

GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH

MINISTRY OF COMMUNICATIONS

BANGLADESH ROAD TRANSPORT AUTHORITY



**NATIONAL ROAD SAFETY STRATEGIC
ACTION PLAN**

2011 – 2013

NATIONAL ROAD SAFETY COUNCIL

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Abbreviations

ARI	Accident Research Institute
ADU	Accident Data Unit
ARF	Accident Report Form
BB	Bangladesh Betar.
BIA	Bangladesh Insurance Association
BIT	Bangladesh Institute of Technology, Dhaka
BPC	Bangladesh Petroleum Corporation
BRTA	Bangladesh Road Transport Authority.
BRAC	Bangladesh Rural Advancement Committee
BRRL	Bangladesh Road Research Laboratory.
BSPS	Bangladesh Sarak Paribahan Samity
BTCL	Bangladesh Telecommunication Company Ltd.
BTF	Bangladesh Transport Foundation
BTOA	Bangladesh Truck Owners' Association
BUET	Bangladesh University of Engineering & Technology
DBTOG	Dhaka Bus & Truck Owner Group
DCC	Dhaka City Corporation
DFID	Department for International Development
DMCH	Dhaka Medical College Hospital
DMP	Dhaka Metropolitan Police
DOE	Department of Environment
DTCB	Dhaka Transport Co-ordination Board
GOB	Government of Bangladesh
ICMH	Institute of Child and Mother Health
LGED	Local Government Engineering Department
MOC	Ministry of Communications
MoCom	Ministry of Commerce
MoE	Ministry of Education
MoEngy	Ministry of Energy
MoEnv	Ministry of Environment
MoF	Ministry of Finance
MoH	Ministry of Health
MoHA	Ministry of Home Affairs
Mol	Ministry of Information
MoLJPA	Ministry of Law, Justice and Parliamentary Affairs
MoPI	Ministry of Planning
MPME	Ministry of Primary & Mass Education
MCD	Mass Communication Department
NCTB	National Curriculum and Textbook Board
NGO	Non-Governmental Organisations
NRSC	National Road Safety Council.
PC	Planning Commission.
RAJUK	Rajdhani Unnayaon Kortipakha
RDE	Royal Danish Embassy
RHD	Roads and Highways Department (MoC)
VRU	Vulnerable Road User
WHO	World Health Organisation

INTRODUCTION

Bangladesh, a country having an area of 1,47,570 sq.k.m and a population of around 142 million, has about 1.5 million motorized and could be over 3 million non-motorised vehicles. Of the motorised vehicles about 62% 2 and 3 wheeler vehicles and the rest are vehicles of different categories such as car, jeep, bus, truck, pick-up etc. The number of vehicles is steadily increasing along with the increase of road mileage.

In recent years good roads are being constructed adding speed to transportation and frequency of movement of people. Simultaneously number of road accidents is also soaring high. Road accidents in Bangladesh claim, on an average, about 4000 lives and injure another 5000 every year. The national loss due to road accident is estimated around 5000crore every year. It is feared that with the continued expansion of the road network and the growth of traffic, this adverse trend is likely to continue in the future unless effective remedial measures are taken with co-ordination of all concerned agencies through national action plans.

Statement showing year wise growth of motor vehicles during the last Sixteen years beginning from 1995 and number of deaths and grievous injuries due to road accidents during the same period are given below:

Growth of motor vehicles and Road accident Casualties for last sixteen years

Year	Registered vehicles	Deaths	Injury	Total casualties
1995	44004	1653	2864	4517
1996	46457	2041	3301	5342
1997	32283	3162	5076	8238
1998	32481	3085	3997	7082
1999	31503	3314	3453	6767
2000	28764	3430	3211	6641
2001	42510	3109	3172	6281
2002	54877	3398	3770	7168
2003	59248	3289	3818	7107
2004	49202	2748	1080	5621
2005	65878	3187	2754	5941
2006	80305	3193	2409	5602
2007	121272	3749	3273	7022
2008	144419	3765	3284	7049
2009	145243	2958	2686	5644
2010	161178	2827	1803	4449

The statistics reveals that Bangladesh has one of the highest fatality rate in road accidents – higher than 85 deaths per ten thousand registered motor vehicles every year. whereas, in developed countries

the number of motorized vehicles is many times more, the rate is below 5. A recent accident analysis shows that vulnerable road users are pedestrians, cyclist/motor cyclist and public vehicle passengers. Of the accident victims about 50% are pedestrians, one-third of the victims are adult males of age between 21-40 years, about 50 % accident occur on National and Regional Highways and 20% on city roads. Accident on national highways is more severe – about 48% fatal and in city roads 14% accidents are fatal.

Main causes of road accidents are over speeding, overloading, and overtaking by motor vehicles. Unregulated movement of non-motorised vehicles along with motorized vehicles on the same route is also one of the major causes for road accidents. Lack of awareness and reckless driving habits also result in frequent accidents claiming lives and causing anguish and grief to the affected families. In other words the road safety problem have become one of the major issue for the transport regulators and traffic law enforcers.

It is ironical that inspite of having high rate of road accidents, road safety issue did not get due importance till very recently. It is only after the creation of National Road Safety Council (NRSC) that road safety activities in Bangladesh gained momentum.

Background

National Road Safety Strategic Action Plan 2011-2013 is the 6th plan in Bangladesh. The first road safety action plan for Bangladesh was approved by the NRSC meeting on 1st February, 1997, known as the “National Road Safety Strategic Action Plan 1997-1999”. The second National Road Safety Strategic Action Plan 2000-2002 was drafted with the purpose of extending the time period of the on-going schemes from the first plan and taking up some new action to address road safety problems. The third National Road Safety Strategic Action Plan 2002–2004 was approved by the NRSC meeting. The fourth National Road Safety Strategic Action Plan 2005–2007 and the fifth National Road Safety Strategic Action Plan 2008–2010 was also approved by the NRSC meeting. Present strategic action plan has also retained the nine individual sector to address the road safety issue in Bangladesh.

Vision for Road Safety and the Goal of the 6th Road Safety Action Plan

Bangladesh has a serious road safety problem. About 4,000 deaths are reported each year; the actual fatality rate may be much higher than that. Road accidents cost the Nation around Taka 5,000 core per year and they mostly affect the rural poor more than any other demographic group.

As statistics shows, the number of annual RTA fatalities seem to be stabilised in recent years, more stabilisation has to be achieved. There has to be a significant decrease in the number of persons killed each year as a result of road accidents. A suitable vision for road safety in Bangladesh, which is not unrealistic, is achieving nearly 50% reduction in road accident fatalities within next 10 years and also the reduction of the frequency of road accidents to nearly 30%.

For the next three years goal could be set up towards achieving of 15-20% reduction in the annual number of road accident fatalities by the end of the year 2013.

1 PLANNING, MANAGEMENT AND CO-ORDINATION OF ROAD SAFETY

Objective:

Reduction of road accidents and casualties by implementation of adequately resourced National and District multi-sectoral road safety plans under the guidance of the National Road Safety Council .

<u>Sub-sectors:</u>	<u>Lead Agents/Agency responsible :</u>
Bangladesh Road Transport Authority (Organization and Staffing)	NRSC; BRTA; ARI (BUET)
Road Safety Organisations and Committees	MRSCs, DRSCs,URSCs
Finance	All concern ministries
Strategic Development	BRTA; RHD; LGED; MOC; ARI (BUET)

1.1 NRSC

Action	Timing
1.1.1 Address the priority issues on road safety.	
1.1.2 Propose and agree donor assistance for road safety funding.	Ongoing
1.1.3 Monitor progress and implementation of the multi-sectoral road safety plans through regular meetings and correspondence.	Ongoing
1.1.4 Guideline for arranging fund.	Ongoing
1.1.5 Deliver directives/decisions to the lead agencies on road safety issue.	Ongoing

1.2 BRTA

Action	Timing
<u>Bangladesh Road Transport Authority (Organization and staffing)</u>	
1.2.1 Arrange full time staffing of BRTA according to approved organization.	Dec. 2012
1.2.2 Prepare and implement training programme for BRTA staff.	annual
1.2.3 Arrange overseas and local advisers or specialists for BRTA	annual
1.2.4 Co-ordinate implementation of the Road Safety Strategic Action Plan for 2011 – 2013.	each quarter
1.2.5 Prepare own sector plan and submit for budgeting.	July, 2012
1.2.6 Implement own sector plan and monitor progress.	Regular basis
1.2.7 Monitor progress on review and revision of traffic legislation.	Annual
1.2.8 Advise and assist the GoB and NGOs on road safety activities.	Ongoing
1.2.9 Maintain a register of ongoing and proposed road safety projects/components.	annual
1.2.10 Control and maintain the accident information system held by BRTA.	ongoing

1.2.11	Develop data analysis and dissemination capability of BRTA.	ongoing
1.2.12	Produce annual and regular reports on the road accident situation for the GoB/ public.	annual
1.2.13	Monitor the meeting of DRSCs /MRSCs. and URSCs	Ongoing
1.2.14	Undertake community road safety programmes in accident prone Communities.	each quarter
1.2.15	Coordinate for implementation of a few road safety Programme supported by private sector funding	Annual
1.2.16	Implement agreed programmes	each quarter
1.2.17	Monitor implementation of programmes	annual
1.2.18	Review organisation and management of ongoing road safety programmes and revise as necessary	annual
1.2.19	Review related regional policies in line with international agreements	Ongoing
1.2.20	Liaise with representatives of local, National and International Agencies to encourage commitment to road safety improvements	Ongoing
<u>Local Road Safety Organisations and Committees</u>		
1.2.21	Prepare guidelines for functioning of District /Metro. Road Safety Committees.	December, 2012
1.2.22	Draft Program to activate remaining District /Metro. and Upzilla Road Safety Committees.	December, 2012
1.2.23	Liaise with the District /Metro. and Upazilla Committees organising and implementing road safety.	ongoing
1.2.24	All District/Metro. Road Safety Committees organising and implementing an annual road safety programme.	ongoing
1.2.25	Provide road accident information to District /Metro. and Upzilla Committees.	annual

1.3 MoC

Action		Timing
<u>Finance</u>		
1.3.1	Propose and arrange fund/donor assistance for road safety issues for BRTA/RHD	Ongoing
1.3.2	Enact legislation giving financial resource and fund raising power to BRTA.	December, 2012

1.4 RHD/LGED

Action		Timing
<u>Strategic Development</u>		
1.4.1	Inclusion of road safety component in all important road projects of RHD and LGED.	Ongoing
1.4.2	Inclusion of road safety activities within RHD and LGED road maintenance programme.	Ongoing
1.4.3	Organise brain storming sessions involving field Executive Engineers and all senior level engineers of RHD and LGED in Headquarters.	Ongoing

1.5 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
<u>Strategic Development</u>	
1.5.1 Development of a multi-modal safe transport system in Bangladesh through Education, Research, Training investigation and Consultation. Research and investigation to identify the accident contributory factors and their remedial measures.	Ongoing

1.6 MOT

Action	Timing
1.6.1 Establish an unique phone number for all where people can ask any kind of help regarding accidents and also can inform to take immediate action	December 2012

2 ROAD TRAFFIC ACCIDENT DATA SYSTEM

Objective:

To establish an accurate and comprehensive National accident and casualty database, to ensure that the data is disseminated and used to identify problems and design remedial measures.

Sub-sectors:

Lead Agents/Agency responsible:

Accident Reporting System

Police

Accident Data Units

Police; BRTA; RHD; LGED; DCC; ARI (BUET),

Police HQ Accident Data Unit

Police; BRTA

Other Agencies

MOH, RHD; LGED; DCC; ARI (BUET)

Strategic Development

BRTA; ARI (BUET)

2.1 POLICE

Action	Timing
<u>Accident Reporting System</u>	
2.1.1 All accidents to be assigned a serial number and recorded in register	Ongoing
2.1.2 Completed ARFs sent to district HQ. monthly from all Thanas.	Ongoing
<u>Accident Data Units</u>	
2.1.3 ARFs received from District HQ to ADU	Ongoing
2.1.4 Employ full time staff for each ADU	Ongoing
2.1.5 Annual report produced for each ADU.	

<u>Police HQ Accident Data Unit</u>		
2.1.6	Received data from regional accident data units every month through modem or Diskette	Ongoing
2.1.7	Analysing data for their own use	Ongoing
2.1.8	Transmit Diskettes of compiled data /monthly/ Quarterly / Annually to BRTA	Ongoing
2.1.9	Comprehensive annual accident report for Bangladesh	Annual
2.1.10	Complete yearly accident data to be disseminated to other agencies.	Annual

2.2 BRTA

Action		Timing
<u>Accident Data Units</u>		
2.2.1	Develop accident location coding system	September, 2012
2.2.2	Train ADU Staff on the location coding system	ongoing
2.2.3	Preserve accident data at regional level for using of other agencies.	ongoing
2.2.4	Upgrade software from MAAP-5 to MAAP for Windows.	December, 2012
2.2.5	Train ADU Staff on new Accident Data system (MAAP).	ongoing
<u>Strategic Development</u>		
2.2.6	Training of local officials to provide MAAP support	Annual
2.2.7	Review quality of data with a focus on the level of accidents being reported by the Police.	Annual

2.3 RHD/LGED

Action		Timing
<u>Accident Data Units</u>		
2.3.1	Update road inventory to include additional landmarks.	Ongoing
2.3.2	Using the complete accident data to plan their road safety activities.	Ongoing
2.3.3	Using the complete accident data to monitor the effect of their safety activities.	Ongoing
2.3.4	Collect Accident data on RHD roads from field division, road safety cell & police head qtr. (if necessary)	Ongoing
2.3.5	Collect Accident report from Daily News paper and send the messages to the higher authority & also the field offices	Ongoing
2.3.6	Accident analysis on different accident black spots & chalk out the accident remedial measures for improving accident situation	Ongoing

2.4 DHAKA CITY CORPORATION

Action		Timing
<u>Accident Data Units</u>		
2.4.1	Expand road inventory including every city roads and maintain accident data.	December, 2012

2.5 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
2.5.1 Development and updating of a comprehensive road accident database based on ARFs collected from Bangladesh Police and analyse using MAAP software. Accident data are also collected from other sources viz, hospitals, newspapers, etc.	Ongoing
Strategic Development	
2.5.2 To develop an integrated, comprehensive and coordinated Accident Data System involving different stakeholders (Police,, hospital, owners, operators and insurance agencies)	Ongoing

2.6 NGO.

Action	Timing
2.6.1 Study and produce a comprehensive, realistic accident report with reports information from all sources including road side community.	Ongoing

3 ROAD SAFETY ENGINEERING

Objective:

To prevent road accidents through more safety-conscious planning, design, construction and maintenance of roads and improve hazardous locations using low-cost engineering measures.

<u>Sub-sectors:</u>	<u>Lead Agents/Agency responsible:</u>
Organisational	RHD; LGED; DCC
Training	BRTA; ARI (BUET)
Accident Remedial Measure Programmes	RHD; LGED; DCC
Design Standards	RHD; LGED; DCC; Police
Safety Audit	RHD; LGED; DCC
Vulnerable Road Users (VRU)	RHD; LGED; DCC
Urban Traffic and Transport Planning	DTCB

3.1 RHD

Action	Timing
<u>Organisational</u>	
3.1.1 Set up safety engineering units responsible for monitoring accidents, designing and implementing safety schemes, coordinating safety related activities, and auditing new road and traffic schemes.	Ongoing
<u>Accident Remedial Measure Programmes</u>	
3.1.2 Annual accident remedial measure programme being implemented using local funds.	Ongoing
3.1.3 Set up a record system of implemented road safety schemes.	Ongoing
3.1.4 Produce Road Safety Engineering Manual for Bangladesh giving comprehensive advice on the whole process of identification of accident site, analysis and treatment..	June 2012
<u>Design Advice / Standards</u>	
3.1.5 Review highway and traffic engineering standards.	Ongoing
3.1.6 Develop guidelines, standards and designs for vulnerable road users (VRUs) i.e. pedestrians, cyclist, drivers of NMVs and passengers of public service vehicles.	Ongoing
3.1.7 Install road signs and markings on RHD'S Road.	Ongoing
3.1.8 Remove unauthorised speed breakers on highways and provide necessary rumble strips as per the design(if necessary) .	Ongoing
<u>Safety Audit</u>	
3.1.9 Preparation of Safety Audit Manual .	June , 2012
3.1.10 Introduce safety audit procedure for new projects.	Ongoing
3.1.11 Asses the safety implications at least for the Dhaka-Chittagong Highway and the Dhaka- Aricha Road.	Ongoing

3.2 LGED

Action	Timing
<u>Organisational</u>	
3.2.1 Set up safety engineering units responsible for monitoring accidents, designing and implementing safety schemes, coordinating safety related activities, and auditing new road and traffic schemes.	Ongoing
<u>Accident Remedial Measure Programmes</u>	
3.2.2 Implementing annual accident remedial measure programme being implemented using GOB funds.	Ongoing
3.2.3 Set up a record system of implemented road safety schemes.	Ongoing
3.2.4 Produce Road Safety Engineering Manual giving comprehensive advice on the process of identification of accident site, analysis and treatment.	Dec, 2011
<u>Design Advice / Standards</u>	
3.2.5 Review road and traffic engineering standards.	Ongoing
3.2.6 Produce manuals giving road and traffic engineering design standards and advice.	June,2012
3.2.7 Develop guidelines, standards and designs for vulnerable road users (VRUs) i.e. pedestrians, cyclist, drivers of NMVs and passengers of public service vehicles.	Ongoing
3.2.8 Install road signs and markings on all roads.	Ongoing
3.2.9 Remove unauthorised speed breakers on roads.	Ongoing
<u>Safety Audit</u>	
3.2.10 Preparation of Safety Audit Manual.	Ongoing
3.2.11 Introduce safety audit procedure for new projects.	Ongoing

3.3 DCC

Action	Timing
<u>Organisational</u>	
3.3.1 Set up safety engineering units responsible for monitoring accidents, designing and implementing safety schemes, coordinating safety related activities, and auditing new road and traffic schemes.	Ongoing
<u>Accident Remedial Measure Programmes</u>	
3.3.2 Annual accident remedial measure programme being implemented using local funds.	Annual
3.3.3 Set up a record system of implemented road safety schemes.	June,2012
3.3.4 Produce Road Safety Engineering Manual giving comprehensive advice on the process of identification of accident site, analysis and treatment.	December,2012
<u>Design Advice / Standards</u>	
3.3.5 Review urban road and traffic engineering standards.	December,2012
3.3.6 Produce manuals giving urban road and traffic engineering design standards and advice.	December,2012
3.3.7 Develop guidelines, standards and designs for vulnerable road users (VRUs) i.e. pedestrians, cyclist, drivers of NMVs and passengers of public service vehicles.	ongoing
3.3.8 Install road signs and markings on all major city roads.	December,2013
3.3.9 Remove unauthorised speed breakers.	December,2012
<u>Safety Audit</u>	
3.3.10 Prepare Safety Audit Manual.	December,2012
3.3.11 Introduce safety audit procedure for new projects.	December,2012

3.4 BRTA

Action	Timing
<u>Training</u>	
3.4.1 Co-ordinate to hold annual road safety engineering conference to increase awareness and exchange experiences.	annual

3.5 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
<u>Road Safety Research</u>	
3.5.1 Conduct-in-depth research and investigation .	Ongoing
<u>Training</u>	
3.5.2 Arrange training programs for driving instructors	Ongoing
3.5.3 Development of an effective training manual for driving instructors.	June 2012

3.6 POLICE

Action	Timing
<u>Design Advice / Standards</u>	
3.6.1 Stop unauthorised parking on highways.	Ongoing
3.6.2 Take legal action as per law to prevent accident and any sort of activities that damaging the roads.	Ongoing

3.7 DTCB

Action	Timing
3.7.1 1. For Dhaka city draw up and start implementing comprehensive policies for the development and management of transport facilities of all modes including riverine transport surrounding Dhaka & STP area and their integration. These plans must; <ul style="list-style-type: none"> • tie in with plans for managing urban growth; • define complementary roles for each mode of transport; • provide for the travel and transport needs of all sections of the community; • explicitly deal with safety and environmental issues, including how to: <ul style="list-style-type: none"> - maximize traffic capacity without compromising safety; - segregate different modes of transport without increasing speeds to unsafe levels; - balance the needs of pedestrians & other VRUs with those of motorized traffic; - provide access off major roads without increasing risk of accidents; - control access to arterial / major roads; - reduce road accident and transport related pollution. 	Ongoing
3.7.2 Policy relevant improvements <ul style="list-style-type: none"> • Route Rationalization and Planning, Parking Depot for Mass Transit System, including Bus System and their integration. • Determining Policy on issues related to traffic management. Congestion, non-motorized vehicles, parking, road hierarchy and access control on major roads. 	Dec, 2013

<ul style="list-style-type: none"> • Identifying, Planning and Formulate policies for <ul style="list-style-type: none"> - Speed control according to road classification. - Safer roadside (identifying and advising Safer walk, Shoulder repair/sealing, protective barriers) • Research and devise policies on <ul style="list-style-type: none"> - Safer roads by identifying black spots in Dhaka (accident data from DMP) - Safer behaviour (Vehicles Users- polices for driver training programs) • Awareness Campaign <ul style="list-style-type: none"> - Advise for regular motivating campaign. • Provision for Transport Demand and Supply Management Approaches 	
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3.8 RAJUK

Action	Timing
<u>Urban Traffic and Transport Planning</u>	
3.8.1 Draw up and start implementing comprehensive policies for the development and management of transport facilities. These plans must; <ul style="list-style-type: none"> • provide for the travel and transport needs of all sections of the community; • explicitly deal with safety and environmental issues, including how to: <ul style="list-style-type: none"> - maximize traffic capacity without compromising safety; - balance the needs of pedestrians & other VRUs with those of motorized traffic; - reduce road accident and transport related pollution. 	Ongoing
3.8.2 Determine policy on issues relating to traffic management, congestion, non-motorised vehicles, parking, road hierarchy and access control on major roads.	Ongoing

3.9 Addressing Vulnerable Road users (VRU) by RHD/LGED/DCCs/RAJUK

3.9.1 Traffic surveys include VRUs (20 spot per year).	January, 2013
3.9.2 Review and establish pedestrian facilities on major roads.	Ongoing
3.9.3 Recognise VRUs in the planning and design of lanes/roads/ highways and establish facilities for their use ..	Ongoing
3.9.4 Drawing programmes for improving known VRU problem areas - including area schemes, corridor improvements, and mass action treatments.	December, 2012
3.9.5 Design and implement some network facilities for cycle rickshaw and bi-cycle traffic.	December, 2013
3.9.6 Black spot countermeasure design (10 Black spot package)	December, 2012
3.9.7 Safety Audit on National and Regional Highway (for 10 road section per year).	December, 2012
3.9.8 Construction (Demonstration) of road safety countermeasure atleast of one black spot per year.	Ongoing
3.9.9 Relocation of Bazars and Junction and any other important location on National and Regional Highway and important roads.	December, 2013
3.9.10 Inspection of accidents spots (Major) happened on RHDs roads .(10/12per year)	Ongoing
3.9.11 Training on road safety engineering by RHD TC	ongoing
3.9.12 Collect Data of unauthorised level crossing /Authorised level crossing and improved present accident situation.	June, 2012

4 ROAD AND TRAFFIC LEGISLATION

Objective:

Revise and exact traffic legislation promoting road user compliance with regulations intended to maintain a safe and efficient traffic flow.

Sub-sectors:

Lead Agents/Agency responsible:

Updated Traffic Legislation

MoC

Compensation

MoC

4.1 MoC

Action	Timing
<u>Updated Traffic Legislation</u>	
4.1.1 Convene / reconstitute legislative committee to review recommendations concerning draft Act.	December, 2011
4.1.2 Complete draft Act and restart law making process.	January, 2012
4.1.3 Draft Act enacted by GoB.	October, 2012
4.1.4 Draft and agree Highway Code.	July, 2012
4.1.5 Publishing Highway Code	October, 2012
4.1.6 Draft subsidiary regulations.	June, 2012
4.1.7 Regulations promulgated by GoB.	September, 2012
<u>Accident Compensation</u>	
4.1.8 Review and determine fair level of future compensation payments and procedures.	July, 2013

5 TRAFFIC ENFORCEMENT

Objective:

To develop a more effective and efficient Traffic Police capable of instilling safer road user attitudes and behaviour through the use of modern training , increased mobility , equipment and expand capacity.

<u>Sub-sectors:</u>	<u>Lead Agents/Agency responsible:</u>
Organisation and Equipment	MoHA; Police; MoC
Training Development	Police
National Traffic Training School	MoHA; Police
Highway Patrol	Police
Roadside Activities and Parking Control	Police; BRTA
Strategic Development	Police

5.1 MoHA

Action	Timing
<u>Organisation and Equipment</u>	
5.1.1 Establish effective Computerised Accident Data System at District/Metro Level.	Dec,2012
5.1.2 Establish Accident Data Units at Police Head Quarter(PHQ) and connecting with field level (District HQ and Metros) and other relevant agencies.	Dec,2012
5.1.3 Establish contact point and co-ordination between police and BRTA.	Dec,2013
<u>National Traffic Training School</u>	
5.1.4 Arrange fund and establish National Traffic Training School with collaboration with MOC(at least divisional level).	ongoing
5.1.5 Finalise building specification and equipment levels.	Dec. 2013
5.1.6 Complete building works. (at least two)	Dec. 2013
5.1.7 Source and procure training equipment.	Dec. 2013
5.1.8 Transfer management and training staff to new building and begin operation.	Dec. 2013
5.1.9 Allocate fund to police to implement road safety strategy.	June 2012

5.2 POLICE

Action	Timing
<u>Organisation and Equipment</u>	
5.2.1 Determine policy to introduce Traffic Warden, private Organisation Traffic Volunteers and school Traffic Scheme.	Ongoing
5.2.2 Prepare and agree method for transfer of responsibility for accident investigation from Thana police to Traffic police and define necessary re-training.	Ongoing
5.2.3 Source and procure enforcement equipment and vehicles for traffic police.	Ongoing
5.2.4 Set up enforcement activity monitoring system.	Ongoing
5.2.5 Establish guidelines for recruitment, training equipment and mobilisation of Traffic Warden, Private Organisation Traffic Volunteers and School Traffic Scheme.	Ongoing
5.2.6 Co-ordination with local administration(District and Upazilla) and enforce traffic law with the help of mobile court apart from regular enforcing activities.	

<u>Training Development</u>		
5.2.6	Full training needs assessment and prepare report outlining current and potential training requirement.	December2013
5.2.7	Prepare of training manuals produced.	December2013
5.2.8	Implementing of new basic traffic training course.	December2013
5.2.9	Implementing of realistic police driver and rider training.	December2013
5.2.10	Prepare training syllabus for traffic management training of junior officers.	December2013
5.2.11	Implementing of Junior and middle management training.	December2013
5.2.12	Develop courses for training potential traffic instructors.	December2013
5.2.13	Develop courses for training of potential Traffic Warden, Private Organisation Traffic Volunteers and school Traffic together with support materials.	December2013
<u>Highway Patrol</u>		
5.2.14	Select pilot project for Districts or Roads.	Ongoing
5.2.15	Identify and train personnel for pilot project.	Ongoing
5.2.16	Deliver publicity campaign announcing launch of Highway patrol.	Ongoing
5.2.17	Begin operation on pilot roads.	Ongoing
5.2.18	Evaluate pilot operation & prepare plan for National Highway patrol.	Ongoing
5.2.19	Recruit National Highway Patrol staff.	Ongoing
5.2.20	Procure vehicles and equipment for maintain road safety.	Ongoing
5.2.21	Train Highway Patrol staff.	Ongoing
5.2.22	Implement National Highway patrol plan.	Ongoing
<u>Roadside Activities and Parking Control</u>		
5.2.23	Introduce Traffic Warden, Private Organisation Traffic Volunteers and School Traffic.	Dec.2013
5.2.24	Select pilot roads / area.	Dec.2013
5.2.25	Enforce programme of roadside parking control and other activities.	Dec.2013
5.2.26	Enforcement of motorized and non-motorized vehicle safety and operational requirements including use of lights and reflectors NMVs.	Dec.2013
<u>Strategic Development</u>		
5.2.27	Draft strategy for empowering more police officers and officers from other organizations.	Dec.2013
5.2.28	Develop proposals.	Dec.2013
5.2.29	Enactment of legislation.	Dec.2013
5.2.30	Draft strategy for establishing separate Highway Police Force.	Dec.2013
5.2.31	Strengthening Highway Police Department	Dec.2013

5.3 MoC

Action		Timing
<u>Organisation and Equipment</u>		
5.3.1	Enhance/Strengthen enforcement capability of BRTA.	Ongoing
5.3.2	Allocate fund to BRTA to implement road safety strategy	June 2012

5.4 BRTA

Action		Timing
<u>Roadside Activities and Parking Control</u>		
5.4.1	Measures to prevent faking of driving licence and use of fake driving licence.	ongoing
5.4.2	Measures to prevent technically and legally unworthy / unfit vehicles	ongoing

6 DRIVER TRAINING AND TESTING

Objective:

To improve road safety by ensuring minimum standards for driver competence through improved driver training and testing procedures.

<u>Sub-sectors:</u>	<u>Lead Agents/Agency responsible:</u>
Organisation and Procedures	BRTA
Driving Training	BRTA; DCC; ARI (BUET)
Driver Testing	BRTA
Strategic Development	BRTA; ARI (BUET)

6.1 BRTA

Action	Timing
<u>Organisation and Procedures</u>	
6.1.1 Review driver training and testing system	annual
6.1.2 Approve recommendation made on driver training and testing system	annual
6.1.3 Review BRTA organisation based on capability to conduct minimum testing programme and recommend changes required	June, 2012
6.1.4 Prepare plan for reorganisation and submit for budgeting	June, 2012
6.1.5 Implement changes in BRTA organisation	September, 2012
6.1.6 Convert all replacement professional licences to the plastic type	December, 2012
6.1.7 Review and improve regulations governing professional driver hours	June, 2012
6.1.8 Publish genuine driving licence holder's list in the official gazette	annual
<u>Driving Training</u>	
6.1.9 Prepare driving procedures and standards for Bangladesh and produce user friendly driving manual	September, 2012
6.1.10 Set procedures and ensure registration of school of motoring	Ongoing
6.1.11 Set standards for driving instructor competency and gain support from the industry	December, 2012
6.1.12 Improve procedures for licensing driving instructors	December, 2012
6.1.13 Establish a register of driving instructors	September, 2012
6.1.14 Promote to establish and improved private sector driving training school and incentive schemes for professional drivers	Ongoing
6.1.15 Actively promote and support driver improvement schemes aimed at reducing road accidents	June, 2012
6.1.16 Train inspectors in oral test and implement.	quarterly
6.1.17 Develop oral multiple choice test based on manual	March, 2012
6.1.18 Develop practical test for all classes of driving licensee	March, 2012
6.1.19 Develop sustainable training programme for driver testing	March, 2012
6.1.20 Develop test for driving instructors	March, 2012
6.1.21 Train inspectors in instructor testing and implement test	quarterly
<u>Strategic Development</u>	

6.1.22	Feasibility study for establishment of a Training Institute for Drivers, Instructors and Examiners at district level.	March, 2012
6.1.23	Strategy for future driver training and testing devised	March, 2012

6.2 DCC

Action		Timing
<u>Driving Training</u>		
6.2.1	Review rickshaw pullers training and testing system	June, 2013
6.2.2	Conduct minimum training under crash programme for rickshaw pullers	June, 2013

6.3 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action		Timing
<u>Driving Training</u>		
6.3.1	Arrange training programs and development of an effective training manual for driving instructors.	Ongoing

6.4 NGO

Action		Timing
<u>Driving Training</u>		
6.4.1	Conduct road safety awareness for drivers.	Ongoing

7 VEHICLE SAFETY

Objective:

To improve the road worthiness of vehicles using Bangladesh's roads by ensuring that minimum safety standards are met and to reduce the negative effects of transport on the environment, especially in terms of air pollution.

Sub-sectors:

Lead Agents/Agency responsible:

Organisation

BRTA

Annual Vehicle Inspections

BRTA

Roadside Vehicle Inspections

BRTA

Vehicle Registration	BRTA
Environmental impact of vehicles	BRTA; MoC
Strategic Development	BUET

7.1 BRTA

Action	Timing
<u>Organisation</u>	
7.1.1 Review BRTA organisation in terms of vehicle inspections and recommend changes required.	June, 2012
7.1.2 Prepare plan for reorganisation and submit for budgeting.	June, 2012
7.1.3 Appoint senior staff for new posts (if agreed).	March 2012
7.1.4 Develop and implement training programme for BRTA staff.	Annual
<u>Annual Vehicle Inspections</u>	
7.1.5 Review vehicle inspection and test procedures and agree changes.	March, 2012
7.1.6 Define failure modes and standards for the inspection of all classes of vehicles.	March, 2012
7.1.7 Prepare procedures for the inspections of all classes of vehicles, at all levels of test station.	March, 2012
7.1.8 Obtain sets of basic test equipment for all field offices.	Dec, 2012
7.1.9 Arrange and implement training for all vehicle inspectors.	Quarterly
7.1.10 Determine policy for privatising inspection of small size private vehicles / privatisation of vehicle Inspection centres.	September, 2012
<u>Roadside Vehicle Inspections</u>	
7.1.11 Effective road side inspection targeting safety and environment.	Ongoing
<u>Vehicle Registration</u>	
7.1.12 Transfer the vehicle registration database across to the Vehicle Inspection database and introduce the file transfer system.	bi-annual
7.1.13 Transfer all existing vehicle registration data to the new database.	bi-annual
7.1.14 Provide access to Police HQ/ Range HQ to computer network.	bi-annual
<u>Environmental impact of vehicles</u>	
7.1.15 Implement vehicle emission standards for routine and roadside testing	Ongoing
7.1.16 Adopt international (US/EC) emission standards for new vehicles.	December, 2012
7.1.17 Investigate the emissions from 2-stroke vehicles using new equipment at BRTA.	December, 2012
7.1.18 Recommend strategy towards 2-stroke vehicles.	December, 2012
7.1.19 Liase with representatives of local, national and international agencies to encourage commitment to road transport improvements.	Ongoing
7.1.20 Review effectiveness of transport management improvements through research and refine environmental improvement programmes accordingly (with the help/consultation with of ARI,if needed) .	Ongoing

7.2 MoC

Action	Timing
<u>Environmental impact of vehicles</u>	
7.2.1 Phase out 2-stroke engine 3 wheel vehicles from major cities.	Ongoing

7.3 BUET

Action	Timing
<u>Strategic Development</u>	
7.3.1 Conduct in-depth research and investigation and recommendation to NRSC.	Ongoing

8 ROAD SAFETY EDUCATION AND PUBLICITY

Objective:

To implement road safety education and publicity programmes in order to improve the knowledge, attitudes and behaviour of all road users, through a combination of formal education, non-formal education, adult programmes and mass communication.

Sub-sectors:

Formal Education

Non-Formal Education

Materials

Community Programmes

Publicity

Training of BRTA staff

Lead Agents/Agency responsible:

MoE; NCTB

DNFE; NGOs

MoE; BRTA; ARI (BUET)

DNFE; NGOs; BRTA; ARI (BUET)

MOI;MCD; BRTA

BRTA; ARI (BUET)

8.1 MoE

Action	Timing
<u>Formal Education</u>	
8.1.1 Include appropriate road safety education in primary curriculum supplementary materials.	Dec 2013
8.1.2 In service teacher training programme regarding road safety.	Dec 2012
8.1.3 Designate one or two Road Safety Teacher in each school.	Dec 2013
8.1.4 Develop Teacher's guide.	Dec 2013
8.1.5 Initiate teacher training in PTIs.	Dec 2013
<u>Materials</u>	
8.1.6 Design and develop training materials	Dec 2013

8.2 MOI

Action	Timing
<u>Bangladesh Betar</u>	
8.2.1 Traffic Broadcast for Dhaka City Channel : FM 88.8 MHz.	Daily 8 hours transmission
8.2..2 Road safety related programmes by all regional stations and from different Units .	Weekly 30Minutuis(Annually 24 hours)
8.2.3 Publication in Betar Bangla, a regular monthly publication of Bangladesh Betar.	Every two month
<u>Bangladesh Television :</u>	
8.2.4 Talk Show / Discussion programme.	25 Minutes
8.2..5 Motivational Drama in pick hour.	2-3 minutes
8.2.6 Documentary	20-25 minutes
<u>Department of Films & Publications :</u>	
8.2.7 Production of Films on Road safety Awareness	25 minutes each
8.2.8 Filler for exhibition the District Information officer and TV/Channels	3-5 minutes each

8.3 MCD

Action	Timing
Publicity	
8.3.1 Road Safety Publicity Campaign	ongoing
8.3.2 New National campaigns. (1 per year)	annual
8.3.3 Repeat National campaigns. (1 per year)	annual
8.3.4 Local publicity campaigns.	annual

8.4 NCTB

Action	Timing
<u>Formal Education</u>	
8.4.1 Prepare and include appropriate road safety education in primary and secondary curriculum .	Ongoing

8.5 DNFE

Action	Timing
<u>Non-Formal Education</u>	
8.5.1 Road Safety issue introduce in non-formal education curricula.	Dec 2012
8.5.2 NGO training programme for teachers.	Ongoing
<u>Community Programmes</u>	
8.5.3 Include road safety in publicity on adult literacy programmes.	Ongoing

8.6 NGOs

Action	Timing
<u>Non-Formal Education</u>	
8.6.1 Inclusion of Road Safety issues in non-formal education curricula.	Dec,2013
8.6.2 NGO training programme for teachers.	Dec,2013
<u>Community Programmes</u>	
8.6.3 Include road safety in publicity on adult literacy programmes.	Dec,2013
8.6.4 Design and develop materials.	Dec,2013
8.6.5 Community Road Safety Improvement Project.	Dec,2013
8.6.6 Talks to relevant groups.	Dec,2013

8.7 BRTA

Action	Timing
8.7.1 Arranging regular workshop on road safety.	Ongoing
8.7.2 Materials development for road safety.	February, 2012
8.7.3 Arranging different awareness programmes through out the country.	Ongoing
8.7.4 Investigate community involvement opportunity.	
8.7.5 Design mass media programme with the help of experts.(If needed) and publish.	Ongoing
8.7.6 Design and develop publicity materials with the help of experts (If needed) and publish	Ongoing

them on regular basis.	
8.7.7 National campaigns (1 per year).	annual
8.7.8 Local publicity campaigns.	Annual
8.7.9 Co ordinate with DRSC to continue regular publicity and awareness programme on road safety.	annual
8.7.9 Regular publicity on different media.	Ongoing
8.7.10 Motivate NGO and different companies to participate in road safety campaign.	Ongoing
<u>Training</u>	
8.7.11 Train BRTA staff on design of publicity campaign and development of materials.	annual
8.7.12 Pilot project on publicity campaign.	December, 2012
8.7.13 Supporting the registered driver training institutions with training materials content and course of studies.	December,2012
8.7.14 Training of drivers in Dhaka and district level on road safety.	Ongoing

8.8 LGED

Action	Timing
<u>Publicity</u>	
8.8.1 Preparation of safety education materials for road users.	Dec 2012
8.8.2 Video show on road safety on hat day and through private channel.	ongoing
<u>Training</u>	
8.8.3 Road safety training for motorized drivers.	Ongoing
8.8.4 Training for local elected leaders on road safety.	

8.9 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
<u>Materials</u>	
8.9.1 Development of a Postgraduate Program on Traffic Safety for professionals and practitioners in various sector.	Ongoing
8.9.2 Conduct advanced road safety training and workshops for professionals and practitioners in various sectors.	ongoing
8.9.3 Preparation of Road Safety Message book	Ongoing
<u>Community Programmes</u>	
8.9.4 Strengthen community understanding and ownership of road safety programmes	Ongoing
<u>Training of BRTA staff</u>	
8.9.5 Provide specialized training to practising professionals	Ongoing
8.9.6 Exchange and Collaboration	Ongoing

9 MEDICAL SERVICES FOR ROAD TRAFFIC ACCIDENT VICTIMS

Objective:

To improve the emergency assistance, hospital care and rehabilitation available for road traffic accident victims in addition to having the medical professionals actively promote road safety and help identify the true incidence of road accident casualties.

<u>Sub-sectors:</u>	<u>Lead Agents/Agency responsible:</u>
First Aid	MoH
Transportation of the Injured	MoH; BRTA; Police; NGOs; T&T
Hospital Data	MoH; BRTA
Trauma Centres	MoH
Road Safety Health Awareness	BRTA

9.1 MoH

Action	Timing
<u>First Aid</u>	
9.1.1 First Aid training for police and commercial vehicle drivers/ conductors and refuelling station staff.	Ongoing
9.1.2 RTA casualty training for graduate doctors and para-medics.	Ongoing
9.1.3 Providing First Aid lesson and kits in schools, colleges ,social worker, Fuel stations and Dispensary.	Ongoing
<u>Transportation of the Injured</u>	
9.1.4 Roadside Fuel Stations to have First Aid facilities.	Ongoing
<u>Hospital Data</u>	
9.1.5 Hospitals regularly maintain RTA casualty records.	Ongoing
9.1.6 System developed to cross check RTA casualty figures from police sources and hospital sources and finalize it in district level coordination meeting.	Ongoing
9.1.7 Development of injury surveillance system in hospital	Ongoing
9.1.8 Hospital Reported Figures to be used in Publicity Campaigns.	Ongoing
9.1.9 Golden Hour publicity campaign.	
<u>Trauma Centres</u>	
9.1.10 Establishment of primary trauma centre at every 70 km along major highways.	Ongoing
9.1.11 Establishment of secondary trauma centres in hospitals.	Ongoing
9.1.12 Establishment of central trauma centres in major cities.	Ongoing
<u>Road Safety Health Awareness</u>	
9.1.13 Hold road safety and medical sector seminar	December,2011

9.1.14 Forward recommendations of the seminar	Mar,2012
9.1.15 Follow up implementation of the recommendations	December,2013
<u>Pre-Hospital care system development</u>	
9.1.16 Preparatory phase	December,2011
9.1.17 System development and orientation.	December,2011
9.1.18 Putting system into Operation	December,2013

9.2 T&T

Action	Timing
<u>Transportation of the Injured</u>	
9.2.1 Roadside Fuel Stations to have Tele-communication facilities.	December, 2013

9.3 BRTA

Action	Timing
<u>Transportation of the Injured</u>	
9.2.1 Provide license to auto rickshaws /tempos and taxi cabs required to transport RTA Casualties.	Ongoing

9.4 POLICE

Action	Timing
<u>Transportation of the Injured</u>	
9.3.1 Arrange and provide vehicles for High way/traffic police equipped with first aid supplies.	Dec 2013