

A Critical Review of Road Safety Laws in Bangladesh



Daffodil
International
University

LL.M THESIS

A RESEARCH MONOGRAPH

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To

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Subject: Prayer for Submission of Dissertation.

Dear Sir,

With great respect, I would like to draw your attention to the fact that I am a 1year LL.M student with Batch 241 and ID number 241-38-010. As part of completing the one year LL.M, degree, I am presenting the Research Monograph. I am requesting your kind pardon for a few slip ups and mistakes that I was not entirely responsible for.

Sincerely Yours,



Akhi Akter

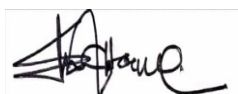
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Letter Approval

This is to attest that the work has been completed. Akhi Akter, ID: 241-38-010, Department of Law, Daffodil International University, completed a real world project titled “A Critical Review of Road Safety Laws in Bangladesh: Legal Framework” under my guidance as partial fulfillment for the research work for a thesis.

Sincerely



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Declaration

I thus formally declare that the material contained in the term paper ““A Critical Review of Road Safety Laws in Bangladesh: Legal Framework” was created by me and was not most recently submitted to another college, school or organization for a credential or professional degree. I have therefore made sure that the work shown here does not violate any active copyright.

I further pledge to compensate the University for any catastrophe or trouble arising from the entry of the previous obligations.

I would like to express my deep gratitude to Assistant Professor S.M Saiful Haque, my supervisor, for their patient guidance and enthusiasm.



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Certification

This is to confirm that the exam paper is based on work that was completed under my supervision and delivered by the author at the Daffodil International University Law department in Dhaka, Bangladesh.

The material presented here is acknowledged to be original and appropriate for the unfinished LL.M degree (1 Year)

Sincerely



S.M Saiful Haque

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Dedication

I dedicate this the thesis to my parents, who have always been a source of unwavering support and encouragement throughout my academic journey. Their sacrifices guidance and love have been instrumental in shaping me into the person I am today. I am forever grateful for their constant belief in me, even during my lowest moments.

I would also like to dedicate this thesis to my professors and mentors S.M Saiful Haque , who have challenged me to grow intellectually and have imparted individual knowledge and skills that have prepared me for the challenges of the future. Their dedication and passion for their work have been a constant source of inspiration and I am privileged to have had the opportunity to learn from them.

Finally, I would like to dedicate this thesis to my friends and loved ones, who have been a constant source of love, encouragement and support.

This thesis is dedicated to all of you, with heartfelt gratitude and love.

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Abstract

In Bangladesh, road traffic accidents continue to be one of the most serious public safety issues, taking an estimated 20000 to 25000 lives each year and causing enormous social and financial hardships. This thesis critically analyses Bangladesh's road safety laws, paying special attention to the Road Transport Act of 2018 and Road Transport Regulations of 2022. The report examines the legislation strengths, limitations and scope. It also finds implementation gaps and places Bangladesh's strategy in relation to global best practices.

The research sheds light on systemic flaws that impede efficient enforcement by combining doctrinal legal analysis, policy document assessment, secondary statistics reporting and primary field work data. The main conclusion include fragmented laws, inadequated institutional coordination between law enforcement, DTCA and BRTA a lack of post-crash response systems and the political clout of transport unions elements like corruption, ignorance and public acceptance of risky activities.

Trough the incorporation of user-centric perspective's on law enforcement and the filing of gaps in comparative analyses, the thesis adds to the body of literature.

Additionally, It makes a connection between road and safety and sustainable Development Goals , namely SDG (Good Health and well Being)

Lastly, a list of policy and legal reform recommendations is provided by the research. These include strengthening the Road Transport Act through specific amendments, improving enforcement through technology and training, creating safer infrustracture and encouraging cooperation between the public, private and civil society sectors. Bangladesh's Road Safety crisis will continue to be a barrier to attaining sustainable development and a safer urban environment the study says, unless there is consistent political will, institutional accountability and public involvement.

Keywords: Road Safety, Road Transport Act 2018; Bangladesh ; BRTA; Highway police, Law enforcement , Road accidents, Legal Framework, Post-Crash Response, Intelligent Transport System and Public Awareness

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Chapter One

Introduction

1.1. Background of the Study

Road accident, death and injury are a burning question in Bangladesh because of the high increasing for a couple of decades. National statistics show that thousands of people die each year from traffic crashes, which are a leading cause of premature death. The social consequences are equally devastating; road accidents result in economic losses, strain on health care system, and loss of productivity. Although many legal changes have taken place, including the passing of the Road Transport Act 2018 to replace the archaic Motor Vehicles Ordinance 1983, the roads safety laws are poorly observed and enforced. Corruption, low institutional capacity, fragile or missing infrastructure and low public awareness make matters worse.

1.2. Objectives of the Research

- This investigation has the following goals:
- To analysis the current legal infrastructure of road safety in Bangladesh.
- For the evaluation of the enforcement instruments and institutional arrangements.
- To determine weaknesses and difficulties in the enforcement of road safety legislations.
- To study the comparative practices of other jurisdictions and derive lessons for Bangladesh.
- To suggest guidelines in order to improve road safety governance in Bangladesh

1.3 Scope

The present research is concerned with legal and the institutional issues of road safety in Bangladesh. It includes the legislative, enforcement, and policy context, featuring the Road Transport Act 2018, the Penal Code, and relevant international instruments. The study emphasizes the importance of legislation on the prevention of road accidents and protection of human life, the stabilization of society and economy. The results will be of value to policy-

makers, lawyers, researchers, and civil society actors involved in transport and road safety governance.

In addition, it aims to bridge the gap between law and practice by providing effective recommendations.

1.4. Research Questions:

- The study seeks to answer the following questions:
- What are the key features of the existing legal framework on road safety in Bangladesh?
- How effective are the enforcement mechanisms in ensuring compliance with road safety laws?
- What institutional, legal, and infrastructural gaps hinder the successful implementation of road safety regulations?
- How do Bangladesh's road safety laws compare with international best practices?
- What policy and legal reforms can strengthen road safety in Bangladesh?

1.5. Research Methodology

- This study adopts a qualitative approach, combining empirical insights with theoretical legal analysis. The methodology includes:
- Typical analysis: examining laws, rules, regulations and judicial decisions related to road safety.
- Comparative study: reviewing best practices from selected jurisdictions such as Sweden, Singapore and India.
- Secondary data review: using reports from organizations such as WHO and BRTA, scholarly articles, accident statistics and publications.

Chapter Two

Conceptual Framework and Literature Review

2.1. Understanding Road Safety and Local Dimensions:

Road safety includes measures and actions taken to prevent and reduce the risk of road accidents. It combines engineering, education, enforcement and emergency response. Broadly speaking, road safety is categorized under three major codes /titles namely: safety of road usage (motorist behavior offences such as speeding, Drink driving, licensing); safety of vehicle usage (mechanical condition of vehicles on road, application of safety helmets, fastening of seat-belts); Infrastructure regulations (for example, use of pedestrian crossings and traffic signal). Recovering from the accident (medical assistance, fault, insurance). Safety regulations come in the form of the Road Transport Act 2018 and the Road Transport Rules 2022 in Bangladesh. They are primarily used by BRTA and Highway Police. By 2030, cut in half the global number of deaths and injuries from road traffic accidents.

2.2 Relevance of road safety to sustainable development

According to WHO, road crashes are the leading cause of deaths among the youthful population and since nearly 25,000 lives are taken away annually in Bangladesh due to road crashes therefore it becomes a public health emergency.

SDG 11 relation

- Develop systems of transportation that are accessible, economical, safe, and sustainable.
- Uncomfortable roads also damage economic productivity (5.3% of GDP lost per year) Gender equity (women feels reluctant to travel), and urban mobility.
- Which is to say, roads safety is an issue that cuts across social justice, economic development, public health and environmental sustainability.

2.3 Review of Current Research on Bangladesh's Road Safety Laws:

- Research on Road Accidents
- Based on studies, key reasons for the fatality rate are poor implementations, corruption, inefficient vehicle standards, under-experienced and untrained drivers, infrastructure inadequate to support traffic growth¹.
- Legal Evaluations
- The Road Transport Act of 2018 was criticised for being reactive (approved in response to student protests) and for having flaws, including no rules requiring child restraint, ambiguous drunk driving restrictions, and insufficient post-crash response provisions.
- Studies of Implementation
- Resources were insufficient for mobile courts to implement new sanctions (The Daily Star, 2019).
- The political clout of transport unions undermines enforcement (New Age, 2020).
- Comparing Countries
- Bangladesh lags behind its neighbours (India and Sri Lanka) in implementing Good Samaritan laws and Safe System Approaches².

2.4 Conceptual Views of Road Safety and Law Enforcement:

- Severe penalties (like imposed high fines, imprisonment and loss of licence) also influence risky driving behaviour in a negative way (deterrence theory: Becker, 1968), but only if the enforcement of the law is consistent.
- Broken Windows Theory (Wilson, Kelling, 1982): Tolerance for petty law violations (not wearing helmets or running lights), creates a culture of anarchy.
- The World Bank and WHO's Safe System Approach and Systems Theory: Human error should be taken into consideration while designing road safety. Responsibility belongs to the government, road planners, automobile manufacturers and users.

¹ Hoque, M. S., Road Safety in Bangladesh: Key Issues and Strategic Directions (BUET, 2013).

² Mahmud, K., Rahman, F., and Islam, R., 'Legal Responses to Road Traffic Accidents in Bangladesh: A Critical Appraisal of the Road Transport Act 2018' Journal of South Asian Law (2020).

- Institutional Theory: In Bangladesh, effective policing is adversely affected by bad governance and corruption³.
- According to public choice theory, political interests and transportation unions may compromise laws, which would reflect negotiating interests rather than safety concerns.

2.5 Determining Research Deficits:

- The gaps listed below are clear from the evaluated literature:
- Limited Empirical Studies: The efficacy of the Road Transport Act of 2018 and its implementing regulations has not been quantitatively evaluated in many studies.
- Inadequate Post-Crash Response Research: Virtually no research exists on Good Samaritan laws, insurance mechanisms, and emergency care in Bangladesh.
- Inadequate study has been given to measuring up Bangladesh's legal system to best practice in other countries like that of Sweden's Vision Zero and India's Motor Vehicle Amendment Act 2019.
- Ignorance of Users' Based Approach: The attitudes of transport users (car owners, passengers, drivers and pedestrians) towards law enforcement to a large extent are not considered in research.
- Lack of Data: Given that reliable crash databases do not exist it is difficult to determine how well the current regulations work.
- Institutional Accountability: Not enough in the literature Corruption, political intervention and interagency fighting are not sufficiently addressed.

³ Gary S Becker, Crime and Punishment: An Economic Approach (Journal of Political Economy, 1968).

Chapter Three

Legal Environment of Road Safety in Bangladesh

In Bangladesh the rule and legal and rules of the street are underpinned by two types of laws, including some older ordinances and penal provisions, some new acts and international commitments and the regulative role of authorities in decision making process. This chapter outlines the main legislative and institutional environment in the area of road transport, and presents such measures and actions as have been adopted with a view to traffic accident prevention.

3.1 The Road Transport Act 2018: Provisions and Aims:

The Road Transport Act 2018 was enacted in the form of the comprehensive law to update and consolidate the law relating to regulation of road transport in Bangladesh to replace the numerous provisions of the previous Motor Vehicles Ordinance, 1983.

The IDS Act has the following salient features:

Licensing and Registration: Rigorous standards for issuing driver licenses and registering vehicles to ensure reliable drivers and roadworthy vehicles.

Safety Regulations: Those which require certain safety standards such as seatbelts; helmets; and fitness certificates for vehicles.

Accountability and penalties increase the fines for such offenses and criminal liability for reckless driving and driving under the influence, overloading, and violation of traffic rules. Compensation mechanisms introduce victim compensation funds for road accident casualties. Public transport regulation relates to special provisions for the regulation of buses, trucks, and commercial vehicles with emphasis on the contractual responsibility of owners and operators.

The main objective of the Act is to balance road safety with efficient transport management while reducing the alarming rate of road traffic accidents in Bangladesh⁴.

⁴ Road and Transport Act 2018 (Act No:Section XVI)

3.2 The Motor Vehicles Ordinance 1983 and Its Limitations:

Prior to the Road Transport Act 2018, safety on roads and regulation of the transport sector was primarily governed under the provisions of an obsolete Motor Vehicles Ordinance 1983. Though this Ordinance was very important at that particular time, several limitations have been realized over the decades.

Outdated Provisions: Other than what is presently obtained with respect to volume of vehicles, road networks, or modern transport technology,

Minor penalties, minor fines, and punishments led to weak enforcement and non-compliances. Matters relating to compensation, responsibility of the owner of the transport, and other comprehensive safety regulations were not adequately covered⁵.

3.3 Relevant Provisions in the Penal Code of Bangladesh:

Challenges, in enforcement. There was no institutional coordination between the traffic police, BRTA, and local authorities leading to less effective Ordinance. The Road Transport Act 2018 has been initiated with an intention to supersede these archaic measures by a stronger contemporary legal framework.

Section 279. Rash driving or negligent driving that may endanger human life⁶.

Section 304A. Death caused by negligence. (This will include result of fatalities out of reckless driving).

Section 338 speaks of causing grievous hurt by an act of negligence such driving a vehicle or doing any other act. With the existence of all these provisions, it is clearly established that road traffic offences are not only regulatory in nature but can also constitute criminal liability against the driver to be made liable under the criminal law.

3.4 International Commitments and Standards for Road Safety:

Bangladesh has to be in line with the standards and commitments at the international level as a member of the United Nations and other organizations to comply with certain major ones, such as

⁵ The Motor Vehicles Ordinance 1983 (Bangladesh, Ordinance No LV of 1983)

⁶ Penal Code of Bangladesh, 1860

UN Decade of Action for Road Safety (2011–2020, extended to 2030): In this initiative, Bangladesh has pledged its efforts towards reducing traffic accidents as well as improving the systems of road safety.

Sustainable Development Goals (SDG 3.6 and 11.2): In the goals, it was envisaged that by 2030 save the world from road traffic accidents by half and ensure safe and sustainable transport for all.

International Conventions Acceded: Bangladesh has been pursuing several international guidelines relating to safety of vehicles, training of drivers, and awareness on road safety though, like many commitments, implementation is weak.

3.5 Regulatory bodies BRTA, the Traffic Police, and Local Government:

The regulatory and enforcement agencies have very significant roles in the implementation of road safety laws in Bangladesh. The major functions of these agencies are as follows:

Bangladesh Road Transport Authority (BRTA): It issues driving licenses and vehicle registrations, enforces vehicle fitness requirements, and conducts road safety awareness.

Traffic Police: The traffic police enforce traffic rules on roads. They conduct roadside checks for licensing violations, speeding violations, and general safety violation. They play a central role in accident investigation and reporting.

Local Government Institutions

Supervise road works and infrastructure at the local level.

Carry out sensitization campaigns, and enforcement at the community level.

The effectiveness of these bodies is by proper coordination, having adequate resources, and reducing corruption.

Chapter Four

Implementation Gaps and Enforcement Challenges

4.1 Challenges in The Implementation of Road Transport Act 2018:

The Road Transport Act 2018 was passed in a bid to bring the regulatory system in line with the rest of the world and to create better road safety in Bangladesh. But enforcement of that law has been uneven. Some of its most consequential measures, like harsher penalties for reckless driving, continued education and licensing and better regulation, are poorly implemented. Poor institutional capacities, no proper coordination among departments and political clout often block the efficient implementation of the law⁷.

4.2 Corruption and Lack of Accountability in Road Safety Governance:

Corruption is one of the main challenges for the effective state management of road safety. Corrupt practices in licensing of driving, vehicle fitness, political patronage of transport unions etc undermine the rule of law. This is further compounded by a lack of transparency and accountability of institutions like the Bangladesh Road Transport Authority (BRTA) and traffic police. Consequently unlicensed drivers, unroadworthy vehicles and irresponsible transport companies are still the order of the day and the most significant on the risk is still out there.

4.3 Inadequate infrastructure and Poor Traffic Management System:

is only part of Bangladesh's problems with road safety. There are few pedestrian crossings, sidewalks, signs, or functioning traffic signals on the motorways and in the cities. Accident over burdening, lack of maintenance and lanes are responsible for rampant accidents. Secondly, existing traffic management technology is outdated, and with limited application of modern technology like surveillance cameras, intelligent bus stops and automated traffic signals, it is challenging to effectively control traffic. The effectiveness of such laws is also undermined by this lack of infrastructure⁸.

⁷ New Age (2020)

⁸ Financial Express.

4.4 Public Awareness and Behavioral Challenges Among Road Users:

There is little public understanding of rules of the road and many road users display, carelessness and reckless behavior. The regular disregard of jaywalking, speeding limits, traffic signals, helmets, and seat belts suggest a more pervasive culture of apathy. Motorists, pedestrians and even their own passengers are often guilty of not understanding their part in safety. Absence of consistent public education campaigns and poor inclusion of road safety education in schools presents a wide behavioral change gap that weakens the presentation of the actions⁹.

4.5 Analysis of Recent Road Accident Data in Bangladesh:

Latest road accident figures lend urgency to the need for tackling enforcement and governance problems in Bangladesh. Thousands of people are killed, while many more are injured, in road crashes every year, several reports by the Bangladesh Jatri Kalyan Samity and other civil society groups showed. The highest number of these accidents are due to driving dangerously, defective vehicles and lax traffic police. The analysis of data also shows that pedestrians, cyclists and motorcyclists are among the most vulnerable. Despite the enactment of the Road Transport Act 2018, accident trends remain alarming, reflecting the gap between legal provisions and practical enforcement¹⁰.

⁹ Bangladesh Post (Nov 2019).

¹⁰ Observer BD (May 2024)

Chapter Five

Comparative Analysis: Global Best Practices in Road Safety:

5.1: Case Study Sweden's Vision Zero policy:

Overview and philosophy. Vision Zero began in 1997 with the redefinition of road safety from an issue primarily related to individual compliance to one of system design responsibility. The basic founding system principle is that since human life and health are of maximum value, and since errors are inherent in humanity there must be a transport system designed not to allow death or serious injury from any mistake made while using it.

Key components.

Safe System design: Self-explaining roads, roundabouts, median barriers, clear zones, forgiving roadsides, and separated facilities for vulnerable users.

Speed control: Speed limits linked to biomechanical tolerance

Vehicle safety: Robust uptake of Euro NCAP, advanced driver assistance systems (ADAS), and required tech.

Data and duty: National crash data bank, major-hurt tracking and a “no loss of life is okay” performance mood in all groups.

Institution join: Shared duty among road bosses, police, towns, and trade, with steady cash flow and long-term aims.

Sweden has for years been among the countries of the world with the lowest road fatalities per 100,000 population. The greatest success came from speed management and road median barriers on rural Highways.

From an implementation perspective in Bangladesh,

Translate the philosophy: shift from blaming road users to design roads and vehicles that anticipate mistakes—for example, low-cost physical separators for buses and motorcycles.

Protective infrastructure first: Median barriers on high-risk corridors. Roundabouts at high-conflict intersections.

5.2 Road Safety Practices in Singapore and Their Applicability to Bangladesh

What has made Singapore succeed is rigorous enforcement, tech management, and making sure to emphasize predictable, disciplined traffic behavior.

Core Practices:

Integrated Traffic Management: Intelligent Transport Systems (ITS), adaptive signals, red-light and speed cameras, and real-time monitoring.

Graduated Licensing &

Continuous Education: Structured learning for novices, targeted refresher courses for offenders and periodic public campaigns.

What Bangladesh can adopt:

Strict Penalties with High

Certainty of Enforcement:

Automated enforcement removes the discretionary gap and opportunity for corruption.

Urban planning for walkers: Access without barriers, crossings that are either separated by grade or signaled, time that is protected for walkers and areas around schools with slowed traffic.

Business vehicle checks: Strict inspections for roadworthiness, controlled hours of work, and telematics for large vehicles and buses.

Harsh punishments with a great degree of enforcement: Machine-based enforcement lessens the gap for choice and chances for bribery.

5.3 Lessons from India's Motor Vehicles (Amendment) Act, 2019:

India's Motor Vehicles (Amendment) Act, 2019 has greatly increased penalties for certain specified offenses relating to speeding and dangerous driving, drunk driving, and non-compliance. Good Samaritan protections are accompanied by stricter norms on licensing and vehicle fitness, together with clearer liability for contractors/road agencies. Electronic monitoring/enforcement mandated together with defect vehicle component recall mechanisms and enhanced road safety boardly.

Modernization of penalties: Substantial hikes in the fines for the offenses of speeding, dangerous driving, drunk driving, and non-compliance so as to bring back deterrence in people.

Accountability and protection: Good Samaritan protection, stricter norms on licensing and vehicle fitness, liability clarity for contractors/road agencies.

Data and Standards: Electronic monitoring/enforcement recall mechanisms for defective components of vehicles enhanced road safety boards

Technology and digitization: Greater uptake of electronic challan systems, digital licenses/RCS, and interoperability across states. Impacts and insights measured.

Short-term spikes in compliance: There were noticeable immediate drops in visible violations wherever enforcement was strong and consistent.

Transferable Lesson for Bangladesh:

Adjust penalties + probability of detection: Update fine levels under the Road Transport Act 2018. However, only implement them together with automated detection so that fairness is ensured and minimized as much as other forms of rent-seeking.

Good Samaritan protections: Encourage immediate bystander support and reduce post-crash fatality risk.

Make all things digital: From licensing to vehicle fitness up to e-ticketing; integrate with a national database, make operator compliance publicly transparent.

Start by testing in a few divisions, then share what you find. After that, expand it using standard operating procedures

5.4 Comparative Analysis of Enforcement Mechanisms in Developed and Developing Countries:

Institutional maturity in the developed context comprises Sweden, Singapore, UK, and Australia among others while developing contexts have resource constraints. There is high certainty of enforcement through automation and data systems in developed countries as compared to developing ones. There is a clear role separation where road authorities are responsible for safety by design while police enforce and independent auditors review.

There is stable funding for maintenance, blackspot remediation, and tech upgrades which cannot be compared anywhere around the globe with the transparency of data: open crash maps, performance dashboards, and annual reports available in these countries.

Enforcement depends on visible police presence rather than automated certainty in most low-and-middle-income countries (LMICs).

Discretionary gaps heighten the risk of inconsistency and corruption in the implementation. Gaps in data, under reporting, and fragmented sources do not allow an accurate targeting intervention. Infrastructure shortfalls, as well as mixed traffic, are challenges to traditional engineering treatments.

What truly applies across contexts (evidence-informed).

Speed control is not optional. 30 km/h where people are moving on feet/bikes; traffic calming on city roads; average-speed cameras on intercity paths.

Shield unprotected road travelers. Walkways, guarded bike paths, secure crossings, motorbike path split or watched mixing with pace check.

Fleet safety can be considered a force multiplier. Target the minor proportion of vehicles that rack up the most kilometers-consider buses, trucks, rideshares, and deliveries. Mandate governors, telematics, periodic training, and safety rating for operator mandating.

Certainty beats severity. Moderate penalties plus high probability beats rare draconian fines.

Post-crash care. Emergency response time targets, trauma centers on high-risk corridors, and Good Samaritan protections.

A pragmatic enforcement ladder for Bangladesh

Stage 1 Prove certainty Fixed and mobile speed slash red-light cameras at the top 50 high-fatality locations; publish monthly violation and crash reduction.

Stage 2 Expand and integrate Section control on major highways; GPS/tachograph compliance for buses/trucks; automatic license suspension thresholds for repeat offenders.

Stage 3 Institutionalize transparency Open crash/violation dashboards, third-party audits of camera placement and calibration, independent complaints channel.

Stage 4 - Culture and education: Repeat short waves of enforcement with mass communication (helmets, belts, child restraints, drink/drug driving).

Bangladesh-Focused Recommendations Synthesizing Global Best Practice:

Initiate a national Safe Systems strategy reflecting Vision Zero, supported by an across-government Safe System policy statement and endorsed national targets such as the 50% reduction of fatalities by 2030.

Design for 30 km/h in areas with manual crossings where there are many people such as schools, bazaars, neighborhoods raised crossings plus speed humps become defaults.

Begin automating from where the risk is high: Initiate it from 50 junctions plus five interurban corridors for cameras and section control; with results published every quarter.

Professionalize fleets with mandatory speed governors, telematics, and fatigue rules; operator star-ratings linked to route permits and procurement. Create one crash database by linking police, BRTA, hospitals, and insurers; track serious injuries, not only deaths; make a public heat map.

License and fitness digitization: e-licensing, e-fitness, e-challan; remove in-person steps to cut corruption.

Good Samaritan law & trauma care: protection for helpers in law, ambulance dispatch standardization, corridor-based trauma units.

Begin funding the basics. Establish a ring-fenced Road Safety Fund which will allow blackspot remedies including guardrails, rumble strips, signage, and illumination to be executed.

Measure and communicate. Monthly dashboards. Independent audits. Community feedback loop to sustain political will.

Key Takeway:

Sweden proves that system design and speed management save lives even when humans err.

Singapore proves that certainty of enforcement through technology, plus disciplined urban design, drives compliance.

India proves the importance of modern penalties plus digitization but also proves that results hinge on consistent state-level implementation.

For Bangladesh, the cheapest way mixes 30 km/h city safety, auto checking on deadly roads, group crash data, fleet safety checks, and Good Samaritan help— all in a Vision Zero type rule plan that sees every death as stoppable.

Chapter Six

Case Studies

6.1. Catherine Masud v. Kashed Mia & Ors., 67 DLR 527 (HCD, 2014)

Facts: Filmmaker Tareque Masud and journalist Mishuk Munier died in a 2011 highway crash.

Outcome: High Court awarded civil compensation (reported as Tk 4.62 crore) against the bus owner/insurer, recognizing fault and quantifying damages for loss of dependency, etc.

First prominent, fully-argued motor-accident compensation judgment under the Motor Vehicles Ordinance framework; it catalyzed discourse on a statutory compensation mechanism later reflected in the Road Transport Act 2018

6.2. Bangladesh Beverage Industries Ltd. v. Rowshan Akhter & Ors. (AD, 2016)

Facts: A company driver killed a pedestrian; the victim's widow pursued damages for decades. Holding/Outcome: Appellate Division affirmed vicarious liability of the employer, awarding tort damages (with modified quantum).

Landmark on employer liability for employees' negligent driving; it entrenched the availability of tort compensation in traffic deaths alongside public-law remedies.

3. Rajib Hossain (Writ Petition re: BRTC & Sajan Paribahan) (HCD orders in 2018; AD stay & directions)

Facts: Student Rajib Hossain lost his arm between two racing buses in April 2018 and later died.

Outcome: HCD initially ordered Tk 1 crore compensation against the state-run BRTC and a private operator; AD stayed the payment and directed inquiry to fix responsibility.

Showcases constitutional-tort style relief against carriers and the state, and the appellate insistence on fact-finding before compensation—now a template for similar writs.

4. CCB Foundation v. Government of Bangladesh ('Jihad' case) (HCD, 2016) — public-law compensation

Facts: A 4-year-old boy died after falling into an exposed shaft near a railway colony; rescue failures were alleged.

Outcome: HCD ordered Bangladesh Railway and Fire Service to compensate the parents.

Though not a traffic collision, it's a key public-law compensation precedent for state negligence in safety governance—often cited in road-safety litigation strategy.

- Catherine Masud v Kashed Mia and Others \[2014] 67 DLR (HCD) 527.
- Bangladesh Beverage Industries Ltd v Rowshan Akhter and Others (Appellate Division, 2016).
- Rajib Hossain v BRTC and Sajan Paribahan (Writ Petition, High Court Division, 2018; Appellate Division directions, 2018).
- CCB Foundation v Government of Bangladesh (HCD, 2016).

Chapter Seven

Recommendations

7.1 Strengthening the Road Transport Act 2018: Proposed Amendments:

Advantages of the Present Framework

Stricter sanctions, license requirements, and accountability procedures were implemented under the Road Transport Act of 2018¹¹.

With comprehensive timetables and penalties, the Road Transport Regulations 2022 broadened the scope. Progress towards organised enforcement was indicated by the creation of organisations like the Highway Police and BRTA.

Gaps and Weaknesses

Piecework legislation: in the absence of an integrated helmet standard, a standardized policy of speed limits, and the inclusion of child restraints.

Feeble enforcement: police are outnumbered and underresourced, mobile courts are ill-equipped and corruption swamps justice.

Institutional overlaps: Police, DTCA, and BRTA frequently operate independently, which delays enforcement. Political influence: The Act's execution is weakened by opposition from political lobbies and transport unions to tougher enforcement.

Implication: Although the structure is in place. Its effectiveness is limited by uneven and reactive execution.

Implication: Despite the structure existence, Its efficacy is constrained by its inconsistent and reactive implementation.

7.2 The Impact of Culture and Socioeconomic factors on road safety issues:

Economic Aspects

- There is an excess of inadequate buses, badly maintained cars and overworked drivers due to the high demand for inexpensive transportation.

¹¹ Government of Bangladesh; Road and Transport Act, 2018 (Act No: LX Act, 2018)

- The risks are increased by the fact that the informal transportation economy (rickshaws, motorcycles and CNGs) is frequently unregulated.
- Despite the high cost of traffic accidents (around 5.3 of GDP) there is still little investment in road safety.
- Cultural and Social Aspects
- Lack of knowledge and lack of discipline: There are many people who care little about the laws about pedestrians or the use of safety belts and helmets.
- Risk taking: Cultural acceptance of high speeding, wrong way driving and bribe diminishes the effectiveness of enforcement.
- Public protest, Laws are often reactive, rather than proactive, such as in 2018 when students protest. Distrust of authority. It is common for people to resist authority when it comes to traffic enforcement because it is considered dishonest or politically motivated.
- Implication: In addition to being a legal issue, road safety in Bangladesh is profoundly socioeconomic and cultural one that calls for both legislative and behavioural changes.

7.3 New Development and Technology-Based Approaches to Traffic Safety:

Trends in Technology implementation of ITS (Intelligent Transport Systems) and smart highways with World Bank assistance.

Automated number plate recognition (ANPR), speed cameras, and CCTV surveillance are being used more frequently to find infractions.

Monitoring and accountability are enhanced by mobile apps and digital platforms (BRTA web services, ride-sharing apps like Uber/Pathao).

Bangladesh's Adaptation of International Practices pilot programs for biometric driver identification and computerised licensing systems.

Automation of traffic signals in Dhaka and other cities. preliminary measures to reduce bribery through digital fine collecting.

Adoption of Technology Presents Difficulties

Poor infrastructure and maintenance problems (often broken traffic signals).

Digital divide: smart systems are not available to the informal and rural transport sectors.

Danger of technological corruption or abuse (data manipulation, selective enforcement).

Implication: Although technology has the potential to completely transform road and safety enforcement, Its effects will be constrained in the absence of institutional change and anti-corruption measures. This conversation demonstrates that socioeconomic realities, cultural norms and institutional inefficiencies are all contributing factors to Bangladesh's road safety issues.in addition to the country's lax laws. Emerging technologies give optimism, but how ell they work depends on public confidence, agency integration and governance quality.

7.4 Educational Initiatives and Awareness Campaigns:

- Campaigns in the Mass Media¹²
- Use social media, radio and television to promote safe driving, helmet use and seatbelt use.
- To make the problem more relatable, highlight the experiences of accident victims.
- Integration of Education
- Include instruction on road safety in the curricula of colleges and universities.
- Create engaging programs for students, such as road-crossing exercises and simulations.
- Participation of the Community
- Collaborate with community organisations and NGOs to raise awareness at the local level.
- Encourage local residents to join traffic monitoring committees.
- Campaigns for Behavioural Change
- Use nudging techniques to promote compliance, such as visual reminders and symbolic penalties.

¹² Richard H Thaler and Cass R Sunstein, Nudge: Improving Decisions about Health, Wealth, and Happiness (Yale University Press 2008).

- Collaborative methods: Including Civil Society, the private Sectors, and the Governments
- The role of the government
- Create a National Road Safety Authority to facilitate coordination amongst various organizations and ministries.
- Include money specifically for road safety in the yearly budget.
- Participation of the Private Sector
- Provides Drivers with Safety, instruction through ride-sharing services like Uber and Pathao.
- For safer fleets, encourage Transportation businesses to implement corporate social Responsibility (CSR) programs.
- bolster advocacy forums such as the Road Safety Coalition Bangladesh and Nirapad Sarak Chai.
- Work together on experimental projects and research with universities.
- International Cooperation
- Collaborate with regional organisations, the world bank and the WHO to provide funds and technical assistance.
- Adopt international best practices, such as India's Motor Vehicles Amendment Act, 2019 and Sweden's Vision Zero¹³.

The recommendations emphasise, such a three-pronged strategy is needed for safety improvement in Bangladesh.

7.5 Collaborative Approaches; Involving Government, Private Sector and Civil Society:

- The Road Transport Rules 2022, the Road Transport Act 2018, and associated enforcement procedures were all subjected to a critical evaluation in this study¹⁴.
- Important conclusions show that:

¹³ Zillur Rahman, 'Ride-Sharing in Bangladesh and Road Safety Implications' (Journal of Transport and Safety, 2020).

¹⁴ Government of Bangladesh, The Road Transport Rules 2022.

- Although there is legal structure , it is nevertheless disjointed and not well implemented.
- Road safety changes are hampered by institutional inefficiencies (such as overlaps between the BRTA ,Police and municipal authorities) and the political clout of transport union.
- The issue is made worse by socioeconomic and cultural variables, such as a lack of public knowledge , corruption and tolerance for dangerous behaviour.

- Although they face governance and infrastructure issues, technological interventions (ITS,CCTV and e-ticketing) show promise.
- Weak post-accident reaction, no comparable studies, and no trustworthy crash data are the study gaps¹⁵.
- Policy and Legal Practice Implications
- Implications for Policy
- As national development objectives, road safety needs to be connected to SDGs 3 (good health) and 11 (sustainable cities)
- Safe speed, safe cars , safe infrastructure, safe road users , and post crash care must all be integrated into complete road safety law.
- A National Road Safety Authority should be established to formalise cross-agency coordination.
- Implications for Legal Practice
- The law must be consistently applied by courts, prosecutors and law enforcement officials free from political influence
- Transport companies should be held liable for carelessness under corporate liability laws.
- To ensure justice and deterrent, victim rights and compensation procedures must to be reinforced.
- A Vision for a Road Environment That Is Safer and More Sustainable
- For Bangladesh to have a long-term vision, it needs:

¹⁵ Gary S Becker, Crime and Punishment: An Economic Approach (Journal of Political Economy, 1968) – for deterrence theory and enforcement.

- Corruption in traffic enforcement will not be tolerated.
- ITS, pedestrians zones, safe crossings and dedicated lanes are all integrated into smart infrastructure.
- Changing behaviour through civic engagement, education and awareness-raising initiatives.
- Planning for inclusive transport ensure the safety of women, children, people with disabilities, bikers and pedestrians¹⁶.
- Worldwide conformity to effective models such as vision zero and UN's Decade of Action for Road Safety (2021-2030)
- In the end, creating a safer driving environment involves more than just lowering the number of accidents, It also entails encouraging shared responsibility, accountability and sustainable urban growth¹⁷.

¹⁶ James Q Wilson and George L Kelling, Broken Windows: The Police and Neighborhood Safety (Atlantic Monthly, 1982) – for institutional enforcement perspective.

¹⁷ James M Buchanan and Gordon Tullock, The Calculus of Consent: Logical Foundations of Constitutional Democracy (University of Michigan Press, 1962) – public choice and political influence.

Chapter Eight

Discussion

8.1 Key Insights from the Analysis of Legal frameworks:

To guarantee that law enforcement organisations behave impartially and openly, accountability procedures, must also be reinforced. Independent monitoring organisations can keep an eye on the action of BRTA employees and traffic police, assessing the impartiality of enforcement efforts and handling allegations of bias or corruption. By using body cameras, traffic cops may increase transparency, shield themselves from unfounded allegations and discourage bribers. Additionally, a centralised database of traffic infractions and accident reports that available to all agencies will facilitate data-driven enforcement tactics and more efficient use of available resources.

Additionally, effective resource allocation and data-driven enforcement tactics would be made possible by a centralised data base of traffic infractions and accident reports that is available to all agencies.

To sum up, enhancing enforcement mechanism calls for a combination of solid accountability system professional training and technological innovation; it is not only a technical endeavour. Both constructive efforts and enduring flaws are shown by an examination of Bangladesh's judicial System. Outdated portions of Motor Vehicles Ordinance 1983 were replaced with the Road Transport Act 2018, which was a significant milestone. In order to lower accidents and increase compliance. It implemented harsher penalties, license changes and improved accountability system . Additionally operational clarity was brought about by the succeeding Road transport Rules, 2022, which included comprehensive fine schedules and regulatory guidelines also corruption and political interference.

Inefficiencies and delays are caused by institutional overlaps across organisations such as law enforcement, the Dhaka Transport Coordination Authority (DTCA) and the Bangladesh Road Transport Authority (BRTA) furthermore, because of the significant political clout of transport unions, the rule of law is frequently compromised, leading to a system in which the law is in place but consistently enforced.

In principle , Bangladesh has a sophisticated legal system but it is reactive rather than preventive, according to the main result. Frequently laws are enacted in reaction to emergencies

(like 2018 student protests) rather than as component of a comprehensive long term plan for road safety. To close the implementation gap, this suggests that institutional reorganisation and legal reform are both necessary.

8.2 Role of Socio-Economic and Cultural Factors in Road Safety Challenges:

The socioeconomic and cultural realities of Bangladesh greatly influence the state of road safety addition to laws.

Aspects of Economy;

1. High demand for low-cost transportation contributes to over abundance of rickshaw, CNG, Autorickshaws, motorcyclist and poorly maintain buses and mini buses. Accidents are more likely because many of these are not subject regulatory oversight.
2. Efforts to enforce stringent regulations are complicated by the fact that the informal transport economy is ingrained in the livelihoods of the thousand people.
3. The economic cost of traffic accidents is enormous an estimated 5.3% of GDP is lost each year but enforcement and safety infrastructure investments are still insufficient.

Social and Cultural Factors:

Poor public knowledge result in subpar adherence to safety regulations. Speed limits, pedestrian crossing, seatbelts and helmets are frequently disregarded.

Risky behaviours including speeding, wrong lane driving and licence bribery are frequently accepted by society, which weakness the law's deterrent power.

As seen by the 2018 student protests, public protest culture plays a paradoxical function in that laws are frequently sparked by popular movements yet cultural acceptance and long term compliance with those laws are still lacking.

Big issues of political favouritism selective enforcement and corruption, there is a widespread mistrust of authority, which hinders communication between the public and law enforcement.

It has been determined that road safety in Bangladesh cannot be guarantee by legal measures alone. Cultural norms, financial incentives and public perceptions all need to alter. Therefore, effective policy must incorporate law.

8.3 Emerging Trends and Technological Interventions in Road Safety:

With assistance from foreign partners, Bangladesh has been experimenting with technological solution for road safety in recent years.

Developments in Technology:

- The implementation of smart highway projects and intelligent Transport System (ITS) has been backed by the world bank.
- Major cities like Chattogram and Dhaka have piloted Automated Number Plate Recognition (ANPR) System, speed cameras and CCTV surveillance.
- Monitoring, record keeping and accountability are being improved by digital services like BRTA's online licensing and registration and expansion of ride sharing (like Uber and Pathao)

Changing International Practice:

- Biometric driver identification and electronic licensing system pilot projects are in progress.
- In Dhaka, automated traffic signals have been implemented, nevertheless , their efficacy is impeded by frequent break downs.
- To cut down on bribing potential, efforts are being made to digitise fine collection.

Adoption of Technology presents challenges:

- Limitations in infrastructure (such as unstable electricity or broken traffic signals) hamper sustainability.
- Large swaths of the system are unmonitored since digital divide does not include rural and informal transit companies.
- Data manipulation and selective enforcement are two examples of how technology itself can be abused or corrupted.

That means that though technology opens up new avenues for road safety. Its advantages will be limited in the absence of public trust, dependable infrastructure and institutional transformation for implementation to be effective, agency integration, capacity building and protections against corruption .

Chapter Nine

Conclusion

9.1 Recapitulations of Key Findings:

Even through Bangladesh's road safety legislation advanced significantly with the passage of the Road Transport Act 2018, the law is still lacking in many areas. It needs to undergo several significant changes in order to align with global best practice.

Road safety measures must be specifically included in the Act. For example, some road types-urban roads, motorways and sensitive regions like school zones-should have explicit speed limits. The Act currently does not provide consistent, enforceable boundaries, rather, it merely offers board guidelines regarding irresponsible driving. Speed cameras and differential speed restrictions greatly lower the number of accident in high-risk regions, according to comparative data from Sri Lanka and India.

Similar to this, the Act ought to mandate the uses of seatbelts and helmets in accordance with international quality standards (such as ISI or ECE ratings). Bangladesh is plagued by the wide usage of inferior helmets. Which frequently do not prevent head injuries. Furthermore, a significant protection gap exists for children, who are among the most dangerous motorists, due to the lack of child restraint legislation for private automobiles.

Additionally, the drunk driving regulation needs to be clarified. Although driving under the influence is illegal under the existing law, there is no specific blood alcohol content (BAC) limit. This ambiguity makes enforcement more difficult. The Act should be changed to set BAC thresholds that are in accordance with WHO guidelines which are 0.02 g/dl for inexperienced or professional drivers and 0.05 g/dl for the majority of drivers. Deaths from alcohol use have immediately decreased in nations like Vietnam that have enforced strong BAC laws.

- Enhancing the Road Transport Act of 2018: Suggested Modifications
- Implement Comprehensive Road Safety Measures
- Define speed restrictions by road type (urban, highway, school zones).
- Make it necessary to wear a helmet and seatbelt in accordance with international quality standards.
- Include laws requiring private autos to have child restraints.
- Make Drunk Driving Regulations Clear
- Establish BAC (blood alcohol content) levels in accordance with WHO guideline.

- Provisions for Post-Crash Response
- Bystanders who help accident victims are protected under good samaritan legislation.
- Make sure trauma care is accessible and mandate emergency medical response procedures.
- Clauses of Accountability
- Increase transport companies' liability for driver weariness, overloading, and vehicle fitness.
- Establish measures for corporate manslaughter in cases of recurrent safety violation.

Post crash response is another critically important topic. The Act mostly ignores emergency medical response, even though it penalises accidents. In addition to requiring the creation of coordinated emergency medical protocols, amendments should entail the construction of trauma care centres alongside key roads. Good samaritan rules, which would give onlookers who help accident victims legal protections, are equally crucial. In lack of such safeguards, people frequently hesitate to assist out of concern for potential legal issues or police harassment.

Last but not least, accountability clauses need to be enforced. For systemic problems like driver weariness, vehicle overloading and failure to maintain vehicle health, transport companies ought to be held directly accountable. By doing this, blame would be transferred from individual drivers to be the businesses that make money off the dangerous conduct. Additionally, the implementation of corporate manslaughter rules would guarantee that corporations that repeatedly violate safety standards face severe legal repercussions. Bangladesh should use the UK's Corporate Manslaughter and Corporate Homicide Act 2007 as a model ensure accountability is upheld both institutionally and on the road.

In summary, the Road Transport Act of 2018 needs significant revisions to bring it into compliance with international standards, plug any gaps and guarantee that every one individual, business and the government shares responsibility for road safety.

9.2 Implications of Policy and Legal Practice:

- Building Capacity and Training
- Traffic cops receive specialised training in crowd control, digital enforcement tools, and accident investigation.
- programs for professional development to help BRTA employees manage registration and licensing effectively.

- Integration of Technology
- Install speed cameras, CCTV and ANPR (Automatic Number Plate Recognition)
- To lessen corruption, increase the use of digital fine payment and e-ticketing systems.
- Create a centralised database for violations and accidents that is available to all agencies.
- Mechanisms for Accountability
- Established impartial oversight organisations to keep eye on law enforcement.
- To cut down on corruption and bribery, traffic cops should wear body cameras.
- Make sure that accidents and the result of enforcement actions are reported transparently.

For the Road transport Act of 2018's requirements to result in actual road safety outcomes, effective enforcement is essential. The ability and integrity of enforcement agencies ultimately determine whether a regulatory system is successful, even when the legislation establishes fines and licensing requirements. Lack of resources and poor technological skills are two major issues facing Bangladesh's Highway police and BRTA. The establishment of specialised training programs is necessary to address this. Continuous professional development is necessary for traffic police officers in areas including crowd control, digital monitoring tools, accident investigation and safe vehicles inspection to guarantee that processes are uniform, effective and impervious to corruption or political pressure.

Integrating technology can greatly improve the efficacy of enforcement. Automated methods, like speed cameras, CCTV surveillance and Automatic Number Plate Detection (ANPR) can identify infractions instantly and lessen the need for human monitoring, which is frequently erratic. Online platforms and mobile applications for e-ticketing, driver permits and car registration can expedite procedures, lower the likelihood of bribery and give decision-makers access to real life data. Digital enforcement tools have been shown to reduce traffic violations and accident rates in provable ways in nations like Vietnam and India. Ample infrastructure, maintenance and institutional coordination are necessary for successful implementation, particularly in rural areas with low levels of technological adoption.

To guarantee that law enforcement organisations behave impartially and openly, accountability procedures must also be reinforced. Independent monitoring organisations can keep an eye on the actions of BRTA employees and traffic police, assessing the impartiality of enforcement efforts and handling allegations of bias or corruption. By using body cameras, traffic cops may increase transparency, shield themselves from unfounded allegations and discourage bribes. Additionally, a centralised database of traffic infractions and accident reports that is available to

all agencies will facilitate data-driven enforcement tactics and more efficient use of use of available resources.

Additionally, effective resource allocation and data driven enforcement tactics would be made possible by a centralised database of traffic infractions and accident reports that is available to all agencies.

To sum up, enhancing enforcement mechanism calls for a combination of solid accountability systems professional training and technological innovation.

9.3 Vision For a Safer and More Sustainable Road Environment:

- Building Infrastructure for Safer Traffic Systems and Roads
- Enhancements in Road Engineering
- Create infrastructure that is friendly to pedestrians ,such as footbridges, zebra crossing and pavements.
- To control mixed traffic,assign specific lanes for bikes, rickshaws and buses.
- High risk regions, put up reflective markings, road signs and accident barriers.
- Urban Design
- Include road safety in city designs (such as those for Chattogram, Dhaka, etc.).
- Automate traffic signals and maintain them on a regular basis.
- Intelligent Transportation Systems.
- Install intelligent transport system (ITS) that monitors traffic in real time..
- Work together with telecom providers to regulated traffic using GPS and mobile data.

1. Reforming the law (Filing in gaps, conforming to international norms)
2. Enhancement of institutions and enforcement (tech, accountability, training).
3. Sociocultural interventions (cooperation, awareness, and infrastructure).

References:

Books;

1. Gary S Becker, Crime and Punishment: An Economic Approach (Journal of Political Economy, 1968) – for deterrence theory and enforcement.
2. James Q Wilson and George L Kelling, Broken Windows: The Police and Neighborhood Safety (Atlantic Monthly, 1982) – for institutional enforcement perspective.
3. James M Buchanan and Gordon Tullock, The Calculus of Consent: Logical Foundations of Constitutional Democracy (University of Michigan Press, 1962) – public choice and political influence.
4. Richard H Thaler and Cass R Sunstein, Nudge: Improving Decisions about Health, Wealth, and Happiness (Yale University Press 2008).
5. Mahmud, K., Rahman, F., and Islam, R., ‘Legal Responses to Road Traffic Accidents in Bangladesh: A Critical Appraisal of the Road Transport Act 2018’ Journal of South Asian Law (2020).
6. Gary S Becker, Crime and Punishment: An Economic Approach (Journal of Political Economy, 1968).
7. Hoque, M. S., Road Safety in Bangladesh: Key Issues and Strategic Directions (BUET, 2013).

Statutes:

1. Bangladesh Road Transport Act 2018

<http://bdlaws.minlaw.gov.bd/act-1262.html>

2. The Motor Vehicles Ordinance 1983

<http://bdlaws.minlaw.gov.bd/act-654.html>

3. Indian Motor Vehicles (Amendment) 2019

https://morth.nic.in/sites/default/files/notifications_document/MV%20Act%20English.pdf

4. Penal Code, 1860

<http://bdlaws.minlaw.gov.bd/act-11.html>

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1. Zillur Rahman, 'Ride-Sharing in Bangladesh and Road Safety Implications' (Journal of Transport and Safety, 2020).

Cases:

1. Catherine Masud v. Kashed Mia & Ors., 67 DLR 527 (HCD, 2014)
2. Bangladesh Beverage Industries Ltd. v. Rowshan Akhter & Ors. (AD, 2016)

Newspapers:

1. New Age

https://www.newagebd.net/print/article/116538?utm_source=chatgpt.com

2. Bangladesh post

https://bangladeshpost.net/posts/despite-stricter-law-drivers-pedestrians-seem-ignorant-16277?utm_source=chatgpt.com

3. The Financial Express.

https://thefinancialexpress.com.bd/home/transport-sector-mired-in-corruption-says-adviser-nahid?utm_source=chatgpt.com

Chapter Ten

Appendices

Appendices A:

To assist your legal analysis, this appendix should provide relevant passages or excerpts from Bangladesh road safety laws.

Things to consider:

1. The Road Transport Act of 2018:

- Need for licensing (Section 7-13)
- Drink driving, speeding and dangerous driving penalties (Section 64-75)
- Provisions regarding liability and compensation (Section 105-110)

Clause addressing regulatory bodies and transport union.

2. Key time tables for Road Transport Rules of 2022:

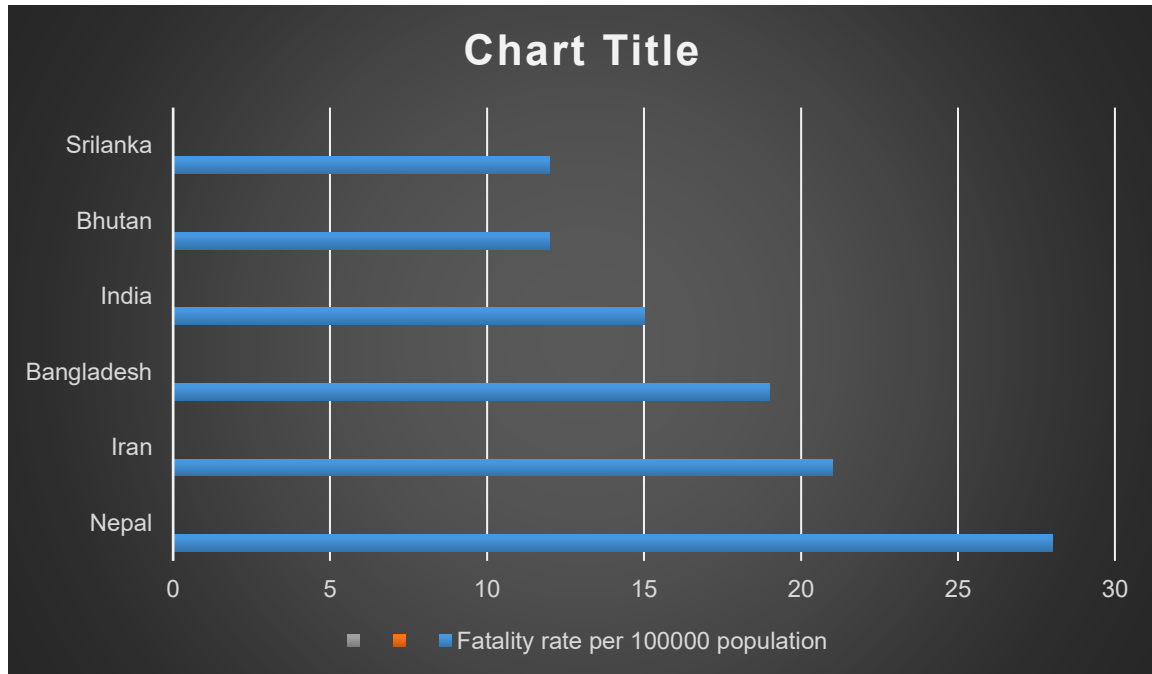
- Lane usage, traffic signals and speed limits
- Requirement of seatbelts and helmet
- Schedule of penalties and fines

3. Other pertinent legal documents:

- Motors vehicles Ordinance 1983 (repeated, but helpful for comparison with earlier laws)
- Provisions of transport workers under the Labour Law.
- Rules pertaining to accident insurance.

Appendix B: Road Accident Data, Analysis and Statistics:

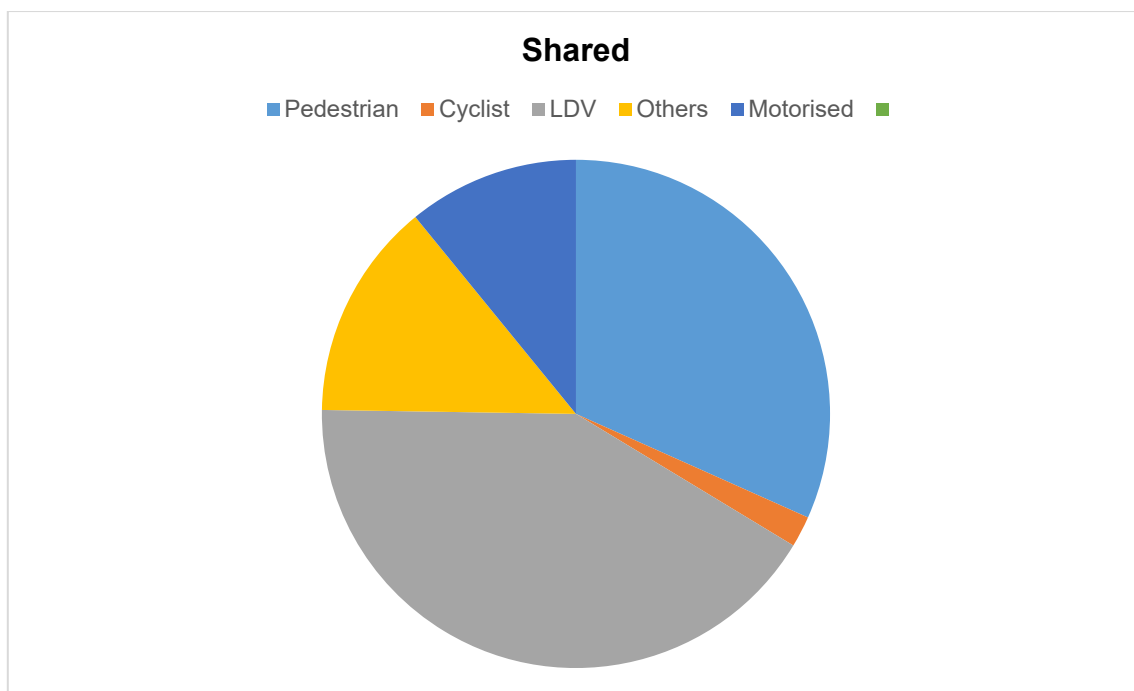
WHO estimated road crash fatality rate in Bangladesh compare to others country in South Asia.(2021)



Every 6 minutes, someones dies in a road accident in Bangladesh.

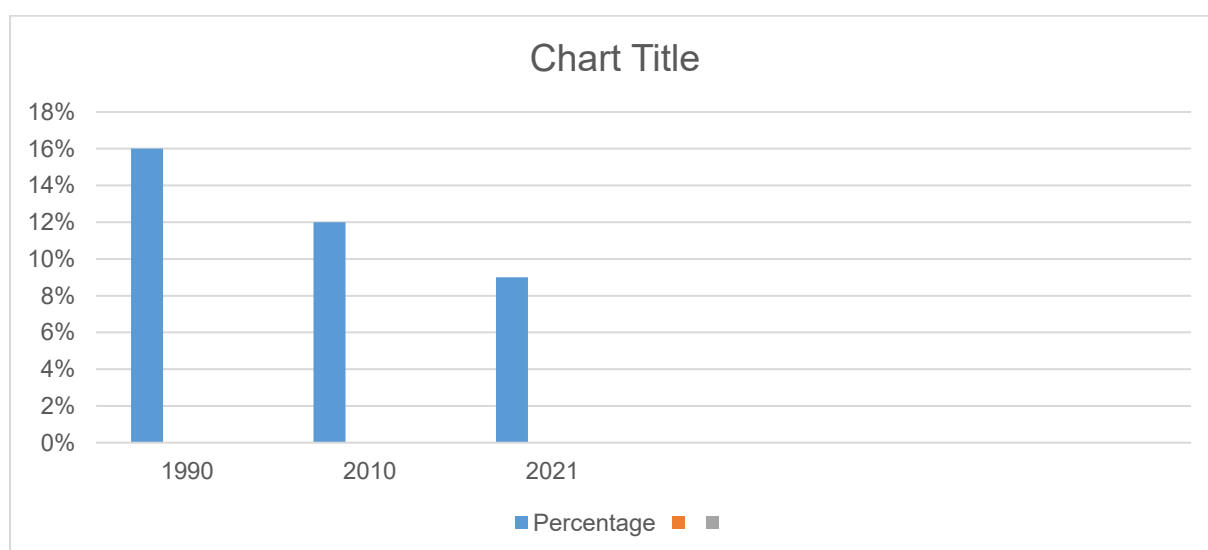
The situation of road safety in Bangladesh is alarming. Despite a decline from 12% to 9% between 2015 to 2021, the proportion of female fatalities in traffic accidents is still far bellow the Asia-Pacific of 23% nonetheless,the combined mortality rate for seniors (over 65) and children (under 14) is still high rate at 40% above the regional norm. The need for better infrastructure and safety measures is highlighted by the disproportionate 34% of fatalities that occur among vulnerable road users, such as bicycles and pedestrians.

Road crash fatalities, shared by Road users

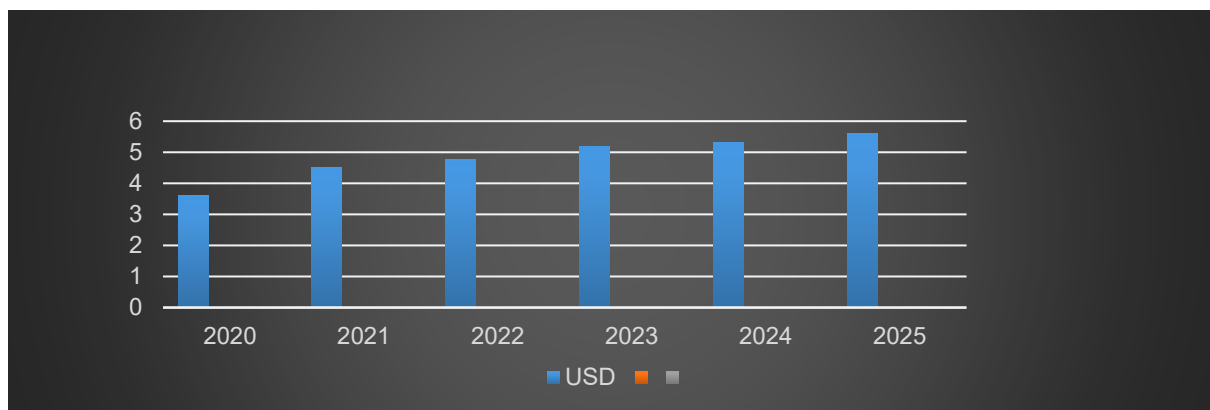


1. Pedestrians 32%
2. Motorised 11%
3. LVD 42%
4. Cyclist 2%
5. Others 14%

Shared of Female Road Crash Fatalities



External cost to the society due to fossil fuel subsidies in transport:



Appendix C: Survey Result and Interviews:

Things to Consider:

Copy of the survey questionnaire:

Enquiries about knowledge of traffic laws, options of law enforcement, wearing a helmet or seatbelt etc.

For instance, “Do you think there have been fewer accidents since the Road Transport Act 2018? (Yes, No, Uncertain)

1. Result of a quantitative survey:

- Percentage of participants who know about the Road transport Act 2018:
- 35% who have settled their traffic fines.
- 25% who consistently wear seatbelts and helmet.
- Tables and Chart summarizing responses.

Qualitative interview expects:

Quotes from representative of NGO's BRTA officials, law enforcement, Transportation workers and accident victims.

For instance: The largest obstacle is political meddling-there are laws, but enforcement officers aren't able to take action against powerful transport owners.

Observation from the Field:

Observations of traffic rule infractions, such as buses obstructing junctions and rickshaws