallen.

2009 - 33,963 (drop of 8.9%) as compared to
2008 - 37,261 deaths.

The fatality rate for 2009 declined to the lowest on record to

2009 - 1.16 fatalities / 160 million vehicle km traveled (VKT) down from
2008 - 1.25 fatalities /160 million VKT.
Trends in US

It is extremely significant that fatality rates are now lower than in 1954, when average speeds were lower.

Some of this can be attributed to:
- laws against drink driving,
- seatbelts and
- improved car design with crumple zones and ABS brakes.

However, US transportation secretary Ray LaHood cautioned, “There are still far too many people dying in traffic accidents. Drivers need to keep their hands on the steering wheel and their focus on the road in order to stay safe.”
Currently, there are two main models for predicting future trends in road traffic fatalities. **These two models are:**

- the WHO Global Burden of Disease (GBD) project, using health data;

- the World Bank’s Traffic Fatalities and Economic Growth (TFEG) project, using transport, population and economic data.
Both predict a **substantial increase** in road traffic deaths if present policies and actions in road safety continue and no additional road safety countermeasures are put into place.

The model predicts the following scenario for 2020 compared with 1990:
Global Projections and Predictions....

• Road traffic deaths are predicted to increase by 83% in low-income and middle-income countries (if no major action is taken), and to decrease by 27% in high-income countries.

• The overall global increase is predicted to be 67% by 2020 if appropriate action is not taken.

• South Asia will record the largest growth in road traffic deaths, with a dramatic increase of 144% between 2000 and 2020.
## Predicted Road Traffic Fatalities, by World Bank Region

<table>
<thead>
<tr>
<th>Region</th>
<th>% Change 2000–20</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>South Asia</strong></td>
<td>144%</td>
</tr>
<tr>
<td>East Asia &amp; Pacific</td>
<td>80%</td>
</tr>
<tr>
<td>Sub-Saharan Africa</td>
<td>80%</td>
</tr>
<tr>
<td>Middle East and North Africa</td>
<td>68%</td>
</tr>
<tr>
<td>Latin America and the Caribbean</td>
<td>48%</td>
</tr>
<tr>
<td>Europe and Central Asia</td>
<td>18%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>83%</td>
</tr>
<tr>
<td><strong>High-income countries</strong></td>
<td>-28%</td>
</tr>
<tr>
<td><strong>Global Total</strong></td>
<td>66%</td>
</tr>
</tbody>
</table>

*Source: Kopits and Cropper (2003).*
Global Projections and Predictions....

Road traffic fatalities, adjusted for underreporting, 1990–2020

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>High-income countries</td>
<td>200k</td>
<td>300k</td>
<td>400k</td>
<td>500k</td>
<td>600k</td>
<td>700k</td>
<td>800k</td>
</tr>
<tr>
<td>Sub-Saharan Africa</td>
<td>100k</td>
<td>200k</td>
<td>300k</td>
<td>400k</td>
<td>500k</td>
<td>600k</td>
<td>700k</td>
</tr>
<tr>
<td>South Asia</td>
<td>80k</td>
<td>140k</td>
<td>200k</td>
<td>260k</td>
<td>320k</td>
<td>380k</td>
<td>440k</td>
</tr>
<tr>
<td>Middle East and North Africa</td>
<td>60k</td>
<td>100k</td>
<td>150k</td>
<td>200k</td>
<td>250k</td>
<td>300k</td>
<td>350k</td>
</tr>
</tbody>
</table>

aData are displayed according to the regional classifications of the World Bank.
b28 countries with a Human Development Index of 0.8 or more.
## Leading Causes of Death, 2004 and 2030 compared

<table>
<thead>
<tr>
<th>RANK</th>
<th>TOTAL 2004</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ischaemic heart disease</td>
<td>12.2</td>
</tr>
<tr>
<td>2</td>
<td>Cerebrovascular disease</td>
<td>9.7</td>
</tr>
<tr>
<td>3</td>
<td>Lower respiratory infections</td>
<td>7.0</td>
</tr>
<tr>
<td>4</td>
<td>Chronic obstructive pulmonary disease</td>
<td>5.1</td>
</tr>
<tr>
<td>5</td>
<td>Diarrhoeal diseases</td>
<td>3.6</td>
</tr>
<tr>
<td>6</td>
<td>HIV/AIDS</td>
<td>3.5</td>
</tr>
<tr>
<td>7</td>
<td>Tuberculosis</td>
<td>2.5</td>
</tr>
<tr>
<td>8</td>
<td>Trachea, bronchus, lung cancers</td>
<td>2.3</td>
</tr>
<tr>
<td>9</td>
<td>Road traffic injuries</td>
<td>2.2</td>
</tr>
<tr>
<td>10</td>
<td>Prematurity and low birth weight</td>
<td>2.0</td>
</tr>
<tr>
<td>11</td>
<td>Neonatal infections and other</td>
<td>1.9</td>
</tr>
<tr>
<td>12</td>
<td>Diabetes mellitus</td>
<td>1.9</td>
</tr>
<tr>
<td>13</td>
<td>Malaria</td>
<td>1.7</td>
</tr>
<tr>
<td>14</td>
<td>Hypertensive heart disease</td>
<td>1.7</td>
</tr>
<tr>
<td>15</td>
<td>Birth asphyxia and birth trauma</td>
<td>1.5</td>
</tr>
<tr>
<td>16</td>
<td>Self-inflicted injuries</td>
<td>1.4</td>
</tr>
<tr>
<td>17</td>
<td>Stomach cancer</td>
<td>1.4</td>
</tr>
<tr>
<td>18</td>
<td>Cirrhosis of the liver</td>
<td>1.3</td>
</tr>
<tr>
<td>19</td>
<td>Nephritis and nephrosis</td>
<td>1.3</td>
</tr>
<tr>
<td>20</td>
<td>Colon and rectum cancers</td>
<td>1.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL 2030</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ischaemic heart disease</td>
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<td>2</td>
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<td>14</td>
<td>Colon and rectum cancer</td>
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<tr>
<td>15</td>
<td>Oesophagus cancer</td>
</tr>
<tr>
<td>16</td>
<td>Violence</td>
</tr>
<tr>
<td>17</td>
<td>Alzheimer and other dementias</td>
</tr>
<tr>
<td>18</td>
<td>Cirrhosis of the liver</td>
</tr>
<tr>
<td>19</td>
<td>Breast cancer</td>
</tr>
<tr>
<td>20</td>
<td>Tuberculosis</td>
</tr>
</tbody>
</table>

Global estimates of costs of road traffic crashes

- US$ 518 billion globally;
- US$ 65 billion in low-income and middle-income countries, exceeding the total amount received in development assistance;
- between 1% and 1.5% of gross national product in low-income and middle-income countries; and
- 2% of gross national product in high-income countries.
Proportion of road traffic deaths by age range and country income status

Most productive people are dying on road
MAGNITUDE OF THE ROAD SAFETY PROBLEMS IN BANGLADESH
According to police statistics, Road accidents in Bangladesh claim, on average 3500-4000 lives and injure another 4000-4500 a year.

A study on Bangladesh Road Crash Costing conducted by TRL funded by UK Department of International Development (DFID) in 2003 showed that:

- **885,056 accidents**
  - 10,692 fatal,
  - 106,062 grievous,
  - 147,660 minor and
  - 442,981 PDO.

- **529,880 casualties**
  - 12,792 fatalities and
  - 165,464 seriously injured
For every injury death, 50 injured attend emergency care.

500,000 people are estimated to visit emergency room.

Source: Bangladesh Health & Injury Survey Report, January 2005
Recently, World Health Organization (WHO) estimates that the actual number fatalities by road traffic accident may be in the order of 20,038 (WHO, 2009).

Per day around 55 persons
We have lost some of our heroes

- **Shah Alam (1990)**
  ace sprinter, who won gold medal twice as South Asia’s fastest man, died in a road accident in May 29, 1990.

- **Manjarul Islam (2007)**
  Young Test cricketer was killed in a road accident on March 16, 2007,

- **Mahbub Alam (2010)**
  Former Bangladesh fastest man gold medallist in 200-metre sprint in the 7th SAF Games in Madras in 1995, died in a road accident on December 4, 2010.

- **Firoz Hossain Pakhi (2012)**
  SA Games gold medallist died in a fatal road accident
We have lost some of our national faces…

- Aug 13, 2011, Saturday
- Filmmaker Tareque Masud, chief executive officer (CEO) of ATN News Ashfaque Munier and three others were killed on the Dhaka-Aricha highway in Ghior, Manikganj.
We have lost some of our resources…

- At 5 sep 2009 Former finance minister **M Saifur Rahman** died in a road accident on Dhaka-Sylhet highway in Ashuganj.

- Women and Children’s Affairs Secretary **Razia Begum** and BSCIC Chairman **Siddiquur Rahman** were killed in a fatal road accident on the Dhaka-Aricha Highway on Saturday morning in a road crash at 31 Jul 2010.
6-nov-08, 10 passengers were burnt alive and 34 other injured along with Ahmed Al Faisal, a L4/T2 student of Civil Engg, Buet died at different hospital.

Dhaka, May 27, A student of (BUET), Samrat was crushed under the wheels of a bus in front of Eden University College.

We have lost some of our families...
We have lost some of our Generations…

45 children die in Bangladesh road crash
We have lost some of our Generations…

A loaded open pick-up truck had around 60 to 70 passengers mostly school children on board lost control and fell into a ditch.

45 children die in Bangladesh road crash

All the factors were involved in the crash:

- Excessive Speeding
- Incompetence of the driver
- Poor road and road side conditions
- Overloading
- The risky vehicle
- Inattentiveness of the driver
53 schoolboys killed
Rash driving leaves truck into a ditch in Chittagong

User Rating: 5 stars / 1
Poor: 1 2 3 4 5 Best

TUESDAY, 12 JULY 2011 | AUTHOR: NAZIMUDDIN SHAYEEL AND MAHMUDUR RAMZAN POLASH

CHITTAGONG, July 11: At least 53 school students were killed and more than 50 injured when a packed truck fell into a ditch on the Abu Torab-Bontoaka highway in the Minarshara Sadar area of Chittagong on Monday afternoon.

The driver of the truck, carrying more than 80 students and some passengers, lost control when he tried to overtake another vehicle.

A rescue team, comprising fire brigade, local administration and the police, found 41 bodies and rescued 15 injured students, nine of them critical, sources said. Local people rushed to the spot and tried to rescue the victims.

Photo: AMINUR KABIR DAS

So yesterday tries to comfort a mother who lost her child in the Minarshara tragedy. Khilanta visited my yesterday.
We are losing our Future…

7 School Children Killed in Jessore Road Crash

- Seven primary school students were killed and 40 others injured as a bus carrying picnickers plunged into a pond
We are losing our Hopes…

Benapole mourns death of school kids

Namaz-e-Janaza for seven school kids, killed in a road accident on Saturday night, was held at Benapole Ball Field in Sharsha upazila of Jessore yesterday. Photo: Star
Who is next?

Anyone of us
Anybody could be affected, any time......
Consequences......

Consequence is enormous
Side effects... and much more
ROAD TRAFFIC ACCIDENT CHARACTERISTICS IN BANGLADESH
Pedestrians-the most affected group

- Pedestrians alone are involved in more than 47% of road accidents and 49% of all fatalities.

- In urban areas pedestrians accounted for 62% of fatalities and in Dhaka city this is nearly 75%.
Increasing Trends of Pedestrian Accident in Dhaka City

- In 1986-87 - pedestrians 43 percent
- In 1991-92 - pedestrians 67 percent
- In 1998-99 - pedestrians 69 percent
- In 2002-03 - pedestrians 76 percent
- In 2005-06 - pedestrians 80 percent
- In 2007-08 - pedestrians 86 percent
Children, in general, are involved in more accidents in developing countries than those in developed countries--------

Every Year Three Thousand People Are Killed In Road Accidents In Bangladesh

- 21% of them are children.
- But it is only about 4% in developed countries.

Percentage of Children Fatalities in Different Countries

**Percentage of Children Fatalities in Different Countries**

**Children Road Safety Situation in Bangladesh**
Involvement of Children in Road Accidents

Adult:
- Male 86%,
- Female 14%

Child:
- Male 66%
- Female 34%

This shows that children are over represented and nearly 2.5 times higher than the adult female is.
Characteristics of Accidents in Bangladesh

Accidents are highly clustered, nearly 50% of accidents on less than 5% of the highway network.

Predominant accident types are:
- Hit pedestrian- (45%)
- Rear end (16.5%),
- head on (13.2%) and
- Loss control/overturning (9.3%).
Vulnerable Age Group

loss of breadwinner and the added burden of the disable members.

Many families are driven deeply into poverty
• Indeed the tragic, premature healthy and costly loss of lives and permanent disability is exacerbating poverty reduction efforts particularly in rural areas.

• Road safety thus clearly emerges as a serious development Challenge in Bangladesh.
WHERE WE ARE??

MAJOR ROAD SAFETY INITIATIVES IN BANGLADESH

Achieving safety on our roads depends greatly on the commitment and efforts of the Government and other relevant organizations.

The concerned authorities have started to realize the need for scientific study and research regarding the causes and commensurate remedial measures.
Several initiatives have been taken by various government, non-government and donor agencies in Bangladesh in the form of:

- policy implementation,
- institutional development,
- sanction of legislation and enforcement,
- capacity building of professionals and academicians and
- geometric improvement of roads,
- awareness development of mass people.
Adoption of National Land Transport Policy (NLTP):

National Land Transport Policy (NLTP) has been adopted in 2004 by the Planning Commission of Bangladesh, which sets vision for "providing safer roads" and policies there-for, such as

• (i) road safety auditing at all phases of road projects, road construction & maintenance,
• (ii) speed restrictions on roads,
• (iii) safety improvement of existing roads
Preparation of Safety Manual, Hand Book and Guidelines

RHD:

• Guidelines for Road Safety Audit,
• Road Safety Improvement Works Manual,
• Road Safety Users Guide,
• Road Geometric Design Manual,
• Police Training Handbook,
• Road Safety Engineering Toolkit,
• Pavement Design Guide,
• Guidelines for Identification of Sites for Road Safety Improvement Works,
• A Guide to Safer Road Design etc

BRTA:

• Traffic Sign Manual
Establishment of National Road Safety Council (NRSC)

- The National Road Safety Council (NRSC) was established in 1995.
- Initially with support of WB funded road improvement project of RHD; now a unit of BRTA.
- The NRSC acts as apex body for approving and driving forward the national policy and plans.
- NRSC is responsible for holding periodic meetings to provide policy level guiding decisions and directives to road safety related stakeholder organizations.
Establishment of Road Safety Cell and District Road Safety Committee

Besides NRSC, District Road Safety Committees (DRSCs) at the district and metropolitan levels have been formed by the involvement of DC and SP along with BRTA, road authority and other transport / road user agencies.

To implement programs and policies of NRSC and will undertake local road safety programs according to local needs.
Establishment of Accident Research Institute (ARI) at BUET

- Accident Research Institute (ARI) has been established at Bangladesh University of Engineering and Technology (BUET) within the top priority programs of the government in 2002 to carry out scientific research for clear understanding of the road safety problems and ascertaining the underlying causative factors, which contribute to accidents on roads, railways and waterways.
ACTIVITIES OF ARI

- Development of accident database and management system
- Accident research and investigations
- Safety training for professional and institutional capacity building
- Development of countermeasures and interventions
- Organizing Conferences, Seminars and Workshops
ACTIVITIES OF ARI

- Collaborative linkages
- Dissemination and application of findings
- Establishing library resources (journals, conference proceedings, books etc.) for research
- Full-fledged research laboratory and accident investigation facilities
- Preparation of Road Safety Manuals etc.
Concluding Ceremony of 7 Day Long
"Driving Instructor’s Training Program"
Date: 15 May, 2010

Chief Guest: Professor Nazrul Islam, Chairman, University Grants Commission of Bangladesh (UGC)
Special Guest: Md. Ayubur Rahman Khan, Additional Secretary & Chairman, Bangladesh Road Transport Authority (BRTA)
Chairperson: Professor Dr. Md. Monowar Hossain, Dean, Faculty of Civil Engineering, Bangladesh University of Engineering & Technology (BUET)
Organized by: Accident Research Institute (ARI), BUET, Dhaka
Training Course on Traffic Safety
5 - 9 June 2011
"Engineering-Education-Enforcement"

ORGANIZED BY
ACCIDENT RESEARCH INSTITUTE (ARI)
BANGLADESH UNIVERSITY OF ENGINEERING & TECHNOLOGY (BUET), DHAKA-1000

Sponsored By: Dhaka Transport Co-ordination Board (DTCB)
The International Conference on Road Safety in Developing Countries

In order to generate road safety commitment and strengthen efforts at the national level ARC organized the first ever International Conference on Road Safety in Developing Countries in Bangladesh last year with a view to strengthen global collaboration and share multi-sectoral experience on road safety in developing countries.
Some Major Road Safety Research and Investigations

- Hazardous Road Location (HRL) Program
- Investigation of Major Fatal Accidents and Accidents during Festivals
- Metropolitan Street Accidents
- Involvement of Pedestrians and Children in Road Traffic Accidents
- Understanding Heavy Vehicle Drivers’ Behavior
Road Safety Training and Awareness Programs

• Training for Professionals

• Training for Students

• Training for Heavy Vehicle Drivers
Development of *Road Safety Unit* at RHD and LGED

- With the technical assistance of DFID, RHD has established road safety division in January 1999 with a view to deal with the safety aspects of national, regional and feeder roads.

- LGED has also created Road Safety Unit within LGED; and undertaking activities in this regards
Establishment of Highway Police

• With the aim of increasing the safety and improving traffic management on highways, the Government of Bangladesh created the Highway Police in 2005 with a view to maintain and ensure discipline, enforce traffic rules and regulation on the highway, traffic management, prevent highway crime, collect and disseminate of intelligence, police patrolling as well as ensure safety on road etc.
Formation of Road Safety Voluntary & Advisory Group:

• In addition to government organizations, many road safety non-government voluntary or advisory groups have been formed at national, regional as well as local levels in Bangladesh.

Nirapad Sarak Chai, Work for Better Bangladesh (WBB), Safe Community Foundation, Poribesh Bachao Andolon etc. are pre-dominant at national level.
Approval of *Speed Limit Zoning* and *Speed Restriction Rules*:

- Speed Limit Zoning & speed restriction rules have been developed for different highways in Bangladesh.

- It has been approved and published in a gazette by BRTA in 2005 for:
  - Dhaka-Jamuna Bridge National Highway (N4),
  - Daulatdia-Faridpur-Jessore-Benapole National Highway Route (N7),
  - Dhaka Mymensingh National Highway Route (N3), and
  - Dhaka Aricha National Highway Route (N5),
  - Dhaka Chittagong Coxbar National Highway Route (N1),
  - Nabinagar, Kaliakoir regional Highway (R505)
Preparation of National Road Safety Strategic Action Plans (NRSSAP)

- The National Road Safety Council (NRSC) was established in 1995, which drew up National Road Safety "Strategic Action Plan" covering the period from July 1997 to June 1999. Subsequently the National Road Safety Council (NRSC) of Bangladesh formulated an updated

  “National Road Safety Strategic Action Plan 2011-2013”

The vision- fifty percent reduction in the annual number of fatal road accidents within the next fifteen years.

The goal- ten percent reduction in the annual number of road accident fatalities by the end of the year 2007 (NRSC 2005).
The Road Safety Action Plan identified the nine priority sector activities for improving road safety. The nine sectors are:

I. Planning, Management and Co-ordination of Road safety
II. Road Traffic Accident Data System
III. Road Safety Engineering
IV. Road and Traffic Legislation
V. Traffic Enforcement
VI. Driver Training and Testing
VII. Vehicle Safety
VIII. Road Safety Education and Publicity
IX. Medical Services for Road traffic Accident Victims
**Development of Accident Database**

- A standard format for accident information recording was designed in 1995.
- MAPP5 software based accident database system has been developed.
- Prepared inventory book to identify the accident locations.
- Computerized data base for recording registered motor vehicle and officially licensed driver's data have also been established at BRTA.
Preparation of RTA Annual Report

- BRTA has been collecting and analyzing road traffic accident statistics since 2001.
- Since its inception in January 2001, BRTA has been preparing reports based on the National Road Traffic Accident (RTA) database.
- Since 2005, BRTA has been continuing this process of data collection and analysis independently, without international assistance.
Training of Road Safety Professionals

- Efforts are underway for strengthening the capabilities of the key agencies through organizing different long and short term training program both local and overseas for the professionals and providing facility to participate different workshops, seminars and conferences on road safety.
Safety Awareness and Training

• Different safety awareness campaign and training programs have been taken at different levels in the country including:

Professionals, transport owners & workers, students, cadet, BNCC, mass people by different government and non-government organizations under different projects and by individual initiative.
NGO Initiatives towards Road Safety

• The Non-Government Organizations (NGOs) are becoming active in the area of road safety in Bangladesh. The activities of two leading NGOs such as BRAC and Center for Rehabilitation of the Paralyzed (CRP) are quite noticeable in this regard.

• The major programs being undertaken include are Community Road Safety; Training of Students; Road Safety Training for Office Staffs; Community Road Safety NGO Network; Publicity and Awareness; Research; Driver’s Training; Treatment and Rehabilitation of Paralyzed People.
Procurement of Safety Equipments and Logistics

- Different types of enforcement and road safety equipments have procured by the concerned agencies including police, BRTA in different times under different projects in particular SRNDP funding.

- Besides, office equipment and logistics also have been procured to setup and organized of Road Safety Unit of RHD and LGED.
Establishment of International/Regional Cooperation Regarding Road Safety

- Various concern organizations of Bangladesh have developed effective linkages and professional exchange programs with different institutions, organizations, universities etc. at local, regional and international levels viz.:

  GRSP, VTI, ESCAP, ADB, WB, REAAA, TRL, TRIPP and other international aid agencies and the specialized institutes in order to facilitate exchange of knowledge and technologies regarding road safety.
Incorporation of Road Safety Issue in Some Road Improvement Projects.

- Geometric Improvement of Some Road Segments considering safety aspects

- Conducting Road Safety Assessment of some important roads
Implementation of Road Safety Audit

• Incognizance with the facts, RHD road safety unit has introduce formal road safety audit on the different locations or spot of national highway from the past few years under different projects.
Identification of Hazardous Road Locations (HRL)

- Geometric Improvement of some HRLs

- Conducting Road Safety **Inspection** of some locations under different projects
CONSTRAINTS OF ROAD SAFETY IN BANGLADESH
Under Reporting of Accidents

(go to picture folder)

(Still we are in dark, we have little idea on the total MAGNITUDE of the problems in Bangladesh)
Institutional Weaknesses

• Road safety improvement efforts and initiatives in Bangladesh seriously affected from several drawbacks and weaknesses in particular institutional weaknesses. Lack of support, coordination, cooperation, collaboration among safety stakeholders is could be noted as the leading barrier for institutional capacity building.
**Lack of Professional Capacity and Expertise**

These are -

- lack of a strong professional safety agency with **adequate executive powers and responsibilities**;
- fragmentation of responsibilities between agencies and insufficient inter-agency coordination;
- low level of staffing and lack of professional capacity;
- lack of trained traffic police for effective enforcement and traffic regulations etc.
Resource Constraints

• Without a stable and sufficient flow of funds for road safety, any attempt to solve road safety problems is bound to fail.

• Therefore, it is necessary to establish national road safety funds that are run like a business and financed through road user charges and insurance company revenues and automobile companies revenues among others.
Lack of Strong Political Support and Commitment

• Funding is synonymous with political support and is required to ensure appropriate staffing and resources are available for road safety research.

• Funding must also be consistent and reliable to allow research adequate development time.

• For the absence of lead agency, there is no owner of road safety in the state.
Wrong Policy

- The development history of road transport in Bangladesh, particularly after the independence of the country, more focus was given in developing road length and number of bridge by constructing new roads and bridges and very insignificant consideration was given for the maintenance and road safety.

- Road construction followed standard geometrics with least concern for road safety. Undertaking/implementing road safety program /initiatives as a component or a sub-component of other large road improvement projects resulted in lower attention by the concerned authorities of project implementation.
Lack of Integration between Concern Agencies

• Road safety is a multi-disciplinary issue and the concern of government at national, regional and local levels, civil society and business.

• Road safety research is not an end in itself and findings need to be shared, discussed, and applied in order for the full benefits to be realized.
Lack of Government and Private Partnership

• In Bangladesh the very few road safety initiatives which is usually undertaken particularly by the Government organization, Universities and Research Institutes and is normally financed by the country.

• Unfortunately, private initiatives are extremely infrequent in Bangladesh particularly in last few years.
Lack of International Linkage, Support and Cooperation

- As discussed earlier, development of international linkage, support, cooperation and coordination is initiated through organizational or individual effort; but it is very infant level yet to deal with the road safety crisis.
Poor Accident Data Recording System

• Currently, there is only police reported accident database in Bangladesh. Hospital or insurance-based accident database has not yet been developed.

• ARI is continuing its effort to develop newspaper based accident database but the newspapers have large reporting inconsistencies and highlight generally on major fatal accidents particularly in the nearby core areas/around growth centers.
Priority Requirements for Sustainable and Safe Transport Development in Bangladesh
• Strong political commitment, efforts and need to recognized road safety problem is an man-made epidemic which is predictable and preventable and to give road safety issue a central importance in policy agenda.

• Designating central lead agency that would be the owner of the road safety of the state and will monitor and evaluate the whole activities.
PRIORITY REQUIREMENTS FOR BANGLADESH

• Detailed systematic accident data collection, recording, reporting and computerized database development.

• Ensure educate funding and logistics support.

• Strong co-ordination and collaboration with the different agencies.
Institutional and professional capacity building.

Institutional arrangements from the foundation of the road safety management system.

Strong collaboration with the international agencies and other specialized institutes viz. AusAID, World Bank, ADB, WHO, UN, ESCAP, ARRB, REAAA, GRSP, iRAP, IATSS etc.
Professional linkage and sharing of knowledge, technology transfer, knowledge sharing and good practices.

Private partnership and support.

Collaborative research and education with the private organization and foreign agencies.
Priority Requirements for Road Safety Research in Bangladesh

- Detailed systematic *accident data* collection, recording and computerized database development.

- A detailed and sophisticated *analysis*

- **Development of procedures** for identification of "hazardous road location"/ "accident black spots“

- Understanding and *systematic application* of countermeasures accompanied by proper evaluation
Current Solution Approach

Decade of Action
A framework for the Decade

National activities

Pillar 1
Road safety management

Lead agency
Strategy
Targets
Funding

Pillar 2
Infrastructure

Improved road design for all users
Road infrastructure rating

Pillar 3
Safe vehicles

Global harmonization vehicle standards
NCAP
All cars equipped with seat-belts
"Intelligent" vehicles
R&D safety for VRU

Pillar 4
Road user behaviour

BAC laws
Seat-belts & child restraints
Motorcycle helmets
Speed management
ISO 39001

Pillar 5
Post crash care

Prehospital care
Trauma care and rehabilitation
Quality assurance
Achieving road safety goals and targets for Asia and the Pacific: Decade of Action for Road Safety (2011-2020)

**Overall Objective**

50% reduction in fatalities and serious injuries on the roads of Asia and the Pacific over the period 2011 to 2020

**8 Goals**

1. Make Road Safety a policy priority
2. Make Roads Safer for vulnerable road users
3. Make Roads Safer and build “forgiving roads”
4. Make vehicles safer and encourage responsible ads
5. Improving national and regional road safety system, management, & enforcement
6. Improving cooperation & fostering partnerships
7. Developing Asian Highway as a model for road safety
8. Providing effective education on road safety awareness

**25 Targets 36 Indicators**
Every one will have to be aware
Ensure Safety for All