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# ROAD ACCIDENTS IN BANGLADESH

# 

# 1. INTRODUCTION:

Bangladesh[[1]](#footnote-1) has a very high road accident[[2]](#footnote-2) fatality rate with official figures indicating more than 60 deaths per 10,000 motor vehicles. Everyday around eight per sons die in road accidents. The actual rate of fatality is likely to be even higher. The problems related to the ac cident reporting system and the data derived from it, as reported by Quium1, have not been resolved and official statistics are prone to under reporting. The number of ac cidents has increased by 43% between 1982 and 2000, while the number of fatalities has increased by around 400% within the same period2. This indicates that not only the occurrence of accidents is on the rise, the severity of accidents is also increasing. As the population[[3]](#footnote-3), total road length and modal share of road transport continue to grow in the country, the number of casualties from road accidents is expected to maintain its rising trend.

*Fig. 1 Modal share of accidents in 2003*

Figure Modal share of accidents in 2003

Figure Foure vicale accident in tearn

## 2.ACCIDENT STATISTICS:

The trend of accidents in Bangladesh in the six years from 1998 to 2003 is shown in Table 1. The table also contains data from 1992 as a reference to understand the trend in a time span of ten years. The numbers of ac cidents and persons injured in 1992 are inexplicably higher than in the preceding and following years (not shown in the table) while such figures have been quite common in the recent years.



Fig. 3 Traffic collision Cartoon Comics, Accident, car Accident, child png

Figure Fig. 3 Traffic collision Cartoon Comics, Accident, car Accident, child png

Figure Fig. 2 Traffic collision Cartoon Comics, Accident, car Accident, child png

Fig. 2 Accident, car Accident, child png

Figure Accident, car Accident, child png

Figure Fig. 2 Distribution of type of accidents in Bangladesh in 2003

Table 2 lists two common fatality indices for the different years. Most motorized vehicles in Bangladesh are concentrated in Dhaka City. Consequently, almost a fifth of road accidents in Bangladesh take place in Dhaka. Table 3 provides the ac cident statistics for Dhaka City. 1992 data are from

|  |  |  |  |
| --- | --- | --- | --- |
| Year Number of Accidents Number of Casualties | | | |
|  |  | Killed | Injured |
| 1992 | 4,012 | 2,317 | 4,509 |
| 1998 | 3,533 | 2,358 | 3,297 |
| 1999 | 3,948 | 2,893 | 3,469 |
| 2000 | 3,970 | 3,058 | 3,485 |
| 2001 | 2,925 | 2,388 | 2,565 |
| 2002 | 3,941 | 3,053 | 3,285 |
| 2003 | 4,114 | 3,334 | 3,740 |

Table 1 Road accident rates in Bangladesh

Quium1. All other data have been collected from the Ac- cident Research Centre, Bangladesh University of Engi- neering and Technology.

Figure 1 depicts the modal share of accidents in the country and in Dhaka City reported in 2003. In Dhaka City, 15 to 20% of accidents involve minibuses, cars or buses. In Bangladesh as a whole, buses and trucks are each involved in more than 20% of accidents. Since car ownership is insignificant outside Dhaka City, cars do not figure prominently in the national statistics. Fig- ure 2 shows the distribution of types of accidents in Bangladesh, and Figure 3 shows the distribution of ac- cident types in Dhaka City. In Bangladesh 43% of acci- dents involve pedestrians, while in Dhaka City they figure in almost half the accidents. Vehicular rear end and head- on collisions constitute 15% and 14% of nationwide ac- cidents respectively. The head-on collisions mostly take place on highways which do not have dividers between opposite lanes. Head-on collisions account for just 4% of accidents in Dhaka City where almost a quarter of all ac- cidents are rear end collisions.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Year | Total Accidents | Fatal Accidents | Injuries | Total Deaths | Total Injured |
| 2019 | 15,000 | 5,000 | 7,000 | 6,500 | 10,000 |
| 2020 | 14,500 | 4,800 | 6,800 | 6,000 | 9,500 |
| 2021 | 16,200 | 5,200 | 8,200 | 6,800 | 11,000 |
| 2022 | 17,000 | 5,500 | 8,500 | 7,200 | 11,500 |
| 2023 | 18,000 | 6,000 | 9,000 | 7,500 | 12,000 |
| 2024 | 17,500 | 5,800 | 8,700 | 7,200 | 11,800 |

Table Road accident rates in Bangladesh

The data in this table is hypothetical and for illustrative purposes. For accurate and up-to-date statistics on road accidents in Dhaka City, official government or traffic department reports should be consulted.

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| Year | Total Accidents | Fatal Accidents | Injuries | Total Deaths | Total Injured |
| 2019 | 6,000 | 2,000 | 3,000 | 2,400 | 4,500 |
| 2020 | 5,800 | 1,900 | 2,800 | 2,200 | 4,200 |
| 2021 | 6,500 | 2,100 | 3,200 | 2,500 | 4,800 |
| 2022 | 6,800 | 2,200 | 3,400 | 2,700 | 5,000 |
| 2023 | 7,200 | 2,300 | 3,600 | 2,900 | 5,200 |

Table 3 Road accident rates in Dhaka City

### 3. ROAD SAFETY INITIATIVE:

In view of the alarming safety record on the roads of Bangladesh, the National Road Safety Council (NRSC) was established in 1995. The NRSC Secretariat was cre ated within the Bangladesh Road Transport Authority (BRTA) in 1997, which was subsequently converted to the Road Safety Cell (RSC) in 2001. A two-year Road Safety Strategic Plan was formulated in 1997. A subse quent National Road Safety Strategic Action Plan 2002 2004 has been organized into nine sectors: planning, data system, engineering, legislation, enforcement, driver training and testing, vehicle safety, awareness and medi cal services. The Plan is very comprehensive in scope but the progress report produced at the end of the plan pe riod (December 2004) shows that very little has been achieved in many of the nine sectors3. The Accident Research Centre (ARC) was estab lished in the Bangladesh University of Engineering and Technology in 2002 with the aim to conduct studies and research on accidents and their remedies. ARC also pro vides training to professionals.

Equation 1 Distribution of type of accidents in Dhaka City in 2003

In other developments, the Roads and Highways Department, responsible for construction and maintenance of national highways, has adopted a Road Safety Audit Policy and road safety improvement projects, and has cre ated an in-house Road Safety Design Unit. Road Safety Committees have been formed at different administrative levels of the country.

**Key Points: The Benefits of Regular Exercise**

* **Physical Health Benefits**
  + **Frequent Accidents**: Road accidents occur daily, causing significant loss of life
  + **Major Causes**: Reckless driving, speeding, overtaking, and poor (A.S.M.A., 2019).
  + The Roads and Highways Department function.
  + Road accident in Bagladesh
* **Mental Health Benefits**
  + Reduces stress, anxiety, and depression by releasing endorphins.
  + Improves sleep quality and boosts overall mood.
  + different administrative levels of the country enhances self (Louis Burger Group-BCL. Strategic Transport Plan. Dhaka Transport, 2005)

Equation 2 Distribution of type of accidents in Dhaka City in 2019-2024

accidents in either a map grid coordinate system (for ur ban areas) or as the distance of accident location mea sured along the highway from a specific reference point on the road. The implementation of the data system, how ever, has been far from satisfactory and several areas that require improvement, including further training of per sonnel, upgrading of software and stricter monitoring, have been identified4

Equation 3 Chart of road accident

#### 5. CONCLUSION:

The high rate of fatal accidents in Bangladesh is cause for alarm and unacceptable. The creation of NRSC and adoption of Road Safety Strategic Action Plans are welcome moves towards improving road safety. How ever, not many tangible results have been achieved so far. It is imperative to review the measures adopted to iden tify the problems of implementation and improve or modify them so that they can be more effective

* All Shape use in New drawing canvas box of **Traffic Management at a Four-Way Intersection My hand made all of this with icon and picture.**

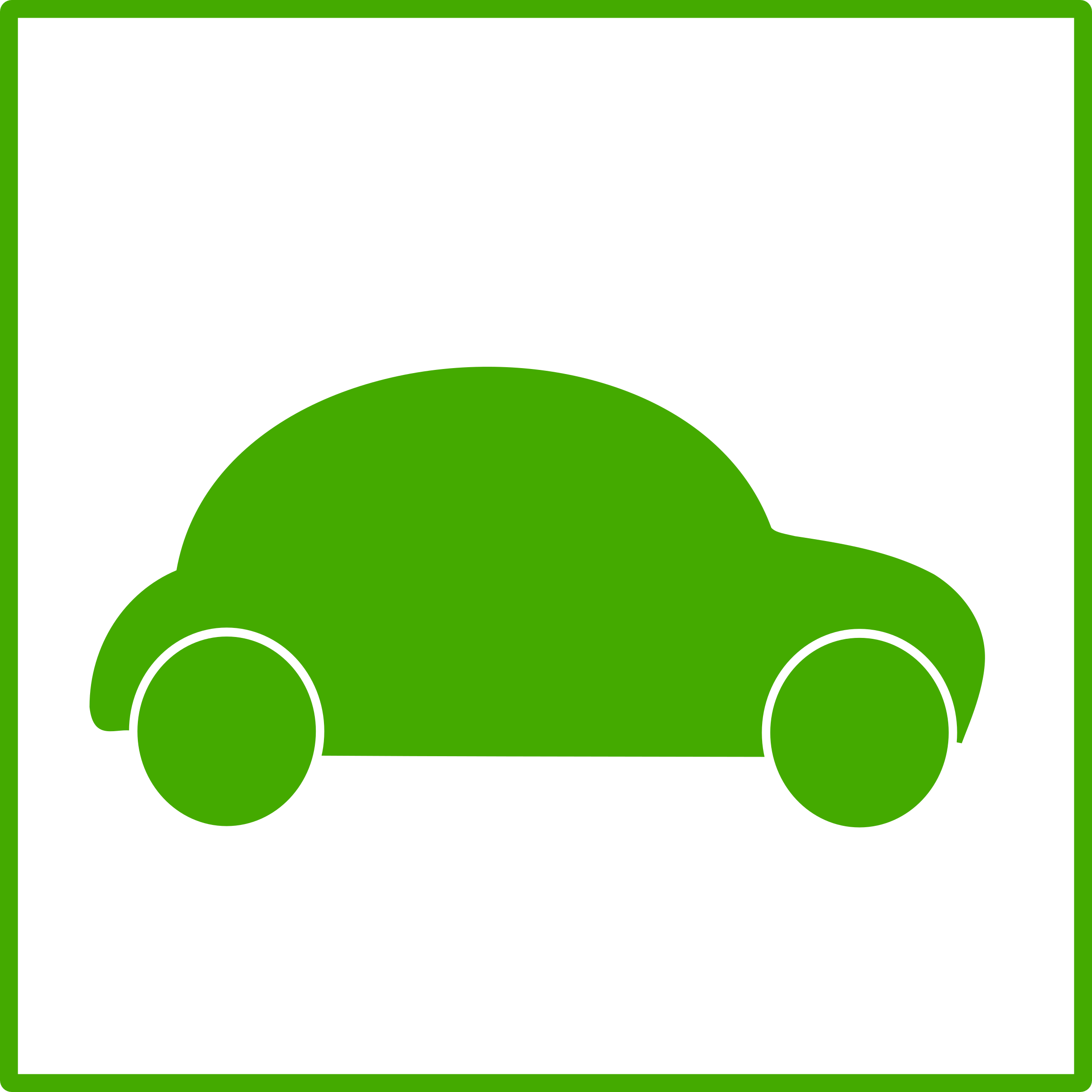
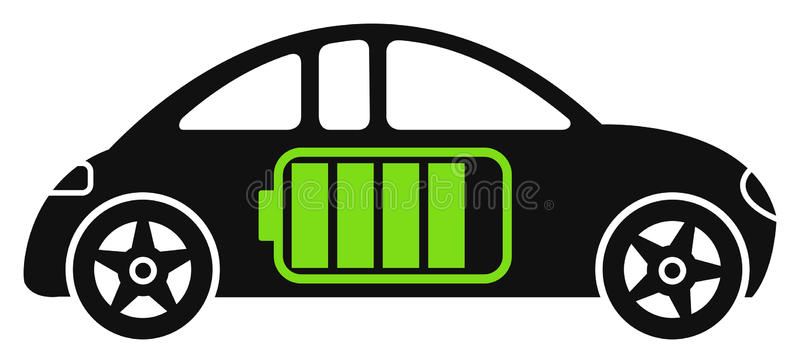
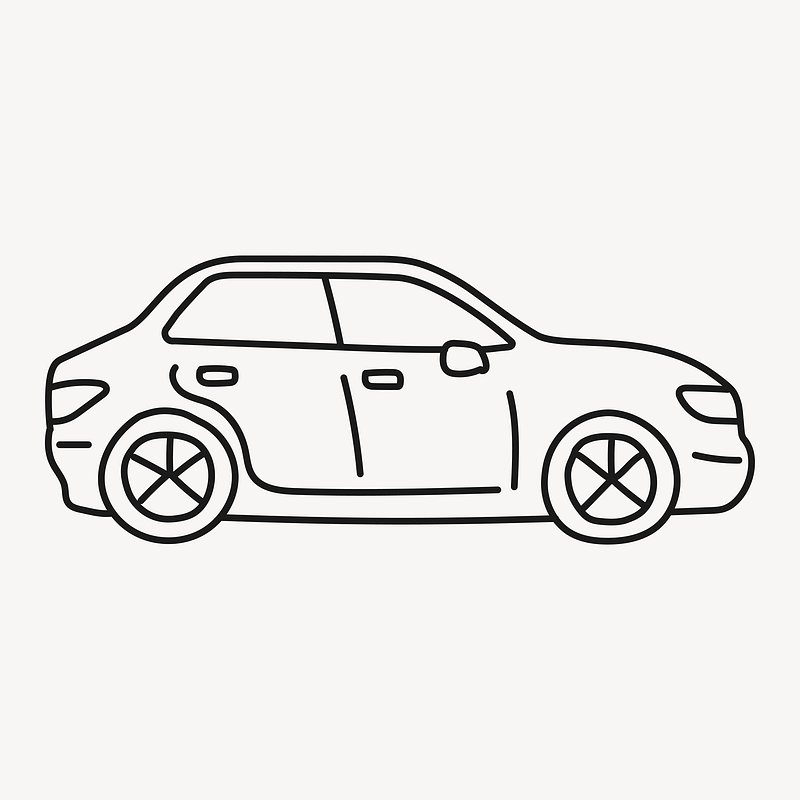
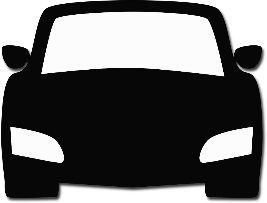


Figure 7 Traffic Management at a Four-Way Intersection

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1. https://en.wikipedia.org/wiki/Bangladesh [↑](#footnote-ref-1)
2. https://www.thedailystar.net/ [↑](#footnote-ref-2)
3. https://www.worldometers.info/world-population/bangladesh-population/ [↑](#footnote-ref-3)