

The Government of the People's Republic of Bangladesh

Ministry of Communications
Roads and Railways Division
Bangladesh Road Transport Authority



**NATIONAL ROAD SAFETY
STRATEGIC ACTION PLAN**

2002 – 2004

NATIONAL ROAD SAFETY COUNCIL

National Road Safety Action Plan 2002-2004

PREFACE

Road accident fatalities in our country is much higher than in many other countries in the south Asia region. Road accidents place a heavy social and economic burden on our country and hence reduction of road accident, particularly fatal accidents, is a prime concern for all of us.

As the condition of our roads improves and the number of vehicles increases, the trend of road accident also soaring high. It would be necessary to implement targeted activities to ensure that safety on the road improves and the rate of fatality decreases.

This strategic Action Plan is a comprehensive document which details planned outputs in implementation of the activities over the next three years and embraces the principal road safety sectors of engineering, legislation, enforcement, driver training, vehicle safety, education and medical services. I hope this will surely make remarkable impact on road safety and will achieve our vision of safer roads in Bangladesh.

No matter, whether we use the roads as pedestrians, as drivers or as passengers and wherever we live in and work, the initiatives set out in this 3 year Strategic Action Plan will benefit us all.

Barrister Nazmul Huda, MP
Minister,
Ministry Of Communications.

Bangladesh National Road Safety Council
Road Safety Cell - BRTA

**National Road Safety
STRATEGIC ACTION PLAN**

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Abbreviations

BIA	Bangladesh Insurance Association
BPC	Bangladesh Petroleum Corporation
BRAC	Bangladesh Rural Advancement Committee
BRRL	Bangladesh Road Research Laboratory
BRTA	Bangladesh Road Transport Authority
BIT	Bangladesh Institute of technology
BUET	Bangladesh University of Engineering & Technology
CAMPE	Campaign Popular Education
CCI	Chief Controller of Insurance
CDA	City Development Authority
City Corpn.	City Corporation
DCC	Dhaka City Corporation
DFID	Department for International Development
DMA	Dhaka Metropolitan Area
DOE	Department of Environment
DTCB	Dhaka Transport Co-ordination Board
GOB	Government of Bangladesh
LGED	Local Government Engineering Department
LGI	Local Government Institute
MCD	Mass Communications Department
MOC	Ministry of Communications
MOcom	Ministry of Commerce
MOEd	Ministry of Education
MOEnv	Ministry of Environment
MOEgy	Ministry of Energy
MOF	Ministry of Finance
MOH	Ministry of Health
MOHA	Ministry of Home Affairs
MOI	Ministry of Information
MOLG	Ministry of Local Government
MOPT	Ministry of Post and Telecommunications
NCTB	National Curriculum and Textbook Board
NGO	Non-Governmental Organisations
NRSC	National Road Safety Council
RAJUK	Capital City Development Authority
RHD	Roads and Highways Department
RHDC	Roads and Highways Department Training Center
RIHD	Rehabilitation Institute Hospital for Disabled
RSC	Road Safety Cell
RSD	Road Safety Division
T&T	Telegraph and Telephone Department
VRU	Vulnerable Road User

Section 1

Introduction

Existing Situation

*Methodology
and
Purpose of the Plan*

1. Introduction

1.1 Existing Situation

Bangladesh, a country having an area of 144,000 sq.km and a population of about 130 million, has about 0.55 million motorized and 1.5 million non-motorised vehicles. Of the motorised vehicles about 59% 2 and 3 wheeler vehicles and the rest are vehicles of different categories such as car, jeep, bus, truck, pick-up etc. The number of vehicles is steadily increasing along with the increase of road mileage.

In recent years good roads are being constructed adding speed to transportation and frequency of movement of people. Simultaneously number of road accidents is also soaring high. Road accidents in Bangladesh claim, on an average, about 4000 lives and injure another 5000 every year. The national loss due to road accident is estimated to be about 15 billion taka (about Us\$ 300 million) every year. It is feared that with the continued expansion of the road network and the growth of traffic, this adverse trend is likely to continue in the future unless effective remedial measures are taken with co-ordination of all concerned agencies through national action plans.

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

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

Year	No. of Regtd vehicles	No. deaths	No. of Grievous Injury	Total casualties
1995	388265	1653	2094	3743
1996	426224	2041	2508	4549
1997	458687	3150	3592	6742
1998	491168	3085	2823	5908
1999	522671	3314	2620	5934
2000	551011	4046	2270	6316

The statistics reveals that Bangladesh has one of the highest fatality rate in road accidents – higher than 73 deaths per ten thousand registered motor vehicles every year. whereas, in developed countries where the number of motorized vehicles is many times more, the rate is below 5. A recent accident analysis shows that vulnerable road users are pedestrians, cyclist/motor cyclist and public vehicle passengers. Of the accident victims about 53% are pedestrians, one-third of the victims are adult males of age between 21-40 years, about 60 % accident occur on National and Regional Highways and 40% on city roads. Accident on national highways is more severe – about 73% fatal and in city roads 42% accidents are fatal.

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

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

As a first step to improve the road safety situation, the first ever National Road Safety 'Strategic Action Plan' covering the period from July '97 to June'99 was drawn up by National Road Safety Council. The plan period has since expired although in a number of areas desired result could not be achieved due to various constraints. It has therefore been felt necessary to prepare a new Strategic Action Plan to extend the time period of the on-going projects / take up some new schemes to address the road safety problems of the country.

1.1 Methodology

In the previous Action Plan, the following nine individual sectors were identified for road safety activities:

- 1. National Road Safety Council**
- 2. Accident Data System**
- 3. Road Engineering**
- 4. Traffic Legislation**
- 5. Traffic Enforcement**
- 6. Driver Training and Testing**
- 7. Vehicle Safety**
- 8. Education and Publicity**
- 9. Medical Services**

The present Revised Strategic Action plan has been drawn up following evaluation of success of the individual sectors according to the previous plan. As such in the present plan also the same nine sectors have been kept in view while assigning actions/ targets and measures have been taken / suggested to obviate those constraints for which the previous plan targets could not be achieved. Moreover, while chalking out new actions, results of analyses of the data of previous road safety activities have also been taken into consideration.

The draft of the new Action Plan was circulated among concerned agencies, officials and experts in the field for opinion. The draft plan was finalized after incorporating their opinions and views and then placed before the Council (NRSC) for approval. Finally it was circulated with approval of the NRSC in its meeting held on the 6th of November,2001.

1.2 Purpose of the Plan

The present '**Revised Strategic Action Plan**' has been designed to take a general view of the progress made in the field of road safety by adopting the first Plan , but more importantly, to complete the unfinished actions and also to identify new areas in these sectors and expand NRSC activities in these areas to make the roads safer for all categories of road users .

Section 2

Road Safety Sectors

The Revised Road Safety Strategic Action Plan is separated into the following nine individual sectors:

- 1. Planning, Management and Co-ordination**
- 2. Accident Data System**
- 3. Road Engineering**
- 4. Traffic Legislation**
- 5. Traffic Enforcement**
- 6. Driver Training and Testing**
- 7. Vehicle Safety**
- 8. Education and Publicity**
- 9. Medical Services**

2.1 Planning, Management and Co-ordination

Problem:

Effective road safety action requires the involvement of many different disciplines and the co-operation of a wide range of government, private and civil sectors. A critical requirement for progression in road safety is the preparation of a multi-sectoral plan. The needs to be based on a rational understanding of the accident and casualty situation and be feasible in terms of the resources available. In addition to this National Plan, individual organizations with road safety responsibility need to develop their own detailed plans with costs, and identify any equipment, training and technical assistance required.

Currently there are two core organizations responsible for preparing National policy on road safety and ensuring its implementation. These are the National Road Safety Council (NRSC) and the Road Safety Cell (RSC). The NRSC acts as the apex body for approving and driving the National policy and plans forward. The RSC has been established in the BRTA to provide day to day support for plan preparation, coordination, monitoring, evaluation of the planned activities assigned to different agencies and implementation of some program assigned to it.

Besides National Road Safety Council, District Road Safety Committees at the District and Metropolitan levels have been formed. In the Districts, Deputy Commissioner of the District and in the Metro areas Commissioner of Police are Chairmen of the respective Committees. The members of the Committees are drawn from representatives of different organizations/ agencies/ associations having concern in the road and transport sector. More over, local educational institutions and media people have been involved in the Committees to ensure education and publicity of road safety programmes. The DRSCs will act as the local unit of the NRSC to coordinate among different stake holders in these sectors, shall implement policies and programmes of the NRSC and will also undertake local road safety programmes according to the local needs.

As per decision of the national road safety Council, concerned ministries and organizations have identified their focal point officers to liaise with NRSC and other concerned organizations in road safety matters. The focal point officers are supposed to meet frequently under the Chairman, BRTA in his capacity as the member – secretary, of NRSC to monitor and evaluate progress of activities and also to resolve problems in implementing the road safety programmes of different agencies.

At the moment, there is no arrangement for under taking road safety activities at the Upazilla level. Upazilla Road safety committees are to be set up in future under the District Road Safety Committees with representatives of different organizations with a view to taking up road safety programmes at grass root community level.

An Executive Committee has been set up by the Government with Chairman, BRTA as the Chairman and representatives of NGO Bureau, ADAB, World Bank, ADB, DFID as members and Director Engineering, BRTA as the member- secretary. Besides, implementing the recommendations of the seminar on the Role of the NGOs in Traffic Safety (held on 23.9.96) the Executive Committee is also supposed to co- ordinate and

recommend the NGO road safety Project and to provide policy decisions and guidelines to the project Steering Committee (set up in ADAB) and monitor its activities.

Financing road safety programmes continues to be a problem. A **dedicated road safety fund** is required to be established and feasibility studies should be conducted to determine the ways and means of how this may be done. In many developed countries, road safety fund is generated through private sector involvement such as insurance companies. The insurance industry in Bangladesh remains under developed and restricted to compensation towards a small proportion of the victims of accidents. Main beneficiaries of improved road safety are insurance companies – if road safety condition improves the insurance companies will pay less as claim settlement. As such they should share road safety expenditure and contribute to the proposed fund.

Another source of fund may be the fuel pumps, some sort of surcharge may be imposed on the sale of fuel and money thus collected may go to the road safety fund.

Establishment of such dedicated fund will obviously take a reasonable time. But to start road safety activities on priority basis, provisions for fund have to be made from any probable source, may be government contribution.

Objective

Reduction of road accidents and casualties by implementation of adequately resourced National and local multisectoral plans under the guidance of the National Road Safety Council through RSC.

Progress

This sector has made some good progress but the implementation of the previous plan has been restricted by financial and human resource constraints and non- development of detailed plan by individual sectors/ organisation. The key achievements are:

- NRSC established in July 1995 ;
- First 2-Year NRSC Road Safety Strategic Action Plan produced in July 1997 ;
- NRSCS started functioning in BRTA since September 1997 with support of IDC3;
- NRSCS has been renamed as ‘Road Safety Cell’ under BRTA and has set up it’s office;
- RSC has started functioning since March 2001.
- DCs formally requested to establish ‘District Road Safety Committees’ in December 1997;
- Near about forty District Road Safety Committees are now operational;

Action on Planning, Management and Co-ordination of Road Safety

1. Road Safety Cell (organization and staffing)

In order to plan, manage and coordinate road safety activities at national and local levels, the National Road Safety Council (NRSC) requires a capable Secretariat. For the purpose the Government of Bangladesh has set up 'Road Safety Cell' under BRTA which will render secretarial services to NRSC and will be responsible for planning, coordinating and monitoring road safety activities, formulating road safety policy, facilitating funding of road safety, disseminating information on road safety and accidents and organising road safety education and publicity and training. To discharge all these functions effectively RSC needs to be properly and adequately staffed and funded.

RSC has started functioning. Arrangements are to be made for filling of the posts of two Deputy managers, engaging specialists and funding for undertaking assigned activities.

	Minimum Output	Lead Agent	Timing
1.	Arrange full time staffing of RSC according to approved organization	BRTA	Jun 2002
2.	Prepare and implement training programme for RSC staff	BRTA	Sep 2002
3.	Arrange overseas/ local advisers/specialists for RSC	RSC	As required
4.	Co-ordinate implementation of the Road Safety Strategic Action Plan for 2002 – 2004.	RSC	On going
5.	Monitor and facilitate Progress of implementation of the plan through regular meetings and correspondence	NRSC/RSC	On going
6.	Prepare own sector plan and submit for budgeting	RSC	Jun 2002
7.	Implement own sector plan and monitor progress	RSC	Jul 2002 onwards
8.	Monitor progress on review and revision of traffic legislation	RSC	On going
9.	Advise and assisted the GoB, NGOs and the public on road safety activities	RSC	On going
10	Maintain a register of ongoing and proposed road safety projects/components.	RSC	On going
11	Control and maintain the accident information system held by RSC	RSC	On going
12	Develop data analysis and dissemination capability of RSC	RSC	Ongoing
13	Produce annual and regular reports on the road accident situation for the GoB/ public.	RSC	On going

2. Role of Local Road Safety Organisations and Communities

District Road Safety Committees (DRSC) have been established to develop and implement multi-sectoral safety programmes at local levels. Community demands for road safety improvements also need to be catered for and channelled into useful community based improvement programmes. These initiatives are important to meet local needs and cater for local priorities but they need guidance from the national policy makers and technical experts. They also contribute significantly to spreading awareness of the road safety problems nationwide.

Minimum output	Lead Agent	Timing
1. Prepare guidelines for functioning of District Road safety Committees	RSC	Jun 2002
3. Draw Program to activate remaining District Road Safety Committees	RSC	Jun 2002
4. Liase with the District Committees organizing and implementing road safety	RSC	Ongoing
5. At least 10 District Committees organizing and implementing road safety programme	DRSC/RSC	Dec 2002
6. Provide road accident information to District committees	RSC	Dec 2002
7. Under take community road safety programmes in accident prone Communities	RSC	On Going

3. Finance

To transform the RSC and the Road Safety Strategic Action Plan into desired outputs requires a regular supply of resources. Legislation giving the RSC both financial resources and fund raising powers needs to be enacted and donor support solicited for initial period. The RSC will also require an operating budget for monitoring, dissemination and awareness raising. There is need of dedicated funds for road safety and regular budgets for individual government departments for their own road safety Programme.

Minimum Output	Lead Agent	Timing
1. Coordinate implementation of a few road safety Programme supported by private sector funding	RSC	Dec 2003
3.1 Funding:		
1. Propose and agree Donor assistance for road safety funding	NRSC/MoC/ RSC	Ongoing
2. Implement agreed Programmes	RSC	Ongoing
3. Monitor implementation of Programs	RSC	Ongoing
4. Enact legislation giving financial resource and fund raising Power to RSC	BRTA/ RSC/ MOC	Dec 2003

4. Strategic Development

This Revised Road Safety Strategic Action Plan is intended to cover the next three years.

However, some actions require longer period and these will be consolidated in a 5 year plan. Road Safety should also be incorporated into other 5 year Sector plans, i.e. Roads, Health. The organization and management of road safety programmes should be reviewed from time to time and modified as appropriate. It is important that communities are involved in formulating road safety action and that their needs, particularly those of the vulnerable are addressed. The road safety policy should take these priorities into account and provide a focus on local awareness, gender issues and improving the quality of life of the poor. The success of these programmes will depend on commitment of all stakeholders and the NRSC and RSC is responsible for leading and directing public, government and private sector concerns into a determined drive for improvement. Where possible Bangladesh should consider related regional policies and align as appropriate.

Minimum Output	Lead Agent	Timing
1. Include road safety issues in other 5 year plans	GoB Departments	Dec 2002
2. Review organisation and management of on going road safety programmes and revise as necessary	RSC	Dec 2002 Onwards
3. Review related regional policies in line with international agreements.	RSC	Dec 2002
4. Liaise with representatives of local, National and International Agencies to encourage commitment to road safety improvements	RSC	Ongoing

2.2 ACCIDENT DATA SYSTEM

PROBLEM

An accurate and comprehensive accident data system is the cornerstone on which all road safety activities should be based. Every agency involved in road safety should have a clear understanding of the nature, scale and distribution of the road accident problem and this can only be achieved through a systematic accident and casualty reporting and analysis system.

Thana police is the basic source of accident information. Prior to 1997, the only statistics available from the police was a summary indicating the number of accidents, casualties and selected types of vehicle. This data was widely believed to be unreliable, incomplete (for example, very little detail of location, road user type or movement) and severely under-reported. Furthermore, the data was collated manually making additional analysis impossible.

A new accident reporting system has been established but its use is uneven across the country. The Police have not, as yet, accepted full ownership of the system.

Analysis of the accident data in areas where the new 'Accident Report Form' (ARF) has been well adopted has highlighted the fact that the police summary data is inaccurate with up to a third of the accidents reported by the police failing to get into the National statistics.

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.

Progress

This is one of the sectors which have seen the biggest progress in recent years. The key achievements have been:

- ? A nation wide accident database has now been established with over 6,000 accident records. Accident data is now available for all the districts and cities of Bangladesh.
- ? The database 'Accident Report Form' has now been officially adopted by the Government of Bangladesh and its completion is now a mandatory requirement for the Police.
- ? Training has been given, at Sub-Inspector level, throughout the country to encourage the accurate completion of the new ARF. Training has also been given at each of the six ADUs i.e Divisional and Metropolitan Police Headquarters, to ensure there is the capability to process and analyse the accident data being collected.
- ? Accident summary reports from 1996 to 2000 for the Dhaka Metropolitan Police area and the national accident reports from 1998 to 2000 have been produced and circulated among the concern agencies.
- ? The accident database is being used by road engineers/ traffic engineers to identify accident sites and do analyses to help them design effective remedial measures.

Action on Accident Data System

1. Accident Reporting System

Consistent and comprehensive accident reporting is a basic prerequisite for any effective road safety programme. The new ARF has been published in the Bangladesh Gazette and is now a mandatory part of the FIR for each accident case. The ARF has been converted into a computer compatible Bangla Version making it easier for general use in the police Stations.

Minimum Output	Lead Agent	Timing
1. All accident reported nation-wide using the new ARF	Police	Ongoing
2. All accidents to be assigned a serial number and recorded in register	Police	Ongoing
3. Completed ARFs sent to district HQ. monthly from all thanas.	Police	Ongoing

2. Accident Data Units

The accident report forms (ARFs) will be entered into the computer at one of six Regional Accident Data Units (ADUs) i.e . Dhaka, Chittagong, Rajshahi , Khulna, Barisal and Sylhet . Data from these ADUs will be transferred by diskette or through modem to the National ADU at police HQ and police HQ will in turn send complete data to RSC in the same manner.

Minimum output	Lead Agent	Timing
1. ARFs received from District HQ to ADU	Police	Monthly
2. Road inventory updated to include additional landmarks.	Police /RHD	Dec 2002
3. Road inventory expanded to include major city roads and village along each Feeder Road.	Police /LGED/ City Corpn.	Dec 2002
4. Develop accident location coding system	RHD/LGED City Corpn/RSC	Dec 2002
5. Train ADU Staff on the location coding system.	Police/RHD/LGED /RSC	Dec 2002
6. Employ full time staff for each ADU.	Police/RSC	Dec 2002
7. Annual report produced for each ADU.	Police	Dec 2002
8. Accident data available at regional level to other agencies.	Police/RHD/BRTA LGED/Cites/RSC	Dec 2002
9. Software upgraded from MAAP five to MAAP for Windows	Police/RSC	Dec 2002
10. Train ADU Staff on new Accident Data system (MAAP).	Police/RSC	Jun 2002
11. Adequate number of quality staff able to operate the system independently.	Police/RSC	Dec 2002

3. Police HQ Accident Data Unit.

The accident data received from the regional ADU should be assembled at Police HQ. The police HQ ADU will hold the master copy of the National Accident database and will be responsible for disseminating it to RSC and other agencies.

Minimum output	Lead Agent	Timing
1. Data received from regional accident data units every month through modem or Diskette	Police	Ongoing
2. Police analysing data for their own use	Police	Ongoing
3. Transmit Diskettes of compiled data /monthly/ Qtrly / Annually to RSC	Police	On going
4. Comprehensive annual accident report produced for Bangladesh	Police/ RSC	Ongoing
5. Complete yearly accident data disseminated to other agencies	Police/ RSC	Ongoing

4. Other Agencies

All organisation involved in road safety should use accident data to ensure that their work is based on a sound understanding of the problem and the effects of actions can be monitored.

Minimum out put	Lead Agent	Timing
1. Agencies using the complete accident data to help plan their road safety activities.	BRTA / R HD/LGED/ Police/Cities	Dec 2002
2. Agencies using the complete accident data to monitor the effect of their safety activities.	BRTA / R HD/LGED/ Police/Cities	Dec 2002

5. Strategic Development

The long term success of the accident data system will depend on the quality of the accident data and the ability to support the system without needing foreign technical assistance.

Minimum out put	Lead Agent	Timing
1. Local officials trained to provide MAAP support	RSC/Police	Dec 2002
2. Review quality of data with a focus on the level of accidents being reported by the police.	NRSC/ Police	Ongoing

2.3 Road Engineering

Problem

The road network of Bangladesh has been developed not under any perspective / master plan but on immediate need basis. The need to promote road safety has not been given due importance in the planning, design, construction and maintenance of the road network. The main consideration has been to provide maximum capacity for motorized vehicles traveling at high speeds. There is a strong casual link between speed and accident. Where existing roads are rehabilitated, the pavement surface and road alignment is improved resulting in higher speeds and a greater risk of accidents. When safety is made a key consideration the road can be designed in such a way as to reduce the risk of accidents.

Safety should be a concern right from the beginning of the planning process. However, the various development and transport planning agencies often do not work together enough; this often results in road safety problems. Lack of bus-bays and truck parks is one example. Bypasses are rare, so long-distance traffic has to pass through congested towns and villages full of pedestrians and rickshaws. High-standard roads cannot function effectively and safely because of the large number of access points.

Bangladesh is yet to have appropriate local design standards, so those of foreign countries are used instead. However, these are often unsuitable for Bangladesh. The needs of non-motorised vehicles and pedestrians are usually ignored. These vulnerable road users are often the ones to be killed or seriously injured in road accidents. Signs and road markings are vital for safety, especially at dangerous sections, which are difficult to improve. Yet the signing on Bangladesh roads is poor. Road safety audit, which is the process of systematically checking the safety of road designs before construction, can result in big safety improvements. The Roads and Highways Department has started auditing its schemes, and other road authorities need to adopt this practice. The safety of existing roads can often be greatly improved through low-cost measures such as signing, kerbing and minor changes to layout. This requires that road authorities monitor accidents on their roads and that they have the skills and funds to design and implement accident remedial measures.

One of the obstacles to promoting road safety engineering in Bangladesh is the lack of traffic engineers, especially those with safety skills. There is no established training programme. Road authorities are becoming aware of the need to employ safety engineers, and a way must be found to ensure that there is a supply of people with these skills. Recently Road Safety Division of RHD has designed one week training programme on 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.

Progress

Road safety engineering is now established in Bangladesh and is gaining wider acceptance amongst road engineers. The key achievements in this sector have been:

- RHD now has a Road Safety Division that is doing safety audits of new schemes, providing technical direction for accident sites, projects and developing standard designs for safety measures;
- RHD has two accidents remedial measures projects underway, with another programmed. Nearly US\$ 18 million is available and it is envisaged that well over 50 accident sites will be treated;
- RHD conducted training programme for some RHD engineers;
- A modern traffic signs and markings system for Bangladesh has been adopted; Traffic sign Manual notified by BRTA.
- LGED and City road authorities have shown interest in road safety engineering but they need help to get started;
- Dhaka City Corporation has established a Traffic Engineering Division; LGED is also considering setting up Traffic Engineering Division.
- Dhaka Transport Co-ordination Board is established to co-ordinate transport and traffic related activities in greater Dhaka Metropolitan area;

Action on Road Safety Engineering

1. Organisational

Progress in making our roads safer depends on every road authority having a safety unit that is dedicated to this work. The Roads and Highways Department now has an active safety unit (Road Safety Division) and other road authorities should follow their example. In the smaller authorities a start can be made by assigning just one engineer to look after safety issues. For maximum effectiveness these units must co-ordinate their actions with RSC and other agencies, such as the Traffic police.

Minimum Output	Lead Agent	Timing
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.	RHD/City Corpn/LGED /RSC	Dec 2002

2. Training

Road safety engineering can only develop in Bangladesh if there is an ongoing programme of training. There needs to be a small but regular supply of newly trained road safety engineers. Because this is a new area of effort everyone involved must share their knowledge and experience so that expertise can develop quickly. Road Safety Division of RHD has designed a short training programme for mid level engineers and conducted two programmes; other road authorities should follow the example or join hand with RHD.

Minimum Output	Lead Agent	Timing
1. Set up an annual short course to train engineers (public and private sector (road / traffic engineers) to a basic competence in all aspects of road safety engineering;	RSC/RHD/ LGED/City Corpns	Annually
2. Hold annual road safety engineering conference to increase awareness and exchange experiences;	RSC/ RHD	Annually
3. Introduce Road Safety Engineering course for the undergraduate level in the Civil Engineering deptt	BUET/BIT/MOED	Dec 2002

3. Accident Remedial Measure Programmes

Accident data is now available for all parts of Bangladesh, and although it is not perfect, it provides a basis for identifying accident clusters and their causes. Where treatable causes are discovered the next step should be to design and implement an accident remedial scheme. Experience from other countries suggests that annual programmes of low-cost accident remedial schemes can be very effective in gradually removing hazards and reducing accidents. Roads and Highways Department has one pilot project, which is well underway, another has just started. Under one project 14 black spots are ready for physical construction of remedial measures and under another project 40 black spots are in design phase. Signing and marking programme on the western part of RHD network is underway of implementation. However, both these projects are externally funded and it is necessary to develop programmes that can be sustained with local resources.

Minimum Output	Lead Agent	Timing
1. Annual accident remedial measure programme being implemented using local funds	RSC/RHD/LGED/ City corporation	Annually
2. Set up a record system of implemented road safety schemes.	RSC/RHD/LGED/ City corporation	Dec 2002
4. Produce Road Safety Engineering Manual for Bangladesh giving comprehensive advice on the whole process of identification of accident site, analysis and treatment	RHD/LGED/City corporation/ RSC	Dec 2002

4. Design Advice/standards

Design advice that is practical, safety-conscious and well-respected and can be of great help in developing a safer road network. Road authorities should try and adopt common standards for similar types of road. They should ensure that these are followed unless it can be shown that there is a good reason to depart from them. This is especially important in the case of road projects designed by foreign consultants. In addition to road design standards there is a need to provide technical guidance on road safety engineering, including accident analysis, investigation and the design of remedial measures. Standard Geometric Design Manual by RHD such as

(i) Design Advice Notes (9 typical design) for safe traffic management and (ii) Procedures note on road safety (7 nos.) are in place. BRTA has already notified Traffic Sign Manual produced by RHD as legal documents.

Minimum Output	Lead Agent	Timing
1. Review highway and traffic engineering standards	RHD/LGED	Dec 2002
2. Produce manuals giving highway and traffic engineering design standards and advice	RHD/LGED/All City Corporation	Dec 2002
3. Develop guidelines, standards and designs for vulnerable road users (VRUs) i.e. pedestrians, cyclist, drivers of NMTs and passengers of public service vehicles	RHD/LGED/RSC/ City Corpn	Dec 2002
4. Install road signs and markings on all highways and major city roads	RHD/LGED/City Corpns/RSC	Dec 2002
5. Remove unauthorised speed breakers on highways	RHD/Police	Jun 2002
6. Stop unauthorised parking on highways and City roads	RHD/Police/ City Corpns	Jun 2002

5. Safety Audit

Many safety problems with new and rehabilitated roads can be avoided by a systematic safety check of the design prior to construction & this is called safety audit. The Roads and Highways Department has started doing safety audits on its larger projects. Checking the safety of existing roads (safety assessment) should be done as part of accident remedial measures work (see section 3). A Unified Safety Audit Manual applicable for RHD, LGED and City Corporation roads need be prepared by these organizations in co-operation with each other, RHD taking the lead.

Minimum Output	Lead Agent	Timing
1. Safety audit Manual in place	RHD/LGED	Dec 2002
2. Introduce safety audit procedure for new projects	DCC/LGED/ City Corpns	Jan 2003
3. Asses the safety implications of at least Dhaka-Chittagong Highway and Dhaka- Aricha Road.	RSD of RHD	June 2003

6. Vulnerable Road users (VRU)

Vulnerable road users include pedestrians, cyclists, drivers and passengers of rickshaws. They outnumber other road users and they are more likely to be hurt in accidents, yet till to day their needs have been largely ignored. This is especially true in Dhaka and the other cities.

Minimum Output	Lead Agent	Timing
1. Traffic surveys include VRUs	RHD/LGED/City Corporation	Ongoing
2. Review and establish pedestrian facilities in major cities/ major roads.	RHD/LGED/City Corporation RAJUK/pourashavas/DTCB	on going
3. The needs of VRUs are recognised in the planning and design of urban areas and their facilities established.	RHD/LGED/City Corporation RAJUK/pourashavas/DTCB	Ongoing
4. Programmes are drawn up for improving known VRU problem areas - including area schemes, corridor improvements, and mass action treatments	CityCorporation/ DTCB/RHD/LGED/ RAJUK	Sept 2002
5. Design and implement some network facilities for cycle rickshaw and bi-cycle traffic in major cities,	City Corpn/ DTCB	Jun 2003

7. Urban Traffic and Transport Planning

Many Safety problems arise because urban transport facilities are not properly planned and managed. Urban development is allowed to proceed without the provision of adequate and safe transport facilities. Where higher-standard primary roads do exist they do not function effectively and safely because the road authorities are not controlling access to them.

Minimum Output	Lead Agent	Timing
<p>1. For each city draw up and start implementing comprehensive policies for the development and management of transport facilities. These plans must;</p> <ul style="list-style-type: none"> ? tie in with plans for managing urban growth; ? define complementary roles for each mode of transport; ? provide for the travel and transport needs of all sections of the community; ? explicitly deal with safety and environmental issues, including how to: <ul style="list-style-type: none"> - maximize traffic capacity without compromising safety. - segregate different modes of transport without increasing speeds to unsafe levels. - balance the needs of pedestrians & other VRUs with those of motorized traffic - provide access off major roads without increasing risk of accidents. - control access to arterial / major roads. - reduce road accident and transport related pollution. 	DTCB City Corpn RAJUK LGED Poursavas RSC BRTA Police CDA.	Dec 2002
<p>2. Determine policy on issues relating to Traffic management, Congestion, non-motorised vehicles, Parking, road hierarchy and access control on major roads/ in major Cities.</p>	RAD, DTCB, RAJUK, Police, BRTA City Corpn LGED, CDA.	Dec 2002

2.4 Traffic Legislation

Problem

Although revised in 1983, the current traffic legislation is based largely on the Motor Vehicle Act of 1939. This is not appropriate to modern enforcement needs. Significant shortcomings are apparent in the control of non-motorized vehicles and in safety regulations.

The problems with the existing legislation have long been recognized and a draft Road Transport and Traffic Act was prepared and submitted to the Government for consideration under the terms of the last Road Safety Action plan. The draft has some inconsistencies and shortcomings which are required to be examined and corrected. A committee headed by the Chairman BRTA has been constituted to examine the inconsistencies and shortcomings. The work is in progress. This needs to be completed at the earliest if further progress in these sectors is to be made.

The draft Act contains sections on some safety measures, levels of deterrence and procedures for compensation. Although the level of deterrence was recognised as being too low in the previous Action Plan, the Government is yet to approve the proposal for enhancement of existing penalty system.

The drafting of laws and subsidiary regulations takes considerable time, in debating the various issues. Care must also be taken to ensure that vested interests are considered and included where possible to ensure that the regulations are acceptable.

A Highway Code is necessary to help explain some of the rules made under the Draft Act. This must be drafted as soon as the Draft Act is enacted and subsidiary legislation made, to assist with the raising of awareness of the new legislation.

Objective

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

Progress

Some progress has been made within this sector, but this has been restricted by the nonexistence of the legislation working committee. The key achievements in this sector are:

- ◇ Draft Act prepared by legislative committee in December 1997;
- ◇ Deterrence levels and compensation procedures incorporated into draft Act;
- ◇ Draft Act submitted to Government in October 1998 ;
- ◇ Foreign consultants recommendations received in September 1998;
- ◇ Draft Act is being examined to remove shortcomings and to include foreign consultant's recommendations and other changes as may be necessary.
- ◇ A revised draft prepared.

Action on Traffic Legislation

1. Updated Traffic Legislation

It is imperative that the legislation working committee is convened / reconstituted at an early date to review progress to date and to renew activity in this sector. Progress will be achieved by :

Minimum Output	Lead Agent	Timing
Convene / reconstitute legislative committee to review recommendations concerning draft Act	MoC / BRTA	Apr 2002
Complete draft Act and restart law making process	MoC/ BRTA	Jun 2002
Draft Act enacted by GoB	MoC/ BRTA	Sept 2002
Draft and agree Highway Code	MoC/ BRTA	Jun 2003
Highway Code published	MoC/ BRTA	Sep 2003
Draft and agree subsidiary regulations	MoC/ MoL	Jun 2003
Regulations promulgated by GoB	MoC/ BRTA	Dec 2003

2. Compensation

Post accident compensation procedure need to be streamlined and compensation payments reviewed to minimize hardship to those already in distress. To produce more practicable and equitable practice.

Minimum Output	Lead Agent	Timing
Review and determine fair level of future compensation payments and procedures	MOCOM, BIA, CCI, MOC, BRTA	Dec 2002

3. Strategic Development

Once revised traffic legislation with emphasis on safety is in place, ongoing development is necessary to ensure that new developments and procedures are incorporated in legislation as they become available.

2.5 Traffic Enforcement

Problem

Ensuring free flow of traffic and enforcement of traffic legislation are the primary responsibilities of the traffic police. Separate Traffic Police Division exists only in the metropolitan areas. Besides, the traffic police in Dhaka Metropolitan Area are to perform escort duties for VIPs. Enforcement is at a very low level and tends to be directed at administration offences, which have little direct bearing on road safety.

The proportion of accidents reported to the Police is low, particularly where there are injuries. The number of accidents reported are not recorded properly using the appropriate accident report forms. This means that enforcement activity cannot be focused towards the more hazardous areas, since these cannot be correctly identified.

Road operating conditions are difficult for the Police due to inadequate signing. There is almost total absence of speed enforcement equipment and few police personnel have received any training in the use of such equipment. Legislation does not set levels for alcohol for drivers of motor vehicles or smoke emission of different types of vehicles. However the Traffic Police have been tasked with addressing the problems.

The power to initiate prosecution is set at the level of Traffic Sergeant and above. However, they form a small proportion of the total Traffic Police available. Constables and Head-Constables are not empowered to initiate prosecution. This reduces their function in attempting to control the flow of traffic. Investigation to accidents are performed by Thana Police and the Traffic Police are excluded from this important and relevant activity.

Objective

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

Progress

Considerable progress has been possible in this sector. Reviews of many enforcement aspects have been undertaken and implementation is beginning to occur. Key achievements in this sector are:

- Pilot enforcement campaign conducted in Dhaka by DUTP;
- Traffic management structures reviewed ;
- Accident investigation procedure reviewed ;
- Draft legislation made to include allocation of a proportion of traffic fines to road safety ;
- Laminated , credit card style driving licenses introduced ;
- Display of Fitness , Permit and Tax stickers on windshield of vehicles introduced ; and
- Initial review of equipment and staffing levels of traffic police performed .

Action on Traffic Enforcement

1. Organization and Equipment

The development of the traffic Police will require changes throughout the organization. Senior management posts need to be created along with appropriate tiers of management. District level Traffic Police need to be augmented beyond the token presence currently supported. Accident investigation responsibilities need to be assimilated by the Police which will go some way to offsetting the increase in manpower required to implement this plan. To focus enforcement activity a management information system should be designed, which incorporates the accident data recording currently undertaken. Equipment and staffing levels nationally need to be defined and equipment procured.

Minimum Output	Lead Agent	Timing
1. Review traffic management responsibility.	MoHA / MoC Police/ BRTA	Jun 2002
2. Determine policy to introduce Traffic Warden, private Organisation Traffic Volunteers and school Traffic Scheme.	Police/ BRTA/ LG	Jun 2002
3. Prepare and agree method for transfer of responsibility for accident investigation from Thana police to Traffic police and define necessary re-training.	Police	Sep 2002
4. Source and procure enforcement equipment and vehicles for traffic police.	Police /MoHA	Sep 2002
5. Set up enforcement activity monitoring system.	Police/ BRTA	Sep 2002
6. Enhance/Strengthen enforcement capability of BRTA.	BRTA/MoC	Dec 2002
7. Establish guidelines for recruitment, training equipment and mobilisation of Traffic Warden, Private Organisation Traffic Volunteers and School Traffic Scheme.	RSC/MoC/MoHA/ MOL/Police/ CityCorp/ BRTA	Dec 2002
8. Establish contact point and co-ordination between police and BRTA.	Police / BRTA	Jun 2002
9. Establish connection of Police and magistracy with BRTA computer network	MOHA/ MOC/ Police/ BRTA	Dec 2002

2. Training Development

To complement the activities taking place elsewhere, the training of the traffic police needs to be developed to meet the changing demands placed on the police. This should be coordinated through the appointment of a senior police officer to the post of Head of Traffic Training. Activities in this Section include:

Minimum output	Lead Agent	Timing
1. Full training needs assessment performed and report prepared outlining current and potential training requirement	Police	Jun 2002
2. Range of training manuals produced	Police	Dec 2002
3. New basic traffic training course implemented	Police	Dec 2003
4. Realistic police driver and rider training implemented	Police	Dec 2003
5. Prepare training syllabus for traffic management training of junior officers	Police	Jul 2002
6. Junior and middle management training implemented	Police	Apr 2003
7. Develop courses for training potential traffic instructors together with support	Police	Apr 2003
8. Develop courses for training of potential Traffic Warden, Private Organisation Traffic Volunteers and school Traffic together with support materials	Police/RSC	Dec 2002

3. National Traffic Training School

Existing training facilities for the classroom-based courses are recognised as being wholly inadequate. The National Traffic Training School will assist in focusing activity in training development as well as providing a centre for the delivery of training. This will include:

	Minimum Output	Lead Agent	Timing
1.	Acquire site for Traffic Training school	MoHA/Police	Jun 2002
2.	Finalise building specification and equipment levels	MoHA/Police	Dec 2002
3.	Complete building works	MoHA/Police	Dec 2003
4.	Source and procure training equipment	MoHA/Police	Dec 2003
5.	Transfer management and training staff to new building and begin operation	Police	Jan 2004

4. Highway Patrol

Pilot projects have already been implemented in Dhaka. Enforcement activity is virtually non-existent outside the metropolitan area and needs to be developed. The development of a National Highway Patrol will be achieved by:

	Minimum Output	Lead Agent	Timing
1.	Select pilot project for Districts or Roads	Police	Jun 2002
2.	Procure vehicles and equipment for pilot	Police	Sep 2002
3.	Identify and train personnel for pilot project	Police	Dec 2002
4.	Deliver publicity campaign announcing launch of Highway patrol	Police/RSC	Jan 2003
5.	Begin operation on pilot roads	Police	Mar 2003
6.	Evaluate pilot operation & prepare plan for National Highway patrol	Police/RSC	Jun 2003
7.	Recruit National Highway Patrol staff	Police	Sep 2003 & onwards.
8.	Procure vehicles and equipment for National implementation	Police	Beyond Sep 2003
9.	Train Highway Patrol staff	Police	Beyond Sep 2003
10.	Implement National Highway patrol plan	Police	Beyond Dec 2003

5. Roadside Activities and Parking Control

The lack of adequate control over unauthorized roadside activities and parking contributes to the hazards faced by both pedestrians and drivers in their passage around the country. The following actions are necessary to minimize the misuse of road space by stationary vehicles, temporary structures and other unauthorized activities:

Minimum Output	Lead Agent	Timing
1. Introduce Traffic Warden, Private Organisation Traffic Volunteers and School Traffic	MoC/MoH/ MoL/ Police/Citycorpnr/RSC	Mar 2003
2. Select pilot roads / area.	Police/Citycorpnr/RSC	Mar 2003
3. Enforce programme of roadside parking control and other activities.	Police/City corpnr/RSC	Jun 2003
4. Enforcement of motorized and non-motorized vehicle safety and operational requirements including use of lights and reflectors NMTs	Police/ BRTA/ City Corpnr.	Jun 2003
5. Measures to prevent faking of driving licence and use of fake driving licence	Police/ BRTA.	Dec 2003

5. Strategic Development

The traffic police must have sufficient authority to act for enforcement of safety laws. They must be accountable for their actions during this activity. This should be achieved by :

Minimum Output	Lead Agent	Timing
1. Draft strategy for empowering more police officers and officers from other organizations.	Police/RHD/BRTA/ City Corpnr.	Jun 2002
2. Develop proposals.	Police/RHD/BRTA/ City Corpnr.	Jun 2002
3. Enactment of legislation.	Police/RHD/BRTA/City Corpnr.	Mar 2003
4. Draft strategy for establishing separate Highway Police Force	Police	Jun 2003

2.6 Driver Training And Testing

Problem

The behavior of drivers particularly of commercial vehicles is generally considered to be chaotic and they do not display a high level of consideration for others. In majority of accident cases commercial vehicles are involved. For achieving a long term reduction in accident statistics effective driver training and testing is important. To ensure that road user behavior becomes safer, improvements in the training and testing of drivers are required.

Management of road transport in Bangladesh, including driver training and testing, is the responsibility of the Bangladesh Road Transport Authority (BRTA). There are various difficulties to be overcome in order to improve the standard of drivers. Within BRTA, there are some management issues that need to be considered as well as technical aspects, such as improving the methods of testing and licensing of drivers. Major changes are also needed to the learner driver licensing laws, monitoring training standards and to the way that information about safe driving is disseminated to the public.

Fake licenses are still a problem. Because of poor education level, most of the professional drivers cannot qualify written test, so they go for fake driving licenses. The introduction of new laminated photo licences in 1999, with new higher security features such as a hologram, should improve the situation. Improved detection of false driving licenses is required to discourage forgery attempts.

The written driving test introduced a few years back excluded a large percentage of potential drivers from the legal testing process because of their illiteracy. This in turn led to a large increase in the number of fake driving licenses in circulation. Consequently, a significant number of drivers have never been tested on their competence to drive any type of vehicle. By using rigorous method, knowledge can also be tested orally.

Impact of driver training on the competence of a candidate for driving license has been minimal and, while this may be only practical given enforcement problems, if training is to go uncontrolled, the driving test must then be capable of adequately screening out unqualified drivers.

Objective

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

Progress

Save and except circulating a syllabus for basic driving course little progress has been made in the field of driver testing and training. Consideration is being given to the introduction of an oral theory test to ensure that those with low literacy skills are not discriminated against. The newly introduced plastic licence have met with some opposition from the transport sector and this has impeded wide spread implementation. However, they are essential to reduce the number of fake licenses.

Action on Driver Training and Testing

1. Organisation and Procedures

Some changes within BRTA are required to ensure that further improvements in driver training and testing are possible. The transport owners and operators must be encouraged to support the new licenses, and ways sought to overcome their objections.

Minimum output	Lead Agent	Timing
1. Review driver training and testing system	BRTA / RSC	Ongoing
2. Approve recommendation made on driver training and testing system	BRTA	Dec 2002
Review BRTA organisation based on capability to conduct minimum testing programme and agree changes required	BRTA	Jun 2002
4. Prepare plan for reorganisation and submit for budgeting	BRTA	Sep 2002
5. Implement changes in BRTA organisation	BRTA	Dec 2002 onwards
6. Convert all replacement professional licences to the plastic type	BRTA/ transport owners/ operators	Dec 2002 onwards
7. Review and improve regulations governing professional driver hours	BRTA/ transport owners/ operators	Dec 2002
8. Produce annual reports on driver testing for the GoB and public	BRTA	Dec 2002
9. Publish genuine driving licence holder's list in the official gazette	BRTA	Dec 2002

2. Driving Training

Tuition with a recognised and licensed driving instructor, as well as preparing the novice drivers to take the driving test, can include coverage of defensive driving and the effects of drugs or fatigue. Improvement of driving instructors is required to improve the quality of tuition and ensure a better driving standard.

Minimum output	Lead Agent	Timing
1. Agree driving procedures and standards for Bangladesh and produce user friendly driving manual	BRTA	Dec 2002
2. Set procedures and ensure registration of school of motoring	BRTA	Dec 2002
3. Set standards for driving instructor competency and gain support from the industry	BRTA / driving instructors	Sep 2002
4. Improve procedures for licensing driving instructors	BRTA	Dec 2002
5. Establish a register of driving instructors	BRTA	Dec 2002
6. Promote improved private sector selector and incentive schemes for professional drivers	BRTA/ transport owners/ operators	Dec 2003
7. Actively promote and support driver improvement schemes aimed at reducing road accidents	BRTA/ transport owners/ Operators/NGOs	Jul 2002 Onward
8. Review rickshaw pullers training and testing system	DCC	Jun 2002
9. Conduct minimum training under crash programme for rickshaw pullers	DCC	Ongoing

3. Driver Testing

The driver testing procedures need to be tightened to ensure that drivers are required to undertake a test of their ability to drive prior to being allowed to drive. The theory and practical tests both need to be improved to ensure that they are a real test of competence to drive and safety.

Minimum output	Lead Agent	Timing
1. Train inspectors in oral test and implement.	BRTA	Dec 2002
2. Develop oral multiple choice test based on manual	BRTA	Dec 2002
3. Develop practical test for all classes of driving licensee	BRTA	Sept 2002
4. Develop sustainable training programme for driver testing	BRTA	Sep 2002
5. Develop test for driving instructors	BRTA	Dec 2002
6. Train inspectors in instructor testing and implement test	BRTA	Beyond Dec 2002

4. STRATEGIC DEVELOPMENT

In the long term, BRTA needs to examine the practicalities of establishing a Training Institute for Drivers, Instructors and Driving examiners also to redesign driver training and testing procedures.

Minimum output	Lead Agent	Timing
1. Feasibility study for establishment of a raining Institute for Drivers, Instructors and Examiners.	BRTA/NGO	Dec 2002
2. Strategy for future driver training and testing devised	BRTA	On going

2.7 Vehicle Safety

Problem

Substandard, often overloaded, vehicles use good quality roads that facilitate higher speeds. Vehicle condition is widely accepted in Bangladesh to contribute to the number and severity of road accidents. The current system is overloaded and requires considerable investment to ensure that unroadworthy vehicles, especially those carry passengers, are not used. The rules and standards governing vehicle inspections are outdated (revised in 1984 but with few significant changes) and require a complete review.

Enforcement of transport legislation continues to be a problem and requires a two pronged approach to rectify, with both the police and the BRTA playing a regular and active part. While annual vehicle fitness inspections may be criticised for only ensuring vehicles are in fit condition for one day each year, in theory, on the spot roadside checks have the potential to maintain the concern for vehicle fitness year round. In practice, roadside checks are not being used to their full potential.

Despite inspection forms and manuals having been produced under a recent aided project, little priority has gone into their use. While inspection monitoring procedures are thorough, no use is made of the data nor concern shown over the unrealistically high pass rate. Vehicle inspection is treated perfunctorily and the minimal inspection procedures reflect this attitude.

It is clear that the demand for BRTA's services, in terms of Vehicle Inspection, varies considerably throughout Bangladesh, with highest volumes for both being at Dhaka and Chittagong. The opening of the Vehicle Inspection Centers in these cities should be used as an opportunity to review their management structures in order to make them as effective and efficient as possible.

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.

Progress

This sector has made little significant progress and is unlikely to do so without substantial support. Five computerised vehicle inspection stations have been built and equipped with the assistance of loan from the ADB and these are awaiting commissioning.

Action on Vehicle Safety

1. Organisation

In order to Plan, manage and coordinate vehicle inspections at national and local levels the Government of Bangladesh requires a capable and effective BRTA. BRTA is responsible for raising the standards of vehicles on the roads of Bangladesh. In order to achieve this, here are some organisational and administrative changes needed.

Minimum Output	Lead Agent	Timing
1. Review BRTA organisation in terms of vehicle inspections and agree changes required	BRTA	Ongoing
2. Prepare plan for reorganisation and submit for budgeting	BRTA	Ongoing
3. Implement changes in BRTA	BRTA	Dec 2002 onwards
4. Appoint senior staff for new posts (if agreed)	BRTA	Dec 2002
5. Develop and implement training programme for BRTA staff	BRTA	Dec 2002
6. Produce monthly reports on vehicle testing for the GoB	BRTA	Jul 2002 onwards
7. Produce annual reports on vehicle testing for the GoB and public	BRTA	Dec 2002 onwards

2. Vehicle Inspections

Roadworthiness inspections are necessary to ensure that vehicle owners comply with legislation, especially in terms of safety. Vehicles must be maintained to a minimum standard and be inspected regularly (usually annually). It is also important to ensure that vehicle imported in Bangladesh comply with the relevant safety standards. Whereas the BRTA is primarily responsible at present for undertaking the annual vehicle inspections, the police also have an important role in undertaking roadside checks along with BRTA and large-scale improvements will only be made when the police are able to provide additional support in enforcing vehicle safety.

	Minimum Output	Lead Agent	Timing
2.1 Annual vehicle Inspections			
1	Review vehicle inspection and test procedures and agree changes	BRTA	Jun 2002
2	Define failure modes and standards for the inspection of all classes of vehicles	BRTA	Dec 2002
3	Prepare procedures for the inspections of all classes of vehicles , at all levels of test station	BRTA	Sep 2002
4	Obtain sets of basic test equipment for all field offices	BRTA	Jun 2003
5	Arrange and implement training for all vehicle inspectors	BRTA	Jun 2002
6	Make the five , recently installed, inspections stations operational	BRTA	ongoing
7	Determine policy for privatising inspection of small size private vehicles / privatisation of vehicle Inspection centres	BRTA	Dec 2002
2.2 Roadside Inspections			
1	Determine policy and acquire basic facilities required for road side inspection	BRTA/ Police	Dec 2002
2	Train staff including police officers in roadside inspections	BRTA/ Police	Jun 2003
3	Effective road side inspection targeting safety and environment	BRTA/ Police	Jul 2003

2. Vehicle Registration

Improvements are urgently required to the computerised database system. The improvements bellows are also relevant to the driver training and testing sector.

Minimum Output	Lead Agent	Timing
Transfer the vehicle registration database across to the Vehicle Inspection database and prove the file transfer system.	BRTA	Dec 2002
Transfer all existing vehicle registration data to the new database.	BRTA	Jun 2003
Provide access to Police HQ/ Range HQ to computer network		

4. Environmental impact of vehicles

As well as improving safety, improved vehicle inspections can be instrumental in improving air quality and reducing pollution by improving emissions testing. This is important in Bangladesh as a whole and especially in Dhaka where the bad air quality is having a detrimental effect on health.

Minimum Output	Lead Agent	Timing
1. Implement vehicle emission standards for routine and roadside testing	BRTA	Jul 2002
2. Adopt international (US/ECE) emission standards for new vehicles	BRTA	Dec 2002
3. Investigate the emissions from 2 stroke vehicles using new equipment at BRTA	BRTA	Jul 2002
4. Recommend strategy towards 2 stroke vehicles	BRTA	Dec 2002
5. phase out 2 stroke engine 3 wheel vehicles from major cities	MoC/BRTA	Dec 2003
6. Liase with representatives of local, national and international agencies to encourage commitment to road transport improvements	BRTA	On going
7. Review effectiveness of transport management improvements through research and refine environmental improvement programmes accordingly	BRTA	On going

5. STRATEGIC DEVELOPMENT

Continue to improve vehicle design and testing standards and facilities as technology advances.

Feasibility study and setting up Road accident and Road Transport Research Centre	BRTA/ BUET	Dec 2003
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2.8 Education and Publicity

Problem

To develop safe road user behavior, children need to be taught skills rather than focusing simply on rules, regulations and knowledge of traffic signs. To be effective, road safety education requires a clear structure within a recognised curriculum with a planned, sustained and coherent programme of learning, based on sound educational principles. This is still not the case in Bangladesh.

In terms of road safety publicity for the general public, there is little activity. There is need to develop a long term data-led publicity strategy with adequate funding and sponsorship.

Road safety education is a long-term intervention, aimed at developing positive attitudes in children such that they become safer road users in the future. Publicity is an indispensable part of any nation's road safety strategy. It is most effective when used in combination with engineering and enforcement initiatives.

Objective

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

Progress

Since the publication of the national road safety strategic Action Plan (1997- 1999), there has been a great deal of activity in this sector. Some of this is the result of donor agencies inclusion of education and publicity in road schemes and additional initiatives have been developed and implemented by local organizations. In addition, the Global Road Safety Partnership (GRSP) has begun implementation of a Community Road Safety Improvement Project as one of its focus projects. Recent activities include:

- BRAC introduced a major road safety non formal primary education and training program.
- CAMPE devoted one issue of their newsletter entirely to road safety education;
- The Directorate of Non Formal Education (DNFE) have included a chapter in their text book for slum children and the Hard to Reach Programme;
- LGED in Tangail have developed a road safety book for children, produced by CAMPE;
- CAMPE have developed their own action plan for road safety for their member NGOs;
- 'Bangladesh Betar' (Radio) have offered free air time to BRTA;
- A major road safety campaign, targeting pedestrians, has been developed by the RSC.
- The first ever Road Safety Week observed by BRTA.

Action on Education and Publicity

1. Formal Education

Further and sustained activity in this area is required. There is still a need to develop supplementary road safety in line with the National curriculum. This requires development and production of teaching materials and trained teachers. The amount of road safety in the curriculum does not have to, and in reality, can not increase. However, the existing road safety lesson needs to be further reviewed to ensure that it is appropriate to the age group and that it focuses on road crossing skills. Once supplementary teaching materials have been developed and approved by the National Curriculum Training Board, a programme of in-service and initial teacher training organised by the Ministry of Education can be adapted.

Minimum Output	Lead Agent	Timing
1. Include appropriate road safety education in primary curriculum supplementary materials.	MoE/ RSC	Ongoing
2. Include appropriate road safety education in secondary curriculum supplementary materials.	DSE/NCTB/ RSC	Ongoing
3. In service teacher training programme	MoE	2002 onwards
3. Designate one or two Road Safety Teacher in each school	MoE	2002 onwards
5. Develop Teacher's guide	MoE	2002 onwards
6. Initial teacher training in PTIs	MoE/RSC/PTIs	2002 onwards

2. Non-Formal Education

In addition hard- to-reach and children dropping out of the formal education system must be targeted through non-formal education, NGOs and other organizations. The Directorate of Non- Formal education (DNFE) has already included a chapter on road safety in their text book for slum children and Hard to Reach programme. This needs to be reviewed, and other opportunities for inclusion identified. As with the formal education sector, the best approach may be to develop supplementary materials.

Minimum Output	Lead Agent	Timing
1. Road Safety included in non-formal education curricula	DNFE/ NGOs/RSC	Jul 2002
2. NGO training programme for teachers	DNFE/ NGOs/RSC	Dec 2002

3. Materials

It may be possible to adapt teaching materials in the short term from other countries (bearing in mind the cultural differences). In the longer term, it will be necessary to develop and produce new materials, based on needs. This will generally be where there is a gap in provision that is not covered by other organizations or projects.

Minimum Output	Lead Agent	Timing
1. Design and develop training materials	MoE	Dec 2002
2. RSC Worksheet finalised / distributed	RSC/DEOs/ NGOs	Dec 2002
3. Additional materials developed	RSC/NCTB/ NGOs	Dec 2003

Community Programmes

The benefit of including road safety within existing programmes, for example adult literacy, is that it ensures best use of limited resources. There is additional benefit as it gives an opportunity to disseminate safety messages to parents, a group that is often difficult to access. Theatre has been used successfully in many countries to promote road safety. Bangladesh has a tradition of drama and puppetry and this can be used as a medium for getting road safety messages to appropriate groups. This approach is particularly useful to target community groups (specially where literacy rates are low). Talks to interested groups such as the lions or the Rotary Club can be useful in order to raise awareness of road safety issues and to encourage them to undertake their own programme of activities.

Minimum Output	Lead Agent	Timing
1. Investigate community involvement opportunity	NGOs/ RSC	Dec 2002
2. Include road safety in publicity on adult literacy programmes	DNFE/ NGOS	Dec 2002
3. Design and develop materials	MoE /RSC/NGOs	JUN 2003
4. Community Road Safety Improvement Project	DRSC/RSC/NGOs	Dec 2002
5. Talks to relevant groups	DRSC/RSC/NGOs	Ongoing

4. Publicity

Advice also needs to be given to the general public via targeted publicity campaigns. General awareness raising of both organisations that can affect road safety and of the general public are important to generate an understanding of the problems and to develop a climate of change. Articles in the media can cover accident and casualty data, RSC activities and particular issues of concern. Depending on availability of funding at least one new National campaign should be organised annually and should be based on data. Initially emphasis should be placed on pedestrians and drivers. Once a master copy is available, reproduction of campaign materials can be achieved at relatively low cost. As well as National publicity campaign, there is a need to develop campaigns, based on local accident and casualty data and needs.

Minimum Output	Lead Agent	Timing
1. Design mass media program with the help of experts	BRTA/ RSC / Police/ MOI	JUN 2002
2. Design and develop publicity materials with the help of experts	BRTA/ RSC/ Police/ MOI	JUN 2002
3. New National campaigns (1 per year)	BRTA/ RSC /DRSC/MCD	Annual
4. Repeat National campaigns (1 per year)	BRTA/ RSC /DRSC/MCD	Annual
5. Local publicity campaigns	RSC /DRSC/Police/MCD	Annual

6. Training of RSC staff

In order to meet the responsibilities and targets and to become a centre of excellence for road safety education and publicity, Staff based in the RSC will require adequate training. If technical assistance to the RSC is forthcoming from whichever source the foreign consultants should be encouraged to undertake training of local staff. Project activities can be used as demonstration projects. Best practice in education and publicity must be followed to ensure that local staff are aware of the main issues. There are also various options for overseas training, Possibilities exist for attendance at suitable training course combined with placement with a local authority on road safety.

Minimum Output	Lead Agent	Timing
1. Train RSC staff on design of publicity campaign and development of materials	RHDTC/ Expert/RSC	Dec 2002
2. Pilot project on publicity campagn	RSC/ Doner	Jun 2002 onward

2.9 MEDICAL SERVICES

PROBLEM

Lack of first aid and prompt transportation contribute to what medical professionals call the ‘*second accident*’, where injury severity is worsened for lack of proper care and quick transport services. A collection is often required before a driver who will transport the injured. While major hospitals have ambulances, they are primarily used for non – emergency situation and rarely if ever attend a road accident scene. In addition, hospital facilities and rehabilitation services leave much to be desired.

Road accident victims account for the vast majority of beds at the Rehabilitation Institute Hospital for the Disabled (RIHD) in Dhaka. RIHD was estimated treating 13,000 number road traffic accident casualties in 1996 with an in- patient admission rate of 37%. An equivalent number is expected to be treated at the Dhaka Medical College Hospital although police reported figures indicate the nation wide casualty rate at approximately one tenth of those treated at RIHD and DMCH. Despite the readily available proof that road accidents are affecting a great many more then is being reported, the Hospitals have not pooled their data or made much effort to broadcast their findings.

In Bangladesh, where insignificant amount is spent on health care per capita per annum, road accidents have added greatly to the demand for medical services. The need for orthopedic surgeons and orthopedic beds has grown with road accidents and Bangladesh has only half the recommended number of orthopedic beds at present.

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.

PROGRESS

The medical sector had been more actively involved in road safety several years back with a WHO funded programme that trained casualty doctors in road traffic accident victim management care as well as bus conductors and assistants in first aid care. While individual doctors have occasionally publishes research on road accident casualties or typical injuries, i.e. sideswipe injuries, little organized effort has occurred on the part of the medical sector.

This is beginning to change with the RIHD Director in the Technical Working Group on Treatment and Rehabilitation was very active in developing recommendations for the Strategic Action plan. It is also apparent that the medical professionals are realizing the pivotal role they can assume in the road safety struggle as it is only through the hospitals that a realistic estimate of road accident casualties be conducted and the severity of the road safety crisis acknowledged.

ACTION ON MEDICAL SERVICES

1. FIRST AID

Initial at-scene first aid care can contribute greatly to reducing morbidity and injury severity by ensuring the casualty is kept breathing, bleeding reduced and shock controlled. To improve at-scene first aid care, it is necessary to introduce:

Minimum Output	Lead Agent	Timing
1. First Aid training for police and commercial vehicle drivers/ conductors and refueling station staff	MoH/Police / RSC	Jun 2003
2. RTA casualty training for graduate doctors and para-medics	MoH	Jun 2003
3. First Aid lesson in schools and colleges	MoH/ MoE	Jan 2003

2. TRANSPORTATION OF THE INJURED

The first and most critical hour after injury is called the 'Golden Hour'. At present, the ambulance systems are incapable of providing fast and qualified care to road accident casualties. Transport time needs to be minimised and this involves.

Minimum Output	Lead Agent	Timing
1. Auto rickshaws /tempo and taxi cabs required by License to Transport RTA Casualties;	Police/ BRTA	Jan 2003
2. Traffic police vehicles equipped with first aid supplies	Police	Jun 2003
3. Golden hour publicity campaign initiated	BRTA/ RSC	Jun 2003
4. NGO provided Ambulance Services.	NGOs	Dec 2003
5. Roadside Fuel Stations to have First Aid and Tele-communication facilities.	MOH/ RHD/ T&T/RSC/BPC	Jun 2003

3. HOSPITAL DATA

The official police reported statistics underestimate the true toll of road accidents. Hospital surveys of the number of RTA casualties indicate a much higher human toll to be occurring. To document the true loss due to road accidents and the resulting medical burden:

Minimum Output	Lead Agent	Timing
1. Hospitals regularly maintain RTA casualty records	MoH	On going
2. System developed to cross check RTA casualty figures from police sources and hospital sources.	MoH/ Police/ RSC	On going
3. RTA casualty figures published annually	RSC	Dec 2002
4. Hospital Reported Figures to be used in Publicity Campaigns.	MoH/ RSC	Jun 2003

4. TRAUMA CENTRES

Centers of **trauma** treatment excellence have been proposed in the light of growing number of injuries, especially road accidents. In the short term, existing resources must be strengthened with training while the long term strategy recommends:

Minimum Output	Lead Agent	Timing
1. Establishment of primary trauma centre at every 70 km along major highways	MoH/RSC	2002 on wards
2. Establishment of secondary trauma centers in hospitals	MoH	2002 on wards
3. Establishment of central trauma centers in major cities	MoH/ City Corpns	Beyond 2002

5. ROAD SAFETY HEALTH AWARENESS

The medical sector need not be restricted to a post accident curative role as doctors can play a strategic role in highlighting the growing burden of road accidents and thus strengthen accident prevention efforts. The first step in incorporating the medical professionals will be;

Minimum Output	Lead Agent	Timing
1. Hold road safety and medical sector seminar	BRTA/ MoH	Dec 2002
2. Forward recommendations of the seminar	BRTA	Mar 2003
3. Follow up implementation of the recommendations	BRTA/RSC/MoH	As required

SECTION 3

List of Contacts

List of Contacts

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SECTION 4

APPENDICES

APPENDIX A

Composition of the National Road Safety Council

Minister for Communications	Chairperson
Secretary, Cabinet Division	Member
Principal Secretary, Prime Minister's Office	Member
Secretary, Roads & Railways Division, Ministry of Communications	Member
Secretary, Ministry of Home Affairs	Member
Secretary, Ministry of Local Government Division	Member
Secretary, Ministry of Forest & Environment	Member
Secretary, Ministry Information	Member
Inspector General of Police, Bangladesh	Member
Executive Director, DUTP	Member
Chief Engineer, Roads and Highways Department	Member
Chief Executive Officer, Dhaka City Corporation, Dhaka	Member
Director General, Department of Environment	Member
Prof. Dr. M.Anwar Hossain, Vice chancellor	Member
Islamic University Technology Board Bazar,Gazipur	Member
Janab A N M Saleh, Assistant Professor Department of Psychology University of Rajshahi	Member
Dr. M R Khan, Nation Professor, Visiting Professor, ICDDR,B,Dhaka	Member
Janab M A Rakib, Professor (Retired), MAG Osmani Medical College, Sylhet	Member
Janab Ehtasham Chowdhury, Advisor PIAG,AdamJee Court (5 th floor), 115-120 Motijheel C/A,Dhaka	Member
President, Bangladesh Sarak Paribahan Samity	Member
A Representative of Bangladesh Sarak Paribahan Sramik Federation (Nominated by Government)	Member
Secretary General, Bangladesh Environmental Lawyer's Association (BELA)	Member
Chairman, Bangladesh Road Transport Authority	Member-Secretary

APPENDIX – B

Composition of District Road Safety Committee:

Deputy Commissioner	Chairperson
All members of the Regional Transport Committee (RTC)	Member
District Mass Communication Officer	Member
District Civil Surgeon	Member
Executive Engineer, Roads and Highways Department (RHD)	Member
Executive Engineer, Local Government Engineering Department (LGED)	Member
Representative from District Chamber of Commerce	Member
One representatives from each local school, college, university and polytechnic institute and totaling not more than four. (Selected by the District Commissioner)	Member
Local officer of Bangladesh Road Transport Authority (BRTA): Nominated by Chairman.	Member- Secretary

APPENDIX - C

Composition of Metropolitan Road Safety Committee:

Police Commissioner	Chairperson
All members of the Regional Transport Committee (RTC)	Member
Metropolitan Mass Communication Officer	Member
Metropolitan Civil Surgeon	Member
Executive Engineer, Roads and Highways Department (RHD)	Member
Executive Engineer, Local Government Engineering Department (LGED)	Member
Representative from Metropolitan Chamber of Commerce	Member
One representatives from each local school, college, university and polytechnic institute and totaling not more than four. (Selected by the Metropolitan Commissioner)	Member
Local officer of Bangladesh Road Transport Authority (BRTA): Nominated by Chairman.	Member- Secretary