Road Safety Situation in Bangladesh

Bangladesh Country Paper.
Presented by
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Roads Division
Ministry of communication
Dhaka.
BRIEF ON BANGLADESH

- Bangladesh, a country in South Asia
- Population about 164 million
- Area 1,47,570 sq. km
- Population Density About 1015 inhabitants per sq. km.
- Population growth 1.37 per annum
- About 25 percent of the population is living in the urban areas
- The length of Roads under roads division are given below:
  1. National highway  3,570 k.m.
  2. Regional highway 4,323 k.m.
  3. Feeder road     13,678 k.m
    Total length    21,571 k.m.
Main Causes of Road Accident

- Reckless driving;
- Over-speeding;
- Over-Loading;
- Vehicular defects;
- Lack of Knowledge and consciousness of the road users;
- Hazardous roads & road environments;
- Lack of Training of the drivers;
- Lack of training of maintenance of vehicles;
- Poor implementation of Traffic rules & regulations;
- Driving under influence of alcohol, drugs etc.;
- Poor utilization of helmets, seat belts etc.;
- Walk on the roads instead of using the footpath;
- Cross the road without using the foot over bridge;
- Illegal competition to overtake the vehicle;
- In proper road design and construction.
- In sufficient road safety measures in road
- Drive the vehicles by helpers instead of Drivers;
## Number of Accidents and Fatalities

<table>
<thead>
<tr>
<th>Year</th>
<th>Number of Accident</th>
<th>Number of Fatalities</th>
<th>Gravies Injury</th>
<th>Simple Injury</th>
<th>Total</th>
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<tbody>
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<td>4427</td>
<td>3765</td>
<td>2720</td>
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<td>2009</td>
<td>3381</td>
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<td>2223</td>
<td>463</td>
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<td>2010</td>
<td>2827</td>
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<td>1389</td>
<td>414</td>
<td>4449</td>
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<td>2011</td>
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<td>2546</td>
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<td>2012</td>
<td>2636</td>
<td>2538</td>
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<td>2013 up to Sept.</td>
<td>1603</td>
<td>1549</td>
<td>993</td>
<td>112</td>
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FIR: First Investigation Report (by Bangladesh Police)

Source: MAAP DATA
<table>
<thead>
<tr>
<th>Sl. No</th>
<th>Type of Vehicles</th>
<th>Upto-2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
<th>Jan to Oct 2013</th>
<th>Grand Total</th>
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<td>01</td>
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<td>03</td>
<td>Auto tempo</td>
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Total: 1307386, 190858, 185386, 160705, 115938, 1960273
ACCIDENTS BY SEVERITY

- Fatal 77 percent
- Grievous 16 percent
- Simple 3 percent
- Simple Collision type 4 percent

Demonstrates the prevalence of significant underreporting of Injury accidents.

Source: MAAP DATA
Some of the typical characteristics or pattern of road crashes in Bangladesh are the following:

- Almost 80 percent of fatalities involve vulnerable road users (VRUs).
- More surprisingly, road crashes are the leading cause of deaths for children aged between 10-14 years.
- Rapid growth in population, motorization urbanization and lack of investment in road safety are main causes.
- Violation of traffic laws by the drivers and pedestrian, unplanned roads and highways, incompetent traffic system, faulty vehicle on road are the possible explanation of increasing road accident in recent years.
- Accidents are also taking place in the country almost every day due to the movement of illegal “Nasiman” and “Kariman” like vehicles.
HOW ACCIDENTS HAPPEN

Most common accident types are

• Hit pedestrian (46%),
• Rear end collisions (14%),
• Head on collisions (17%),
• Overturning (8%).

These four accident types account for nearly 85 percent of the accidents.

Source: MAAP DATA
WHO ARE INVOLVED IN ACCIDENTS

Involvement of Children in Road Accidents

- About one third of the total pedestrian fatalities are children under age of 16 years.
- Fatalities of children under 16 years of age are accounting for nearly 22 percent of all fatalities in Bangladesh and are 2.5 times higher than those in industrialized countries.

Source: MAAP DATA.
WHAT FACTORS CONTRIBUTE ACCIDENTS

- Road user errors (90%)
- Adverse road conditions or environment (30%)
- Vehicle defects (10%)

Source: Accident Research Institute (ARI)
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 time to time.

“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 - Fifteen-Twenty percent reduction in the annual number of road accident fatalities by the end of the year 2013 (NRSC 2013).
Priority Sector Activities

The Road Safety Action Plan identified the nine priority sector activities for improving road safety.

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
Recent Advances

- Consideration of designating a single central agency with the authority to address road safety
- Development of a demonstration project for improving road safety
- Establishment of roadside trauma centre
- Establishment of Highway Police
- Modernizing the licensing process to ensure and enhance skill of the drivers
- Strict control of overloading of heavy vehicles
- Modernization of vehicle fitness testing and inspections
- Strengthening of Enforcement and Regulations
- Establishment of modern driver training institutes
- Road safety component has now been given highest consideration in the upgrading, rehabilitation and new road schemes etc.
Recommendations:

• Avoid Reckless driving, Over-speeding and Over-Loading;
• Defective vehicles can not be derived;
• Provide adequate training to drivers and pedestrians;
• Roads should be properly constructed & maintained;
• Strong implementation of Traffic rules & regulations;
• Pedestrians have to use the footpath instead of road;
• Safe driving without having alcohol, drugs etc. must be ensured;
• Use foot over bridge or zebra crossing while crossing the road;
• Utilize helmets and fastening seat belts, etc.;
• 100% concentration is required while driving the Vehicle;
• Huge programs should be adopted regarding public awareness of road safety by different NGO’s and other organizations besides the Govt.
Thank you