

**GOVERNMENT OF THE PEOPLE'S REPUBLIC OF BANGLADESH**

**MINISTRY OF ROAD TRANSPORT AND BRIDGES  
ROAD TRANSPORT AND HIGHWAYS DIVISION**

**BANGLADESH ROAD TRANSPORT AUTHORITY**



**NATIONAL ROAD SAFETY STRATEGIC  
ACTION PLAN**

**2014 – 2016**

**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
BNFE	Bureau of Non-Formal Education
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
DNCC	Dhaka North City Corporation
DSCC	Dhaka South City Corporation
DFID	Department for International Development
DMCH	Daka Medical College Hospital
DMP	Dhaka Metropolitan Police
DOE	Department of Environment
DTCA	Dhaka Transport Co-ordination Authority
DRSC	District Road Safety Committee
GOB	Government of Bangladesh
ICMH	Institute of Child and Mother Health
LGED	Local Government Engineering Department
MRTB	Ministry of Road Transport and Bridges
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
MOT	Ministry of Telecommunication
MoLJPA	Ministry of Law, Justice and Parliamentary Affairs
MoPI	Ministry of Planning
MoPME	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
RTHD	Road Transport and Highways Division
RHD	Roads and Highways Department
URSC	Upzila Road Safety Committee
VRU	Vulnerable Road User
WHO	World Health Organisation

## **INTRODUCTION**

Bangladesh, officially the People's Republic of Bangladesh, is a country in south Asia having an area of 1,47,570 sq.k.m and a population of about 157 million, has about 2.1 million motorised vehicles and could be more than 3 million non-motorised vehicles. About 62% of the motorised vehicles are two & three wheelers and the rest are different categories such as car, jeep, bus, truck, pick-up etc. The number of vehicles is steadily increasing along with the increase of road network.

Recently a large number of quality roads are being constructed adding speed to transportation and frequency of movement of people. However according to the police report of the last five years road accidents in Bangladesh claim on an average 2529 lives every year. It is feared that with the continued expansion of the road network and the growth of traffic, this 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.

Road accident analysis shows that vulnerable road users are pedestrians, bicycle & motorcycle riders and public vehicle passengers. Of the accident victims, about 45% are pedestrians, one-third of the victims are adult males of age between 21-40 years, about 65% accidents occur on National and Regional Highways, 20% on city roads.

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

The first road safety action plan for Bangladesh was approved by the National Road Safety Council (NRSC) meeting on 1st February, 1997 known as the "National Road Safety Strategic Action Plan 1997-1999". The 2nd (2000-2002) National Road Safety Strategic Action Plan was drafted with the purpose of extending the time period of the on-going schemes from the 1st plan and taking up some new actions to address road safety problems. Subsequently, the 3rd (2002-2004), 4th (2005-2007), 5th (2008-2010), 6th (2011-2013) National Road Safety Strategic Action Plan were approved by the NRSC. This National Road Safety Strategic Action Plan 2014-2016 is the 7<sup>th</sup> plan. Present strategic action plan has also retained nine individual sectors to address the road safety issues in Bangladesh. The 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 and (ix) Medical Services for Road Traffic Accident Victims.

### **Vision for Road Safety and the Goal of the 7th Road Safety Action Plan**

Due to some pragmatic steps taken by the NRSC and other concerned agencies, number of annual road traffic accident fatalities have gradually been reduced in recent years. Vision for road safety in Bangladesh, is to achieve 50% reduction in road accident fatalities within next 10 years and to reduce the number of road accidents by 30%. The goal for the next three years (2014-2016), is to achieve 12-20% reduction in the number of road accident fatalities annually.

# 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.

Sub-sectors:

Lead Agents/Agency responsible :

Organization and Staffing

BRTA; NRSC

Road Safety Organisations and Committees

MRSCs, DRSCs,URSCs

Finance

All line/concern ministries

Strategic Development

RTHD; RHD; BRTA; LGED; ARI (BUET)

## 1.1 NRSC

Action	Timing
1.1.1 Address the priority issues on road safety.	Ongoing
1.1.2 Seeking donors assistance for road safety funding.	Ongoing
1.1.3 Monitor progress and implementation of the multi-sectoral road safety plans.	Ongoing

## 1.2 BRTA

Action	Timing
<u>Bangladesh Road Transport Authority (Organization and staffing)</u>	
1.2.1 Arrange Road Safety advisors or specialists for BRTA.	December, 2016
1.2.2 Arrange full time staffing of BRTA according to approved organgram.	annual
1.2.3 Prepare and implement training programme for BRTA staff.	annual
1.2.4 Co-ordinate the implementation of the Road Safety Strategic Action Plan for 2014 - 2016	annual
1.2.5 Prepare sector plan and submit for budgeting.	July, 2015
1.2.6 Implementation of sector plan and monitor progress.	annual
1.2.7 Advise and assist the GOB and NGOs on road safety activities.	Ongoing
1.2.8 Undertaking road safety projects/components.	annual
1.2.9 Control and maintain the accident information system held by BRTA.	ongoing
1.2.10 Develop data analysis and dissemination capability of BRTA.	ongoing
1.2.11 Produce annual and regular reports on the road accident situation.	annual
1.2.12 Monitor the meeting of MRSCs/ DRSCs and URSCs.	Ongoing
1.2.13 Undertaking community road safety programmes in accident prone area.	annual
1.2.14 Coordinate road safety programme supported by private sector funding.	Annual
1.2.15 Review ongoing road safety programmes and revise as necessary.	annual
1.2.16 Review related regional policies in line with international agreements.	Ongoing
1.2.17 Liaise with representatives of local, National and International Agencies to encourage commitment to road safety improvements.	Ongoing

<b>Local Road Safety Organisations and Committees</b>	
1.2.18 Prepare guidelines for MRSCs/DRSCs & URSCs.	December, 2016
1.2.19 Liaise with the MRSCs/DRSCs & URSCs for implementing road safety programmes.	ongoing
1.2.20 Provide road accident information to MRSCs/DRSCs & URSCs.	Annual
1.2.21 Vehicles Owner/Workers association must ensure working hours for the drivers and workers as per law.	Ongoing
1.2.22 Vehicles Owner/Workers association must ensure appointment of two drivers for each vehicle plying on long route.	Ongoing
1.2.23 Ensure Salary Structure and appointment letter for the vehicle drivers and workers.	Ongoing

### 1.3 RTHD

<b>Action</b>	<b>Timing</b>
<u>Finance</u>	
1.3.1 Arranging fund for road safety issues for BRTA.	Ongoing
1.3.2 Providing fund raising power to BRTA.	Ongoing

### 1.4 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

<b>Action</b>	<b>Timing</b>
<u>Strategic Development</u>	
1.4.1 Development of a multi-modal safe transport system in Bangladesh through education, research, training investigation and consultation. Research and investigation is needed to identify the accident contributory factors and their remedial measures. a) A collaborative work with LGED bestowed by World bank is in preliminary stage through Bureau of Research Training and Consultancy (BRTC), BUET b) Provide advisory services and expert support to different relevant agencies. Contribute in policy issues through discussions and suggestions in various national committee meetings.	Ongoing

### 1.5 RHD

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

### 1.6 LGED

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

## 1.7 MOT

Action	Timing
1.7.1 Establish and Unique phone number for all where people can ask any kind of help regarding accidents and also can inform to take immediate action	December, 2016

## 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

Bangladesh Police ,NGO(BRAC)

Accident Data Units

Bangladesh Police; BRTA; RHD; LGED; DNCC; DSCC; ARI (BUET),

Police HQ Accident Data Unit

Bangladesh Police; BRTA

Other Agencies

MOH, RHD; LGED; DNCC; DSCC; ARI (BUET)

Strategic Development

BRTA; ARI (BUET)

### 2.1 BANGLADESH POLICE

Action	Timing
<b><u>Accident Reporting System</u></b>	
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
<b><u>Accident Data Units</u></b>	
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.	Ongoing
<b><u>Police HQ Accident Data Unit</u></b>	
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
<b><u>Accident Data Units</u></b>	
2.2.1 Developing accident location coding system and imparting training to ADU Staffs.	December, 2016
2.2.2 Preserve accident data at regional level for use of other agencies.	ongoing
2.2.3 Upgrade software from MAAP-5 to MAAP Windows.	December, 2016
<b><u>Strategic Development</u></b>	
2.2.4 Training of local officials to provide MAAP support.	Annual

2.2.5 Review road accident data reported by the Police.	Annual
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## 2.3 RHD

Action	Timing
<b>Accident Data Units</b>	
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 & given the accident remedial measures for improving accident situation	Ongoing

## 2.4 LGED

Action	Timing
<b>Accident Data Units</b>	
2.4.1 Road inventory expanded to include villages along each Feeder Road.	Ongoing
2.4.2 Pilot accident data collection in 8 pilot districts	March , 2014
2.4.3 Countrywide accident data collection	October, 2015
2.4.4 Use of complete accident data plan road safety activities	February, 2015
2.4.5 Use of complete accident data to monitor the effect of road safety activities of LGED	February ,2016

## 2.5 DNCC/ DSCC

Action	Timing
<b>Accident Data Units</b>	
2.5.1 Expand road inventory including every city roads and maintain accident data.	December, 2016

## 2.6 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
2.6.1 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. a) Accident report form up to 2012 has been collected from police head quarters, edited and entered in to MAAP5 software b) Road accident facts up to 2011 has been completed fact 2012 will be completed within this year c) A newspaper based accident database system has been developed and updated regularly	Ongoing
<b>Strategic Development</b>	
2.6.2 To develop an integrated, comprehensive and coordinated Accident Data System involving different stakeholders (Police, hospital, owners, operators and insurance agencies)	Ongoing



## 2.7 BRAC (NGO).

Action	Timing
2.7.1 Produce a Google fusion map on road accident collecting information from four major newspapers.	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.*

### Sub-sectors:

### Lead Agents/Agency responsible:

Organisational	RHD; LGED; DNCC; DSCC
Training	BRTA; ARI (BUET)
Accident Remedial Measure Programmes	RHD; LGED; DNCC; DSCC
Design Standards	RHD; LGED; DNCC; DSCC ; Bangladesh Police
Safety Audit	RHD; LGED; DNCC; DSCC
Vulnerable Road Users (VRU)	RHD; LGED; DNCC; DSCC
Urban Traffic and Transport Planning	DTCA

### 3.1 RHD

Action	Timing
<b><u>Organisational</u></b>	
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
<b><u>Accident Remedial Measure Programmes</u></b>	
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.	Ongoing
<b><u>Design Advice / Standards</u></b>	
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 marking 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) .	December,2016
<b><u>Safety Audit</u></b>	
3.1.9 Preparation of Safety Audit Manual .	Ongoing
3.1.10 Introduce safety audit procedure for new projects.	Ongoing

3.1.11	Assess the safety implications at least for the Dhaka-Chittagong Highway and the Dhaka- Aricha Road.	December,2015
<b><u>Addressing Vulnerable Road users (VRU) by RHD</u></b>		
3.1.12	Traffic surveys include VRUs (20 spot per year).	Ongoing
3.1.13	Review and establish pedestrian facilities on major roads	Ongoing
3.1.14	Recognise VRUs in the planning and design of lanes/roads/ highways and establish facilities for their use.	Ongoing
3.1.15	Drawing programmes for improving known VRU problem areas - including area schemes, corridor improvements, and mass action treatments.	Ongoing
3.1.16	Design and implement some network facilities for cycle rickshaw and bi-cycle traffic	December,2016
3.1.17	Black spot countermeasure design (10 Black spot package)	Ongoing
3.1.18	Safety Audit on National and Regional Highway (for 10 road section per year).	Ongoing
3.1.19	Construction of road safety countermeasure on 144 nos black spot on National Highway	June 2016
3.1.20	Relocation of Bazars and Junction and any other important location on National and Regional Highway and important roads.	Ongoing
3.1.21	Inspection of accidents spots (Major) happened on RHDs roads. (10/12per year)	Ongoing
3.1.22	Training on road safety engineering by RHD TC	Ongoing
3.1.23	Collect Data of unauthorised level crossing /Authorised level crossing and improved present accident situation.	Ongoing

### 3.2 LGED

<b>Action</b>		<b>Timing</b>
<b><u>Organisational</u></b>		
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.	February, 2015
<b><u>Accident Remedial Measure Programmes</u></b>		
3.2.2	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.	December 2014
<b><u>Design Advice / Standards</u></b>		
3.2.5	Review road and traffic engineering standards.	Ongoing
3.2.6	Produce manuals giving road and traffic engineering design standards and advice.	December 2014
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.	December 2014
3.2.8	Install road signs and markings on all roads.	Ongoing
3.2.9	Remove unauthorised speed breakers on roads.	Ongoing
<b><u>Safety Audit</u></b>		
3.2.10	Preparation of Safety Audit Manual.	January 2015
3.2.11	Introduce safety audit procedure for new projects.	February, 2015
<b><u>Addressing Vulnerable Road users (VRU)</u></b>		
3.2.12	Traffic surveys include VRUs.	Ongoing
3.2.13	Review and establish pedestrian facilities on Upazila and Union roads as necessary.	Ongoing

3.2.14	The needs of VRUs are recognised in the planning and design of roads and facilities for their use are established.	Ongoing
3.2.15	Programmes are drawn up for improving known VRU problem areas - including area schemes, corridor improvements, and mass action treatments.	Ongoing
3.2.16	Design and implement some network facilities for cycle rickshaw and bi-cycle traffic.	October, 2014
3.2.17	Black spot countermeasure design	June, 2015
3.2.18	Safety Audit on Upazila and Union Roads.	December 2014
3.2.19	Construction (Demonstration) of road safety countermeasure at least of one black spot per district per year.	June, 2015
3.2.20	Relocation of Bazars and Junction and any other important location on Regional Highway and feeder important roads.	Ongoing
3.2.21	Inspection of accidents spots (Major) happened on LGED roads.	Ongoing
3.2.21	Training on road safety engineering by LGED Training Unit.	Ongoing
3.2.22	Collect Data of unauthorised level crossing /Authorised level crossing and improved present accident situation.	Ongoing

### 3.3 DNCC/DSCC

Action	Timing
<b><u>Organisational</u></b>	
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
<b><u>Accident Remedial Measure Programmes</u></b>	
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, 2014
3.3.4 Produce Road Safety Engineering Manual giving comprehensive advice on the process of identification of accident site, analysis and treatment.	December,2016
<b><u>Design Advice / Standards</u></b>	
3.3.5 Review urban road and traffic engineering standards.	December,2016
3.3.6 Produce manuals giving urban road and traffic engineering design standards and advice.	December,2015
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,2016
3.3.9 Remove unauthorised speed breakers.	December,2016
<b><u>Safety Audit</u></b>	
3.3.10 Prepare Safety Audit Manual.	December,2016
3.3.11 Introduce safety audit procedure for new projects.	December,2016

### 3.4 BRTA

Action	Timing
<b><u>Training</u></b>	
3.4.1 Arranging annual road safety engineering conference to increase awareness and exchange experiences.	annual

### 3.5 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
<b>Road Safety Research</b>	
3.5.1 Conduct-in-depth research and investigation. Two in-depth accident investigations have been conducted and the report has been published.	Ongoing
3.5.2 Conduct in-depth research on rural road safety.	Ongoing
3.5.3 GIS based accident analysis and black spots identification.	Ongoing
<b>Training</b>	
3.5.4 Awareness training programs for local NGO and professionals.	Ongoing

### 3.6 BANGLADESH POLICE

Action	Timing
<b>Design Advice / Standards</b>	
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 DTCA

Action	Timing
<p>3.7.1 For Dhaka city formulated and start implementing comprehensive policies for the development and management of transport facilities of all modes including river transport surrounding Dhaka &amp; STP area and their integration. These plans must;</p> <ul style="list-style-type: none"> <li>• tie in with plans for managing urban growth;</li> <li>• define complementary roles for each mode of transport;</li> <li>• provide for the travel and transport needs of all sections of the community;</li> <li>• explicitly deal with safety and environmental issues, including how to:               <ul style="list-style-type: none"> <li>- maximize traffic capacity without compromising safety;</li> <li>- segregate different modes of transport without increasing speeds to unsafe levels;</li> <li>- balance the needs of pedestrians &amp; other Vulnerable Road User (VRUs) with those of motorized traffic;</li> <li>- provide access to major roads by designing service road for reducing the risk of accidents;</li> <li>- control access to arterial/major roads;</li> <li>- Reduce road accident and transport related pollution.</li> </ul> </li> </ul>	Ongoing
<p>3.7.2 Policy relevant improvements</p> <ul style="list-style-type: none"> <li>• Route Rationalization and Planning, Parking Depot for Mass Transit System, including Bus System and their integration.</li> <li>• Determining Policy on issues related to traffic management. Congestion, non-motorized vehicles, parking, road hierarchy and access control on major roads.</li> <li>• Identifying, Planning and Formulate policies for               <ul style="list-style-type: none"> <li>- Speed control according to road classification.</li> <li>- Safer roadside (identifying and advising Safer walk, Shoulder repair/sealing, protective barriers)</li> </ul> </li> <li>• Research and devise policies on               <ul style="list-style-type: none"> <li>- Safer roads by identifying black spots in Dhaka (accident data from DMP)</li> <li>- Safer behaviour ( Vehicles Users- polices for driver training programs)</li> </ul> </li> <li>• Awareness Campaign               <ul style="list-style-type: none"> <li>- Advise for regular motivating campaign.</li> </ul> </li> <li>• Provision for Transport Demand and Supply Management Approaches.</li> <li>• Pedestrian Facility Provision to serve pedestrian better &amp; encourage people to walk safety.</li> <li>• Restructuring the bus operations from a large number of small operators into a smaller number of large operators in order to reduce the fierce competition between operators, to reduce risk of</li> </ul>	December 2016

<p>unhealthy operation and to introduce corporate culture in the bus operation.</p> <ul style="list-style-type: none"> <li>• Improve method of driver training &amp; testing &amp; design layouts of roads in the Particular attention at intersection/junctions.</li> <li>• Mixed land use policies to discourage personal car use.</li> </ul>	
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### 3.8 RAJUK

Action	Timing
<b>Urban Traffic and Transport Planning</b>	
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"> <li>• provide for the travel and transport needs of all sections of the community;</li> <li>• explicitly deal with safety and environmental issues, including how to:               <ul style="list-style-type: none"> <li>- maximize traffic capacity without compromising safety;</li> <li>- balance the needs of pedestrians &amp; other VRUs with those of motorized traffic;</li> <li>- reduce road accident and transport related pollution.</li> </ul> </li> </ul>	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/DNCC/DSCC/RAJUK

3.9.1 Traffic surveys include VRUs (20 spot per year).	January, 2016
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, 2016
3.9.5 Design and implement some network facilities for cycle rickshaw and bi-cycle traffic.	December, 2016
3.9.6 Black spot countermeasure design (10 Black spot package)	December, 2016
3.9.7 Safety Audit on National and Regional Highway (for 10 road section per year).	December, 2015
3.9.8 Construction (Demonstration) of road safety countermeasure at least 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, 2015
3.9.10 Inspection of accidents spots (Major) happened on RHDs roads . (10/12 per 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, 2016

## 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:**

Updated Traffic Legislation

Compensation

### **Lead Agents/Agency responsible:**

RHD ,RTHD ,MOHA

RTHD

### 4.1 MOHA

Action	Timing
<b><u>Organisation and Equipment</u></b>	
4.1.1 Establish effective Computerised Accident Data System at District/Metro Level.	December 2015
4.1.2 Establish Accident Data Units at Police Head Quarter (PHQ) and connecting with field level (District HQ and Metros) and other relevant agencies.	December 2015
4.1.3 Establish contact point and co-ordination between police and BRTA.	December 2015
<b><u>National Traffic Training School</u></b>	
4.1.4 Arrange fund and establish National Traffic Training School with collaboration with RTHD(at least divisional level).	ongoing
4.1.5 Finalise building specification and equipment levels.	December 2016
4.1.6 Complete building works. (at least two)	December 2016
4.1.7 Procure training equipment.	December 2016
4.1.8 Transfer management and training staff to new building and begin operation	December 2016
4.1.9 Allocate fund to police to implement road safety strategy.	June 2015

### 4.2 RHD

Action	Timing
<b><u>Updated Traffic Legislation</u></b>	
4.2.1 Draft and agree Highway Code.	June, 2016
4.2.2 Publishing Highway Code.	December, 2016

### 4.3 RTHD

Action	Timing
<b><u>Updated Traffic Legislation</u></b>	
4.3.1 Reconstitute legislative committee to review draft Act.	June, 2015
4.3.2 Draft Act enacted by GoB.	December, 2015
4.3.3 Draft subsidiary regulations.	June, 2016

4.3.4	Regulations promulgated by GoB.	December, 2016
<b><u>Accident Compensation</u></b>		
4.3.5	Determine compensation for victims of road accidents and payment procedures.	July, 2016

## 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.*

Sub-sectors:

Lead Agents/Agency responsible:

Organisation and Equipment

Bangladesh Police; RTHD

Training Development

Bangladesh Police

Highway Patrol

Bangladesh Police

Roadside Activities and Parking Control

Bangladesh Police; BRTA

Strategic Development

Bangladesh Police

### 5.1 BANGLADESH POLICE

Action	Timing
<b><u>Organisation and Equipment</u></b>	
5.1.1 Determine policy to introduce Traffic Warden, private Organisation Traffic Volunteers and school Traffic Scheme.	Ongoing
5.1.2 Prepare and agree method for transfer of responsibility for accident investigation from Thana police to Traffic police and define necessary re-training.	Ongoing
5.1.3 Source and procure enforcement equipment and vehicles for traffic police.	Ongoing
5.1.4 Set up enforcement activity monitoring system.	Ongoing
5.1.5 Establish guidelines for recruitment, training equipment and mobilisation of Traffic Warden, Private Organisation Traffic Volunteers and School Traffic Scheme.	Ongoing
5.1.6 Co-ordination with local administration(District and Upazilla) and enforce traffic law with the help of mobile court apart from regular enforcing activities.	Ongoing
<b><u>Training Development</u></b>	
5.1.7 Full training needs assessment and prepare report outlining current and potential training requirement.	December 2016
5.1.8 Preparation of training manual.	December 2016
5.1.9 Implementing new basic traffic training course.	December 2016
5.1.10 Implementing realistic police driver and rider training.	December 2016
5.1.11 Prepare training syllabus for traffic management training of junior officers.	December 2016
5.1.12 Implement Junior and middle management training.	December 2016
5.1.13 Develop courses for training potential traffic instructors.	December 2016
5.1.14 Develop courses for training of potential Traffic Warden, Private Organisation Traffic Volunteers and school Traffic together with support materials.	December 2016
<b><u>Highway Patrol</u></b>	
5.1.15 Select pilot project for Districts or Roads.	Ongoing
5.1.16 Identify and train personnel for pilot project.	Ongoing

5.1.17	Deliver publicity campaign announcing launch of Highway patrol.	Ongoing
5.1.18	Begin operation on pilot roads.	Ongoing
5.1.19	Evaluate pilot operation & prepare plan for National Highway patrol.	Ongoing
5.1.20	Recruit National Highway Patrol staff.	Ongoing
5.1.21	Procure vehicles and equipment for maintain road safety.	Ongoing
5.1.22	Train Highway Patrol staff.	Ongoing
5.1.23	Implement National Highway patrol plan.	Ongoing
<b><u>Roadside Activities and Parking Control</u></b>		
5.1.24	Introduce Traffic Warden, Private Organisation Traffic Volunteers and School Traffic.	December 2016
5.1.25	Select pilot roads / area.	December 2016
5.1.26	Enforce programme of roadside parking control and other activities.	December 2016
5.1.27	Enforcement of motorized and non-motorized vehicle safety and operational requirements including use of lights and reflectors NMVs.	December 2016
<b><u>Strategic Development</u></b>		
5.1.28	Draft strategy for empowering more police officers and officers from other organizations.	December 2016
5.1.29	Develop proposals.	December 2016
5.1.30	Enactment of legislation.	December 2016
5.1.31	Draft strategy for establishing separate Highway Police Force.	December 2016
5.1.32	Strengthening Highway Police Department	December 2016

## 5.2 RTHD

Action	Timing
<b><u>Organisation and Equipment</u></b>	
5.2.1 Enhance/Strengthen enforcement capability of BRTA.	Ongoing
5.2.2 Allocate fund to BRTA to implement road safety strategy	Ongoing

## 5.3 BRTA

Action	Timing
<b><u>Roadside Activities and Parking Control</u></b>	
5.3.1 Taking measures to prevent use of fake driving licence.	ongoing
5.3.2 Taking legal actions against unfit and unauthorised 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.*

Sub-sectors:

Lead Agents/Agency responsible:

Organisation and Procedures

BRTA

Driving Training

BRTA; DNCC; DSCC; ARI (BUET)

Driver Testing

BRTA

Strategic Development

BRTA; ARI (BUET)



## 6.1 BRTA

Action	Timing
<b><u>Organisation and Procedures</u></b>	
6.1.1 Review and improve regulations governing professional driver working hour	June, 2016
6.1.2 Approve recommendation made on driver training and testing system	annual
6.1.3 Review BRTA organogram to conduct minimum testing programme and recommend changes required	December, 2016
6.1.4 Review driver training and testing system	annual
<b><u>Driving Training</u></b>	
6.1.5 Prepare driving procedures and standards for Bangladesh and produce user friendly driving manual	December, 2016
6.1.6 Set procedures and ensure registration of motor driving schools	Ongoing
6.1.7 Set standards for driving instructor competency.	December, 2016
6.1.8 Improve procedures for licensing driving instructors	December, 2016
6.1.9 Promote to establish and private sector driving training school and incentive schemes for professional drivers	Ongoing
<b><u>Driver Testing</u></b>	
6.1.10 Train inspectors in oral test and implement.	Ongoing
6.1.11 Develop oral multiple choice test based on manual	April, 2016
6.1.12 Develop practical test for all classes of driving licensee	March, 2016
6.1.13 Develop sustainable training programme for driver testing	March, 2016
6.1.14 Develop test for driving instructors	March, 2016
6.1.15 Train inspectors in instructor testing and implement test	Ongoing
6.1.16 Establishment of Drivers testing/training centre at each Divisional Head Quarter	March, 2016
<b><u>Strategic Development</u></b>	
6.1.17 Feasibility study for establishment of a Training Centres for Drivers, Instructors and Examiners at district level.	December, 2016
6.1.18 Strategy for future driver training and testing devised	March, 2016

## 6.2 DNCC/ DSCC

Action	Timing
<b><u>Driving Training</u></b>	
6.2.1 Review rickshaw pullers training and testing system	June, 2015
6.2.2 Conduct minimum training under crash programme for rickshaw pullers	June, 2015

## 6.3 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

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

## 6.4 BRAC ( NGO)

Action	Timing
<b><u>Driving Training</u></b>	
6.4.1 Conduct Training of Trainers (TOT) for instructors of driving schools.	Ongoing
6.4.2 Conduct Road Safety and Defensive Driving training "Shurakkha" for commercial and	

professional vehicle drivers. 6.4.3 Conduct basic driving training for women to bring them in driving profession. 6.4.4 Conduct light vehicles basic driving training for Road Safety and Defensive Driving. 6.4.5 Conduct Road Safety and Defensive Driving training “Shurakkha” for Motorcyclist. 6.4.6 Conduct road safety training for non-motorised vehicle drivers and provide them reflective sticker for visibility at night	December 2016
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## 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; RTHD
Strategic Development	BUET

### 7.1 BRTA

Action	Timing
<b><u>Annual Vehicle Inspections</u></b>	
7.1.1 Prepare manual for the inspections of vehicles	March, 2015
7.1.2 Arrange and implement training for all vehicle inspectors.	Ongoing
7.1.3 Define failure modes and standards for the inspection of vehicles.	March, 2016
7.1.4 Obtain sets of basic test equipment for all field offices.	December 2016
<b><u>Roadside Vehicle Inspections</u></b>	
7.1.5 Effective road side inspection targeting safety and environment.	Ongoing
7.1.6 Establishment of Vehicle Inspection centre (VIC) at each district Head Quarter	Ongoing
7.1.7 Renovation of existing 05(five) Vehicle Inspection centre (VIC) at 04(four) Divisional Head Quarter	Ongoing
<b><u>Vehicle Registration</u></b>	
7.1.8 Transfer the vehicle registration database across to the Vehicle Inspection database and introduce the file transfer system.	Ongoing
7.1.9 Transfer all existing vehicle registration data to the new database.	Ongoing
<b><u>Environmental impact of vehicles</u></b>	
7.1.10 Implement vehicle emission standards for routine and roadside testing	Ongoing
7.1.11 Adopt international (US/EC) emission standards for new vehicles.	December, 2016
7.1.12 Liaise with representatives of local, national and international agencies to encourage commitment to road transport improvements.	Ongoing
7.1.13 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 RTHD

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

## 7.3 ARI(BUET)

Action	Timing
<b><u>Strategic Development</u></b>	
7.3.1 Conduct in-depth research on contributory factors related to vehicle and their remedial measures and investigation.	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; MoPME, NCTB  
BRAC, BNFE; NGOs  
MoE; MoPME, BRTA; ARI (BUET)  
BNFE; BRAC, NGOs; BRTA; ARI (BUET)  
LGED, MOI; BRTA  
BRTA; ARI (BUET), LGED

### 8.1 MoE & MoPME

Action	Timing
<b><u>Formal Education</u></b>	
8.1.1 Include appropriate road safety education in primary curriculum supplementary materials.	December 2016
8.1.2 Arrange in service teacher training programme regarding road safety.	December 2016
8.1.3 Designate one or two Road Safety Teacher in each school.	December 2016
8.1.4 Develop Teacher's guide.	December 2016
8.1.5 Initiate teacher training in PTIs.	December 2016
<b><u>Materials</u></b>	
8.1.6 Design and develop training materials	December 2015

### 8.2 MOI

Action	Timing
<b><u>Bangladesh Betar</u></b>	
8.2.1 Traffic Broadcast for Dhaka City Channel: FM 88.8 MHz.	Daily 10 hours transmission
8.2.2 Conduct road safety related programmes by all regional stations and from different Units .	Weekly 30 Minutes (Annually 24 hours)
8.2.3 Publication in Betar Bangla, a regular bimonthly publication of Bangladesh Betar.	Every two month
<b><u>Bangladesh Television :</u></b>	
8.2.4 Talk Show / Discussion programme. (Dur. 25 minutes)	Monthly 25 Minutes
8.2.5 Motivational spot/filler in pick hour. (Dur. 2-3 minutes)	Weekly 10 minutes
8.2.6 Documentary (Dur. 20-25 minutes)	Every Two month
<b><u>Department of Films &amp; Publications :</u></b>	
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 NCTB

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

### 8.4 BNFE

Action	Timing
<b>Non-Formal Education</b>	
8.4.1 Road Safety included in Non-Formal Education curricula.	December 2016
8.4.2 NGO training programme for teachers.	Ongoing
<b>Community Programmes</b>	
8.4.3 Included road safety in publicity on adult literacy programmes .	Ongoing

### 8.5 BRAC (NGOs)

Action	Timing
<b>Non-Formal Education</b>	
8.5.1 Road Safety lessons are being taught in non-formal education in BRAC School.	On going
8.5.2 Training /education programme on Road Safety (Teaches, Students, Staff)	On going
<b>Community Programmes</b>	
<b>Training For Local Community Leaders.</b>	
8.5.3 Community Volunteers	December 2016
8.5.4 NGO, CBO and community leaders	
<b>Design and develop IEC materials.</b>	
8.5.5 Review, assess, develop and print IEC materials i.e. posters, Flipchart, leaflet etc.	December 2016
8.5.6 Review, assess and develop audio-visual materials i.e. animation film, video spots etc.	
<b>Community Road Safety Awareness campaign.</b>	
8.5.7 Causal Analysis of road accidents to identify the comparative contribution of humans, vehicles and road environment on road traffic accidents in Bangladesh.	December 2016
8.5.8 Production and staging of Interactive Popular Theatre (IPT) and Pala song	
8.5.9 Discussion meeting with Community members on road safety issues.	
8.5.10 Display of road safety animation films and video spot through multimedia projector at growth centres, bazaars, schools etc.	
<b>Mass Awareness campaign on Road Safety.</b>	
8.5.11 Airing Road Safety Animation film on private TV Channels	December 2016
8.5.12 Publishing newspaper supplement on road safety	
8.5.13 Installation of billboard	
<b>Research</b>	
8.5.14 Carry out a research to produce a Safe Road Code (SRC)	December 2016
<b>Talks to relevant groups</b>	
8.5.15 Consultation (lobby) with government policy makers for sharing Safe Road Code (SRC)	December 2016
8.5.16 Consultation with transport worker union and transport owner associations for sharing the SRC	
8.5.17 Consultation with Local Govt. Institution, Local administration, Local NGO/CBOs and political leaders for sharing the SRC	
8.5.18 Joint workshop with district press-club and transport owners and transport worker union for sharing the SRC.	
8.5.19 Sharing meeting with national and local level media on road safety issues	

## 8.6 BRTA

Action	Timing
<b>Materials</b>	
8.6.1 Design and develop publicity materials with the help of experts (If needed) and publish them on regular basis.	Ongoing
8.6.2 Design mass media programme with the help of experts.(If needed) and publish.	Ongoing
8.6.3 Arranging different awareness programmes throughout the country.	Ongoing
8.6.4 Investigate community involvement opportunity.	Ongoing
8.6.5 Arranging regular workshop on road safety and materials development for road safety..	Ongoing
8.6.6 National campaigns (1 per year).	annual
8.6.7 Local publicity campaigns.	Annual
8.6.8 Co ordinate with DRSC/MRSC/URSC to continue regular publicity and awareness programme on road safety.	annual
8.6.9 Regular publicity on different media.	Ongoing
8.6.10 Motivate NGO and different companies to participate in road safety campaign.	Ongoing
<b>Training</b>	
8.6.11 Train BRTA staff on design of publicity campaign and development of materials.	annual
8.6.12 Pilot project on publicity campaign.	December, 2016
8.6.13 Supporting the registered driver training institutions with training materials content and course of studies.	December,2016
8.6.14 Refreshers training for the professional drivers on road safety and public awareness.	Ongoing

## 8.7 LGED

Action	Timing
<b>Publicity</b>	
8.7.1 Preparation of safety education materials for road users.	December 2016
8.7.2 Video show on road safety on hat day and through private channel	December 2016
<b>Training</b>	
8.7.3 Road safety training for motorized drivers.	December 2016
8.7.4 Training of local elected leaders on road safety.	December 2016
8.7.5. Provide road safety education to selected school teachers of 26 districts as well as supply road safety flipcharts and other educational materials under RTIP-II, a World Bank project.	December 2016
8.7.6. LGED will work for capacity development of District Road Safety Committee and Upazila Road Safety Committee in all the Districts and Upazilas of Bangladesh	December 2016

## 8.8 ACCIDENT RESEARCH INSTITUTE (ARI), BUET

Action	Timing
<b>Materials</b>	
8.8.1 Development of a Post graduate Program on Traffic Safety for professionals and practitioners in various sector.	Ongoing
8.8.2 Preparation on children booklet on road safety	ongoing
8.8.3 Preparation of Road Safety Message book.	Ongoing
<b>Community Programmes</b>	
8.8.4 Strengthen community understanding and ownership of road safety programmes a) A workshop has been organized to strengthen the community understanding on road	Ongoing

safety in the district of Madaripur b) Training on accident report form and MAAP5 software for police has been conducted c) Training on accident report system for journalist is in progress	
<b>Training of BRTA staff</b>	
8.8.5 Provide specialized training to practising professionals no training has been conducted yet but we are willing to provide training for BRTA staff	Ongoing
8.8.6 Exchange and Collaboration. No program has been made yet but we are willing to organized collaborative programs with BRTA	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.*

### **Sub-sectors:**

### **Lead Agents/Agency responsible:**

First Aid	MoH
Transportation of the Injured	MoH; Bangladesh Police; NGOs; BTCL
Hospital Data	MoH
Trauma Centres	MoH
Road Safety Health Awareness	MoH

### **9.1 MoH**

<b>Action</b>	<b>Timing</b>
<b><u>First Aid</u></b>	
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
<b><u>Transportation of the Injured</u></b>	
9.1.4 Roadside Fuel Stations to have First Aid facilities.	Ongoing
<b><u>Hospital Data</u></b>	
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.	Ongoing
<b><u>Trauma Centres</u></b>	
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
<b><u>Road Safety Health Awareness</u></b>	
9.1.13 Hold road safety and medical sector seminar	Ongoing
9.1.14 Forward recommendations of the seminar	March, 2015
9.1.15 Follow up implementation of the recommendations	December,2016
<b><u>Pre-Hospital care system development</u></b>	
9.1.16 Preparatory phase	December,2014
9.1.17 System development and orientation.	December,2016
9.1.18 Putting system into Operation	December,2016

## 9.2 BANGLADESH POLICE

Action	Timing
<b><u>Transportation of the Injured</u></b>	
9.2.1 Arrange and provide vehicles for High way/traffic police equipped with first aid supplies.	December 2016

## 9.3 BTCL

Action	Timing
<b><u>Transportation of the Injured</u></b>	
9.3.1 Roadside Fuel Stations to have Tele-communication facilities.	December 2016