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Endangering over-speed ends human lives

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Road accidents are the most breathtaking, unwanted, and unanticipated common occurrence that strikes our hearts and souls with huge agony and sorrow. Road safety or a safer life on the streets is the looked-for way out, which refers to the steps, taken to reduce the risk of road traffic injuries and fatalities.

According to the World Health Organization's Global Status Report on Traffic Safety 2018, an average of 1.35 million people die on the roads each year, and an average of 50 million people are injured worldwide. The survey found that road crashes are the 8th leading cause of death in the world; moreover, it is the leading cause of death, especially among the 5-29-year-olds. Among these deaths around 90% occur in low- and middle-income countries. Even in the context of Bangladesh, many people are injured and killed in road crashes every day. According to the Bangladesh Road Transport Authority (BRTA), an average of at least 2,000 people is killed by road crashes in Bangladesh every year. At least 10,000 people were crippled and 20,000 to 30,000 people were injured in these accidents. According to the World Bank, and the World Health Organization (WHO) respectively 12,000 and about 20,000 people die every year in road crashes. Following BUET's Accident Research Institute (ARI) and the Nirapad Sarak Chai (NISCha) - a movement for safe roads, about 12,000 people are slaughtered by road crashes each year. Although the number of deaths varies according to the statistics of different organizations, at least 10 to 12 thousand people die in road crashes on average every

year. Last year, even under the COVID-19 situation around 4,996 people were killed and 5,075 injured in road crashes in Bangladesh. Traffic collisions generate massive economic and social impacts in addition to injuries, disability, and deaths. Road crashes cost the global economy 3% of GDP, while in low- and middle-income countries, they cost up to 5% of GDP. A poor safety record can discourage

reduce the rate of road accidents and deaths to a great extent by taking specific steps. According to The Global Status Report 2017, only 132 countries, in particular, have adopted road safety strategies. In 47 countries there are laws on speed. Based on surveys conducted in more than 60 major cities, the United Nations has concluded that raising the maximum speed limit to 30 kilometers could

department still has a crucial role to play to detect and clasp liable for over speeding and other issues. On the other hand, enlightened people with diverse awareness messages for a safe life on roads and exemplary punishment for violating traffic laws, are the main areas that need to be worked on thoroughly by the government as well. The citizens also have a role to play in ensuring road safety through regular norms of the present traffic law. If so altogether it will be very much possible to lower the accidental incidents and ensure secure life on streets across the country.

Lately, alongside the government, Dhaka Ahsania Mission (DAM) has been partaking in different drives on road safety issues and concentrating its efforts on introducing the section on child restraint systems in the ACT as well. Additionally, DAM has taken initiatives to sensitize the responsible personnel from the ministry and relevant departments to amend the Road Transport Act-2018. In continuation, DAM has submitted the recommendations for the ACT to the ministry of Road Transport and Bridges, Bangladesh. In conclusion, it may be stated that unsafe roads are a major public health issue. Allowing citizens of a developing country like Bangladesh to die in road traffic accidents is not only unfortunate but also unacceptable. Improving health outcomes by lowering premature deaths, morbidity, and disabilities is one of the development goals for Bangladesh. The high fatality rate due to road crash in Bangladesh is a significant issue, and it is high time to address this multi-faceted problem.

Over speeding, the use of drugs and alcohol, driver incompetence, a lack of safety measures, poor enforcement of traffic rules and regulations, and a lack of public awareness are all factors that contribute to road accidents in Bangladesh. One of the key factors among these is over-speeding, especially when dealing with the dichotomy of motion and safety precautions.

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significantly reduce road accidents. In addition to several high-income countries, some comparatively low-income countries in Africa, North and South America, and Asia have successfully implemented a 30 km/h speed limit. Another study found that the highest speed of 30 kilometers per hour reduced road accidents by 25% in the United Republic of Tanzania, 26% in Toronto, Canada, 32% in Bogota, Colombia, 42% in London, England, and 63% in Bristol. A study by the globe Health Organization found that increasing the regulation by 1 kilometer will increase the chance of road accidents by 3%.

Nonetheless, policies that handle the impacts of street traffic and make secure environments for inclusive transport choices have been initiated the steps for guaranteeing a safer life on roads, the traffic police

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