



Government of the People's Republic of Bangladesh

Ministry of Communication

Bangladesh Road Transport Authority

ROAD SAFETY CELL

**NATIONAL
ROAD TRAFFIC ACCIDENT
REPORT
2005**

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1 INTRODUCTION

This National Road Traffic Accident Report for the period 2005 is the fifth consecutive annual report on road traffic accident statistics produced and published by BRTA.

Since its inception in January 2001, BRTA has been preparing reports containing National Road Traffic Accident (RTA) database. BRTA and the Police have been working closely together to safeguard the integrity of the database and promote its statistical accuracy. It is recognised by road safety practitioners in Bangladesh, including the BRTA and the Police, that this Road Traffic Accident database is neither complete nor entirely an accurate record of all road accidents committed over the period 2005 in Bangladesh. In other words, a level of under-recording of RTAs must be accepted. Since the end of the technical support by DFID to BRTA and its Road Safety Cell in early 2005, the RSC has not had the means to continue with the training of the police on the collection and entry of road traffic accident statistics. It is therefore probable that the level of accident recording compared to the number of actual accidents has been further reduced.

Previous reports have included commentary on some aspects on road safety in Bangladesh in addition to the standard statistical reporting as described above. This will help researchers compare safety condition prevailing in the Dhaka city with other mega Cities of the world.

These valuable records with information on road traffic accidents were first published with the inception of BRTA in 2001. This report is a database that different research organisations and scholars may use to contribute to the field of accident management. BRTA believes that, despite their shortcomings, these data and their analysis will help in formulating and enforcing policies aimed at reducing the number of road traffic accident in Bangladesh.

2 THE ROAD TRAFFIC ACCIDENT DATABASE

2.1 DATA COLLECTION

Road accident data are reported by Police working at the Thana level in an Accident Reporting Form (ARF) which was introduced nation-wide in 1997. This form, which is written in Bangla and published by the Government of Bangladesh, is a mandatory part of the First Information Report (FIR) completed by the Investigating Officer for each road accident case.

Completed ARFs are compiled at the Accident Data Units (ADUs) in six Ranges and four Metropolitan Police offices (Dhaka Range, Chittagong Range, Khulna Range, Rajshahi Range, Sylhet Range and Barisal Range; Dhaka Metro, Chittagong Metro, Khulna Metro and Rajshahi Metro) where the data is entered into an electronic database.

The software used to compile and later interrogate the database is known as MAAP (for Micro-computer Accident Analysis Package, developed and produced by TRL, UK). The database is commonly referred to as the MAAP data. From these regional ADUs, accident data are transferred by computer diskette (floppy disk) to the National ADU at Police Headquarters, Dhaka. The BRTA collects these data from the Police Headquarters and enters it into its own master database.

The MAAP software, which is used to compile and interrogate the electronic accident database, resides on the computers in each of the Police Range and Metro ADUs, the ADU at Police Headquarters and at the BRTA Resource Centre. The software is a DOS-based version.

2.2 REPORTING

This Report, the National Road Traffic Accident (RTA) Report 2005, is the fifth annual report produced by the BRTA. The previous reports set the standard for annual RTA reporting with full and comprehensive tabulation of national statistics for road traffic accidents and for road casualties (fatalities and injured persons).

As with the previous reports, the annual report for 2005 presents data on the following:

- Casualty Accidents
 - by Divisions and Cities
 - by type of collision
 - by type of junction
 - by type of vehicle involved

- Casualties
 - by Divisions and Cities
 - fatalities by age and road user group
 - passenger fatalities by age and sex
 - pedestrian fatalities by age and sex

The cities reported herein are Chittagong, Dhaka, Khulna and Rajshahi. RTA data for the cities of Sylhet and Barisal are not separately reported herein as, in the database, the data for these two cities are not differentiated from those of their respective districts. The RTA data for these two cities are included with the data for their respective Divisions.

2.3 INTERPRETATION OF DATA

For targeting road safety improvement initiatives, interpretation of the accident data presented herein to either establish accident profiles or compare accident rates by District, Division or City can be undertaken with a measured degree of confidence. Caution is advised however when making comparisons of safety performance with that of other countries or when endeavouring to determine an absolute value of total accident occurrence.

BRTA and the Road Safety Cell are aware of a possibly considerable level of under-reporting of road traffic statistics: not all traffic accidents are registered on a “First Information Report”, and not all accidents reported as FIRs are entered on an Accident Reporting Form.

3 CASUALTY ACCIDENTS

Table 3-1 : Recorded Casualty Accidents by Division and City

Division or City	number of accidents ¹				population ² (‘000,000)	accident rates (no. per 10,000 pop'n)	
	severity			total		fatal accidents	fatal + injury accidents
	fatal	grievous	simple injury				
<u>Divisions, excluding Cities</u>							
Barisal	95	14	2	111	8.603	0.110	0.129
Chittagong	426	85	42	553	22.055	0.193	0.251
Sylhet	214	60	16	290	8.378	0.255	0.346
Dhaka	680	168	37	885	35.315	0.193	0.251
Khulna	111	7	1	119	14.525	0.076	0.082
Rajshahi	521	118	23	662	31.401	0.166	0.211
Total	2047	452	121	2620	120.278	0.170	0.218
<u>Cities</u>							
Chittagong City	61	28	8	97	3.397	0.180	0.286
Dhaka City	265	140	9	414	5.704	0.465	0.726
Khulna City	12	2	4	18	0.820	0.146	0.220
Rajshahi City	39	9	0	48	0.407	0.959	1.180
Total	377	179	21	577	10.327	0.365	0.559
TOTAL	2424	631	142	3197	130.605	0.186	0.245

- Notes:
1. This is the recorded number of accidents involving casualties (fatal and injury). Property damage only accidents are not included.
 2. Year 2005 populations are extrapolated from statistics published in the 2000 Statistical Yearbook and the Population Census 2001 Preliminary Report.

Figure 3-1 : Casualty Accident Rate by Division and City

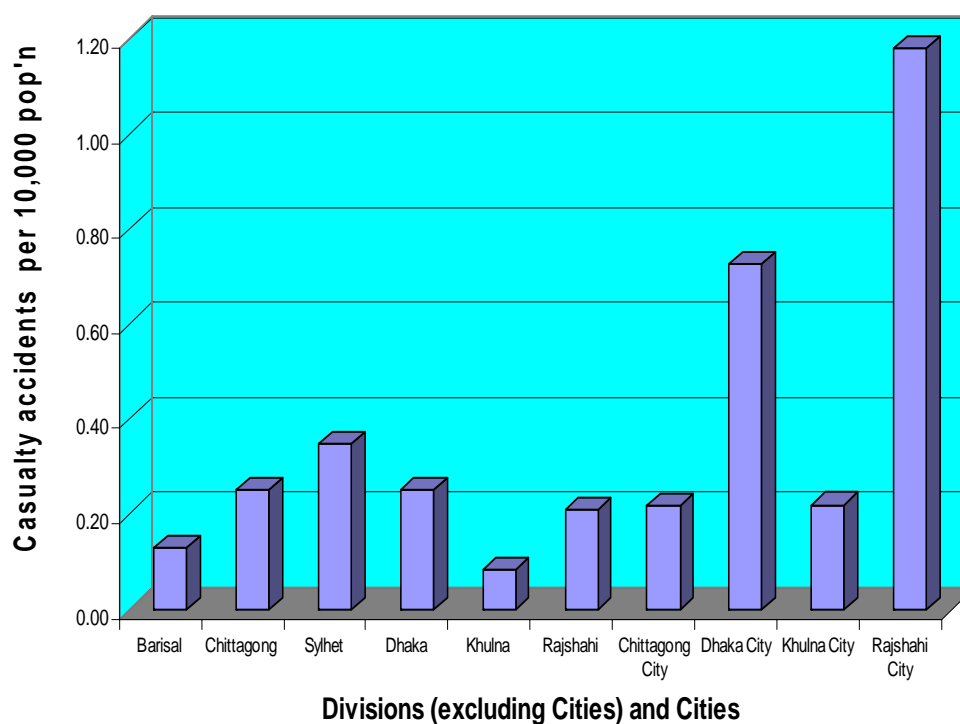


Table 3-2 : Change in Recorded Casualty Accidents, 1999 - 2005

year	number of accidents ¹				population ² (‘000,000)	accident rates	
	severity			total		(no. per 10,000 pop'n)	
	fatal	grievous	simple injury			fatal accidents	fatal + injury accidents
Divisions, excluding the Cities							
1999	1984	595	170	2749	110.057	0.180	0.250
2000	2129	579	160	2868	111.735	0.191	0.257
2001	1688	407	117	2212	113.414	0.149	0.195
2002	2087	557	158	2802	115.092	0.181	0.243
2003	2241	602	183	3026	116.772	0.192	0.259
2004	1994	462	170	2626	118.524	0.168	0.222
2005	2047	452	121	2620	120.278	0.170	0.218
Cities ³							
1999	448	391	134	973	9.449	0.474	1.030
2000	394	450	49	893	9.593	0.411	0.931
2001	341	235	20	596	9.738	0.350	0.612
2002	512	347	42	901	9.882	0.518	0.912
2003	511	319	56	886	10.026	0.510	0.884
2004	453	202	41	696	10.176	0.445	0.684
2005	377	179	21	577	10.327	0.365	0.559
Bangladesh							
1999	2432	986	304	3722	119.506	0.204	0.311
2000	2523	1029	209	3761	121.328	0.208	0.310
2001	2029	642	137	2808	123.152	0.165	0.228
2002	2599	904	200	3703	124.974	0.208	0.296
2003	2752	921	239	3912	126.798	0.217	0.309
2004	2447	664	211	3322	128.7	0.190	0.258
2005	2047	631	142	3197	130.605	0.157	0.245

- Notes: 1. This is the recorded number of accidents involving casualties (fatal and injury). Property damage only accidents are not included.
 2. Year 2005 populations are derived from statistics published in the 2000 Statistical Yearbook and the Population Census 2001 Preliminary Report.
 3. Cities are Chittagong, Dhaka, Khulna and Rajshahi.

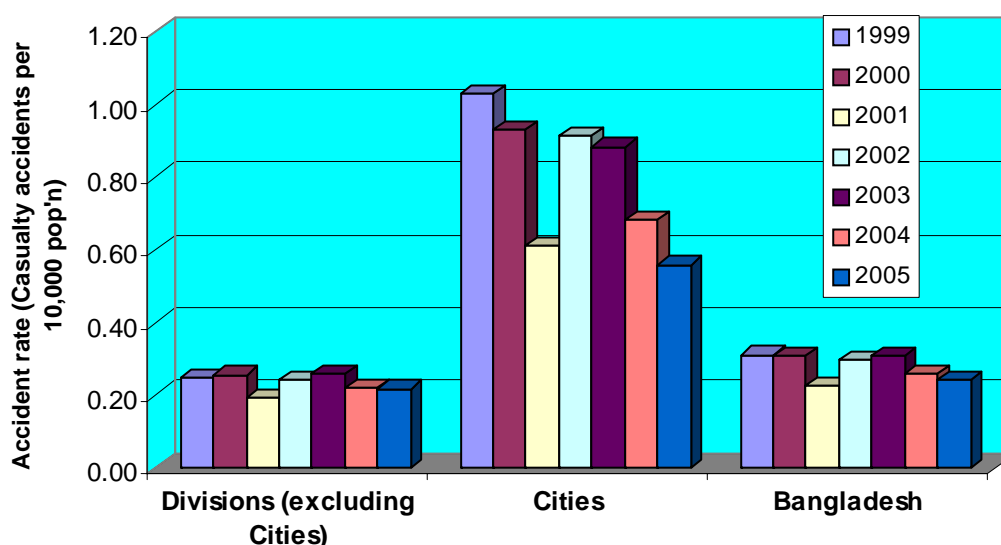
Figure 3-2 : Casualty Accident Rate-

Table 3-3 : Recorded Casualty Accidents by District (Zila)

Division and District	number of accidents ¹			total	population ² (‘000,000)	accident rates (no. per 10,000 pop'n)	
	severity					grievous	simple injury
	fatal	grievous	simple injury				
Barisal Division							
Barguna	8	1	0	9	0.889	0.090	0.101
Barisal	36	6	0	42	2.472	0.146	0.170
Bhola	20	3	1	24	1.778	0.112	0.135
Jhalakati	6	0	0	6	0.738	0.081	0.081
Patuakhali	18	3	1	22	1.532	0.118	0.144
Pirojpur	7	1	0	8	1.195	0.059	0.067
Total	95	14	2	111	8.603	0.110	0.129
Chittagong Division							
Bandarban	9	0	1	10	0.311	0.290	0.322
Brahmanbaria	31	2	3	36	2.509	0.124	0.143
Chandpur	33	8	1	42	2.344	0.141	0.179
Chittagong District	83	16	6	105	3.545	0.234	0.296
Chittagong City	61	28	8	97	3.397	0.180	0.286
Comilla	83	16	3	102	4.865	0.171	0.210
Cox's Bazar	27	3	4	34	1.864	0.145	0.182
Feni	76	20	15	111	1.269	0.599	0.875
Khagrachhari	14	5	1	20	0.557	0.251	0.359
Lakshmipur	16	5	1	22	1.569	0.102	0.140
Noakhali	38	4	3	45	2.687	0.141	0.167
Rangamati	16	6	4	26	0.538	0.297	0.483
Total	487	113	50	650	25.452	0.191	0.255
Dhaka Division							
Dhaka District	59	12	1	72	3.391	0.174	0.212
Dhaka City	265	140	9	414	5.704	0.465	0.726
Faridpur	50	15	3	68	1.818	0.275	0.374
Gazipur	62	3	0	65	2.149	0.289	0.302
Gopalganj	38	9	0	47	1.201	0.317	0.391
Jamalpur	7	1	0	8	2.216	0.032	0.036
Kishoreganj	19	11	2	32	2.678	0.071	0.119
Madaripur	21	1	1	23	1.206	0.174	0.191
Manikganj	42	18	1	61	1.352	0.311	0.451
Munshiganj	53	12	8	73	1.372	0.386	0.532
Mymensingh	36	9	4	49	4.708	0.076	0.104
Narayanganj	112	26	8	146	2.268	0.494	0.644
Narsingdi	54	10	3	67	2.006	0.269	0.334
Netrokona	7	7	1	15	2.060	0.034	0.073
Rajbari	29	6	2	37	0.997	0.291	0.371
Shariatpur	10	3	0	13	1.121	0.089	0.116
Sherpur	20	4	3	27	1.322	0.151	0.204
Tangail	61	21	0	82	3.451	0.177	0.238
Total	945	308	46	1299	41.019	0.230	0.317

Table 3-3 continued on next page

Table 3-3, continued

Division and District	number of accidents ¹				population ² (‘000,000)	accident rates (no. per 10,000 pop’n)	
	severity			total		grievous	simple injury
	fatal	grievous	simple injury				
Sylhet Division							
Hobiganj	44	12	2	58	1.864	0.236	0.311
Moulavibazar	37	9	3	49	1.701	0.218	0.288
Sunamganj	16	11	2	29	2.088	0.077	0.139
Sylhet	117	28	9	154	2.725	0.429	0.565
Total	214	60	16	290	8.378	0.255	0.346
Khulna Division							
Bagerhat	0	0	0	0	1.608	0.000	0.000
Chaudanga	0	0	0	0	1.047	0.000	0.000
Jessore	11	2	0	13	2.588	0.042	0.050
Jhenaidah	45	0	0	45	1.649	0.273	0.273
Khulna District	19	2	0	21	1.656	0.115	0.127
Khulna City	12	2	4	18	0.820	0.146	0.220
Kushtia	2	0	0	2	1.817	0.011	0.011
Magura	20	2	1	23	0.860	0.232	0.267
Maherpur	9	1	0	10	0.615	0.146	0.163
Narail	5	0	0	5	0.731	0.068	0.068
Satkhira	0	0	0	0	1.955	0.000	0.000
Total	123	9	5	137	15.345	0.080	0.089
Rajshahi Division							
Bogra	32	7	5	44	3.169	0.101	0.139
Dinajpur	32	13	2	47	2.840	0.113	0.165
Gaibandha	20	12	1	33	2.246	0.089	0.147
Joypurhat	13	7	0	20	0.896	0.145	0.223
Kurigram	19	3	0	22	1.827	0.104	0.120
Lalmonirhat	27	2	0	29	1.155	0.234	0.251
Natore	43	4	4	51	2.521	0.171	0.202
Nawabganj	14	0	0	14	1.613	0.087	0.087
Nilphamari	17	4	1	22	1.505	0.113	0.146
Naogaon	42	8	0	50	1.645	0.255	0.304
Pabhna	47	7	2	56	2.284	0.206	0.245
Panchgarh	16	1	1	18	0.880	0.182	0.205
Rajshahi District	33	17	1	51	1.993	0.166	0.256
Rajshahi City	39	9	0	48	0.407	0.959	1.180
Rangpur	108	27	6	141	2.688	0.402	0.525
Sirajganj	50	4	0	54	2.871	0.174	0.188
Thakurgaon	8	2	0	10	1.269	0.063	0.079
Total	560	127	23	710	31.808	0.176	0.223
TOTAL	2424	631	142	3197	130.61	0.186	0.245

4 CASUALTY ACCIDENTS BY TYPE OF COLLISION.

Table 4-1 : Recorded Casualty Accidents by Type of Collision

Table 4-1(a) : Fatal Accidents

collision type	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Head on	39	287	326	194	56	30	31	21	332
Rear end	71	152	223	109	40	17	16	46	228
Right angle	3	11	14	9	3	1	0	2	15
Side swipe	24	88	112	43	27	16	13	14	113
Overtaken vehicle	13	187	200	110	28	31	32	9	210
Hit object in road	8	27	35	18	5	5	2	5	35
Hit object off road	12	72	84	55	10	11	7	3	86
Hit parked vehicle	8	25	33	17	8	3	1	6	35
Hit pedestrian	324	933	1257	581	185	132	112	262	1272
Hit animal	0	2	2	2	0	0	0	0	2
Other	20	65	85	33	14	8	17	13	85
Unknown	17	36	53	8	1	1		1	11
TOTAL	539	1885	2424	1179	377	255	231	382	2424
% total	22%	78%	100%	49%	16%	11%	10%	16%	100%

Note: Collision type is the primary accident event.

Figure 4-1 : Fatal Accidents by Type of Collision and Road Class

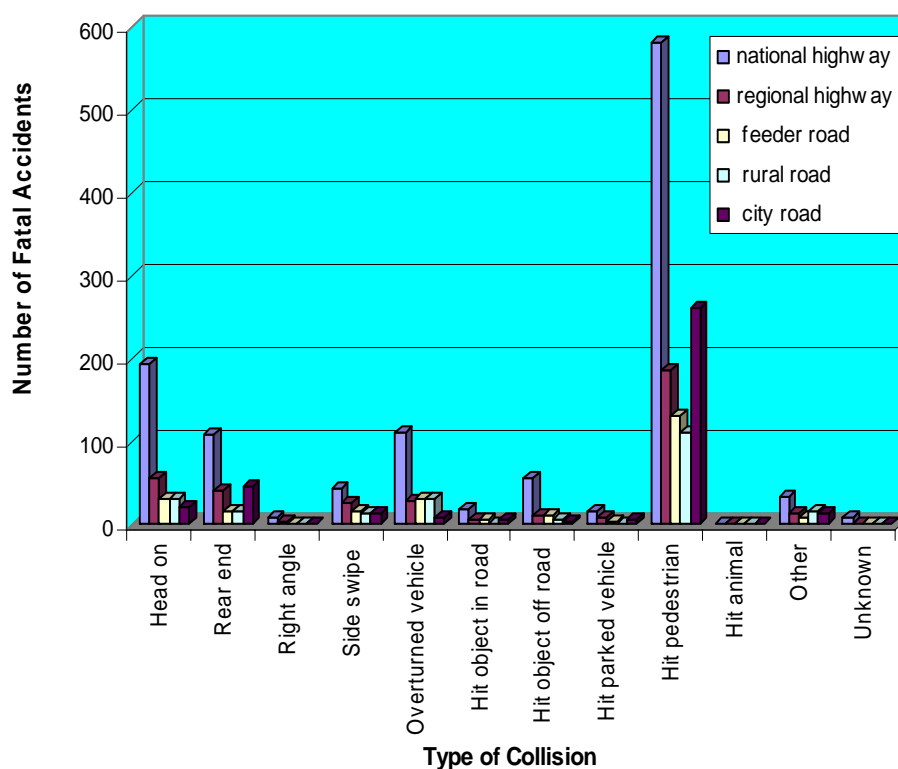


Table 4-1(b) : Grievous and Simple Injury Accidents

collision type	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Head on	33	119	152	93	19	11	13	20	156
Rear end	71	55	126	49	15	5	5	55	129
Right angle	11	4	15	3	0	0	1	11	15
Side swipe	21	43	64	34	12	4	3	14	67
Overtaken vehicle	2	37	39	19	7	10	1	2	39
Hit object in road	2	9	11	7	3	0	0	2	12
Hit object off road	0	19	19	12	3	5	0	0	20
Hit parked vehicle	9	11	20	8	2	2	0	8	20
Hit pedestrian	81	178	259	100	39	39	22	68	268
Hit animal	0	0	0	0	0	0	0	0	0
Other	15	25	40	11	6	4	4	16	41
Unknown	8	20	28	4	1			1	6
TOTAL	253	520	773	340	107	80	49	197	773
% total	33%	67%	100%	44%	14%	10%	6%	25%	100%

Table 4-1(c) : Total Casualty Accidents

collision type	number of accidents								
	road environment			road class					
	Urban	rural	total	national	regional	feeder	rural road	city	total
Head on	72	406	478	287	75	41	44	41	488
Rear end	142	207	349	158	55	22	21	101	357
Right angle	14	15	29	12	3	1	1	13	30
Side swipe	45	131	176	77	39	20	16	28	180
Overtaken vehicle	15	224	239	129	35	41	33	11	249
Hit object in road	10	36	46	25	8	5	2	7	47
Hit object off road	12	91	103	67	13	16	7	3	106
Hit parked vehicle	17	36	53	25	10	5	1	14	55
Hit pedestrian	405	1111	1516	681	224	171	134	330	1540
Hit animal	0	2	2	2	0	0	0	0	2
Other	35	90	125	44	20	12	21	29	126
Unknown	25	56	81	12	2	1	0	2	17
TOTAL	792	2405	3197	1519	484	335	280	579	3197
% total	25%	75%	100%	48%	15%	10%	9%	18%	100%

Table 4-2 : Recorded Casualty Accidents by time**Table 4-2(a) : Fatal Accidents**

Time	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
0/01	36	255	291	151	65	34	19	27	296
02/03	24	64	88	54	8	3	4	22	91
04/05	34	94	128	71	17	11	9	27	135
06/07	47	158	205	111	27	21	18	33	210
08/09	55	192	247	115	36	27	38	34	250
10/11	62	286	348	183	47	35	44	45	354
12/13	50	197	247	121	37	32	19	39	248
14/15	48	183	231	108	45	24	27	31	235
16/17	47	184	231	95	45	37	27	30	234
18/19	44	104	148	72	23	16	12	28	151
20/21	35	77	112	59	13	6	8	29	115
22/24	38	38	76	25	9	3	7	34	78
Unknown	44	28	72	10	4	6	5	2	27
TOTAL	564	1860	2424	1175	376	255	237	381	2424
% total	23%	77%	100%	48%	16%	11%	10%	16%	100%

Table 4-2(b) : Grievous and Simple Injury Accidents

Time	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
0/01	17	55	72	34	14	7	2	16	73
02/03	11	20	31	19	1	0	0	11	31
04/05	13	26	39	18	10	2	1	8	39
06/07	15	40	55	29	6	7	1	14	57
08/09	41	41	82	28	9	6	9	35	87
10/11	34	74	108	43	15	17	9	26	110
12/13	27	80	107	51	15	16	8	21	111
14/15	20	47	67	24	15	8	8	15	70
16/17	18	59	77	39	11	9	8	12	79
18/19	13	29	42	20	6	6	2	11	45
20/21	11	18	29	13	2	2	2	10	29
22/24	24	9	33	15	1	1	0	17	34
Unknown	20	11	31	4	1	1	0	2	8
TOTAL	264	509	773	337	106	82	50	198	773
% total	34%	66%	100%	44%	14%	11%	6%	26%	100%

Table 4-2(c) : Total Casualty Accidents

Time	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
0/01	53	310	363	185	79	41	21	43	369
02/03	35	84	119	73	9	3	4	33	122
04/05	47	120	167	89	27	13	10	35	174
06/07	62	198	260	140	33	28	19	47	267
08/09	96	233	329	143	45	33	47	69	337
10/11	96	360	456	226	62	52	53	71	464
12/13	77	277	354	172	52	48	27	60	359
14/15	68	230	298	132	60	32	35	46	305
16/17	65	243	308	134	56	46	35	42	313
18/19	57	133	190	92	29	22	14	39	196
20/21	46	95	141	72	15	8	10	39	144
22/24	62	47	109	40	10	4	7	51	112
Unknown	64	39	103	14	5	7	5	4	35
TOTAL	828	2369	3197	1512	482	337	287	579	3197
% total	26%	74%	100%	47%	15%	11%	9%	18%	100%

Figure 4-2 : Accidents by Time

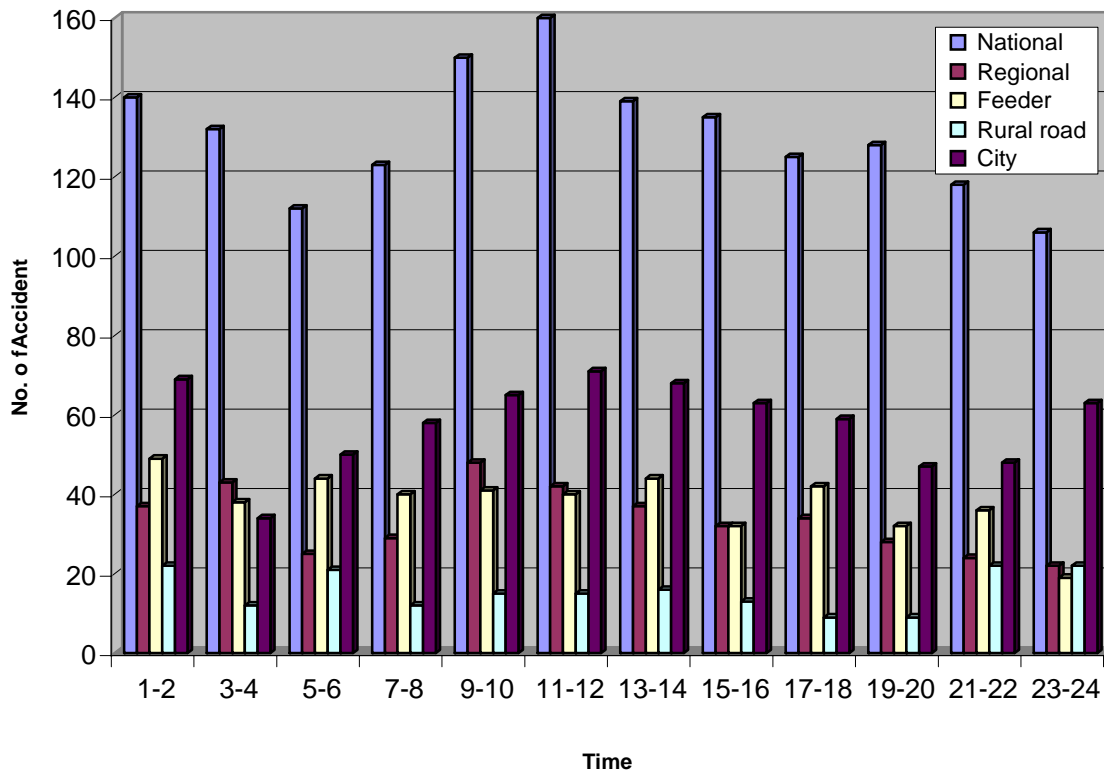


Table 4-3 : Recorded Casualty Accidents by Working Day**Table 4-3(a) : Fatal Accidents**

Day in a week	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Monday	73	268	341	174	55	37	30	53	349
Tuesday	82	264	346	168	39	40	43	60	350
Wednesday	75	242	317	159	52	22	38	52	323
Thursday	77	264	341	181	51	34	25	57	348
Friday	77	267	344	173	56	41	26	54	350
Saturday	62	257	319	143	58	42	36	48	327
Sunday	77	290	367	176	65	38	36	58	373
Unknown	14	39	53	2	1	1	0	0	4
TOTAL	537	1891	2428	1176	377	255	234	382	2424
% total	22%	78%	100%	49%	16%	11%	10%	16%	100%

Table 4-3(b) : Grievous and Simple Injury Accidents

Day in a week	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Monday	46	57	103	36	15	11	5	38	105
Tuesday	37	94	131	60	20	17	14	25	136
Wednesday	30	67	97	48	14	8	2	27	99
Thursday	29	77	106	58	11	13	7	20	109
Friday	34	70	104	46	14	15	7	27	109
Saturday	30	65	95	41	15	8	7	27	98
Sunday	40	72	112	47	18	10	8	32	115
Unknown	10	15	25	1	1	0	0	0	2
TOTAL	256	517	773	337	108	82	50	196	773
% total	33%	67%	100%	44%	14%	11%	6%	25%	100%

Table 4-3(c) : Total Casualty Accidents

Day in a week	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Monday	119	325	444	210	70	48	35	91	454
Tuesday	119	358	477	228	59	57	57	85	486
Wednesday	105	309	414	207	66	30	40	79	422
Thursday	106	341	447	239	62	47	32	77	457
Friday	111	337	448	219	70	56	33	81	459
Saturday	92	322	414	184	73	50	43	75	425
Sunday	117	362	479	223	83	48	44	90	488
Unknown	24	54	78	3	2	1	0	0	6
TOTAL	793	2408	3201	1513	485	337	284	578	3197
% total	25%	75%	100%	47%	15%	11%	9%	18%	100%

Table 4-4: Recorded Casualty Accidents by Month**Table 4-4(a) : Fatal Accidents**

Month	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
January	74	167	241	114	29	32	18	55	248
February	62	131	193	91	23	25	16	43	198
March	53	153	206	98	30	22	20	43	213
April	64	153	217	100	25	17	22	57	221
May	46	191	237	126	35	28	18	32	239
June	38	184	222	115	40	23	24	25	227
July	45	155	200	97	29	16	22	38	202
August	27	169	196	111	39	14	19	16	199
September	23	141	164	75	38	17	21	15	166
October	27	125	152	68	33	19	20	16	156
November	37	153	190	101	30	23	19	21	194
December	27	130	157	78	25	18	15	21	157
Unknown	20	29	49	2	1	0	0	1	4
TOTAL	543	1881	2424	1176	377	254	234	383	2424
% total	22%	78%	100%	49%	16%	10%	10%	16%	100%

Note: Collision type is the primary accident event.

Table 4-4(b) : Grievous and Simple Injury Accidents

Month	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
January	20	43	63	27	7	11	5	15	65
February	33	43	76	27	11	9	3	29	79
March	28	46	74	25	14	8	7	25	79
April	20	30	50	21	6	4	2	19	52
May	23	55	78	34	13	8	7	19	81
June	26	49	75	31	15	3	3	23	75
July	25	48	73	33	17	5	1	19	75
August	18	40	58	36	4	7	2	10	59
September	18	45	63	33	5	5	8	14	65
October	11	26	37	18	4	5	4	7	38
November	12	47	59	33	9	5	5	8	60
December	12	30	42	18	2	12	3	8	43
Unknown	10	15	25	1	1	0	0	0	2
TOTAL	256	517	773	337	108	82	50	196	773
% total	33%	67%	100%	44%	14%	11%	6%	25%	100%

Table 4-4(c) : Total Casualty Accidents

Month	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
January	94	210	304	141	36	43	23	70	313
February	95	174	269	118	34	34	19	72	277
March	81	199	280	123	44	30	27	68	292
April	84	183	267	121	31	21	24	76	273
May	69	246	315	160	48	36	25	51	320
June	64	233	297	146	55	26	27	48	302
July	70	203	273	130	46	21	23	57	277
August	45	209	254	147	43	21	21	26	258
September	41	186	227	108	43	22	29	29	231
October	38	151	189	86	37	24	24	23	194
November	49	200	249	134	39	28	24	29	254
December	39	160	199	96	27	30	18	29	200
Unknown	30	44	74	3	2	0	0	1	6
TOTAL	799	2398	3197	1513	485	336	284	579	3197
% total	25%	75%	100%	47%	15%	11%	9%	18%	100%

Figure 4-3 : Total Accidents by Month.

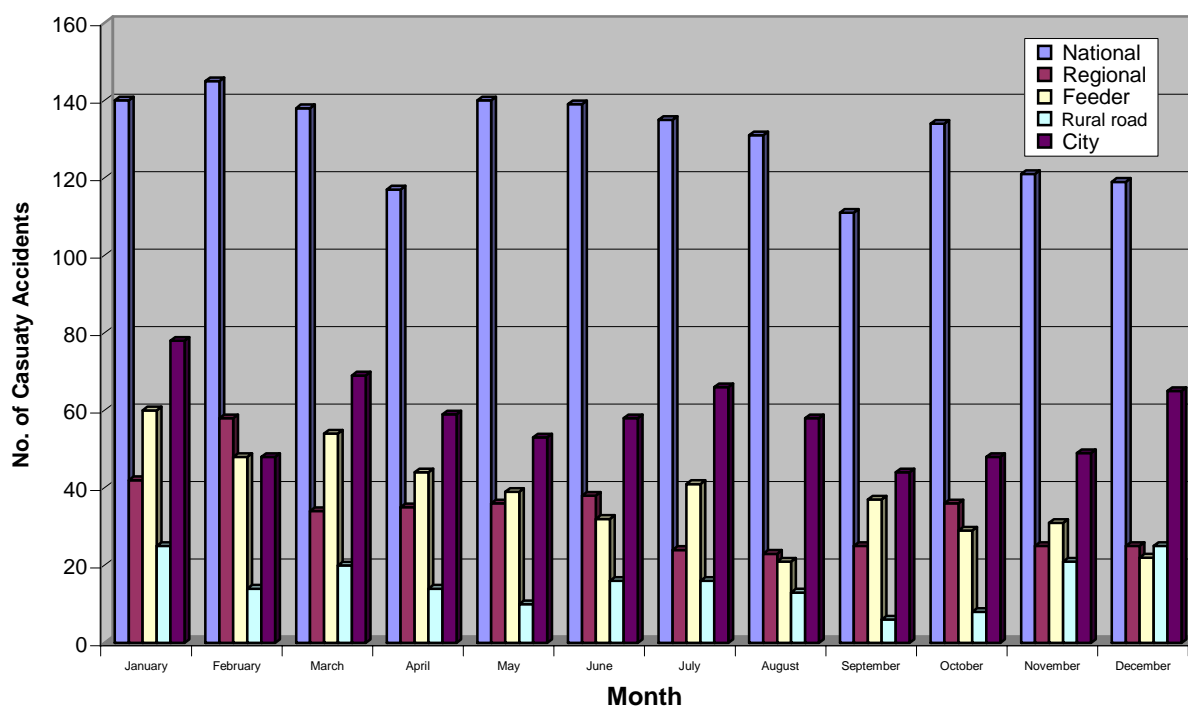


Table 4-5 : Recorded Fatal Accidents by Type of Collision by Division and City

Division or City	number of fatal accidents													total
	collision type													
	Head on	Rear end	Right angle	Side swipe	Over-turned vehicle	Hit object in road	object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other	Un-known		
Divisions, excluding Cities														
Barisal	18	3	0	3	3	2	1	0	61	0	4	0	95	
Chittagong	72	42	6	32	53	11	26	10	154	0	15	5	426	
Sylhet	33	17	1	8	31	2	2	4	108	0	6	2	214	
Dhaka	94	43	3	16	55	13	38	6	387	0	25	0	680	
Khulna	19	19	1	10	2	0	5	0	51	0	4	0	111	
Rajshahi	75	52	2	33	59	3	8	10	260	2	17	0	521	
total	311	176	13	102	203	31	80	30	1021	2	71	7	2047	
Cities														
Chittagong City	10	9	0	6	2	3	2	1	26	0	2	0	61	
Dhaka City	4	37	2	1	4	0	0	4	204	0	9	0	265	
Khulna City	1	1	0	1	1	1	1	0	3	0	3	0	12	
Rajshahi City	6	5	0	3	1	0	3	0	21	0	0	0	39	
total	21	52	2	11	8	4	6	5	254	0	14	0	377	
TOTAL	332	228	15	113	211	35	86	35	1275	2	85	7	2424	

Table 4-6 : Recorded Fatal Accidents by Type of Collision by Division and City as percentage of total fatal accidents in Division or City

Division or City	total	% of fatal accidents in Division or City											
		collision type											
		Head on	Rear end	Right angle	Side swipe	Over-turned vehicle	Hit object in road	object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other	Un-known
Divisions, excluding Cities													
Barisal	95	19%	3%	0%	3%	3%	2%	1%	0%	64%	0%	4%	0%
Chittagong	426	17%	10%	1%	8%	12%	3%	6%	2%	36%	0%	4%	1%
Sylhet	214	15%	8%	0%	4%	14%	1%	1%	2%	50%	0%	3%	1%
Dhaka	680	14%	6%	0%	2%	8%	2%	6%	1%	57%	0%	4%	0%
Khulna	111	17%	17%	1%	9%	2%	0%	5%	0%	46%	0%	4%	0%
Rajshahi	521	14%	10%	0%	6%	11%	1%	2%	2%	50%	0%	3%	0%
total	2047	15%	9%	1%	5%	10%	2%	4%	1%	50%	0%	3%	0%
Cities													
Chittagong City	61	16%	15%	0%	10%	3%	5%	3%	2%	43%	0%	3%	0%
Dhaka City	265	2%	14%	1%	0%	2%	0%	0%	2%	77%	0%	3%	0%
Khulna City	12	8%	8%	0%	8%	8%	8%	8%	0%	25%	0%	25%	0%
Rajshahi City	39	15%	13%	0%	8%	3%	0%	8%	0%	54%	0%	0%	0%
total	377	6%	14%	1%	3%	2%	1%	2%	1%	67%	0%	4%	0%
TOTAL	2424	14%	9%	1%	5%	9%	1%	4%	1%	53%	0%	4%	0%

Table 4-7 : Change in Recorded Fatal Accidents by Type of Collision, 1999 - 2005

year	number of fatal accidents												total
	collision type												
	Head on	Rear end	Right angle	Side swipe	Overtur d vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other	Unknown	
Divisions, excluding Cities													
1999	262	192	6	94	232	11	50	39	994	0	97	2	1984
2000	274	253	11	78	226	6	46	36	1074	3	122	0	2129
2001	207	187	4	69	211	14	31	37	834	1	92	1	1688
2002	307	235	29	109	248	36	65	76	917	24	110	24	2180
2003	329	248	7	106	265	14	53	61	1060	0	93	4	2240
2004	310	209	7	103	196	13	35	28	1025	0	64	4	1994
2005	311	176	13	102	203	31	80	30	1021	2	71	7	2047
Cities¹													
1999	26	71	4	19	12	1	2	1	302	0	10	0	448
2000	22	76	3	8	9	4	4	1	255	0	12	0	394
2001	25	66	10	1	14	1	5	0	211	0	8	0	341
2002	26	70	9	12	10	1	3	7	353	0	19	0	510
2003	28	66	5	10	9	0	5	6	363	0	20	0	512
2004	27	49	5	15	12	4	1	4	308	0	28	0	453
2005	21	52	2	11	8	4	6	5	254	0	14	0	377
Bangladesh													
1999	288	268	0	113	244	12	52	40	1296	0	107	2	2432
2000	296	329	14	86	235	10	50	37	1329	3	134	0	2523
2001	232	253	14	70	225	15	36	37	1045	1	100	1	2029
2002	333	305	38	121	258	37	68	83	1270	24	129	24	2690
2003	357	314	12	116	274	14	58	67	1423	0	113	4	2752
2004	337	258	12	118	208	17	36	32	1333	0	92	4	2447
2005	332	228	15	113	211	35	86	35	1275	2	85	7	2424

1. Cities are Chittagong, Dhaka, Khulna and Rajshahi.

Table 4-8 : Fatality Rate by Type of Collision

collision type	number of fatalities	number of fatal accidents	fatality index
Head on	531	332	1.60
Rear end	304	228	1.33
Right angle	17	15	1.13
Side swipe	146	113	1.29
Overtur ned vehicle	325	211	1.54
Hit object in road	44	35	1.26
Hit object off road	122	86	1.42
Hit parked vehicle	44	35	1.26
Hit pedestrian	1313	1275	1.03
Hit animal	4	2	2.00
Other	103	85	1.21

Note: fatality index = no. fatalities / no. fatal accidents

Table 4-9 : Recorded Fatal Accidents by Type of Collision by District (Zila)

Division and District	number of fatal accidents												total
	collision type												
	Head on	Rear end	Right angle	Side swipe	Overtur d vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other	Unknown	
Barisal Division													
Barguna	1	0	0	0	0	0	0	0	6	0	1	0	8
Barisal	8	2	0	1	2	2	1	0	18	0	2	0	36
Bhola	3	0	0	0	0	0	0	0	17	0	0	0	20
Jhalakati	1	0	0	0	1	0	0	0	4	0	0	0	6
Patuakhali	2	1	0	1	0	0	0	0	13	0	1	0	18
Pirojpur	3	0	0	1	0	0	0	0	3	0	0	0	7
Total	18	3	0	3	3	2	1	0	61	0	4	0	95
Chittagong Division													
Bandarban	0	1	0	1	4	0	1	0	2	0	0	0	9
Brahmanbaria	3	3	0	6	6	0	1	0	10	0	2	0	31
Chandpur	4	1	0	5	4	1	0	0	14	0	3	1	33
Chittagong District	22	10	2	5	11	1	3	2	25	0	2	0	83
Chittagong City	10	9	0	6	2	3	2	1	26	0	2	0	61
Comilla	19	11	2	3	6	6	8	3	21	0	3	1	83
Cox's Bazar	6	2	1	2	3	0	0	0	13	0	0	0	27
Feni	10	8	0	6	4	2	7	4	33	0	0	2	76
Khagrachhari	0	0	0	1	4	0	1	0	3	0	4	1	14
Lakshmipur	2	4	1	0	2	1	0	0	6	0	0	0	16
Noakhali	6	1	0	1	3	0	3	1	23	0	0	0	38
Rangamati	0	1	0	2	6	0	2	0	4	0	1	0	16
Total	82	51	6	38	55	14	28	11	180	0	17	5	487
Dhaka Division													
Dhaka District	12	5	0	1	3	3	3	0	32	0	0	0	59
Dhaka City	4	37	2	1	4	0	0	4	204	0	9	0	265
Faridpur	8	6	0	4	3	2	0	1	23	0	3	0	50
Gazipur	9	1	0	0	0	0	9	0	43	0	0	0	62
Gopalganj	5	4	0	0	3	0	0	0	24	0	2	0	38
Jalpur	1	0	0	0	1	0	0	0	4	0	1	0	7
Kishoreganj	3	0	0	1	3	1	0	0	9	0	2	0	19
Madaripur	3	0	0	0	0	0	4	0	14	0	0	0	21
Manikganj	4	1	0	1	3	0	4	1	27	0	1	0	42
Munshiganj	7	6	1	2	5	2	0	1	25	0	4	0	53
Mymensingh	6	2	0	1	6	1	3	1	13	0	3	0	36
Narayanganj	10	10	2	2	11	1	1	1	69	0	5	0	112
Narsingdi	7	0	0	1	3	1	1	1	39	0	1	0	54
Netrokona	0	0	0	0	1	1	0	0	5	0	0	0	7
Rajbari	7	3	0	0	2	0	2	0	15	0	0	0	29
Shariatpur	0	1	0	0	1	0	0	0	8	0	0	0	10
Sherpur	1	1	0	0	2	0	2	0	12	0	2	0	20
Tangail	11	3	0	3	8	1	9	0	25	0	1	0	61
Total	98	80	5	17	59	13	38	10	591	0	34	0	945

Table 4-9 continued on next page

Table 4-9, continued

Division and District	number of fatal accidents												total
	collision type												
	Head on	Rear end	Right angle	Side swipe	Overturned vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other	Unknown	
Sylhet Division													
Hobiganj	6	2	0	3	8	0	0	0	22	0	3	0	44
Moulavibazar	6	3	1	1	4	0	2	0	20	0	0	0	37
Sunamganj	3	2	0	1	2	0	0	0	8	0	0	0	16
Sylhet	18	10	0	3	17	2	0	4	58	0	3	2	117
Total	33	17	1	8	31	2	2	4	108	0	6	2	214
Khulna Division													
Bagerhat	0	0	0	0	0	0	0	0	0	0	0	0	0
Chaudanga	0	0	0	0	0	0	0	0	0	0	0	0	0
Jessore	3	3	0	1	0	0	0	0	3	0	1	0	11
Jhenaidah	8	4	0	6	1	0	3	0	22	0	1	0	45
Khulna District	5	3	1	1	0	0	0	0	8	0	1	0	19
Khulna City	1	1	0	1	1	1	1	0	3	0	3	0	12
Kushtia	0	2	0	0	0	0	0	0	0	0	0	0	2
Magura	0	4	0	2	1	0	2	0	10	0	1	0	20
Maherpur	1	2	0	0	0	0	0	0	6	0	0	0	9
Narail	2	1	0	0	0	0	0	0	2	0	0	0	5
Satkhira	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	20	1	11	3	1	6	0	54	0	7	0	123
Rajshahi Division													
Bogra	12	4	1	3	2	0	0	0	9	0	1	0	32
Dinajpur	3	5	1	4	3	1	1	0	13	0	1	0	32
Gaibandha	2	4	0	1	3	1	0	0	9	0	0	0	20
Joypurhat	3	3	0	2	1	0	0	0	3	0	1	0	13
Kurigram	3	0	0	2	3	0	0	0	10	0	1	0	19
Lalmonirhat	3	3	0	0	3	0	1	0	16	1	0	0	27
Natore	8	2	0	3	9	0	0	1	18	1	1	0	43
Nawabganj	3	0	0	3	1	0	0	0	7	0	0	0	14
Nilphamari	5	2	0	1	2	1	0	0	4	0	2	0	17
Naogaon	5	5	0	2	6	0	1	0	20	0	3	0	42
Pabna	8	2	0	1	7	0	0	1	27	0	1	0	47
Panchgarh	0	3	0	1	0	0	0	0	12	0	0	0	16
Rajshahi District	1	3	0	4	4	0	1	1	19	0	0	0	33
Rajshahi City	6	5	0	3	1	0	3	0	21	0	0	0	39
Rangpur	7	10	0	3	6	0	4	2	71	0	5	0	108
Sirajganj	12	4	0	2	9	0	0	4	18	0	1	0	50
Thakurgaon	0	2	0	1	0	0	0	1	4	0	0	0	8
Total	81	57	2	36	60	3	11	10	281	2	17	0	560
TOTAL	332	228	15	113	211	35	86	35	1275	2	85	7	2424

5 CASUALTY ACCIDENTS BY TYPE OF JUNCTION

Table 5-1 : Recorded Casualty Accidents by Type of Junction

Table 5-1(a) : Fatal Accidents

junction type	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Not at junction	335	1321	1656	855	264	186	136	244	1685
Cross junction	43	55	98	44	13	4	4	33	98
Tee junction	67	86	153	52	27	11	11	54	155
Off-set tee junction	3	17	20	12	3	1	2	2	20
Roundabout	17	8	25	5	1	0	2	17	25
Railway crossing	2	1	3	1	0	0	0	2	3
Other	50	293	343	162	61	39	58	29	349
Unknown	55	71	126	71	4	4	3	7	89
TOTAL	572	1852	2424	1202	373	245	216	388	2424
% total	24%	76%	100%	50%	15%	10%	9%	16%	100%

Figure 5-1 : Fatal Accidents by Type of Junction and Road Class

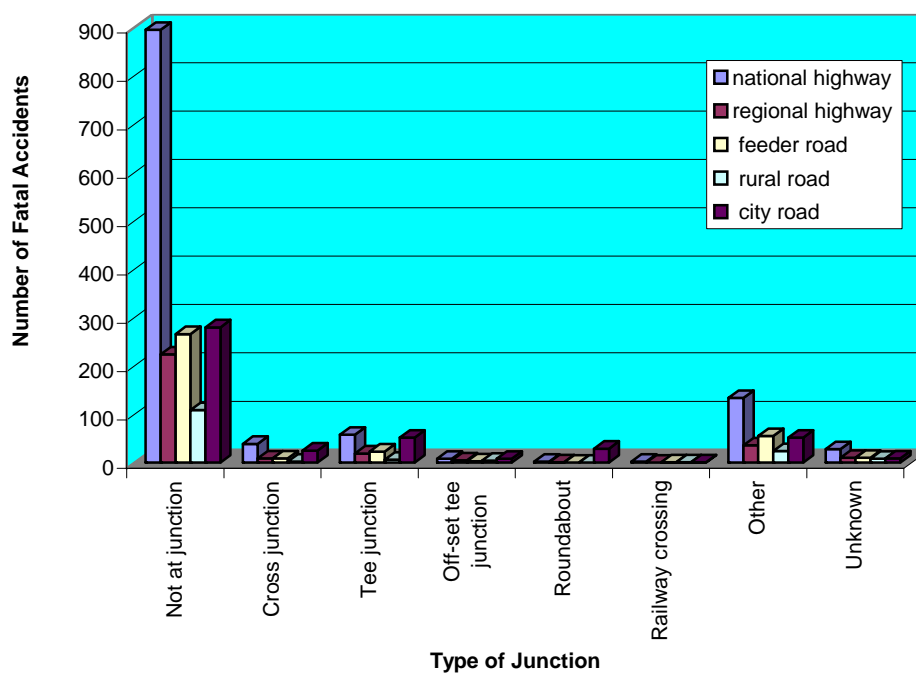


Table 5-1(b) : Grievous and Simple Injury Accidents

junction type	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Not at junction	129	358	487	238	81	55	27	101	502
Cross junction	24	11	35	8	2	3	0	22	35
Tee junction	41	30	71	20	8	2	5	38	73
Off-set tee junction	3	6	9	6	1	2	0	0	9
Roundabout	14	3	17	3	0	1	0	13	17
Railway crossing	2	3	5	2	1	0	0	2	5
Other	30	75	105	52	11	16	13	18	110
Unknown	14	30	44	10	5	2	2	3	22
TOTAL	257	516	773	339	109	81	47	197	773
% total	33%	67%	100%	44%	14%	10%	6%	25%	100%

Table 5-1(c) : Total Casualty Accidents

junction type	number of accidents								
	road environment			road class					
	urban	rural	total	national	regional	feeder	rural road	city	total
Not at junction	464	1679	2143	1093	345	241	163	345	2187
Cross junction	67	66	133	52	15	7	4	55	133
Tee junction	108	116	224	72	35	13	16	92	228
Off-set tee junction	6	23	29	18	4	3	2	2	29
Roundabout	31	11	42	8	1	1	2	30	42
Railway crossing	4	4	8	3	1	0	0	4	8
Other	80	368	448	214	72	55	71	47	459
Unknown	69	101	170	81	9	6	5	10	111
TOTAL	829	2368	3197	1541	482	326	263	585	3197
% total	26%	74%	100%	48%	15%	10%	8%	18%	100%

Table 5-2 : Recorded Fatal Accidents by Type of Junction and by Division and City

Division or City	number of fatal accidents								
	junction type								total
	Not at junction	Cross junction	Tee junction	Off-set tee junction	Roundabout	Railway crossing	Other	Unknown	
Divisions, excluding Cities									
Barisal	61	5	12	4	0	0	13	0	95
Chittagong	226	19	25	5	3	0	96	52	426
Sylhet	104	3	15	1	1	0	56	34	214
Dhaka	580	15	19	3	0	0	63	0	680
Khulna	86	5	5	1	1	0	13	0	111
Rajshahi	380	20	25	4	3	1	88	0	521
total	1437	67	101	18	8	1	329	86	2047
Cities									
Chittagong City	32	8	18	0	1	0	2	0	61
Dhaka City	184	17	34	0	15	2	13	0	265
Khulna City	6	1	1	1	0	0	3	0	12
Rajshahi City	28	5	1	1	1	0	3	0	39
total	250	31	54	2	17	2	21	0	377
TOTAL	1687	98	155	20	25	3	350	86	2424

Table 5-3 : Recorded Fatal Accidents by Type of Junction and by Division and City as percentage of total fatal accidents in Division or City

Division or City	total fatal accidents	% of total fatal accidents in Division or City							
		junction type							
		Not at junction	Cross junction	Tee junction	Off-set tee junction	Roundabout	Railway crossing	Other	Unknown
Divisions, excluding Cities									
Barisal	95	64%	5%	13%	4%	0%	0%	14%	0%
Chittagong	426	53%	4%	6%	1%	1%	0%	23%	12%
Sylhet	214	49%	1%	7%	0%	0%	0%	26%	16%
Dhaka	680	85%	2%	3%	0%	0%	0%	9%	0%
Khulna	111	77%	5%	5%	1%	1%	0%	12%	0%
Rajshahi	521	73%	4%	5%	1%	1%	0%	17%	0%
total	2047	70%	3%	5%	1%	0%	0%	16%	4%
Cities									
Chittagong City	61	52%	13%	30%	0%	2%	0%	3%	0%
Dhaka City	265	69%	6%	13%	0%	6%	1%	5%	0%
Khulna City	12	50%	8%	8%	8%	0%	0%	25%	0%
Rajshahi City	39	72%	13%	3%	3%	3%	0%	8%	0%
total	377	66%	8%	14%	1%	5%	1%	6%	0%
TOTAL	2424	70%	4%	6%	1%	1%	0%	14%	4%

Table 5-4 : Change in Recorded Fatal Accidents by Type of Junction, 1999 - 2005

year	number of fatal accidents								total
	junction type								
	Not at junction	Cross junction	Tee junction	Off-set tee junction	Roundabout	Railway crossing	Other	Unknown	
Divisions, excluding Cities									
1999	1765	35	101	10	4	1	67	1	1984
2000	1858	37	112	33	1	0	87	1	2129
2001	1441	41	77	15	2	0	107	5	1688
2002	1833	49	71	12	4	0	112	6	2087
2003	1744	45	123	21	2	0	244	62	2087
2004	1497	56	106	19	3	4	252	57	1994
2005	1437	67	101	18	8	1	329	86	2047
Cities¹									
1999	296	49	70	3	23	0	6	1	448
2000	292	39	51	1	3	4	3	1	394
2001	254	22	38	2	7	2	14	2	341
2002	335	39	72	4	12	4	32	14	512
2003	336	41	45	5	16	3	59	6	511
2004	281	28	52	9	29	1	52	1	453
2005	250	31	54	2	17	2	21	0	377
Bangladesh									
1999	2061	84	171	13	27	1	73	2	2432
2000	2150	76	163	34	4	4	90	2	2523
2001	1695	63	115	17	9	2	121	7	2029
2002	2168	88	143	16	16	4	144	20	2599
2003	2080	86	168	26	18	3	303	68	2598
2004	1778	84	158	28	32	8	304	58	2447
2005	1687	98	155	20	25	3	350	86	2424

1. Cities are Chittagong, Dhaka, Khulna and Rajshahi.

Table 5-5 : Fatality Rate by Type of Junction

junction type	number of fatalities	number of fatal accidents	fatality index
Not at junction	2069	1687	1.23
Cross junction	110	98	1.12
Tee junction	176	155	1.14
Off-set tee junction	24	20	1.20
Roundabout	29	25	1.16
Railway crossing	3	3	1.00
Other	442	350	1.26

Note: fatality index = no. fatalities / no. fatal accidents

Table 5-6: Recorded Fatal Accidents by Type of Junction by District (Zila)

Division and District	number of fatal accidents								
	junction type								total
	Not at junction	Cross junction	Tee junction	Off-set tee junction	Roundabout	Railway crossing	Other	Unknown	
Barisal Division									
Barguna	4	1	2	0	0	0	1	0	8
Barisal	23	3	5	3	0	0	2	0	36
Bhola	15	0	3	0	0	0	2	0	20
Jhalakati	2	0	0	0	0	0	4	0	6
Patuakhali	14	1	0	0	0	0	3	0	18
Pirojpur	3	0	2	1	0	0	1	0	7
Total	61	5	12	4	0	0	13	0	95
Chittagong Division									
Bandarban	5	0	1	0	0	0	3	0	9
Brahmanbaria	14	3	1	0	1	0	9	3	31
Chandpur	19	0	1	0	0	0	9	4	33
Chittagong District	36	5	5	2	0	0	18	17	83
Chittagong City	32	8	18	0	1	0	2	0	61
Comilla	35	4	3	1	0	0	28	12	83
Cox's Bazar	13	0	5	0	1	0	5	3	27
Feni	59	4	2	0	0	0	3	8	76
Khagrachhari	4	0	0	1	0	0	8	1	14
Lakshmipur	9	0	3	0	0	0	4	0	16
Noakhali	26	3	3	0	0	0	3	3	38
Rangamati	6	0	1	1	1	0	6	1	16
Total	258	27	43	5	4	0	98	52	487
Dhaka Division									
Dhaka District	52	2	3	0	0	0	2	0	59
Dhaka City	184	17	34	0	15	2	13	0	265
Faridpur	37	2	1	0	0	0	10	0	50
Gazipur	62	0	0	0	0	0	0	0	62
Gopalganj	33	1	0	0	0	0	4	0	38
Jamalpur	6	0	0	0	0	0	1	0	7
Kishoreganj	15	1	0	0	0	0	3	0	19
Madaripur	21	0	0	0	0	0	0	0	21
Manikganj	42	0	0	0	0	0	0	0	42
Munshiganj	41	2	3	0	0	0	7	0	53
Mymensingh	22	0	1	2	0	0	11	0	36
Narayanganj	93	5	5	1	0	0	8	0	112
Narsingdi	39	1	0	0	0	0	14	0	54
Netrokona	7	0	0	0	0	0	0	0	7
Rajbari	25	1	3	0	0	0	0	0	29
Shariatpur	9	0	1	0	0	0	0	0	10
Sherpur	17	0	1	0	0	0	2	0	20
Tangail	59	0	1	0	0	0	1	0	61
Total	764	32	53	3	15	2	76	0	945

Table 5-6 continued on next page

Table 5-6, continued

Division and District	number of fatal accidents								total
	junction type								
	Not at junction	Cross junction	Tee junction	Off-set tee junction	Roundabout	Railway crossing	Other	Unknown	
Sylhet Division									
Hobiganj	26	1	2	0	0	0	5	10	44
Moulavibazar	16	0	5	0	1	0	10	5	37
Sunamganj	8	0	0	0	0	0	6	2	16
Sylhet	54	2	8	1	0	0	35	17	117
Total	104	3	15	1	1	0	56	34	214
Khulna Division									
Bagerhat	0	0	0	0	0	0	0	0	0
Chaudanga	0	0	0	0	0	0	0	0	0
Jessore	7	0	3	0	0	0	1	0	11
Jhenaidah	39	2	0	1	0	0	3	0	45
Khulna District	16	0	1	0	0	0	2	0	19
Khulna City	6	1	1	1	0	0	3	0	12
Kushtia	2	0	0	0	0	0	0	0	2
Magura	13	3	1	0	1	0	2	0	20
Maherpur	8	0	0	0	0	0	1	0	9
Narail	1	0	0	0	0	0	4	0	5
Satkhira	0	0	0	0	0	0	0	0	0
Total	92	6	6	2	1	0	16	0	123
Rajshahi Division									
Bogra	28	1	0	0	0	0	3	0	32
Dinajpur	25	1	3	0	0	0	3	0	32
Gaibandha	18	0	1	0	0	0	1	0	20
Joypurhat	11	0	0	1	0	0	1	0	13
Kurigram	16	0	0	0	0	0	3	0	19
Lalmonirhat	22	2	0	0	1	1	1	0	27
Natore	34	5	0	0	0	0	4	0	43
Nawabganj	13	0	0	0	0	0	1	0	14
Nilphamari	14	0	2	0	0	0	1	0	17
Naogaon	34	2	3	0	0	0	3	0	42
Pabna	20	3	4	2	1	0	17	0	47
Panchgarh	6	0	4	1	0	0	5	0	16
Rajshahi District	24	0	6	0	0	0	3	0	33
Rajshahi City	28	5	1	1	1	0	3	0	39
Rangpur	72	3	2	0	0	0	31	0	108
Sirajganj	36	2	0	0	1	0	11	0	50
Thakurgaon	7	1	0	0	0	0	0	0	8
Total	408	25	26	5	4	1	91	0	560
TOTAL	1687	98	155	20	25	3	350	86	2424

6 TYPES OF VEHICLE INVOLVED IN CASUALTY ACCIDENTS

Table 6-1 : Number of Vehicles by Type involved in Recorded Casualty Accidents by Road Environment and Road Class

Table 6-1(a) : Fatal Accidents

vehicle type	vehicles per accident	number of vehicles								
		road environment			road class					
		urban	rural	total	national	regional	feeder	rural road	city	total
Bicycle	one	2	3	5	1	0	0	2	2	5
Rickshaw		0	0	0	0	0	0	0	0	0
Push cart		0	0	0	0	0	0	0	0	0
Motor cycle		12	45	57	14	10	13	12	7	56
Baby taxi		13	17	30	7	4	4	7	11	33
Tempo		4	32	36	14	7	7	5	3	36
Microbus		10	74	84	49	15	9	8	4	85
Minibus		60	128	188	63	32	26	15	53	189
Bus		77	435	512	299	81	49	33	57	519
Car		13	30	43	26	3	0	3	12	44
Jeep		4	33	37	8	3	6	17	4	38
Pick-up		14	39	53	25	9	4	3	13	54
Truck		5	49	54	24	12	10	10	3	59
Heavy truck		110	267	377	188	46	39	31	80	384
Artic truck		4	1	5	1	0	0	1	3	5
Oil tanker		3	5	8	3	1	1	1	2	8
Tractor		1	22	23	3	7	6	6	1	23
Animal drawn		0	1	1	0	1	0	0	0	1
Other		49	98	147	56	2	1	6	15	80
Unknown		42	66	108	50	2	2	6	20	80
Bicycle	two or more	21	47	68	23	20	6	8	13	70
Rickshaw		39	53	92	31	12	10	10	29	92
Push cart		4	3	7	2	2	0	0	3	7
Motor cycle		20	86	106	49	26	12	11	11	109
Baby taxi		8	49	57	30	8	9	10	2	59
Tempo		12	36	48	19	6	11	7	6	49
Microbus		3	26	29	22	1	2	3	2	30
Minibus		17	69	86	41	24	7	4	12	88
Bus		43	221	264	167	37	15	20	27	266
Car		7	25	32	21	5	0	0	6	32
Jeep		2	13	15	6	1	3	4	1	15
Pick-up		10	25	35	20	9	0	2	6	37
Truck		3	47	50	25	14	6	4	4	53
Heavy truck		65	220	285	167	54	21	15	35	292
Artic. Truck		3	2	5	2	0	0	0	3	5
Oil tanker		1	6	7	1	1	3	2	0	7
Tractor		0	19	19	4	8	3	4	0	19
Animal drawn		0	0	0	0	0	0	0	0	0
Other		16	52	68	32	18	8	2	8	68
Unknown		25	20	45	16	1	1	1	1	20

Table 6-1 (b) : Grievous and Simple Injury Accidents

vehicle type	vehicles per accident	number of vehicles								
		road environment			road class					
		urban	rural	total	national	regional	feeder	rural road	city	total
Bicycle	one	0	3	3	2	0	1	0	0	3
Rickshaw		2	0	2	0	0	0	1	1	2
Push cart		0	1	1	1	0	0	0	0	1
Motor cycle		6	13	19	5	5	3	3	5	21
Baby taxi		1	6	7	3	1	2	0	1	7
Tempo		3	13	16	5	2	3	4	2	16
Microbus		5	20	25	5	5	9	1	5	25
Minibus		23	28	51	15	10	9	2	18	54
Bus		20	79	99	54	14	14	4	15	101
Car		22	20	42	21	0	2	1	18	42
Jeep		3	2	5	0	0	1	1	3	5
Pick-up		4	11	15	6	2	3	3	2	16
Truck		5	12	17	7	2	5	1	2	17
Heavy truck		18	46	64	30	11	7	4	16	68
Artic truck		0	1	1	1	0	0	0	0	1
Oil tanker		0	2	2	1	1	0	0	0	2
Tractor		0	3	3	1	0	1	1	0	3
Animal drawn		0	0	0	0	0	0	0	0	0
Other		1	12	13	7	1	1	3	1	13
Unknown		10	8	18	4	0	0	0	2	6
Bicycle	two or more	4	14	18	5	8	2	0	3	18
Rickshaw		30	16	46	13	5	0	1	27	46
Push cart		1	2	3	0	2	0	0	1	3
Motor cycle		15	31	46	18	13	1	8	10	50
Baby taxi		26	18	44	15	3	4	1	21	44
Tempo		6	12	18	11	2	1	4	1	19
Microbus		5	14	19	13	2	3	0	4	22
Minibus		37	34	71	26	7	3	5	32	73
Bus		28	110	138	79	25	8	6	23	141
Car		36	18	54	15	1	3	2	34	55
Jeep		2	19	21	17	2	1	0	1	21
Pick-up		13	19	32	14	2	3	1	12	32
Truck		4	14	18	13	4	0	2	1	20
Heavy truck		44	100	144	86	18	4	4	33	145
Artic. truck		1	5	6	4	1	0	0	1	6
Oil tanker		0	2	2	0	2	0	0	0	2
Tractor		0	3	3	0	0	2	1	0	3
Animal drawn		0	0	0	0	0	0	0	0	0
Other		16	15	31	7	8	3	2	11	31
Unknown		20	11	31	4	4	2	0	4	14

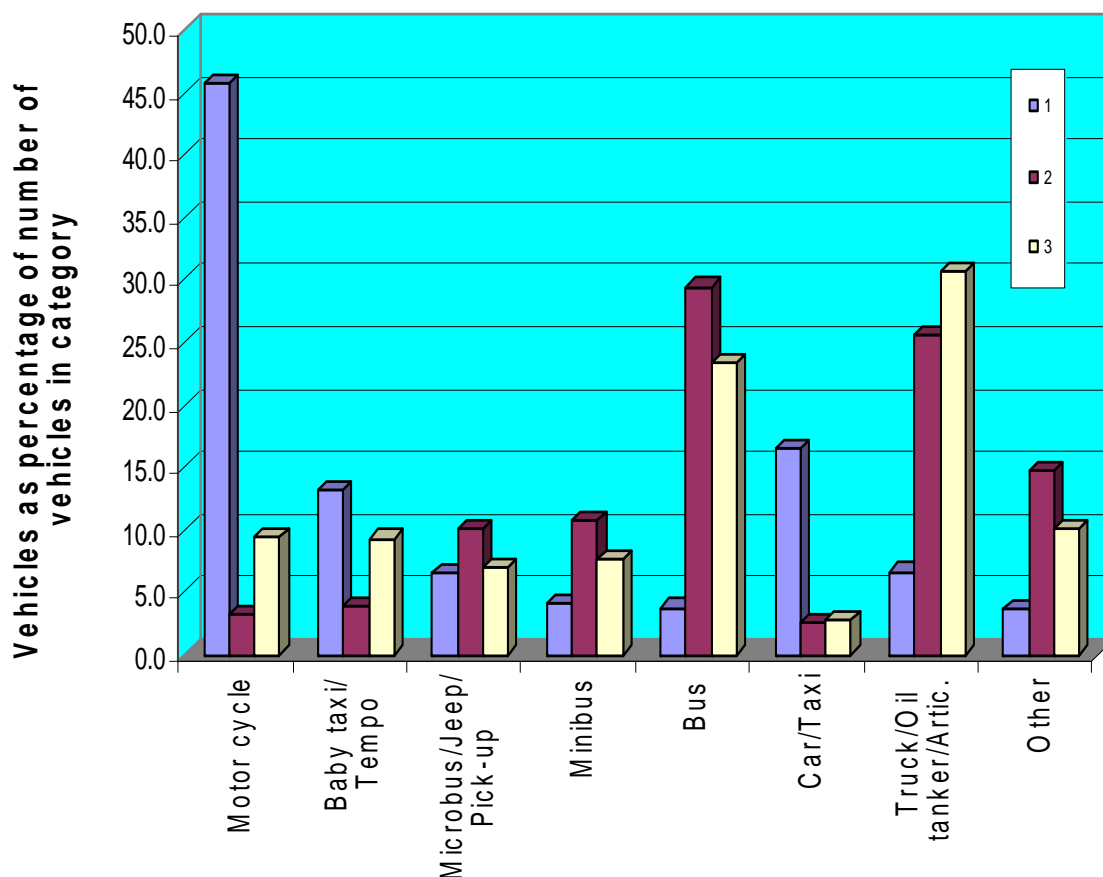
Table 6-1 (c) : Total Casualty Accidents

vehicle type	vehicles per accident	number of vehicles								
		road environment			road class					
		urban	rural	total	national	regional	feeder	rural road	city	total
Bicycle	one	2	6	8	3	0	1	2	2	8
Rickshaw		2	0	2	0	0	0	1	1	2
Push cart		0	1	1	1	0	0	0	0	1
Motor cycle		18	58	76	19	15	16	15	12	77
Baby taxi		14	23	37	10	5	6	7	12	40
Tempo		7	45	52	19	9	10	9	5	52
Microbus		15	94	109	54	20	18	9	9	110
Minibus		83	156	239	78	42	35	17	71	243
Bus		97	514	611	353	95	63	37	72	620
Car		35	50	85	47	3	2	4	30	86
Jeep		7	35	42	8	3	7	18	7	43
Pick-up		18	50	68	31	11	7	6	15	70
Truck		10	61	71	31	14	15	11	5	76
Heavy truck		128	313	441	218	57	46	35	96	452
Artic truck		4	2	6	2	0	0	1	3	6
Oil tanker		3	7	10	4	2	1	1	2	10
Tractor		1	25	26	4	7	7	7	1	26
Animal drawn		0	1	1	0	1	0	0	0	1
Other		50	110	160	63	3	2	9	16	93
Unknown		52	74	126	54	2	2	6	22	86
Bicycle	two or more	25	61	86	28	28	8	8	16	88
Rickshaw		69	69	138	44	17	10	11	56	138
Push cart		5	5	10	2	4	0	0	4	10
Motor cycle		35	117	152	67	39	13	19	21	159
Baby taxi		34	67	101	45	11	13	11	23	103
Tempo		18	48	66	30	8	12	11	7	68
Microbus		8	40	48	35	3	5	3	6	52
Minibus		54	103	157	67	31	10	9	44	161
Bus		71	331	402	246	62	23	26	50	407
Car		43	43	86	36	6	3	2	40	87
Jeep		4	32	36	23	3	4	4	2	36
Pick-up		23	44	67	34	11	3	3	18	69
Truck		7	61	68	38	18	6	6	5	73
Heavy truck		109	320	429	253	72	25	19	68	437
Artic. truck		4	7	11	6	1	0	0	4	11
Oil tanker		1	8	9	1	3	3	2	0	9
Tractor		0	22	22	4	8	5	5	0	22
Animal drawn		0	0	0	0	0	0	0	0	0
Other		32	67	99	39	26	11	4	19	99
Unknown		45	31	76	20	5	3	1	5	34

Table 6-2 : Types of Registered Vehicles in Bangladesh

vehicle type	registered vehicles		vehicles involved in fatal single vehicle accidents		vehicles involved in fatal multiple vehicle accidents	
	number	% of total	number	% of total	number	% of total
Motor cycle	389,514	45.7%	57	3.3%	106	9.4%
Baby taxi and Tempo	112,330	13.2%	66	3.8%	105	9.3%
Microbus, Jeep and Pick-up	55,841	6.6%	174	10.0%	79	7.0%
Minibus	34,347	4.0%	188	10.8%	86	7.6%
Bus	32,257	3.8%	512	29.4%	264	23.3%
Car/Taxi	140,024	16.4%	43	2.5%	32	2.8%
Truck, Heavy truck, Artic. truck and Oil tanker	56,749	6.7%	444	25.5%	347	30.7%
Other	31,418	3.7%	255	14.7%	113	10.0%
total	852,480		1,739		1,132	

Figure 6-1 : Comparison of motor vehicle types involved in fatal accidents



Categories:

- 1 registered vehicles
- 2 vehicles involved in fatal single vehicle accidents
- 3 vehicles involved in fatal multiple vehicle accidents

Table 6-3: Number of Vehicles by Type Involved in Recorded Casualty Accidents by Type of Collision**Table 6-3 (a) : Fatal Accidents**

vehicle type	vehicles per accident	number of vehicles												total	% total
		Collision type													
		Head on	Rear end	Right angle	Side swipe	Overturned vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	one	0	0	0	2	0	0	0	0	3	0	0	5	0.3%	
Rickshaw		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Push cart		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Motor cycle		1	0	0	1	2	0	2	0	49	0	2	57	3.7%	
Baby taxi		1	0	0	0	10	0	0	0	21	0	0	32	2.1%	
Tempo		0	0	0	0	10	1	3	0	18	0	4	36	2.3%	
Microbus		0	4	0	3	5	2	6	0	59	0	1	84	5.5%	
Minibus		0	7	1	2	27	4	6	0	128	0	11	189	12.3%	
Bus		0	7	2	14	55	7	32	1	368	2	24	520	33.8%	
Car		0	1	0	1	2	0	0	0	39	0	0	44	2.9%	
Jeep		0	2	0	2	9	0	1	0	20	0	2	37	2.4%	
Pick-up		0	2	0	1	3	0	3	1	41	0	2	54	3.5%	
Truck		0	0	0	1	13	1	3	1	38	0	2	59	3.8%	
Heavy truck		11	11	2	4	47	5	22	0	271	0	12	385	25.0%	
Artic. truck		0	0	0	0	0	0	0	0	5	0	0	5	0.3%	
Oil tanker		0	2	0	1	0	0	0	0	5	0	0	8	0.5%	
Tractor		0	1	0	0	3	0	1	0	12	0	6	23	1.5%	
Animal drawn		0	0	0	0	0	0	0	0	1	0	0	1	0.1%	
Other		0	1	0	2	11	1	1	0	128	0	36	149	9.7%	
Unknown		0	0	0	0	1	0	1	0	78	0	0	80	5.2%	
Bicycle	two or more	20	32	0	12	1	1	0	1	1	0	2	70	4.8%	
Rickshaw		17	49	1	8	0	6	1	4	3	0	2	91	6.2%	
Push cart		0	6	0	0	0	0	0	0	1	0	0	7	0.5%	
Motor cycle		55	27	2	15	1	0	0	3	1	0	5	109	7.5%	
Baby taxi		40	9	1	6	2	1	0	0	0	0	0	59	4.0%	
Tempo		31	11	0	5	0	0	0	2	0	0	0	49	3.4%	
Microbus		14	11	0	3	1	0	0	1	0	0	0	30	2.1%	
Minibus		52	22	0	10	0	0	0	2	2	0	0	88	6.0%	
Bus		141	66	9	24	5	2	1	9	4	0	4	265	18.2%	
Car		16	9	0	4	1	0	0	1	0	0	1	32	2.2%	
Jeep		6	3	0	3	0	1	0	0	2	0	0	15	1.0%	
Pick-up		21	7	1	3	0	0	0	4	0	0	1	37	2.5%	
Truck		25	13	1	2	2	3	0	6	0	0	1	53	3.6%	
Heavy truck		123	80	2	39	5	5	2	25	7	0	4	292	20.0%	
Artic. truck		1	3	0	0	1	0	0	0	0	0	0	5	0.3%	
Oil tanker		3	2	0	1	0	0	0	0	0	0	1	7	0.5%	
Tractor		6	2	2	7	0	0	0	1	0	0	1	19	1.3%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		21	26	0	9	1	1	2	5	1	0	2	68	4.7%	
Unknown		0	0	1	0	0	0	0	0	15	0	6	22	1.5%	

Table 6-3(b) : Grievous and Simple Injury Accidents

vehicle type	vehicles per accident	number of vehicles												total	% total
		Collision type													
		Head on	Rear end	Right angle	Side swipe	Overtur ed vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	one	0	0	0	0	0	0	1	0	2	0	0	3	0.8%	
Rickshaw		0	2	0	0	0	0	0	0	0	0	0	2	0.5%	
Push cart		0	0	0	1	0	0	0	0	0	0	0	1	0.3%	
Motor cycle		0	2	0	1	0	0	1	0	17	0	0	21	5.5%	
Baby taxi		0	0	0	0	0	0	1	0	6	0	0	7	1.8%	
Tempo		1	0	0	0	2	0	1	0	12	0	1	17	4.4%	
Microbus		0	0	0	0	0	1	1	0	23	0	0	25	6.5%	
Minibus		1	1	0	1	10	0	3	1	25	0	11	53	13.8%	
Bus		2	2	1	2	14	2	8	1	61	0	7	100	26.1%	
Car		1	2	0	0	2	3	0	0	30	0	4	42	11.0%	
Jeep		0	0	0	0	1	0	0	0	3	0	1	5	1.3%	
Pick-up		0	1	0	0	0	0	0	0	15	0	0	16	4.2%	
Truck		0	0	0	1	0	0	0	0	15	0	1	17	4.4%	
Heavy truck		3	3	0	5	6	3	3	1	39	0	5	68	17.8%	
Artic. truck		0	0	0	0	0	1	0	0	0	0	0	1	0.3%	
Oil tanker		0	0	0	0	0	0	0	0	1	0	1	2	0.5%	
Tractor		0	0	0	1	1	0	0	0	1	0	0	3	0.8%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		0	1	0	0	1	0	0	0	9	0	2	21	3.4%	
Unknown		0	0	0	0	0	0	0	0	7	0	0	7	1.8%	
Bicycle	two or more	2	10	0	5	0	0	0	0	0	0	0	17	2.4%	
Rickshaw		8	30	2	2	0	1	0	1	0	0	2	46	6.4%	
Push cart		1	0	0	0	0	0	1	0	0	0	1	3	0.4%	
Motor cycle		24	14	1	6	1	0	0	1	0	0	3	50	6.9%	
Baby taxi		11	13	2	7	0	1	0	8	1	0	1	44	6.1%	
Tempo		8	7	0	4	0	0	0	0	0	0	0	19	2.6%	
Microbus		9	9	0	3	0	0	0	1	0	0	0	22	3.1%	
Minibus		27	23	2	15	1	0	0	4	0	0	0	72	10.0%	
Bus		63	39	6	17	2	1	1	3	2	0	7	141	19.6%	
Car		17	17	7	12	0	0	0	1	0	0	1	55	7.6%	
Jeep		11	2	0	5	0	0	0	3	0	0	0	21	2.9%	
Pick-up		13	12	2	3	0	0	0	2	0	0	0	32	4.4%	
Truck		11	4	1	2	0	0	0	3	0	0	1	22	3.1%	
Heavy truck		70	37	5	21	2	1	0	6	2	0	1	145	20.1%	
Artic. truck		4	1	0	1	0	0	0	0	0	0	0	6	0.8%	
Oil tanker		1	0	0	1	0	0	0	0	0	0	0	2	0.3%	
Tractor		0	0	0	1	0	0	0	1	1	0	0	3	0.4%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		8	14	0	5	0	0	0	2	2	0	0	31	4.3%	
Unknown		0	0	0	0	0	0	0	0	14	0	0	14	1.9%	

Table 6-3(c) :Casualty Accidents

vehicle type	vehicles per accident	number of vehicles												total	% total
		Collision type													
		Head on	Rear end	Right angle	Side swipe	Overturned vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	One	0	0	0	2	0	0	1	0	5	0	0	8	0.4%	
Rickshaw		0	2	0	0	0	0	0	0	0	0	0	2	0.1%	
Push cart		0	0	0	1	0	0	0	0	0	0	0	1	0.1%	
Motor cycle		0	2	0	2	2	0	3	0	66	0	2	78	4.1%	
Baby taxi		0	0	0	0	10	0	1	0	27	0	0	39	2.0%	
Tempo		0	0	0	0	12	1	4	0	30	0	5	53	2.8%	
Microbus		0	4	0	3	5	3	7	0	82	0	1	109	5.7%	
Minibus		0	8	1	3	37	4	9	1	153	0	22	242	12.6%	
Bus		0	9	3	16	69	9	40	2	429	2	31	620	32.3%	
Car		0	3	0	1	4	3	0	0	69	0	4	86	4.5%	
Jeep		0	2	0	2	10	0	1	0	23	0	3	42	2.2%	
Pick-up		0	3	0	1	3	0	3	1	56	0	2	70	3.6%	
Truck		0	0	0	2	13	1	3	1	53	0	3	76	4.0%	
Heavy truck		0	14	2	9	53	8	25	1	310	0	17	453	23.6%	
Artic. truck		0	0	0	0	0	1	0	0	5	0	0	6	0.3%	
Oil tanker		0	2	0	1	0	0	0	0	6	0	1	10	0.5%	
Tractor		0	1	0	1	4	0	1	0	13	0	6	26	1.4%	
Animal drawn		0	0	0	0	0	0	0	0	1	0	0	1	0.1%	
Other		0	2	0	2	12	1	1	0	137	0	46	162	8.4%	
Unknown		0	0	0	0	1	0	1	0	85	0	0	87	4.5%	
Bicycle	two or more	22	42	0	17	1	1	0	1	1	0	2	87	4.0%	
Rickshaw		25	79	3	10	0	7	1	5	3	0	4	137	6.3%	
Push cart		1	6	0	0	0	0	1	0	1	0	1	10	0.5%	
Motor cycle		79	41	3	21	2	0	0	4	1	0	8	159	7.3%	
Baby taxi		51	22	3	13	2	2	0	8	1	0	1	103	4.7%	
Tempo		39	18	0	9	0	0	0	2	0	0	0	68	3.1%	
Microbus		23	20	0	6	1	0	0	2	0	0	0	52	2.4%	
Minibus		79	45	2	25	1	0	0	6	2	0	0	160	7.3%	
Bus		204	105	15	41	7	3	2	12	6	0	11	406	18.6%	
Car		33	26	7	16	1	0	0	2	0	0	2	87	4.0%	
Jeep		17	5	0	8	0	1	0	3	2	0	0	36	1.7%	
Pick-up		34	19	3	6	0	0	0	6	0	0	1	69	3.2%	
Truck		36	17	2	4	2	3	0	9	0	0	2	75	3.4%	
Heavy truck		193	117	7	60	7	6	2	31	9	0	5	437	20.1%	
Artic. truck		5	4	0	1	1	0	0	0	0	0	0	11	0.5%	
Oil tanker		4	2	0	2	0	0	0	0	0	0	1	9	0.4%	
Tractor		6	2	2	8	0	0	0	2	1	0	1	22	1.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		29	40	0	14	1	1	2	7	3	0	2	99	4.5%	
Unknown		0	0	1	0	0	0	0	0	29	0	6	36	1.7%	

Table 6-4 : Number of Vehicles by Type involved in Recorded Casualty Accidents by Road Environment and Road Class in Dhaka Metropolitan Area.

Table 6-4 (a): Fatal Accidents

vehicle type	vehicles per accident	number of vehicles												total	% total	
		collision type														
		Head on	Rear end	Right angle	Side swipe	Overtuned	Hit vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	one	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Rickshaw		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Push cart		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Motor cycle		0	0	0	0	0	0	0	0	0	3	0	0	3	1.4%	
Baby taxi		0	0	0	0	2	0	0	0	0	7	0	0	9	4.2%	
Tempo		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Microbus		0	0	0	0	0	0	0	0	0	3	0	0	3	1.4%	
Minibus		0	0	0	0	1	0	0	0	0	42	0	2	45	20.9%	
Bus		0	0	0	0	0	0	0	0	0	34	0	3	37	17.2%	
Car		0	0	0	0	0	0	0	0	0	8	0	0	8	3.7%	
Jeep		0	0	0	0	0	0	0	0	0	2	0	0	2	0.9%	
Pick-up		0	0	0	0	0	0	0	0	0	12	0	0	12	5.6%	
Truck		0	0	0	0	0	0	0	0	0	3	0	0	3	1.4%	
Heavy truck		0	0	0	0	0	0	0	0	0	46	0	4	50	23.3%	
Artic. truck		0	0	0	0	0	0	0	0	0	3	0	0	3	1.4%	
Oil tanker		0	0	0	0	0	0	0	0	0	2	0	0	2	0.9%	
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		0	0	0	0	0	0	0	0	0	38	0	0	38	17.7%	
Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Bicycle	two or more	1	3	0	0	0	0	0	0	0	0	0	4	4.0%		
Rickshaw		1	19	0	0	0	0	0	1	0	0	0	21	20.8%		
Push cart		0	3	0	0	0	0	0	0	0	0	0	3	3.0%		
Motor cycle		0	4	1	0	0	0	0	0	0	0	0	5	5.0%		
Baby taxi		0	1	0	0	0	0	0	0	0	0	0	1	1.0%		
Tempo		0	0	0	0	0	0	0	1	0	0	0	1	1.0%		
Microbus		0	1	0	0	0	0	0	0	0	0	0	1	1.0%		
Minibus		0	8	0	0	0	0	0	2	0	0	0	10	9.9%		
Bus		1	14	2	0	0	0	0	1	2	0	0	20	19.8%		
Car		1	3	0	2	0	0	0	0	0	0	0	6	5.9%		
Jeep		0	0	0	0	0	0	0	0	0	0	0	0	0.0%		
Pick-up		1	3	0	0	0	0	0	0	0	0	0	4	4.0%		
Truck		1	1	0	0	0	0	0	0	0	0	0	2	2.0%		
Heavy truck		2	8	1	0	1	0	0	2	0	0	0	14	13.9%		
Artic. truck		0	2	0	0	1	0	0	0	0	0	0	3	3.0%		
Oil tanker		0	0	0	0	0	0	0	0	0	0	0	0	0.0%		
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0.0%		
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%		
Other		0	5	0	0	0	0	0	1	0	0	0	6	5.9%		
Unknown													0	0.0%		

Table 6-4 (b) : Grievous and Simple Injury Accidents

vehicle type	vehicles per accident	number of vehicles											total	% total	
		collision type													
		Head on	Rear end	Right angle	Side swipe	Overtur ed vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	one	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Rickshaw		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Push cart		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Motor cycle		0	0	0	0	0	0	0	0	2	0	0	2	3.3%	
Baby taxi		0	0	0	0	0	0	0	0	1	0	0	1	1.6%	
Tempo		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Microbus		0	0	0	0	0	0	0	0	3	0	0	3	4.9%	
Minibus		0	0	0	0	0	0	0	0	11	0	5	17	27.9%	
Bus		0	0	0	0	0	0	0	0	9	0	1	10	16.4%	
Car		0	0	0	0	1	0	0	0	12	0	3	16	26.2%	
Jeep		0	0	0	0	0	0	0	0	3	0	0	3	4.9%	
Pick-up		0	0	0	0	0	0	0	0	1	0	0	1	1.6%	
Truck		0	0	0	0	0	0	0	0	2	0	0	2	3.3%	
Heavy truck		0	0	0	0	0	1	0	0	5	0	0	6	9.8%	
Artic. truck		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Oil tanker		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		1	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Bicycle	two or more	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Rickshaw		1	18	2	0	0	0	0	0	0	0	0	21	11.7%	
Push cart		1	0	0	0	0	0	0	0	0	0	0	1	0.6%	
Motor cycle		2	3	1	0	0	0	0	0	0	0	0	6	3.3%	
Baby taxi		5	9	2	0	0	0	0	4	0	0	1	21	11.7%	
Tempo		0	1	0	0	0	0	0	0	0	0	0	1	0.6%	
Microbus		0	2	0	0	0	0	0	0	0	0	0	2	1.1%	
Minibus		5	14	2	3	0	0	0	3	0	0	0	27	15.0%	
Bus		1	10	3	1	0	0	0	1	0	0	1	17	9.4%	
Car		3	15	6	8	0	0	0	1	0	0	1	34	18.9%	
Jeep		0	0	0	1	0	0	0	0	0	0	0	1	0.6%	
Pick-up		3	5	2	0	0	0	0	2	0	0	0	12	6.7%	
Truck		1	0	0	0	0	0	0	0	0	0	0	1	0.6%	
Heavy truck		5	10	4	6	0	0	0	3	0	0	0	28	15.6%	
Artic. truck		0	1	0	0	0	0	0	0	0	0	0	1	0.6%	
Oil tanker		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		0	6	0	1	0	0	0	0	0	0	0	7	3.9%	
Unknown														0.0%	

Table 6-4 (c) : Total Casualty Accidents

vehicle type	vehicles per accident	number of vehicles											total	% total	
		collision type													
		Head on	Rear end	Right angle	Side swipe	Overturned vehicle	Hit object in road	Hit object off road	Hit parked vehicle	Hit pedestrian	Hit animal	Other			
Bicycle	one	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Rickshaw		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Push cart		0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%
Motor cycle		0	0	0	0	0	0	0	0	5	0	0	5	1.8%	
Baby taxi		0	0	0	0	2	0	0	0	8	0	0	10	3.6%	
Tempo		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Microbus		0	0	0	0	0	0	0	0	6	0	0	6	2.2%	
Minibus		0	0	0	0	1	0	0	0	53	0	7	62	22.5%	
Bus		0	0	0	0	0	0	0	0	43	0	4	47	17.0%	
Car		0	0	0	0	1	0	0	0	20	0	3	24	8.7%	
Jeep		0	0	0	0	0	0	0	0	5	0	0	5	1.8%	
Pick-up		0	0	0	0	0	0	0	0	13	0	0	13	4.7%	
Truck		0	0	0	0	0	0	0	0	5	0	0	5	1.8%	
Heavy truck		0	0	0	0	0	1	0	0	51	0	4	56	20.3%	
Artic. truck		0	0	0	0	0	0	0	0	3	0	0	3	1.1%	
Oil tanker		0	0	0	0	0	0	0	0	2	0	0	2	0.7%	
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		1	0	0	0	0	0	0	0	38	0	0	38	13.8%	
Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Bicycle	two or more	1	3	0	0	0	0	0	0	0	0	4	1.4%		
Rickshaw		2	37	2	0	0	0	0	1	0	0	42	14.9%		
Push cart		1	3	0	0	0	0	0	0	0	0	4	1.4%		
Motor cycle		2	7	2	0	0	0	0	0	0	0	11	3.9%		
Baby taxi		5	10	2	0	0	0	0	4	0	0	22	7.8%		
Tempo		0	1	0	0	0	0	0	1	0	0	2	0.7%		
Microbus		0	3	0	0	0	0	0	0	0	0	3	1.1%		
Minibus		5	22	2	3	0	0	0	5	0	0	37	13.2%		
Bus		2	24	5	1	0	0	0	2	2	0	37	13.2%		
Car		4	18	6	10	0	0	0	1	0	0	40	14.2%		
Jeep		0	0	0	1	0	0	0	0	0	0	1	0.4%		
Pick-up		4	8	2	0	0	0	0	2	0	0	16	5.7%		
Truck		2	1	0	0	0	0	0	0	0	0	3	1.1%		
Heavy truck		7	18	5	6	1	0	0	5	0	0	42	14.9%		
Artic. truck		0	3	0	0	1	0	0	0	0	0	4	1.4%		
Oil tanker		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Tractor		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Animal drawn		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
Other		0	11	0	1	0	0	0	1	0	0	13	4.6%		
Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0.0%	

7 CASUALTIES

Table 7-1 : Recorded Casualties by Division and City

Division or City	number of casualties				population ¹ (‘000,000)	casualty rates (no. per 10,000 pop'n)	
	severity			total		fatalities	total casualties
	fatal	grievous injury	simple injury				
Divisions, excluding Cities							
Barisal	112	41	22	175	8.603	0.130	0.203
Chittagong	592	299	203	1094	22.055	0.268	0.496
Sylhet	241	128	70	439	8.378	0.288	0.524
Dhaka	805	587	283	1675	35.315	0.228	0.474
Khulna	139	55	10	204	14.525	0.096	0.140
Rajshahi	677	398	65	1140	31.401	0.216	0.363
total	2566	1508	653	4727	120.278	0.213	0.393
Cities							
Chittagong City	63	58	21	142	3.397	0.185	0.418
Dhaka City	271	228	12	511	5.704	0.475	0.896
Khulna City	16	12	7	35	0.820	0.195	0.427
Rajshahi City	44	24	47	115	0.407	1.081	2.826
total	394	322	87	803	10.327	0.382	0.778
TOTAL	2960	1830	740	5530	130.605	0.595	1.171

Notes: 1. Year 2005 populations are derived from statistics published in the 2000 Statistical Yearbook and the Population Census 2001 Preliminary Report.

Figure7-1 : Casualty Rate by Division and Metropolitan Area

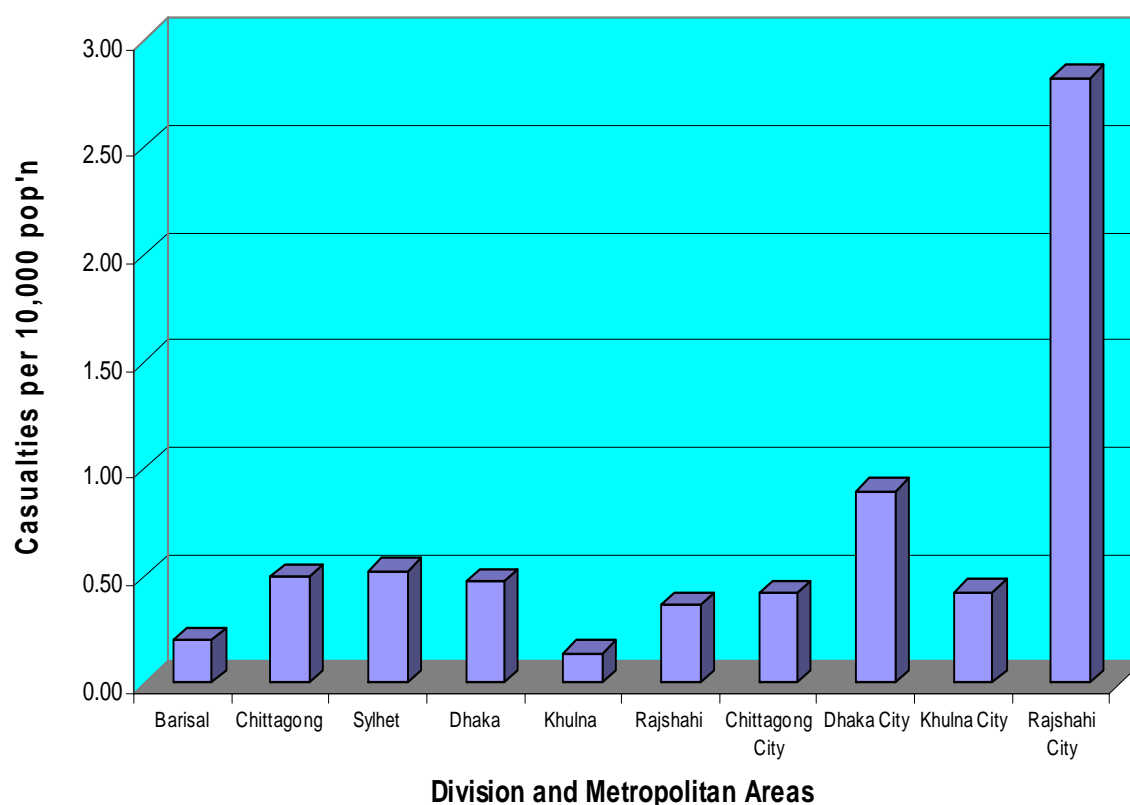


Table 7-2 : Change in Recorded Casualties, 1999 – 2005

year	number of casualties				population ¹ (no. per 10,000 pop'n)	casualty rates (no. per 10,000 pop'n)	
	severity			total		fatalities	total casualties
	fatal	grievous injury	simple injury				
<u>Divisions, excluding the Cities</u>							
1999	2416	1531	979	4926	110.057	0.220	0.448
2000	2638	1552	1079	5269	111.735	0.236	0.472
2001	2025	1221	840	4086	113.414	0.179	0.360
2002	2513	1556	1011	5080	115.092	0.218	0.441
2003	2786	1874	1173	5833	116.772	0.239	0.500
2004	2578	1609	892	5079	118.524	0.218	0.429
2005	2566	1508	653	4727	120.278	0.213	0.393
<u>Cities²</u>							
1999	473	634	322	1429	9.449	0.501	1.512
2000	420	718	136	1274	9.593	0.438	1.328
2001	363	440	64	867	9.738	0.373	0.890
2002	394	322	87	803	9.882	0.399	0.813
2003	548	547	146	1241	10.026	0.547	1.238
2004	501	358	92	951	10.176	0.492	0.935
2005	394	322	87	803	10.327	0.382	0.778
<u>Bangladesh</u>							
1999	2889	2165	1301	6355	119.506	0.242	0.532
2000	3058	2270	1215	6543	121.328	0.252	0.539
2001	2388	1661	904	4953	123.152	0.194	0.402
2002	2907	1878	1098	5883	124.974	0.233	0.471
2003	3334	2421	1319	7074	126.798	0.263	0.558
2004	3079	1967	984	6030	128.7	0.239	0.469
2005	2960	1830	740	6030	130.454	0.227	0.462

- Notes: 1. Year 2005 populations are derived from statistics published in the 2000 Statistical Yearbook and the Population Census 2001 Preliminary Report.
2. Cities are Chittagong, Dhaka, Khulna and Rajshahi.

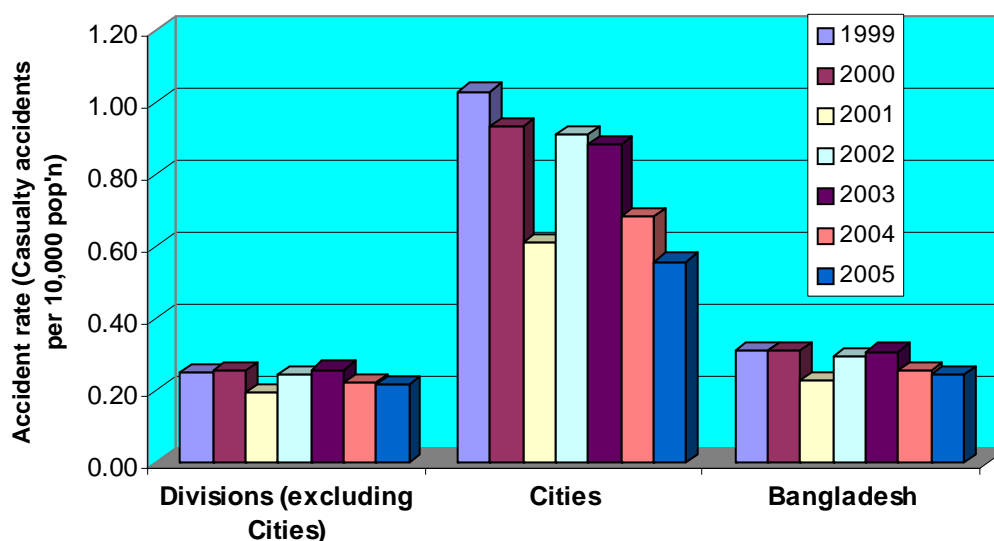
Figure 7-2 : Casualty Rates, 1999 – 2005

Table 7-3 : Recorded Casualties by District (Zila)

Division and District	number of casualties				population ¹ (no. per 10,000 pop'n)	casualty rates (no. per 10,000 pop'n)	
	severity			total		fatalities	total casualties
	fatal	grievous injury	simple injury				
Barisal Division							
Barguna	9	3	3	15	0.889	0.101	0.169
Barisal	47	17	8	72	2.472	0.190	0.291
Bhola	20	8	6	34	1.778	0.112	0.191
Jhalakati	9	5	0	14	0.738	0.122	0.190
Patuakhali	20	6	5	31	1.532	0.131	0.202
Pirojpur	7	2	0	9	1.195	0.059	0.075
Total	112	41	22	175	8.603	0.130	0.203
Chittagong Division							
Bandarban	11	2	7	20	0.311	0.354	0.644
Brahmanbaria	44	22	18	84	2.509	0.175	0.335
Chandpur	37	21	9	67	2.344	0.158	0.286
Chittagong District	120	67	37	224	3.545	0.339	0.632
Chittagong City	63	58	21	142	3.397	0.185	0.418
Comilla	145	71	43	259	4.865	0.298	0.532
Cox's Bazar	41	19	18	78	1.864	0.220	0.419
Feni	95	42	36	173	1.269	0.749	1.364
Khagrachhari	17	14	11	42	0.557	0.305	0.754
Lakshmipur	17	11	1	29	1.569	0.108	0.185
Noakhali	46	10	8	64	2.687	0.171	0.238
Rangamati	19	20	15	54	0.538	0.353	1.004
Total	655	357	224	1236	25.452	0.257	0.486
Dhaka Division							
Dhaka District	62	44	12	118	3.391	0.183	0.348
Dhaka City	271	228	12	511	5.704	0.475	0.896
Faridpur	66	49	8	123	1.818	0.363	0.676
Gazipur	62	23	7	92	2.149	0.289	0.428
Gopalganj	46	22	6	74	1.201	0.383	0.616
Jamalpur	9	4	6	19	2.216	0.041	0.086
Kishoreganj	21	26	12	59	2.678	0.078	0.220
Madaripur	21	9	3	33	1.206	0.174	0.274
Manikganj	54	74	33	161	1.352	0.399	1.191
Munshiganj	77	35	33	145	1.372	0.561	1.057
Mymensingh	43	52	36	131	4.708	0.091	0.278
Narayanganj	124	93	59	276	2.268	0.547	1.217
Narsingdi	68	26	13	107	2.006	0.339	0.533
Netrokona	8	11	8	27	2.060	0.039	0.131
Rajbari	33	16	14	63	0.997	0.331	0.632
Shariatpur	10	5	2	17	1.121	0.089	0.152
Sherpur	23	7	3	33	1.322	0.174	0.250
Tangail	78	91	28	197	3.451	0.226	0.571
Total	1076	815	295	2186	41.019	0.262	0.533

Table 7-3 continued on next page

Table 7-3, continued

Division and District	number of casualties				population ¹ (no. per 10,000 pop'n)	casualty rates (no. per 10,000 pop'n)	
	severity			total		fatalities	total casualties
	fatal	grievous injury	simple injury				
Sylhet Division							
Hobiganj	47	23	10	80	1.864	0.252	0.429
Moulavibazar	43	22	12	77	1.701	0.253	0.453
Sunamganj	17	21	8	46	2.088	0.081	0.220
Sylhet	134	62	40	236	2.725	0.492	0.866
Total	241	128	70	439	8.378	0.288	0.524
Khulna Division							
Bagerhat	0	0	0	0	1.608	0.000	0.000
Chaudanga	0	0	0	0	1.047	0.000	0.000
Jessore	12	15	1	28	2.588	0.046	0.108
Jhenaidah	50	20	5	75	1.649	0.303	0.455
Khulna District	30	6	1	37	1.656	0.181	0.223
Khulna City	16	12	7	35	0.820	0.195	0.427
Kushtia	3	0	0	3	1.817	0.017	0.017
Magura	28	9	3	40	0.860	0.325	0.465
Maherpur	10	2	0	12	0.615	0.163	0.195
Narail	6	3	0	9	0.731	0.082	0.123
Satkhira	0	0	0	0	1.955	0.000	0.000
Total	155	67	17	239	15.345	0.101	0.156
Rajshahi Division							
Bogra	65	27	16	108	3.169	0.205	0.341
Dinajpur	49	46	9	104	2.840	0.173	0.366
Gaibandha	26	25	6	57	2.246	0.116	0.254
Joypurhat	19	15	0	34	0.896	0.212	0.379
Kurigram	23	7	0	30	1.827	0.126	0.164
Lalmonirhat	30	17	1	48	1.155	0.260	0.416
Natore	59	23	6	88	2.521	0.234	0.349
Nawabganj	17	3	0	20	1.613	0.105	0.124
Nilphamari	18	17	4	39	1.505	0.120	0.259
Naogaon	52	25	0	77	1.645	0.316	0.468
Pabna	69	25	3	97	2.284	0.302	0.425
Panchgarh	19	1	1	21	0.880	0.216	0.239
Rajshahi District	35	44	1	80	1.993	0.176	0.401
Rajshahi City	44	24	47	115	0.407	1.081	2.826
Rangpur	116	82	16	214	2.688	0.432	0.796
Sirajganj	71	37	2	110	2.871	0.247	0.383
Thakurgaon	9	4	0	13	1.269	0.071	0.102
Total	721	422	112	1255	31.808	0.227	0.395
TOTAL	2960	1830	740	5530	130.605	0.227	0.423

Notes: 1. Year 2005 populations are derived from statistics published in the 2000 Statistical Yearbook and the Population Census 2001 Preliminary Report.

8 FATALITIES

Table 8-1 : Road Accident Fatalities by Age

age (years)	number of fatalities			
	driver	passenger	pedestrian	total
0 - 5	0	28	45	73
6 - 10.	1	25	114	140
11 - 15.	2	32	69	103
16 - 20	11	53	58	122
21 - 25	35	67	66	168
26 - 30	46	93	85	224
31 - 35	35	59	33	127
36 - 40	21	64	61	146
41 - 45	16	49	58	123
46 - 50	8	44	52	104
51 - 55	4	16	32	52
56 - 60	2	19	39	60
61 - 65	1	8	17	26
66 - 70	1	8	34	43
71 - 75	0	2	19	21
> 75	0	2	9	11
unknown	209	508	700	1417
TOTAL	392	1077	1491	2960
% total	13%	36%	50%	100%

Figure 8-1 : Number of Road Accident Fatalities by Age

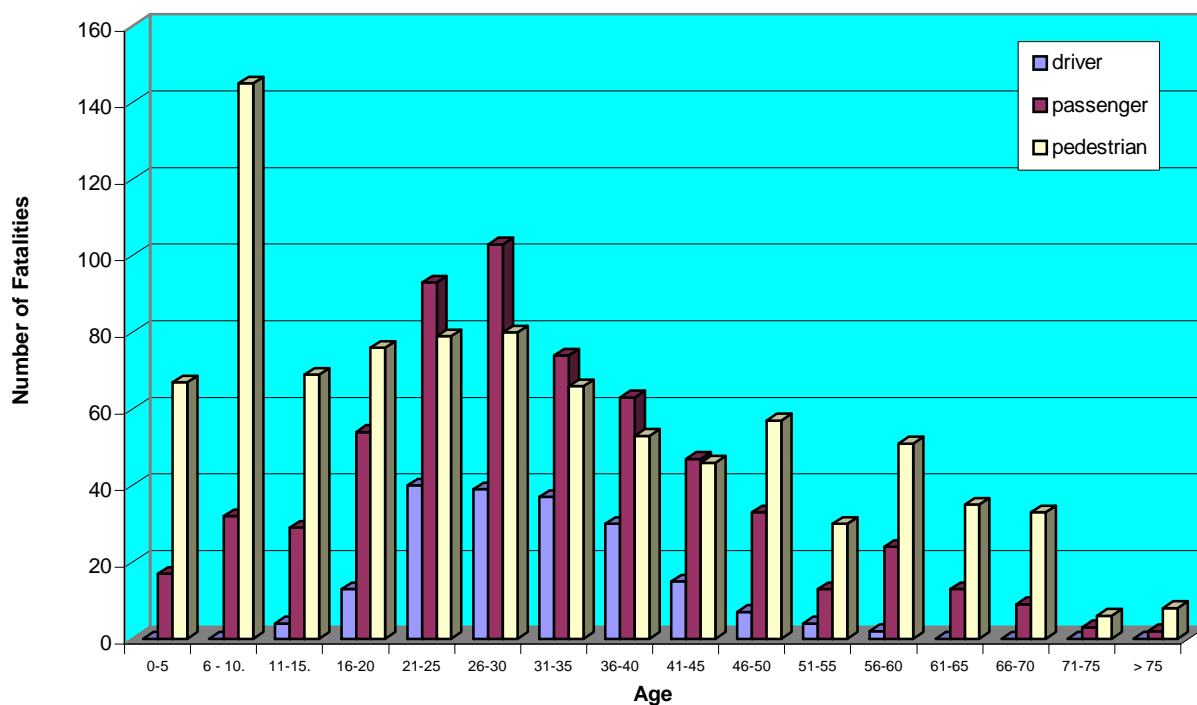


Table 8-2 : Passenger Fatalities by Age and Sex

age (years)	number of passenger fatalities		
	male	female	total
0 - 5	20	8	28
6 - 10.	16	9	25
11 - 15.	24	8	32
16 - 20	46	7	53
21 - 25	59	8	67
26 - 30	84	9	93
31 - 35	51	7	58
36 - 40	56	8	64
41 - 45	47	2	49
46 - 50	39	5	44
51 - 55	14	2	16
56 - 60	18	1	19
61 - 65	8	0	8
66 - 70	6	2	8
71 - 75	0	2	2
> 75	2	0	2
unknown	450	59	509
TOTAL	940	137	1077
% total	87%	13%	100%

Figure 8-2 : Number of Passenger Fatalities by Age and Sex

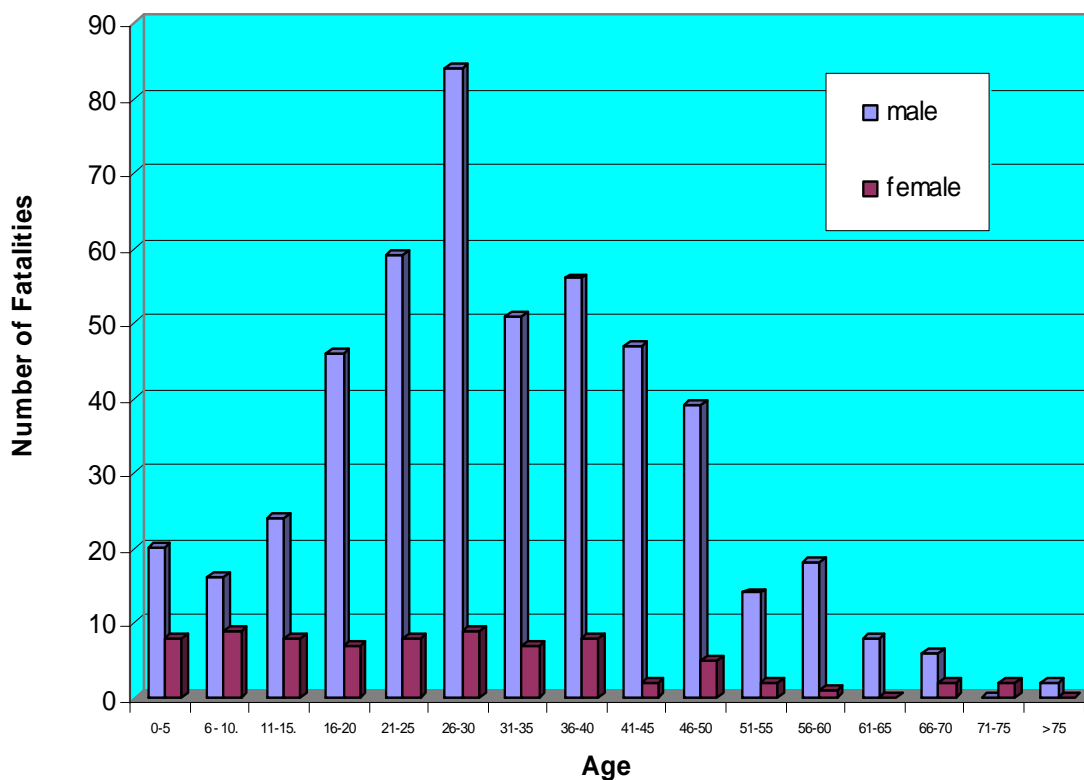


Table 8-3 : Pedestrian Fatalities by Age and Sex

age (years)	number of pedestrian fatalities		
	male	female	total
0 - 5	25	20	45
6 - 10.	78	36	114
11 - 15.	58	11	69
16 - 20	51	7	58
21 - 25	47	19	66
26 - 30	68	17	85
31 - 35	29	4	33
36 - 40	46	15	61
41 - 45	46	12	58
46 - 50	38	14	52
51 - 55	25	7	32
56 - 60	28	11	39
61 - 65	14	3	17
66 - 70	29	5	34
71 - 75	12	7	19
> 75	8	1	9
unknown	659	41	700
TOTAL	1261	230	1491
% total	85%	15%	100%

Figure 8-3 : Number of Pedestrian Fatalities by Age and Sex

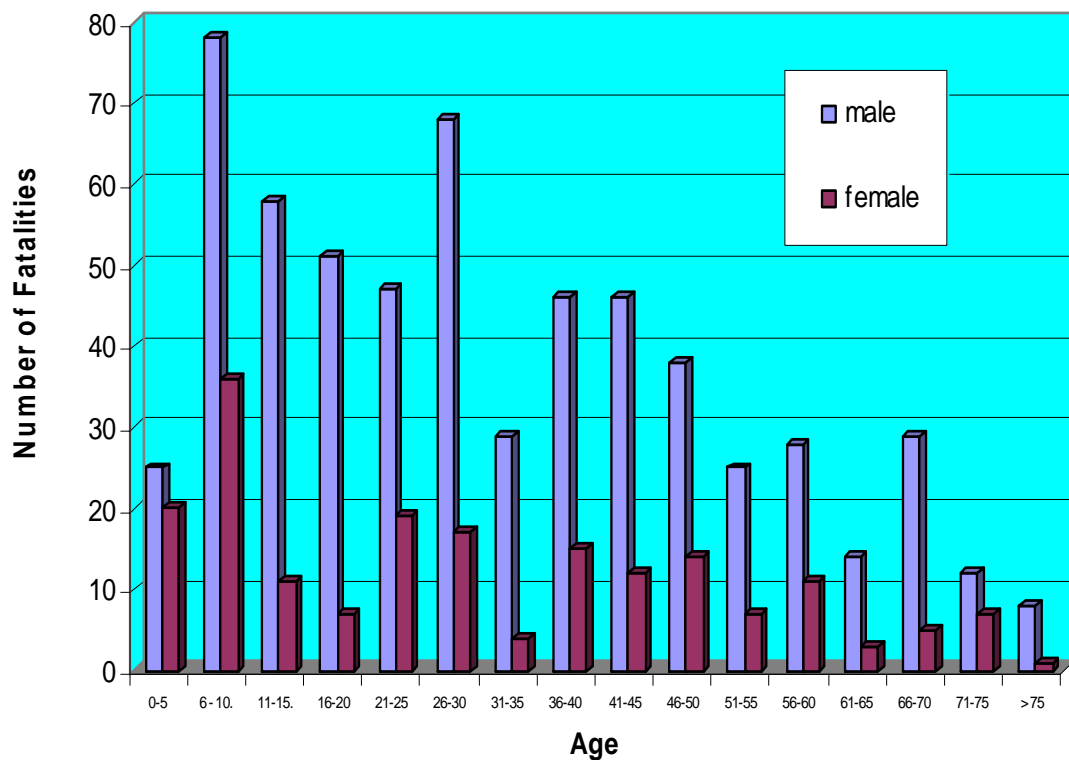


Table 8-4 : Number of Motor Cycle Driver Fatalities by Age and Helmet use

age (years)	number of fatalities		
	Helmet		
	Worn	Not Worn	Total
0 - 5	0	0	0
6 - 10.	0	0	0
11 - 15.	0	0	0
16 - 20	0	4	4
21 - 25	1	5	6
26 - 30	0	13	13
31 - 35	0	7	7
36 - 40	0	3	3
41 - 45	0	3	3
46 - 50	1	3	4
51 - 55	0	1	1
56 - 60	0	0	0
61 - 65	0	0	0
66 - 70	0	0	0
71 - 75	0	0	0
> 75	0	0	0
unknown			0
TOTAL	2	39	41
% total	5%	95%	100%

Figure 8-4 : Number of Motor Cycle Driver Fatalities by Age and Helmet use

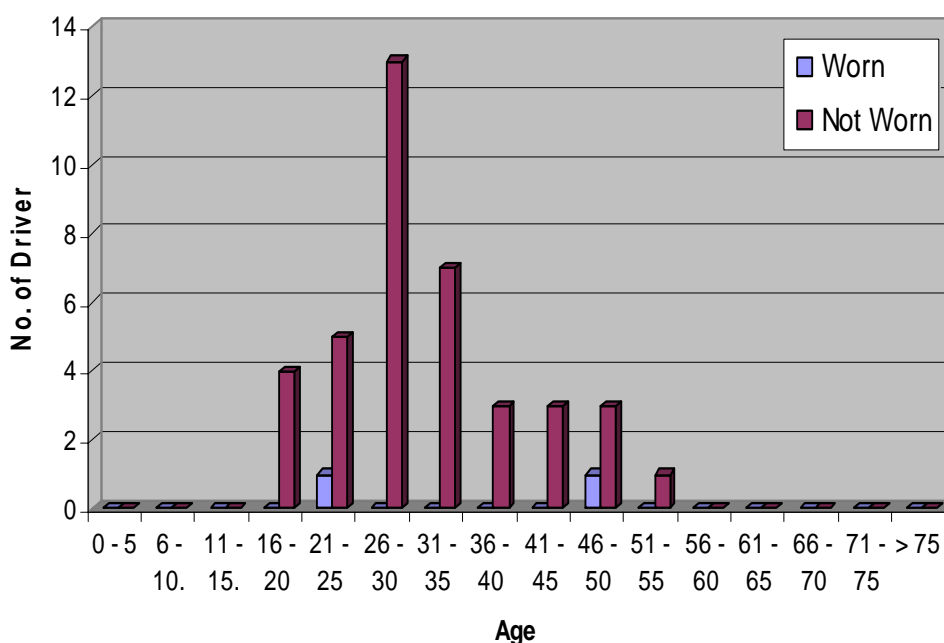
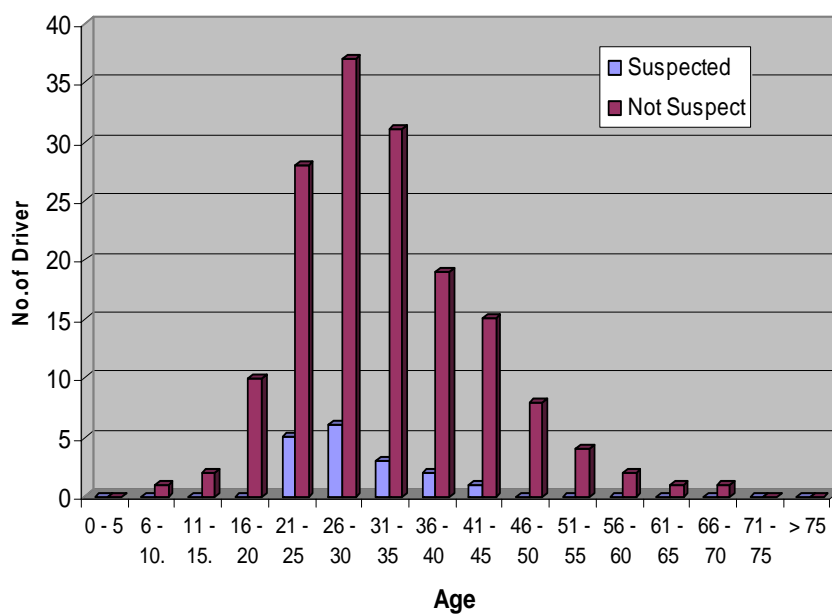


Table 8-5 : Number of Driver Fatalities by Age and Alcohol

age (years)	number of fatalities		
	Alcohol		
	Suspect	Non Suspected	Total
0 - 5	0	0	0
6 - 10.	0	1	1
11 - 15.	0	2	2
16 - 20	0	10	10
21 - 25	5	28	33
26 - 30	6	37	43
31 - 35	3	31	34
36 - 40	2	19	21
41 - 45	1	15	16
46 - 50	0	8	8
51 - 55	0	4	4
56 - 60	0	2	2
61 - 65	0	1	1
66 - 70	0	1	1
71 - 75	0	0	0
> 75	0	0	0
unknown			0
TOTAL	17	159	176
% total	10%	90%	100%

Figure 8-5 : Number of Driver Fatalities by Age and Alcohol



8 (I) FATALITIES IN DHAKA METROPOLITAN AREA

Table 8-6 : Road Accident Fatalities by Age

age (years)	number of fatalities			
	driver	passenger	pedestrian	total
0 - 5	0	0	6	6
6 - 10.	0	1	12	13
11 - 15.	0	0	18	18
16 - 20	4	4	21	29
21 - 25	8	5	21	34
26 - 30	9	4	31	44
31 - 35	3	5	8	16
36 - 40	2	7	25	34
41 - 45	1	3	14	18
46 - 50	1	1	15	17
51 - 55	1	1	7	9
56 - 60	1	0	9	10
61 - 65	0	0	2	2
66 - 70	0	0	3	3
71 - 75	0	0	2	2
> 75	0	0	1	1
unknown	3			3
TOTAL	33	31	195	259
% total	13%	12%	75%	100%

Figure 8-6 : Number of Road Accident Fatalities by Age

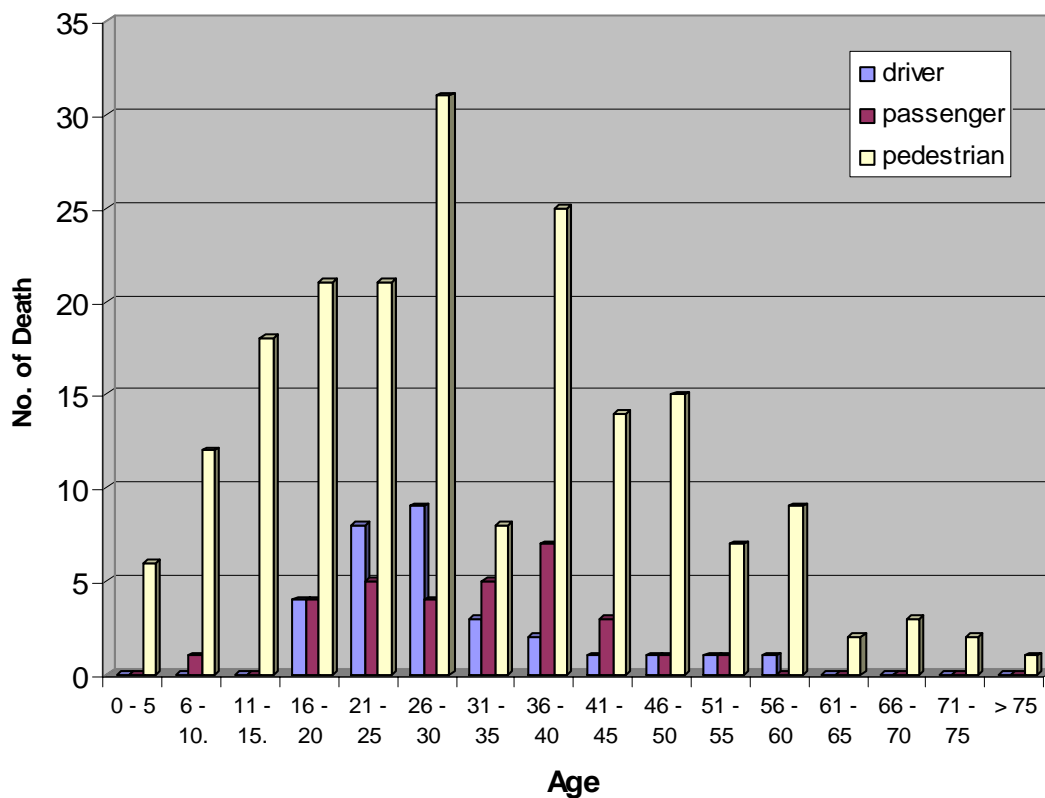


Table 8-7 : Passenger Fatalities by Age and Sex

age (years)	number of passenger fatalities		
	male	female	total
0 - 5	0	0	0
6 - 10.	1	0	1
11 - 15.	0	0	0
16 - 20	4	0	4
21 - 25	3	2	5
26 - 30	4	0	4
31 - 35	3	2	5
36 - 40	6	1	7
41 - 45	3	0	3
46 - 50	1	0	1
51 - 55	1	0	1
56 - 60	0	0	0
61 - 65	0	0	0
66 - 70	0	0	0
71 - 75	0	0	0
> 75	0	0	0
unknown	20	11	31
TOTAL	46	16	62
% total	74%	26%	100%

Figure 8-7 : Number of Passenger Fatalities by Age and Sex

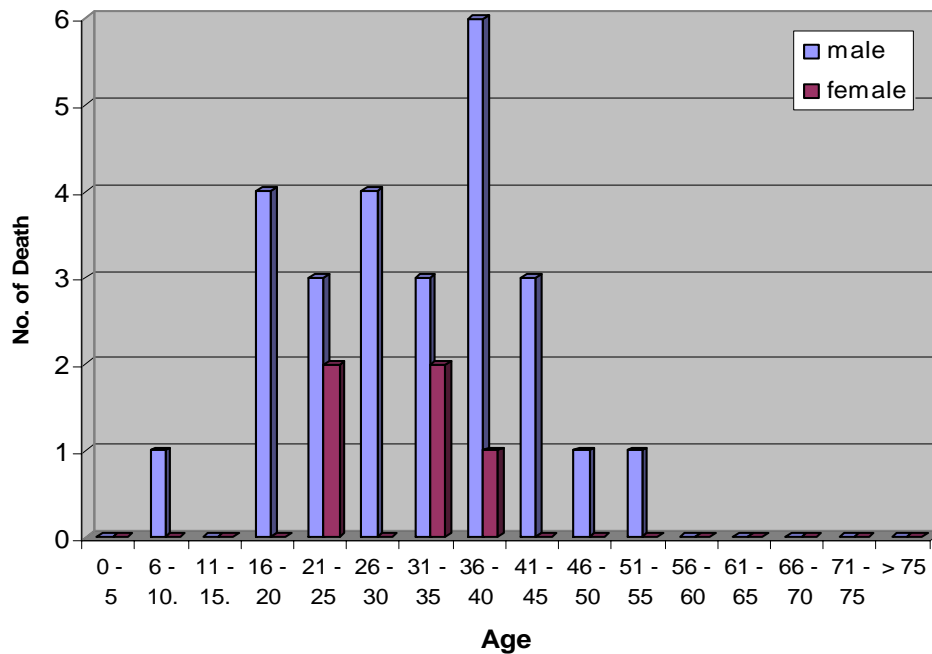
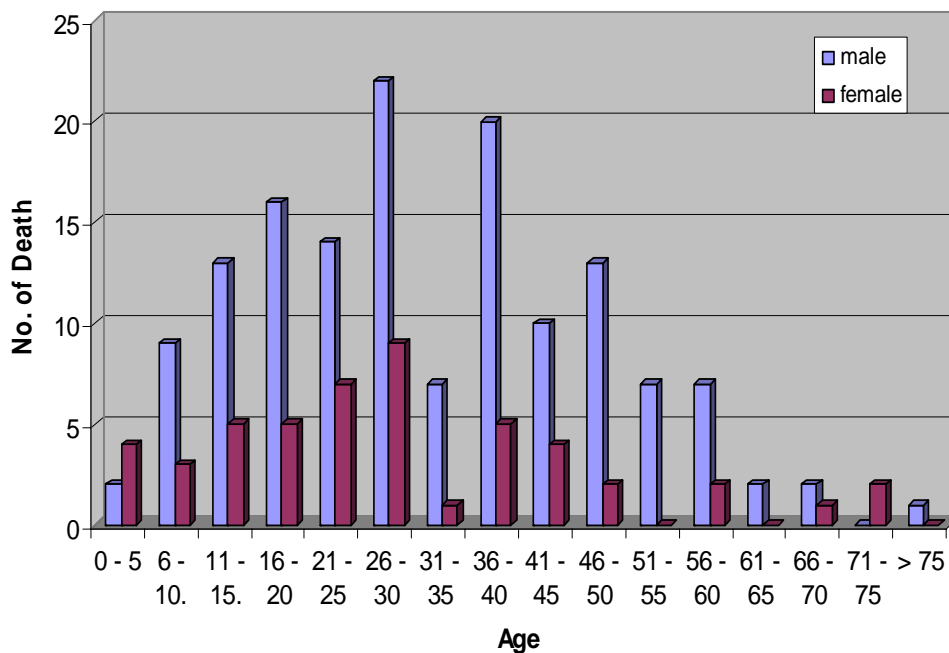


Table 8-8 : Pedestrian Fatalities by Age and Sex

age (years)	number of pedestrian fatalities		
	male	female	total
0 - 5	2	4	6
6 - 10.	9	3	12
11 - 15.	13	5	18
16 - 20	16	5	21
21 - 25	14	7	21
26 - 30	22	9	31
31 - 35	7	1	8
36 - 40	20	5	25
41 - 45	10	4	14
46 - 50	13	2	15
51 - 55	7	0	7
56 - 60	7	2	9
61 - 65	2	0	2
66 - 70	2	1	3
71 - 75	0	2	2
> 75	1	0	1
unknown	8	4	12
TOTAL	153	54	207
% total	74%	26%	100%

Figure 8-8 : Number of pedestrians Fatalities by Age and Sex



9 HOW TO ACCESS THE NATIONAL RTA DATABASE

9.1 INTRODUCTION

The impact of road traffic accidents (RTAs) is wide ranging and cuts across sectoral boundaries. Road safety involves the social, health, economic and development sectors, and persons who may be interested in road safety and the use of the RTA Database come from a variety of professional and organisations. They may be politicians, engineers, social workers, health advisors, the media, or planners; they may be from Government offices, the private sector or non-government organisations. For anyone planning road safety initiatives, statistical information on RTAs is an essential resource to correctly target and design the intervention measures.

The BRTA is the custodian of the National RTA Database. Details of the database are available to all who seek the information.

The section of the Annual RTA Report describes the form of the database so that persons seeking RTA information are aware of the database content and can properly request their requirements.

9.2 CONTENT OF THE RTA DATABASE

There are details of almost 31853 road accident events held in the National Road Traffic Accident (RTA) database. Below summarises the number of RTAs recorded in the database since its inception in 1996.

Table 9-1 : Number of accidents recorded in the National RTA Database

Year	Type of Accident Data				Total
	fatal	grievous	simple	collision	
1997*	1281	875	233	238	2627
1998	2000	1137	193	203	3533
1999	2432	986	304	220	3942
2000	2523	1029	209	209	3970
2001*	2029	642	137	117	2925
2002	2599	904	200	238	3941
2003	2752	921	239	202	4114
2004	2447	664	211	157	3479
2005	2424	631	142	125	3322

*Incomplete National coverage, data not comparable with data of other years

Accident details recorded in the database details are technical. There is no record in the database of persons' names nor vehicle identification, other than a general classification, e.g. car, truck, etc. Personal information concerning traffic accidents is retained by the Police.

Each accident record in the database contains several fields of coded information. The fields are divided into sections, as shown in previous report and for each field there are several field values.

Each accident record also contains some written description fields. These are contained in the first part of the general accident details section.

9.3 ACCESS TO THE RTA DATABASE

When requesting a database search, conditions can be set so that only a sub-set of the accident record is contained in the search output. Conditions are used to screen the data so that the search output contains only the accident records for the area of interest and for the type of accident specified. Conditions are set by nominating what fields are to be included in the search. One, more than one, or all of the fields may be selected.

To request data from the RTA Database, a standard form (available from the BRTA) should be completed.

The form will guide the person requesting the information through the process for correctly specifying the area of interest and the selection of data fields. Data fields are selected by a "tick box" method. The area of interest may be described in either of two ways.

- (a) either by administrative area, by specifying either
 - (i) the Thanas, or
 - (ii) the City or Municipality, or
 - (iii) the District(s), or
 - (iv) the Division(s) of interest
- (b) or by route, by specifying the route number with a start displacement and an end displacement.

When requesting data for a City or Municipality, the data output can be screened, if required, to include only the accidents which have occurred on named main or arterial roads.

Specifying an area of interest by route applies to national highways, regional highways and feeder roads.

The BRTA retains an inventory of all national and regional highways, which details landmarks within each kilometre section of highway. Landmarks are located as a measured distance (displacement) from a fixed reference point. These documents should be referred to when specifying an area of interest for a national or regional highway by the route methodology.

Specifying an area of interest for a feeder road requires a statement of the route number only. Start and end displacements are not necessary for feeder roads.

The data output from the RTA database can be provided either in coded format (for experienced analysts) or in plain English. Data output is a table of the requested information. An electronic copy (MS Excel format) can be provided.

10 COMMENTS AND DISCUSSION

10.1 FATAL PEDESTRIAN ACCIDENTS

The predominant type of fatal collision on any type of road, whether in urban or rural environment, is a vehicle hitting a pedestrian (Figure 4-1). The pattern of half of all fatal accidents being collisions where a vehicle hits a pedestrian is evident in all Divisions and Cities. Minor change have been noticed showing improvement compared to previous year (53%) in total hit pedestrians. In Dhaka City in particular, the ratio of pedestrians hit as fraction of total fatal accidents is very high (77%) (refer Table 4-6). In absolute numbers, the numbers of fatalities of pedestrians hit by vehicles is the highest on the national highways (Table 4-1).

The statistics shows that half of the fatal victims of road accidents are pedestrians (refer Table 8-1). Measures to create a safer environment for pedestrians (e.g. speed limit zones) or safer pedestrian facilities (e.g. footpaths, full-width shoulders, pedestrian over-bridges) should be provided.

10.2 MULTIPLE FATALITY ACCIDENTS

Apart from pedestrians being hit, head-on collisions, rear end collisions and overturning are the other major types of incidents in the rural areas that account for a high proportion of fatal accidents (Figure 4-1). Dangerous driving in poor-condition vehicles, reckless overtaking and over-speeding are some of the factors responsible for these types of accidents. Ill designed and badly maintained roads are equally contributing factors.

The high numbers of persons killed on average in head-on and overturned vehicle types of fatal collisions (see Table 4-8, high fatality index), with the high occurrence of these fatal collision types, means that dangerous driving, reckless overtaking and over-speeding are issues to be targeted in road safety driver education and enforcement programmes.

10.3 BUSES AND HEAVY VEHICLES

Table 6-2 demonstrates that a disproportionate number of fatal accidents involve **buses** and **trucks**. Buses and heavy vehicles are involved in about 55% of all fatal accidents.

To target this feature of accident occurrence, driver education programmes should target companies and organisations that operate buses and heavy vehicles.

10.4 SAFETY PROFILE FOR NATIONAL HIGHWAY NETWORK

In previous reports, data were included which allowed an analysis of the safety performance of sections of the network of National Highways in Bangladesh, as maintained by the Roads & Highways Department. The analysis provided information on respective fatal accident rates (fatal accidents per one hundred million vehicle-km) and fatality index (fatalities per fatal accident). Such data should guide the prioritisation of safety improvement measures, such as “black-spot” improvement programmes. However, data entry for 2005 unfortunately did not include adequate information to allow such an analysis.

11 CONCLUSION

11.1 LOW COST INTERVENTIONS

Dhaka City and Rajshahi City have comparatively high fatal accident rates (more than twice that of any other city, refer Table 3-1), with a predominance of pedestrian accidents and rear end accidents (for Dhaka city, pedestrian accidents are 77% and rear end accidents are 14% of all fatal accidents; for Rajshahi City, the proportions are 54% and 8%; refer Table 4-6). In this scenario, low cost engineering interventions, coupled with public education programmes, are likely to achieve good results.

Rajshahi City is recommended as a potential target area for low cost interventions, which can be monitored to assess their application for other cities as well as municipalities and other parts of the network.

11.2 ROAD SAFETY INITIATIVES

The profile of fatal road accidents remains similar to the profile reported in previous years, namely:

- Fatal accidents mainly occur on national highways;
- Predominantly, fatal accidents involve vehicles hitting pedestrians;
- The greatest number of fatal accidents by far involve heavy vehicles and buses;
- The highest number of fatalities per accident occurs when vehicles collide head on;

- Persons who are killed as the result of a road accident are predominantly young pedestrians (children less than 10 years old), adult male pedestrians, and passengers.

As the profile of fatal road accidents remains more or less as before, there will be no change in the recommendations for road safety initiatives to that reported in previous annual reports.

Table 10-1 on the following page is a list of recommended road safety initiatives which focus on providing safer roads, safer people and safer vehicles. These initiatives can be applied nationally across all parts of the network, but it is recommended, because resources are limited, that their application be targeted to sections of the network which will yield the greatest benefit in terms of potential accident reduction.

Table 10-1 : Recommendations for Road Safety Initiatives

Road Safety Attribute	Recommended Road Safety Initiatives	Comment
Safer Roads	a. Rationalisation of inappropriate activities on, adjacent to or near the road	Different parts of the road are designed for different purposes. Inappropriate activities are those which reduce the capacity of any part of the road to serve its design purpose.
	b. Provision of facility where appropriate for conflicting road uses	Conflicting road uses are, for example, turning and through traffic; stopped and through traffic; non-motorised and motorised traffic; slow and faster traffic; pedestrians and vehicles.
	c. Establishment of speed limit zones where warranted	Speed limit zones can only be established where the nature and extent of adjacent activities warrants reduced vehicle speed. In other cases, initiative (a) applies.
	d. Provision of road signs and pavement markings throughout the network, and removal of any obstruction to the placement and effective visibility of signs	The BRTA Traffic Signs Manual contains the standards for road signs and pavement markings.
Safer People	e. Education of pedestrians, particularly children, on safe practices when near the road	An education programme should focus in communities near the national highways.
	f. Education of drivers, particularly heavy vehicle and bus drivers, on road rules and safe driving practices	Sustainable education requires production of a highway code in a format appropriate for all road users.
	g. Increased enforcement of Regulations regarding excessive speed (especially in speed limit zones) and reckless or dangerous driving	Sections 142 (Driving at excessive speed) and 143 (Driving recklessly or dangerously) of MVO 1983 apply.
Safer Vehicles	h. Increased enforcement of Regulations regarding unsafe vehicle condition and overloading.	Sections 86 (Limits of weight) and 149 (Using vehicle in unsafe condition) of MVO 1983 apply.

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