

Road Management of Bangladesh: A Critical Assessment

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Abstract: This study attempts to explore how politics influences the road management of Bangladesh. Methodologically, “Dhaka-Gazipur” highway of Dhaka district has been selected as a case study to conduct the analysis about the causes for the failure of road management. It is revealed from the analysis that there exist significant gaps and loopholes in laws and policies. Political system dominated by influential political leaders has the ownership of many transport companies as well as the control of transport workers’ unions which is found as the major impediment to the road management. Apart from this, corruption in implementation and proper utilization of budget, lack of political diplomacy to get foreign aid for road infrastructure development, short-term policy and visionless role of political leaders also affect to make the proper road management system in Bangladesh. This research also provides some policy recommendations.

Keywords: Government of Bangladesh (GOB); Roads and Highway Department (RHD); Road Management Funds (RMF)

Introduction

Bangladesh has a vast network of highways and rural roads, inland waterways, two seaports, maritime shipping, a railway system, and civil aviation and a national airliner. [1] A well-organized, sustainable modern transportation and communication infrastructure is an important yardstick for measuring the overall socio-economic development of a country. A well-knit transport network plays an important role in ensuring a well-balanced distribution system for the means of production, efficient marketing of produced commodities, maintaining stability of prices, free flow of information technology and rapid industrialization. In the current context of globalization and market economy, there is a critical need for evolving a developed and well-knit transport and communication system, connecting the society with the information superhighway would enable Bangladesh to integrate with the international transport and communication network. [2] During the war of liberation in the early 1970s, most of the transport infrastructure that existed up to that time were practically destroyed or damaged. Many bridges, ports and airports had to be rebuilt. The railway system was not operationally oriented to serve the country after its independence. From this low-level transport endowment, Bangladesh has made big strides to develop a modern transport system to support the needs of a developing economy. The road network expanded to an impressive 271,000 km, most of which were built after independence in 1971. After a long period, in 1984 the Bangladesh government outlined its rural development strategy,

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focusing on development of infrastructure including roads, markets, storage facilities and minor irrigation. Since then, improved rural roads and other infrastructure, through various Government as well as and donor-funded projects, have created opportunities for road transportation system. [1] Realizing these importance, the following governments of Bangladesh were concerned and they continued to exert their concerted efforts to develop the system. In FY 2015-2016 there is an allocation of Tk 36611 core in revenue and development budget combined for the Ministry of Communication. The contribution of this sector to the GDP at constant prices is about 9.7 percent (source: Budget 2015-16). [3] Though the initiative of road construction development has been taken by the government of Bangladesh, injury and death rates from road accidents in Bangladesh are the highest in the world. According to police statistics, road traffic crashes cause 4,000 deaths annually, but the unofficial figures are much higher. This is because of reckless driving, untrained drivers, unfit vehicles, simultaneous (side-by-side) movement of motorized and non-motorized vehicles without any separation or segregation rules, risky roadside activities, faulty road-designs, poor traffic enforcement, dearth of road safety awareness and a culture of impunity characterized by poor legal redress. [4] That's why I have concentrated on what is the present scenario of road transportation system of Bangladesh and how politics influences the road management. Finally there are some policies suggested for road management.

Literature Review

We cannot expect an effective transportation system where we see the absence of well management and political decisions. An efficient transportation system is preconditions of sustainable economic development and it plays a great role for consumption, production and distribution. [5] According to Maxwell G, in urban areas roads may diverge through a city or village and be named as streets, serving a dual function as urban space easement and route. Modern roads are normally smoothed, paved, or otherwise prepared to allow easy travel. Historically many roads are simply recognizable routes without any formal construction or maintenance. The history of modern road development in Bangladesh is not very old. During the British period, water transport and railways served as the two major modes. At that time, road development was considered as a subject of local interest and therefore, the responsibility was given to the provincial governments. They in turn transferred the responsibility to the local bodies, the District Boards. [5] The analysis reveals that the road network development in Bangladesh at the national and regional levels is still in its early stage. It has also been shown how politics influences the road management of Bangladesh.

Methodology

This study is mainly based on social survey method, collecting data from primary and secondary sources. Through the analysis structured questionnaire survey method is applied for collecting data. Nevertheless, necessary data and information are collected from secondary sources. Different books, articles, research papers, research seminars, document papers, concept notes and related websites concerning the issues are critically

analyzed and reviewed. Dhaka district and ‘Dhaka-Gazipur highway’ have been selected for the study area and then simple random sampling has also been used for concluding the survey. After collecting data, it has been systemized and analyzed through applying MS Excel and MS word program.

Data Collection and Analysis Technique

The data collection techniques for this study are the survey and interviews which are the most widely used data gathering techniques in all social sciences such as political science, sociology, public administration, international relations etc. Each part of the findings including primary data is collected especially from local people who use the road regularly, policy makers and civilians. Interview is the mode of data collection. Reference data are collected from the RHD and LGED sources and findings of the Bangladesh Transport Sector Study of 1993 and Bangladesh Integrated Transport System Study of 1998. The analyses are primarily based on network and other information available from secondary sources. However, collection of additional data from primary sources and newspaper clippings is also necessary to supplement the collected data from secondary sources. In this study road network comprising only the national and regional roads under the RHD has been considered. No feeder or other local roads were considered. This was done for the fact that feeder and other local roads are of much lower standards than the national and regional roads. As such, these roads are not capable of carrying heavy flows of national and regional traffic. Consequently, most of these roads do not supplement the national and regional roads. Since the collected data itself do not contain complete meaning, the act of data processing and analysis has the objective of bringing meaning to the data and display into the reader. Firstly, the data are coded and tabulated. Then it is manually edited. Editing is under taken to ensure that the data are accurate consistent with other facts gathered, uniformity exerted and as complete as possible. After the completion of coding and editing the data are sent to the computer with tabulation plan for processing. Both universal and variable tables of percentage distribution are utilized in order to analyze data. To identify the nature and result of political influence on road management in Bangladesh, purposive sampling has been used. To do so Dhaka district and ‘Dhaka-Gazipur’ highway have been selected and information has been collected from the local people, passersby of concerned area. The respondents of this study consist of three different categories total of 30. These are i) Pedestrian and local people of Dhaka-Gazipur highway ii) Policy makers and iii) Civilian. They know about the history and present situation of that road. That is why the pedestrian and authority of that road have been selected as the target respondents for the present study.

Theoretical Analysis

Management

Management is the process of dealing with or controlling thing or people. According to the Wikipedia management in businesses and organization are the functions that coordinate the efforts of people to accomplish goals and objectives using available

resources efficiently and effectively. Management in all business and organizational activities is the act of getting people together to accomplish desired goals and objectives using available resources efficiently and effectively. Management comprises planning, organizing, staffing, leading or directing, and controlling an organization (a group of one or more people or entities) or effort for the purpose of accomplishing a goal. Resourcing encompasses the deployment and manipulation of human resources, financial resources, technological resources and natural resources. [6]

Political Implication

Political implication insists on using political decision making phenomenon to implement some objectives or goals which might be political or economical or social or all. Political implication is a tool for guiding systematic, analytic reading. Using this tool helps to uncover partially hidden meanings in all kinds of texts, such as company reports or government policy statements. There is another way to make decisions that is not based on "political implications". It is based on what is right and wrong, what is good and bad. It is right and good to take care of the welfare of the people, to maintain an affordable cost of living and to a comfortable and secure life to the people. It is not necessary to do them based on "political implications" according to Bruce Vaughn. [7] Political implication of the road management implies the political influence on the management of road such as road construction, renovation, planning, and license of vehicles and negotiator of road accidents.

Present Scenario of Road Transportation System of Bangladesh

Since transport system provides one of the basic infrastructures and acts as a prerequisite for socio-economic development of a country, the GOB has given priority to build up a necessary surface transport system, particularly a suitable road transport network. Development of a suitable transport network will play an important role in achieving desired targets of macro-economic development of the country. The GOB is fully aware of this critical need and is making all-out efforts towards this objective.

Classification of Road Network in Bangladesh

Roads in Bangladesh are classified in four main groups;

- i. National highways
- ii. Regional highways
- iii. Feeder roads and
- iv. Local roads.

National highways connect the national capital with district headquarters, port cities and international highways. Regional highways connect different regions and district headquarters not connected by national highways. Feeder roads are of two types: feeder roads type A and feeder roads type B. Type A feeder roads connect thana (lowest tier of administration) headquarters and important growth centres to the main arterial road network, while type B feeder roads connect growth centres with other growth centres and

thana headquarters. Local roads include municipal roads and rural roads. There are three types of rural roads: type 1 roads that connect about 2100 growth centres with farms; type 2 roads that connect union headquarters (4551) and local markets with villages and farms; and type 3 roads that include roads within the village.

Roads and Highways Department (RHD) is the central agency of GOB, which is responsible for construction, improvement and maintenance of the national, regional and type A feeder roads. Type B feeder roads and rural roads (except municipal roads) are built and maintained by the Local Government Engineering Department (LGED) in collaboration with local government bodies like district council, thana council and union council. Construction and maintenance of municipal and urban roads are the responsibility of municipal bodies like city corporations and municipalities (Pourasavas). [8]

Table1. Road network in Bangladesh (Source: RHD report 2015) [9]

Category	1998 (km)	2003 (km)	2004 (km)	2005 (km)	2015 (Km)
National Highways (NH)	3144	3086	3723	3570	3812.78
Regional Highways (RH)	1746	1751	4832	4323	4246.97
Zila Road	15964	15962	13823	13678	13242.33
Total (Km.)	20854	20766	22378	21571	21302.08

Definitions and Geometric Standards

Roads are constructed by RHD following specifications from AASHTO, TRL and IRC. Bridges are also constructed by RHD following international standards and specifications. In most cases, RHD currently constructs two-lane paved roads (5.49-7.32 meter) for national highway. The proportion of double-lane (or more) paved road under national highways is about 75 per cent. In the case of regional highways, the proportion of double-lane (or more) paved roads is about 52 per cent. The feeder roads have generally single-lane pavement (3.66 meter) which is about 85 per cent of paved road length under this category. Definitions and geometric standards of different categories of roads under RHD are presented below.

Table 2. Definitions of geometric standards of roads under RHD (Source: RHD report 2015)

Sl. No.	Category of roads	Crest width (meter)	Pavement width (metre)	Shoulder width on each side of road (metre)	Definition
1	National Highways				Highways connecting the national capital with divisional headquarters, old district headquarters, port cities and international highways
	Category A	12.20	7.32	2.44	
	Category B	12.20	5.50	3.36	

Sl. No.	Category of roads	Crest width (meter)	Pavement width (metre)	Shoulder width on each side of road (metre)	Definition
2	Regional Highways				Highways connecting different regions with each other, which are not connected by national Highway system.
	Category A	11.00	5.50	2.75	
	Category B	11.00	3.66	3.67	
3	Feeder Roads	7.32	3.66	1.83	Roads connecting important growth centres and places of socio-economic importance (other than Thana headquarters) with the paved road network.
4	Thana Connecting Roads	7.32	3.66	1.83	Roads connecting Thana headquarters with the nearest paved road network.

Terrain Classification

The terrain classification presently followed by RHD can be seen from the following Table 3.

Table 3. Terrain Classification of Road (Source: RHD report 2015)

Terrain class	Cross slope
Flat (level)	0 to < 0%
Rolling	10% to 25%
Hilly (Mountain)	>25%

Design Speed

The design speed with respect to terrain and carriageway is presented in the Table 4.

Table 4. Design speed standards followed in Bangladesh (Source: RHD report 2015)

Road class and type		Design speed (km/h)					
		Flat		Rolling		Hilly	
National	Dual Carriageway (Divided)	100	80	80	65	50	40
	Single Carriageway (two lane)	100	80	80	65		
Regional							

Road class and type		Design speed (km/h)					
		Flat		Rolling		Hilly	
Single Carriageway (two lane)		80	65	65	50	40	30
Feeder	Single Carriageway (two lane)	65	50	50	40	30	25
	Single Carriageway (one lane)	65	50	50	40	30	25

Bridges on RHD Road Network

Bangladesh is predominantly a riverain country. The country is criss-crossed by many rivers and rivulets of various lengths and dimensions. Consequently the road network in the country is bisected by these water courses. Either bridge is built or ferry system is provided to maintain the traffic flow on road network. Over the years, river gaps on road network are gradually being bridged. By 1990 a substantial number and length of bridges were constructed over the road network under RHD. At that time, RHD had about 3,144 numbers of bridges and about 6,000 numbers of culverts on its road network. The lengths of these bridges and culverts were about 91,672 meters and 26,136 meters respectively. Information on number and length of bridges by category of RHD roads are presented in Table 5. Detailed data on number and length of culverts could not be processed due to shortage of required manpower in the relevant section of RHD.

Table 5. Summary of number and length of bridges on RHD road network (in meter) (Source: RHD report 2015)

Category of roads		Bridges under RHD			
		Number	%	Length	%
1. National Highways		1012	32.20	36992	40.35
2. Regional Highways		302	9.60	9896	10.80
3. Feeder Roads Type A	a) Thana Connecting Roads	1090	34.70	26383	28.78
	(b) Roads connecting other growth centres	740	23.50	18401	20.07
Total		3144	100.00	91672	100.00

Many of the river gaps on RHD road network have already been bridged. Efforts are also being made to construct more bridges on the remaining river gaps bisecting the RHD road network. In four years from 1990-1991 to 1993-1994, construction of as many as 312 bridges were completed over the RHD road network. Total length of these bridges stood at about 20,704 meter. Of these bridges, 123 are of permanent nature such as prestressed concrete and RCC structure, 151 are Bailey bridge and 38 are steel bridge of various

brands from different sources. A good number of bridges is presently under construction by RHD. Number and length of these bridges stand at about 133 and about 11,625 metre respectively. Of these bridges under construction, 61 are of permanent nature, 52 are bailey bridge and 20 are steel bridge of various brands from different sources. But still, there are quite a good number of unbridged river gaps on the road network under RHD. Presently there are about 80 unbridged river gaps on the RHD road network which are provided mostly with powered ferries with all other required facilities for movement of road traffic. [5] The number of ferry boats of different types operating on these river gaps is about 170 at present.

Road Accidents in Bangladesh

Bangladesh has a very high road accident fatality rate with official figures indicating more than 60 deaths per 10,000 motor vehicles. Everyday around eight persons die in road accidents. The actual rate of fatality is likely to be even higher. The problems related to the accident reporting system and the data derived from it, as reported by Quim [8], have not been resolved and official statistics are prone to under reporting. The number of accidents has increased by 43% between 1982 and 2000, while the number of fatalities has increased by around 400% within the same period. It indicates that not only the occurrence of accidents is on the rise; the severity of accidents is also increasing. As the population, total road length and modal share of road transport continue to increase in the country, the number of casualties from road accidents is expected to maintain its rising trend.

The trend of accidents in Bangladesh in the six years from 1998 to 2003 is shown in Table 6. The table also contains data from 1992 as a reference to understand the trend in a time span of ten years. The numbers of accidents 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. Most motorized vehicles in Bangladesh are concentrated in Dhaka City. Consequently, almost one fifth of road accidents in Bangladesh take place in Dhaka. [10]

Table: 6 Road accident rates in Bangladesh (Source: BRTA report 2015)

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
2004	3,917	2,968	2,752
2005	3,955	3,187	2,755
2006	3,794	3,193	2,409

Year	Number of Accidents	Number of Casualties	
		Killed	Injured
2007	4869	3765	3273
2008	4427	3765	3284
2009	3381	2958	2686
2010	2827	2646	1803
2011	2667	2546	1641
2012	2636	2538	2134
2013	2029	1957	1396
2014	2027	2067	1535

Result Analysis

A sample survey was conducted in 2015 on 30 individuals. Among the 30 individuals 14 were in between 20 to 30 years old and 16 were 30 to 60. Among these individuals 19 were male and 11 were female. From those individuals 20 were pedestrian, 5 were policy maker and 5 were civilian.

Present Reality of the Pitiabale Condition of Road Management by Respondents

Table 7. Present reality of pitiable condition

Responses	Respondents	Percentage
Negligence of local representative	3	10%
Natural disaster	1	3.33%
Administrative Red-tap's	5	16.67%
Lack of maintenance	21	70%
Total	30	100

Source: collected and prepared by Researcher.

From the above table it is seen that maximum 70% respondents answered by saying the lack of maintenance; 16.67% answered by saying the result of administrative red tap's, 10% by pointing out that negligence of local representative and 3.33% responded by saying for natural disaster.

Effectiveness of Regular Road Repairing System

Regular repairing work should be done to keep the communication system smooth. According to the respondents it is periodically maintained.

Table 8. Condition of road repairing system by respondent

Responses	Respondents	Percentage
Well Maintained	3	10%
Periodically	19	63.33%
Never done	8	26.67%
Total	30	100

Source: collected and prepared by Researcher.

Political System's Failure of Road Management

Most of the respondents said that political system is responsible for the failure of road management.

Table 9: The result by the respondents

Responses	Respondent	Percentage
Yes	23	76.67%
No	5	16.67%
No comments	2	6.66%
Total	30	100

Source: collected and prepared by Researcher.

Parallel Priority to the Road Management

Most of respondents told that parallel priority should be given in railway. Besides this waterways & monorail are also suggested by 23.33% & 3.33% respondents respectively.

Table10. Parallel priority to the road management by respondents

Responses	Respondent	Percentage
Railway	22	73.33%
Waterway	7	23.33%
Monorail	1	3.33%
Total	30	100

Source: collected and prepared by Researcher.

Proper Utilization of Budget for Roads

Most of respondents answered "No" for the proper utilization of budget.

Table 11. Proper utilization of budget for roads

Responses	Respondent	Percentage
Yes	2	6.6%
No	26	86.66%
No Comments	2	6.6%
Total	30	100

Source: collected and prepared by Researcher.

Corruption in implementation is pointed out by most of the respondents. Drawback of policy is also supported by 6.6% respondents out of 30 and rest of them answered by saying budgeting and negligence of ministry.

Obstacles to Get Foreign Aid for Road Infrastructure Development

Maximum (73.33%) respondents said that political corruption is responsible for the failure to get foreign aid for the road infrastructure developments. The rest of the people pointed out that the poor diplomacy is also responsible in this regard.

Table 12. Obstacle to get foreign aid

Responses	Respondent	Percentage
Corruption	22	73.33%
Poor diplomacy	7	23.33%
No answer	1	3.33%
Total	30	100

Source: collected and prepared by Researcher.

Impact of Faulty Vehicles in Road Management

According to the respondents 46.67% believed that the faulty vehicles are creating barrier in road management.

Table13. Faulty vehicles in road management

Responses	Respondent	Percentage
Yes	14	46.67%
No	7	23.33%
No Comments	9	30%
Total	30	100

Source: collected and prepared by Researcher.

Effectiveness of Political Leader's Visionary Role to Road Management

No respondents wanted to comment on effectiveness of political leader's visionary role in road management. Maximum (60%) respondents pointed out that the absence of effectiveness of political leader's visionary role is responsible for bad road management.

Table14. Visionary Role of political leaders to road management by respondents

Responses	Respondent	Percentage
Excellent	0	0%
Good	3	10%
Bad	18	60%
Very bad	9	30%
Total	30	100

Source: collected and prepared by Researcher.

Short Term Policy Hampers to Road Management

60% respondents think that short term policy hampers in road management.

Table15. Short term policy hamper to management of roads

Responses	Respondents	Percentage
10-40%	12	40%
40-80%	18	60 %
80-100%	0	0 %
Total	30	100

Source: collected and prepared by Researcher.

Consideration of Contractor Selection for the Road Repairing and Construction

Most of the respondents thought that political identity was the 1st requirement to get the bid for repairing and construction. 26.67% of the respondents believed that anyone can be selected as contractors by giving bribe while only 16.67% people said that contractors are selected depending their efficiency and experience.

Table16. Consideration of contractor selection

Responses	Respondents	Percentage
Politically	16	53.33%
Efficiency and experience	5	16.67%
Bribery	8	26.67%
Others	1	3.33%
Total	30	100

Source: collected and prepared by Researcher.

Exemplary Punishment for Violating Traffic Rules

Most of the respondents (96.67%) said that there is no exemplary punishment for violating traffic rules. Only 3.33% of respondents answered for no.

Table 17: Exemplary Punishment

Responses	Respondents	Percentage
Yes	1	3.33%
No	29	96.67%
No Comments	0	0
Total	30	100

Source: collected and prepared by Researcher.

Policy Recommendation

Transport Policies

To develop an integrated, efficient and affordable multimodal transport system which is sustainable from social, economic and environmental point of views, the Government need to take immediate action to formulate and adopt a vision together with clearly spelled transport policies, involving all stakeholders.

Reformation of Institution

For effective coordination and development of an integrated transportation system in the country, all transport related ministries and their parastatals need to be brought under one broad based “Ministry of Transport”. The Cabinet Minister in charge of the Ministry could be assisted by several State Ministers, one each for Roads; Railways; Ports, Shipping and inland waterways; and Civil Aviation cum Tourism. There could be several Divisions in the Ministry one for each sub-sector of transport but coordinated by an official of the rank of Principal Secretary. Ministry of Transport should set the policies and regulations, leaving the implementation of those policies to the parastatals and the private sector.

Integrated Transport System

To assist the Ministry of Transport in setting coordinated policies and ensure integrated development of the transport system, there should be a high profile Policy Research Unit (PRU) headed by a professional of high standing, directly reporting to the Principal Secretary of the Ministry (whose major responsibilities would be coordination and research).

Enhancing Efficiencies of National Experts

- To enhance the efficiency, in-service professional and management training needs to be organized in a dedicated manner for those who are in position, and separate training programmes for new comers. More and more authorities should be delegated to the agencies/parastatals so that they could function as autonomous bodies.
- In order to ensure sustainability and continuity, the national experts of Bangladesh should be given more opportunities to get involved in planning, development and in solving transport problems including urban transport.

Private Sector's Involvement

- To promote private sector's involvement in transport infrastructure development and management, Government's functions as a provider should reduce while its functions as a facilitating regulator should increase. The government need to develop an institutional framework to create a favorable operating environment for the private sector and at the same time to protect social and environmental interests.
- To strengthen Public-Private Partnership (PPP) in transport infrastructure development and management, further improvements are required in a number of areas to create a conducive environment. These include
 - ✓ Improving the legislative and regulatory environment, including the formulation of a BOT law;
 - ✓ Strengthening the capabilities of civil servants;
 - ✓ Removing unnecessary bureaucratic procedures and practices;
 - ✓ Marketing the potential of Bangladesh to the international investors' community.

Improving Traffic Safety

To improve traffic safety, the current Motor Vehicles Act needs to be replaced by a new legislation at the earliest together with appropriate levels of fines for violation of rules, a penalty point system, and driving license disqualifications system. In addition, following actions should be taken:

- all schools in Bangladesh need to teach road safety to their students in an effective and appropriate way for which proper materials need to be produced.

Teachers' training programmers should also include lectures on road traffic safety.

- strict enforcement of the vehicle fitness standard would be crucial to improve the overall vehicle condition on the street.
- to improve the quality of driver's training, Bangladesh Government should make a special effort through the Ministry of Defence to allow its driving schools in all cantonments to deliver crash programmes for training of drivers and orientation course for drivers who are already in employment. This programme could be run initially for a period of two years.
- to arrange training programme for the fake driving license holders in employment. This could perhaps be done at the BRTC driver's training institute in Joydepur, where, one-weeks training could be given to 100 drivers in a batch. BRTA need to look into this proposal together with owners of smaller commercial vehicles, to work out a funding mechanism for this short-training programme.

Maintenances of Budget

Meanwhile maintenances of budget both for RHD and rural road network should be increased and effectively utilized for maintenance and preservation of the system.

Avoiding Misuse of Land

To avoid misuse of land, it is essential to develop a land management regime in order to regulate the physical framework in which transport infrastructure, particularly future road development/improvement can take place.

Conclusion

A sound transportation system is prerequisite for sustainable development of an economy. By marginalizing a sound transportation system we cannot achieve stable development in an economy. As Bangladesh is one of growing developing nations, she needs efficient transportation systems which enhances her productivity, stable price level and ensure the continuous supply-chain for her commodities. Total transportation system sourly depends on road-transport system. [11] As the spatial spread of the country is limited, road transportation has an inherent advantage over the two other major modes-rail and water. This has been further helped by the country's consistent public policy of investment for transport development favoring the road sector. Due to limitations of rail and water transport, the present overwhelming dependence on the road transportation system will continue in the future. In this context, completeness of the whole road network should be considered in all future road planning exercises to make the system less vulnerable in the event of any link disruption.

After analyzing the question about the pitiable condition of road management, regular road repairing system, adverse political system, proper utilization of budget for roads, obstacle to get foreign aid for road infrastructure development, impact of faulty vehicles,

short-term policy, visionless role of political leaders and lack of exemplary punishment for violating traffic rules illustrate the impediments of the road management of Bangladesh. In the sector of pitiable condition, it is seen that lack of maintenance is responsible for this condition. Vulnerable political system, and sometimes corruption in implementation of budget for roads are also responsible for the dilapidated road conditions. This survey shows that, the road accidents are the reflections of the complete apathy of the visionary role of the political leaders and the accountability goes back to the faulty vehicles as well. The causes of road accidents include reckless driving, untrained drivers, unfit vehicles, simultaneous (side-by-side) movement of motorized and non-motorized vehicles without any separation or segregation rules, risky roadside activities, faulty road-designs, poor traffic enforcement, dearth of road safety awareness, and a culture of impunity characterized by poor legal redress.

Nowadays the issue of road safety is a much talked about one. The media both the electronic and the print have relentlessly drawn our attention to the topic. As we open the daily news papers we are bombarded with the news of road accidents which are often fatal. The existing network has a very few circuits for movement at all the levels and therefore, susceptible to high risk of interruption. Lawlessness and anarchy have gripped in contractor selection for the road repairing and construction exposing people to hazardous accidents every day. [4] Drivers of buses, trucks, vans, private cars and microbus are constantly involved in careless and wild races without the slightest respect for human lives. It is happening right under the nose of law enforcers, who unfortunately has not been carry much respect from the defiant drivers for obvious reasons. In this study it is clearly shown that the political influences are primarily responsible for the failure of road management. To solve these crises, the authority need a simple executive vision and mission.

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