

LAUNCH OF INTERNATIONAL GUIDELINES ON COMMUNITY ROAD SAFETY EDUCATION



Seminar Report

Seminar held at BRAC Centre Inn on October 21, 2004

Organized by

BRTA (Road Safety Cell)

BRAC

Transport Research Laboratory (TRL)



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GLOSSARY

ARC	Accident Research Centre
ATN	Asian Television Network
BRAC	Bangladesh Rural Advancement Committee
BRTA	Bangladesh Road Transport Authority
BTV	Bangladesh Television
BUET	Bangladesh University of Engineering and Technology
CD	Compact Disk
CRP	Centre for the Rehabilitation of Paralyzed
CRSE	Community Road Safety Education
CRSG	Community Road Safety Group
DC	Deputy Commissioner
DFC	Deputy Field Coordinator
DFID	Department for International Development
DG	Director General
IEC	Information, Education and Communication
LGED	Local Government Engineering Department
MOC	Ministry of Communication
MP	Member of Parliament
NGO	Non Government Organisation
PTI	Primary Training Institute
RHD	Roads and Highways Department
RIIP	Rural Infrastructure Improvement Project
RRMP	Road Rehabilitation and Maintenance Project
RSPAC	Road Safety Public Awareness Campaign
RTIP	Rural Transportation Improvement Project
TRL	Transport Research Laboratory
UK	United Kingdom

Important Considerations for the Future of Road Safety

This report summarizes the content of the seminar held at BRAC Centre Auditorium on October 21st, 2004, which involved the launch of the International Guidelines on Community Road Safety Education, a manual for road safety practitioners describing good practises in developing road safety education programmes in developing countries. The seminar was organised by BRAC, BRTA (Road Safety Cell) and Transport Research Laboratory (TRL), UK. The seminar made several points, which are significant to future policy development on road safety and of interest to anyone hoping to address the issue of road traffic accidents in Bangladesh and elsewhere:

- *Community-focused solutions for Road Safety Education:* BRAC and Transport Research Laboratory (TRL) UK have jointly completed a case study of the rural community of Betila, Manikganj using participatory tools to ensure community involvement in identifying and solving road safety problems.
- *The need to address the lack of awareness about road safety:* There are major gaps in general road safety knowledge amongst communities in Bangladesh and elsewhere, as demonstrated by the case studies completed by BRAC and TRL.
- *Not just pedestrian education, drivers need to be educated as well:* CRP has completed research on road safety which shows that most accidents are the fault of the driver. Based on this conclusion, although pedestrian education is an effective low-cost solution, more effort is also needed in raising awareness and education level among the drivers.
- *Improve first-aid training at the local level:* The conference stressed the need for first aid training, both for general public and for professionals working in health-related fields.
- *Greater representation of educators at the Upazilla level:* One of the difficulties in involving schools in road safety education programmes is the absence of the Thana Education Officer in the Upazila Road Safety Committees.
- *Improve road engineering:* Provision of pedestrian options through engineering measures during road construction is absolutely necessary.
- *Improving school curriculum on road safety:* Textbook lessons on road safety exist only for class III and IV students in the formal school system. The materials and methods used need to be re-examined and improved.
- *Sharing road safety educational material:* Road safety educational materials like flip chart, two video films, audio cassette and posters developed by BRAC for pedestrians, children and drivers should be made best use of by educational institutions, transport operators, drivers, Upazilla and District Road Safety Committees.
- *Need for further policy development:* The seminar's chairman, Professor Jamilur Reza Choudhury – Vice-Chancellor BRAC University, highlighted the need for development of an official Highway Code in Bangladesh followed by a wide dissemination. He also mentioned the need for a “pedestrian first” policy.
- *The issue of road safety has overwhelming support from the Ministry of Communications:* In his speech at the seminar the Minister of Communications, the seminar's chief guest,

said: “BRAC has carried out community road safety education very successfully at a remote place in Manikganj. I am sure that will set the trend for starting up this programme all over the country.” Mr. Md. Shafiqul Islam, the Secretary of the Ministry of Communications also gave an insightful speech at the seminar in which he called for “a concerted, integrated, concentrated and well-prepared action plan” to address the issue of road safety and mentioned that the Government, NGOs and the community should work together towards this goal. He formally committed the Ministry of Communications to get involved very directly, very intimately and very closely to do something for road safety.

- *Road safety is a critical issue for the international community:* Mr. Scott from DFID, one of the seminar’s special guests, mentioned that “community education in road safety is vital, the work of BRAC and TRL showed what could be achieved in this area.” Another special guest, Mr. Hughart from the World Bank, reiterated that the interest of NGOs in road safety issues is encouraging: “it is good to see BRAC has taken a lead in establishing a community road safety programme, training of road safety trainers and a driving training project.” In his concluding remarks Mr. Hughart stated that the “World Bank is ready to provide support for action on what is clearly an important development issue.”

Launch of the International Guidelines

As the central focus of the day’s seminar, the International *Guidelines for conducting road safety education programmes in developing countries* were launched. The guidelines provide a non-country specific approach to carrying out community programmes for road safety education and are intended for road safety practitioners who wish to implement programmes using a bottom-up approach through participatory methods. Different approaches and a selection of intervention materials are provided in the guidelines, which can be used to disseminate road safety education to a community in a sustainable way.

Examining Road Safety Education - Seminar Highlights

A summary of the presentations given on road traffic accidents and road safety education initiatives

Several diverse and enlightening presentations were made during the seminar, which are further summarised in this report. Mr. Allan Quimby from Transport Research Laboratory (TRL) in the UK gave a thorough background of the severity of the road safety problem around the world, especially concerning developing countries. Funded in part by DFID, the case studies looked at alleviating poverty and gender issues in Community Road Safety Education (CRSE), and were fed into the international guidelines on conducting road safety education programmes, which were launched at the seminar. CRSE is based on reaching the community as a whole, providing a bottom-up approach to developing a road safety education strategy.

Mr. Najmul Hussain from BRAC discussed the case study of a Bangladeshi community and BRAC's efforts in completing action research for the development of a community-centred road safety education campaign. The lessons from the BRAC-TRL case study held at Betila, Manikganj have been implemented into a full Road Safety Public Awareness Campaign (RSPAC) by BRAC. Forty-two areas have been selected for the RSPAC along the Dhaka-Sylhet highway and eleven different types of interventions are being carried out through local partner NGOs and BRAC facilities. The interventions include formation and capacity development of Community Road Safety Group (CRGS), road safety theatre, road safety education of road-side educational institutions, road safety day campaign, multimedia materials such as video and audio cassette, flip chart, posters and billboards, and student traffic cadets

who assist pedestrians in following safe road practices.

Last but not least, Annabel Davis made an intriguing presentation on the case studies that were done by TRL (in addition to BRAC's Bangladesh case study) in South Africa, India and Ghana. The presentation by Ms. David gave an insightful overview of the other three case studies conducted in South Africa, India and Ghana.

Address by the Honourable Minister for Communications and Other Special Guests

It was the honour of everyone involved in the seminar that the Honourable Minister for Communications, Barrister Nazmul Huda MP, attended as the chief guest. The Honourable Minister thanked BRAC and TRL for launching the International Guidelines for community road safety education and mentioned in his speech that the "only solution [to road traffic accidents] is to give the people the knowledge, create awareness and then to do something which



would make them behave the way they should." He mentioned that the International Guidelines represent an excellent start for addressing the significant task of teaching about safe road practices and added, "I can assure you that [these guidelines] will be circulated to all relevant

bodies and quarters we consider important.” In addition, the Honourable Minister spoke of his confidence in BRAC to assist Bangladesh in addressing its road safety issue: “BRTA, the earmarked agency of the government for road safety, has limitations of manpower, training, and finance; yet I am sure BRAC will get and receive tremendous cooperation from them...I am sure we are in for some bright days in future in so far as road traffic is concerned.”

Mr. Md. Shafiqul Islam, the Secretary of the Ministry of Communications also gave an insightful speech at the seminar on what is needed in order to improve road safety in Bangladesh. He highlighted the severity of



road accident problem: “accidents happen every minute of every hour in this country,” and called for “a concrete, well-prepared action plan” to address the issue. Mr. Islam mentioned the potential value of having the government, NGOs and the donor community work together towards this common objective.

Mr. Michael Scott, Senior Adviser, DFID Bangladesh made some very interesting additions to the day’s comments in his speech at the seminar. He highlighted that children are at particular risk when it comes to road traffic accidents and consequently the importance of focusing on education of the young. And yet he said that education in itself was not enough and that driver training and registration were also important



considerations in the fight to reduce road traffic accidents. He applauded the seminar for highlighting the challenges of road safety and the progress that is being made in improving the statistics.

Dr. David Hughart, Acting Country Director of the World Bank presented a personal perspective to the seminar, discussing the changes that he has seen in Bangladesh from fifteen years ago. Overall he was highly complementary of the education programmes conducted by BRAC and TRL: “That 40 percent reduction [in road traffic accidents] is possible through low-cost, low-tech interventions is very encouraging,” he said. In conclusion Mr. Hughart said that the “World Bank is ready



to provide support for action on what is clearly an important development issue,” and urged the Government to allocate more resources for implementing road safety activities on sustainable basis.

This seminar was broadcast on national and local television including BTV, ATN and Channel I, and received substantial news coverage in daily newspapers including the Observer, Bangladesh Today, and the Daily Star.

Seminar Discussion Session

In the discussion session following the presentation, several additional points were raised by representatives from local NGO and others that were of particular relevance to the issue of road safety in Bangladesh. These issues included the need for more education for drivers, the importance of first aid training to address the critical hour immediately following an accident, and better law enforcement.

Driver awareness was brought up as a major concern highlighting the lack of knowledge of drivers of the basic rules of the road. Mr. Rakib Ahsan, a programme officer from the Asia Foundation observed that most drivers do not know the basic driving parameters, and that many cannot even identify the basic road signs like “no parking” and “no overtaking.” In addition, Ms. Shahnaz Sharmin from CRP quoted the research findings by her own organization saying that most of the road accidents happen due to the fault of the driver of the vehicles involved. Based on this conclusion she demanded more effort in raising awareness and education level among the drivers.

Mr. Najmul Hussain from BRAC informed the audience that there is already a plan on the table to introduce training for the drivers, especially those of trucks and buses, since they are the most vulnerable. BRAC has also produced CDs with information of the basic road safety and safe driving knowledge, which are being screened at different bus and truck terminals. BRAC examined the existing road safety lessons in textbooks and found that road safety is taught in class III and class IV only. The

methods and materials used to teach these lessons have much potential for improvement and road safety lessons should be taught incrementally beginning with pre-primary classes. BRAC’s initiative along the Dhaka-Sylhet highway also introduced the concept of Road Safety Cadets in order to address pedestrian awareness.

During the discussion Mr. Mubarak Hossain, a Class 9 student and a Student Traffic Cadet recounted the various roles the cadets are playing in their respective areas, including helping children and elderly people to help cross the roads, advising the vehicles to follow proper parking regulations, instructing the public transports to use proper bus stands and other infrastructures, and working as a general road safety advocate. He observed that the time dedicated to the program under which they are performing as cadets is not adequate, and projects of longer duration need to be undertaken. He proposed increasing the project duration from nine months to at least three years, and believes it would be required to make the cadets’ roles effective.

In terms of the need for first aid training, the audience raised the issue of the role of medical follow-up after accidents in saving lives. Mr. Najmul Hussain mentioned that the first hour after an accident is called the “Golden Hour”, which is a very crucial time for the victims. According to the available statistics, about 50 percent of the victims of fatal accidents die on the spot. The other 50 percent die during post accident handling, movement, rescue operation, etc, due to inadequate knowledge about the post accident responsibilities among the accident prone communities.

Mr. Mazharul Hoque, a Deputy Police Commissioner, stressed the need for first aid training, both for general public and for professionals working in related fields. He observed that even the professionals

rescuing the victims after an accident do not have proper first aid knowledge, which results in a lot of deaths. In Bangladesh, people's knowledge about first aid is very poor compared to many other countries, something that could be improved by including first aid-related topics in general education. Mr. Hussain mentioned how, with a small increase in the awareness of these issues, it can be ensured that the victims are handled properly, given emergency first aid and medical attention, and that the number of deaths during the golden hour after the accident can be reduced significantly. In the intervention areas where BRAC is working, community trainings on post-accident scenarios are already being imparted. Under RSPAC the communities are being taught how to handle fatal victims immediately after accidents, basics of first aid, and other post accident measures. He also informed that the partner NGOs working in cooperation with BRAC in road safety intervention are also involved in this area.

Mr. Illias Kanchan, from Nirapad Sarak Chai and a show biz celebrity expressed an alternative perspective with his opinion that the road safety problem in Bangladesh is totally different from the other countries studied in the case studies. In his opinion, general lawlessness is the root of the problems and educating people or raising awareness will not achieve anything if stricter laws are not enacted and enforced.

In addition to these issues, the audience raised some concerns over the implementation of road safety education into schools and the challenges this presents. Mr. Amir Hossain, a representative from a BRAC partner NGO, mentioned that one of the difficulties in involving schools in road safety education programmes was the absence of the Education Officer in the Upazila Road Safety Committee. This leads to hesitation by the committee when it comes to providing educational resources

and a lack of authority by schools to provide resources.

Mr. Abul Kalam Azad, the Organizing Secretary of Nirapad Sarak Chai disagreed that it is difficult to get schools' participation and stated that in their experience schools always provided overwhelming participation and assistance. He suggested that instead of asking the members of the schools to come to the road safety awareness programmes, the programme should approach them directly.

Professor Jamilur Reza Chowdhury, Seminar Chairman and Vice Chancellor,



BRAC University said that as a civil engineer he was sorry to hear that roads in Bangladesh have been built without following the geometric standards and some of his former students were involved in road building. Stressing on competence of drivers he regretted that there is yet no highway code in Bangladesh, which should be enacted immediately and disseminated widely. Unless traffic laws are enforced properly there is no hope for improvement he said while talking about lack of enforcement. As prescribed in Strategic Transport Plan of Dhaka, "pedestrian first" should be the policy for any road safety programme he emphasised.

Overall the discussion was energized and engaging, with several examples being given by the guest speakers on the success of the previous interventions and lessons learned.

Appendix

1) Contact Information

BRAC

www.brac.net

- Mr. Ahmed Najmul Hussain, Director in charge of Community Road Safety Programme, BRAC email: najmul.ah@brac.net

Transport Research Laboratory (TRL)

www.trl.co.uk

- Mr. Allan Quimby, email: aquimby@trl.co.uk
- Ms. Annabel David, Social Development Researcher, email: adavid@trl.co.uk

2) Road Safety IEC Materials Developed by BRAC



Road Safety Posters



14 Page Comprehensive Training Flip Chart

Audio Cassette on Road Safety

List of Seminar Participants

The following list includes the names and organisations of the participants of the seminar held on October 21st, 2004.

Date: 21.10.2001

Venue: BRAC Centre Auditorium

Name

Address, Phone No (If Any)

Sk. Rabiul Islam	Chief Engineer, Roads and Highways Department (RHD)
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Md. Shahabuddin Khan	RHD
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S.M. Abdul Bari	Director (Engineering), BRTA
Md. Mostafizur Rahman	Asst. Director (Eng.) BRTA
Md. Aktar Ali	Deputy Director & Manager, Road Safety Cell, BRTA
Md. Sirazul Islam	BRTA, Mirpur, Phone # 9003666
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Md. Shamim Ahsan	Ministry of Communication
Peter Padmore	TL, Roughton International, Consultant, Dhaka-Sylhet Road
Iftekher Mahmud	Manager, Roughton Intl., Consultant, Dhaka-Sylhet Road
Dr. Md. Mazharul Haque	Accident Research Centre, BUET
Md. Mahbubul Alam Talukder	Accident Research Centre, BUET
David Hughart	Acting Country Director, World Bank, Bangladesh
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Ali Reza	Cameraman Bangladesh Television (BTV)
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Kamal Ahmed	Reporter, Bangladesh Betar
Mohammad Ibrahim	The daily Amardesh
Alam Hossain	The Daily Janata
Md. Shahin	The Daily Samachar
M.A. Jems	The Bangladesh Today
Tahamina	Reporter, N.A.B.
Shimul Mahmud	The Daily Amar Desh
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Subol Kumar Banik	Manager, BRAC Publication
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Md. Rezaul Karim	Coordinator, RSPAC, Bhairab, Kishorganj
Md. Shahanur Alam	Deputy Field Coordinator (DFC), RSPAC, Sylhet
Salahuddin Asjad	IT, BRAC
Shamset Tabrejee	Globe Kids, Dhaka
Dr. Imran Matin	Director, Research and Evaluation Division, BRAC
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Md. Mostak Ali	Senior Transport Manager, BRAC
Md. Arif	Rose Valley
Md. Alam	Rose Valley
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Abul Kalam Azad	Organizing Secretary, Nirapad Sharak Chai
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A.K. M. Khairuzzaman	Sr. Trainer (Road Safety), BRAC
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Md. anisur Rahman	STC, Sinha High School & College, Kanchpur, Narayanganj
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Md. Azmot Ali	DFC (RSPAC), Madhabdi, Narshindi
Md. Delwar Hossain	JMKS, Shibpur, Narsingdi
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Abul Kashem	PAPRI, Narayanpur, Belabo, Narsingdi
Md. Shahriar Rahman	Managing Director, Globe Kids Digital Ltd., Mirpur, Dhaka.
Md. Kawsar	Al Ifadah Society, B. Baria
Amir Hossain	Panchrukhi Begum Anoara College, Araihasar, Narayanganj
Afroza Nazneen	The Daily Azker Kagoj
Amiya Prava Choudhury	ED, Madhabpur Bahumukhi Nari Mukti Shangstha, Hobiganj
Shah Abdul Ahad	MC Member, Putijuri S.C. High School, Bahubal, Habiganj
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Imshiat Sharif	Mob: 019-368030
Mubarok Hossain	STC, Rajadi Chinispur High School, Narshindi.
Golam Hafiz Khan	Chief Artist, BRAC Publication
Hamid Tariq Siddiqui	Communication Officer, PA & C, BRAC
O.A. Zakir	Public Relation Officer, BRAC University, Dhaka
Md. Ishaque	PSUS, Ashuganj

Some Pictures of the Seminar

Annex 2



Chief Guest, Special Guests and Chairperson of the seminar



Mr. Allan Quimby of TRL, UK presenting International Guidelines on CRSE



Mr. Ahmed Najmul Hussain of BRAC presenting Bangladesh Case Study on CRSE



Ms. Annabel Davis of TRL, UK presenting case studies of South Africa, India and Ghana



Official launch of International Guidelines on Community Road Safety Education



Official launch of Audio Cassette on Road Safety



A section of seminar participants



A section of seminar participants



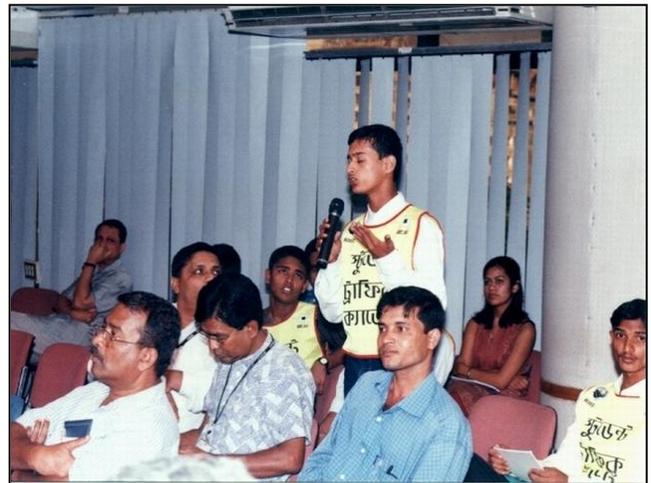
Professor Mazharul Haque, Director, ARC speaking during open discussion session



Mr. Illias Kanchan, Chairman, 'Nirapad Sharak Chai' speaking during open discussion session



Mr. Mazharul Haq, DC West speaking during open discussion session



Mr. Mubarak Hossain, Student Traffic Cadet (STC) on Dhaka-Sylhet Road making a point

BRAC Report on the existing lessons on Road Safety (RS) in primary textbooks

(Reference: Recommendation # 1 of the workshop held on road safety education at BRAC Centre, Mohakhali on 09.6.2003 required BRAC to field test the contents and effectiveness of the existing lessons on road safety in text books and submit a report. The workshop was attended by the Secretary MOC, DG Primary Education, ED BRAC, Members of Text Book Board, international road safety education expert Mr. Allan Quimby of TRL, UK and others concerned).

It remains decided as to which competency will have to be acquired by which class of primary students to equip them well with the skill for their real life. Acquisition of Road Safety skill is one of the essential competencies and as such is set in two textbooks for students of classes III and IV. Whether the texts are properly written, are right for the respective age groups, effective, properly disseminated by teachers and the learning materials supplied by the authority are all useful – have been taken into consideration for preparation of report on the basis of a field study.

1. Methods of observation

- Study of books: All the textbooks of classes I (one) to V (five) were studied
- Discussion with teachers: Teachers and the Head Teachers of 5 city schools, 5 town school and 6 village schools were consulted
- Assessment of students' textbook knowledge: An assessment of the knowledge of students on the Road Safety lessons was made in city, town and rural areas.
- Exchange of opinions with Primary Training Institution (PTI) teachers and trainees: Exchanged views on the subject with the teachers/ trainees of a PTI.
- Lesson analysis: Existing lessons on RS Education in primary textbooks were examined.

2. Existing lesson on road safety in text books

Presently RS lessons exist in the text books of Class-III and Class-IV only as described below:

2.1 Class- III

Subject – Bangla (literature)

Name of Textbook – Amar Boi (My Book), Pt-III

Lesson Title – Esho Shanket gulo Jene nei (Let's Learn the Signs)

Topics Included in the Lesson

- Zebra Crossing in city road and their use
- Use of traffic signal lights, 3 informatory traffic signs, horn

Objective of the topics

The expectation is that on completion of the lesson the students will learn:

- What zebra crossings are and how these help the passers-by in using the roads.
- Why the traffic signal lights are put on and put off at intervals and how they assist the vehicular traffic.

- How the informative traffic signals help the road users.
- Why horn should not be used in front of hospital

Materials for lesson presentation

- Pictures of signs, signals and cards with written instructions

Methods of teaching the text as per the Teachers Guide (TG)

- Lecture
- Demonstration
- Evaluation: Question – Answer
- Role-Playing / Drama

Teaching aids / materials are:

- Picture of the lesson (if possible)
- Relevant pictures of road-crossing signals collected by the teachers
- Traffic signs, card and charts with written instruction.

2.2. Class: IV

Subject: Science

Name of Textbook: Poribesh Porichiti-Bigayan (Introduction to Environment- Science)

Title of the lesson: Janbahon (Transport)

Topics included in the lesson

- Ancient and modern transports
- Different mode of transports for different functions
- Types of transports
- Traffic signal lights, restrictive use of horn
- Care and maintenance of vehicles

Objectives of the topics

On completion of this lesson, the students are expected to learn:

- To recognize the transport and identify its specialties.
- To be able to choose the right transport considering the need and the situation.
- To be able to describe the communication / transportation system of Bangladesh.
- To be respectful to the traffic rules of signal lights and horn
- To be able to care and maintain the personal others vehicles.

Materials for lesson presentation

- Model / Chart of the vehicle used in the locality or in his own environment (made of clay, tin, plastic, paper, etc.)
- Models of plane, boat; charts showing rickshaw, bullock-cart, pushcart, sledge, ship and raft of banana trees, basin-shaped section of the betel nut trees etc.
- Other common teaching aids as considered fit by teacher.
- Clay or tin made cover in red, green or yellow color, tin flute, posters of hospital, school or residential areas and work sheet.

Methods of teaching the textbook as per the TG

- Lecture
- Demonstration
- Evaluation: Question – Answer
- Role-Playing / Drama

3. The Findings

The findings of the observation and examination of the existing textbook lessons on road safety are summarised below:

- The signs / signals / symbol used in the books are unclear.
- The teachers do not often have prior preparation for teaching
- The methodologies prescribed for lesson presentation are seldom followed.
- Very seldom the teachers present the lesson as per the TG.
- Many schools have not yet received the teaching aids/materials (e.g. cards/pictures of the signs) and those schools have received these, in many cases do not use the items properly.
- There is no arrangement to impart practical training to learners.
- Since there is paucity of scope to engage the trainees in road safety lessons in the PTIS, the trainee teachers cleverly avoid this lesson.
- The lessons do not include basic road safety practices like walking on the right side of the road, looking right, left and listening before crossing roads, use footpath where there is one, holding children’s hand while on road, children playing away from road, pedestrians to be visible, not to cross road in front or behind a parked vehicle etc.

4. Recommendations

4.1. On Text Book Lessons

- For making the lesson interesting / appealing, for the ability to recognize the signs properly and for understanding the lesson properly, the pictures used in the book (traffic signal in red yellow and green) may be made coloured.
- For using role-playing method, relevant section / part of the books may have dialogues.
- Sufficient space in the textbook (like in the work books) may be provided to ensure students’ class work or homework.
- Road safety lessons may be included in our primary textbooks for students of different age and class not just for class III and IV. Some examples are given below:

For children age 0-4 (pre primary)

Children this age are too young to be responsible for their own safety. They should be taught to:

- Hold hands with older children or adults near the road
- Walk only on footpaths, or at the right edge of the road where there is none
- Play in safe places (away from roads) designated by an adult
- Develop a simple road safety vocabulary
- Recognize roads are dangerous.

- Know you have to stop, look and listen before walking across the road
- Know that small children cannot always be seen by motorists
- Know traffic may come from unexpected places
- Know safest places to cross the road near home

For children age 5-7 (class I and II)

Children this age are typically given more responsibility for their own safety and should be taught:

- That children should ideally be accompanied near busy roads
- To extend their road safety vocabulary
- How and where to play safely
- Where to stop, look and listen before crossing and to choose the shortest distance to walk directly across
- That, whenever possible to, use marked pedestrian crossings
- To understand and use traffic lights (with or without marked pedestrian crossings)
- How to get to and from school safely
- About the dangers of not being seen, or not being able to see other traffic because of stationary vehicles
- That accidents can lead to injury and death
- That one can be held responsible for accidents

For children age 8-12 (class III, IV V and VI)

Children this age are often expected to deal with traffic risk by themselves. They should learn to:

- Identify and recommend to smaller children safe places to play
- Understand the need to be seen near and in traffic and judge the hazards of stationary vehicles and how to play or cross the road near them
- Understand traffic lights, road signs, road markings and signals given by drivers and police
- Know when and how to summon help in an emergency
- Understand which road signs must be obeyed, which are warnings and which provide information
- Be made aware that traffic rules are not always observed by other road users
- Understand needs of special groups - the very young, the old and disabled
- Understand problems of alcohol, drugs and fatigue in relation to road accidents
- Understand immediate and long term consequences of road accidents
- Be aware of importance of planning safe school routes when changing schools
- Understand problems caused by domestic and wild animals near roads
- Set a good example to other children

For children age 12-16+ (class VII to X)

Over the age of 12, children in developing and transitional countries are more likely to be treated as 'mini' adults and should learn to:

- Travel safely on public transport by themselves
- Ride a bicycle on the road
- Identify and understand causes of road accidents and how to reduce risks
- Observe traffic and be able to judge speeds and distances
- Learn the basic legal requirements of road user responsibilities towards fellow road users
- Know about simple first aid

4.2. On Teacher Training

- During teacher training the RS chapter should be taken good care of with proper emphases.
- The concerned teacher may be encouraged to play useful role during presentation of the lesson on Road Safety.
- During cluster meetings and URC lessons, 'Road Safety' as a skill to be acquired should be properly emphasised.

4.3. On Methodology

The following methods may also be followed side by side with the lecture, question-answer and demonstration methods on set lessons from which the learners may achieve permanent behavioural change.

- Acting out or role-playing
- Group discussion
- Imparting practical training to students (field trips may be organised to bring behavioural change).
- As homework/class task, students may be asked to draw signals or produce models of the signals.

4.4. On teaching materials / aids

- Various coloured chart, posters and cards that are likely to attract children should be procured as teaching and learning materials and their use must be ensured.
- On completion of the course (text), the charts, cards, models should be hanged/hung in such visible places around the campus so that they can become a source of reminder for all time.

Concluding Remarks

The above recommendations are principally products of general observation by a group of BRAC staff. Their findings indicate the necessity of immediate change in the quality and quantity of the existing lessons. Expert study should be undertaken to include new lessons on road safety in the textbooks.