

Challenges on In-use-vehicles and Roadmap for effective vehicle inspection Programme in Bangladesh



Md. Zeaur Rahaman
Assistant Director(Engg.)
Bangladesh Road Transport Authority(BRTA)

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Establishment of BRTA

- ❑ Establishment of Superintendent of Road Transport Maintenance(SRTM) in 1962;
- ❑ Establishment of Directorate of Road Transport Maintenance(DRTM) through restructuring of SRTM in 1977;
- ❑ Establishment of Bangladesh Road Transport Authority(BRTA) in 1987



RESPONSIBILITIES OF BRTA

- ☐ Regulation of Motor Vehicles through Registration, Fitness, Route permit, Licensing of Motor Drivers;
 - ☐ Framing Regulation regarding to road transport and implementation of the same;
 - ☐ Inspection of Govt. vehicles for repair and recommendation for condemnation;
 - ☐ Registration of motor vehicle repair workshops;
 - ☐ Registration of Motor Driving School;
 - ☐ Creation of public awareness about road transport management and road safety;
 - ☐ Conducting Mobile Court as per Motor Vehicle Ordinance, 1983;
 - ☐ Acting as member secretary of Road Transport Advisory Council and National Road Safety Council;
 - ☐ Collection of Motor Vehicle Taxes & Fees and deposition to Govt. exchequer;
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MANPOWER & OFFICES OF BRTA

- ❑ Manpower were 291 at the time of establishment in 1987;
- ❑ At present manpower 815. However, 381 still vacant, mostly technical posts;
- ❑ One HQ at Dhaka and 62 field or Circle offices all over the country and 6 Divisional offices;
- ❑ Lack of training of technical staff and logistics



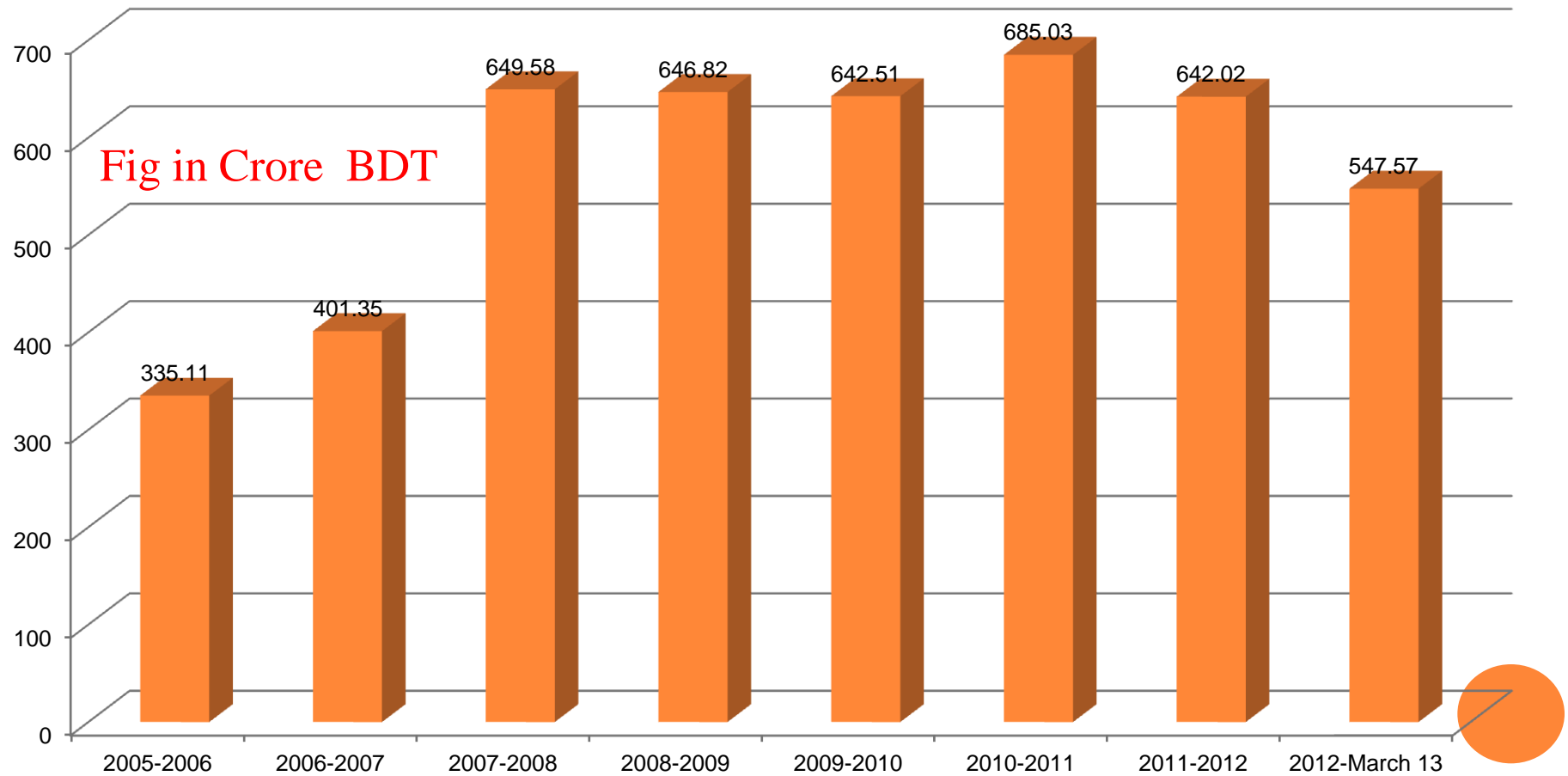
REGISTERED VEHICLES IN BANGLADESH

Sl. No	Type of Vehicles	Up to 2009	2010	2011	2012	Grand Total
1	Ambulance	2506	287	219	181	3193
2	Auto Rickshaw	108436	18327	20423	23545	170731
3	Auto Tempo	13977	289	175	626	15067
4	Bus	26016	1762	1761	1439	30978
5	Cargo Van	2911	611	489	282	4293
6	Covered Van	3760	1898	2354	1421	9433
7	Delivery Van	15564	1499	1004	774	18841
8	Human Hauler	5846	674	1152	715	8387
9	Jeep(Hard/Soft)	30162	2124	2134	1569	35989
10	Microbus	59404	6975	4051	3044	73474
11	Minibus	24749	895	276	249	26169
12	Motor Cycle	650147	109110	114616	101588	975461
13	Pick Up (Double/Single Cabin)	23273	8967	10460	7625	50325
14	Private Passenger Car	196870	22960	12950	9224	242004
15	Special Purpose Vehicle	5900	471	396	226	6993
16	Tanker	2379	327	317	195	3218
17	Taxicab	44361	19	75	172	44627
18	Tractor	16855	3745	5200	3494	29294
19	Truck	73336	9535	7327	4335	94533
20	Others	934	383	7	1	1325
TOTAL		13,07,386	190858	185386	160705	18,44,335

REGISTERED VEHICLES IN DHAKA CITY

Sl. No	Type of Vehicles	Up to 2009	2010	2011	2012	Grand Total
1	Ambulance	1188	186	137	114	1625
2	Auto Rickshaw	7612	52	112	111	7887
3	Auto Tempo	1659	3	1	1	1664
4	Bus	15552	1231	1501	1218	19502
5	Cargo Van	2641	590	477	278	3986
6	Covered Van	2870	1407	1910	1170	7357
7	Delivery Van	10788	1202	839	577	13406
8	Human Hauler	2475	243	569	145	3432
9	Jeep(Hard/Soft)	18260	1260	1698	1241	22459
10	Microbus	40503	5699	3540	2643	52385
11	Minibus	9341	149	136	103	9729
12	Motor Cycle	179383	30698	34708	32810	277599
13	Pick Up (Double/Single Cabin)	14258	6223	7258	5149	32888
14	Private Passenger Car	143389	19615	11423	8187	182614
15	Special Purpose Vehicle	700	59	60	28	847
16	Tanker	719	98	152	90	1059
17	Taxicab	36011	0	52	43	36106
18	Tractor	7151	2772	4169	2841	16933
19	Truck	22299	4623	4205	2824	33951
20	Others	113	55	0	0	168
TOTAL		5,16,912	76165	72947	59573	7,25,597

MV TAX & FEES INCOME



AUTOMOTIVE POLLUTION

- ❑ Vehicular emission is one of the major sources of air pollution in Bangladesh;
- ❑ These sources are mainly concentrated in the major cities like Dhaka and Chittagong;
- ❑ Steady growth of motor vehicles and urbanization accompanied by oil dependency of road transport sector lead to considerable increase in carbon emissions.



MAJOR AUTOMOTIVE POLLUTANTS

Major pollutants from Petrol Engines:

- Carbon Monoxide (CO);
- Unburned Hydro-Carbon (HC);
- Nitrogen Oxides (NO_x) ;
- Lead (Pb);
- Sulfur Oxides (SO);
- Particulate Matter (PM)

Major pollutants from Diesel Engines:

- Particulate Matter (PM) ;
- Nitrogen Oxides (NO);
- Unburned Hydro-Carbon (HC);
- Sulfur Oxides (SO);
- Carbon Monoxide (CO);



INITIATIVE TO REDUCE AUTOMOTIVE POLLUTION

- ❑ Introduction of 13,000 CNG-run 3-wheelers as replacement of 40,000 two-stroke petrol driven 3-wheelers in Dhaka city in 2003;
- ❑ Introduction of another 13,000 CNG-run 3-wheelers in place of about 22,000 two-stroke petrol driven 3-wheelers in Chittagong;
- ❑ It was a milestone achievement in the transport history of Bangladesh in order to curb the ever growing hydrocarbon emissions from automobiles;
- ❑ Initiative to convert almost all the diesel buses and minibuses plying in Dhaka city to CNG vehicles;
- ❑ Initiative to introduce dedicated CNG buses in Dhaka and Chittagong cities;
- ❑ All these initiatives reduced automotive pollutions to a great extent;



VEHICLE INSPECTION BY BRTA

- ❑ Vehicle inspection and issuance of road worthiness (Fitness) certificate is one of the major responsibilities of BRTA;
- ❑ As far as road safety is concerned, the inspection of vehicle for fitness is vital;
- ❑ Inspector of Motor Vehicles (IMVs) are designated for this purpose in all BRTA offices;
- ❑ So far, BRTA rely on manual inspection by IMVs for Fitness issuance and IMVs perform these on the basis of their experience without using any automatic or semi-automatic devices;
- ❑ The major items such as Steering system, Lighting System, Breaking System, Under carriage, Body & seating arrangement, Power transmission system, which involve about 60 individual items are inspected by the IMVs;
- ❑ But all these are quite questionable as far as road safety is concerned;

INITIATIVE TO ENHANCE INSPECTION QUALITY

- ❑ Establishment of 5(five) Vehicle Inspection Centres (VICs) in major cities of Bangladesh in 1997;
- ❑ In 1999 five semi-automatic VICs were established, two in Dhaka, one each in Chittagong, Khulna and Rajshahi;
- ❑ Among these five centres, test run was carried on 3 VICs at Dhaka and Chittagong, other 2 VICs at Rajshahi and Khuna were drowned in continuous and heavy rain (flood) water making all the machinery and equipments excepting the computers damaged and unworkable;
- ❑ Disintegrity in test results by these three VICs and also failure to integrate the inspection test results to the BRTA management information System, [a web-based customized Application Software used for vehicle registration, fitness etc. issuance], made all these three VICs unworkable for BRTA;
- ❑ The Performance Gurranttee of the Supplier, a Dutch company VLT(Vaunder Lane Test System) was also forfeited for not being able to implement the system;



CURRENT INITIATIVE

- ❑ Initiative to refurbish the Mirpur (Dhaka) VIC as a part of KOICA's 2.7 Million Grant Project to 'Establish a modern Data Centre for BRTA';
- ❑ The refurbishment is likely be completed within 2014;
- ❑ Refurbishment of other VICs depends on the success of the Mirpur VIC;
- ❑ Initiative to register motor vehicle repair workshop and to outsource the inspection system to the best ones to enhance inspection quality;
- ❑ Training of IMVs to boost their capacity is going on;



LIMITATIONS

- ❑ Lack in institutional capacity for automatic inspection of vehicle for road worthiness and lack of exhaust analyzer in BRTA.
- ❑ Lack of training facilities of IMVs limiting their capacities for better result;
- ❑ Lack of other logistics;



PROSPECTS FOR ENHANCE INSPECTION CAPACITY AND QUALITY

- ❑ Bangladesh has a great prospects to enhance current Inspection system to Automatic or Semi-automatic System;
- ❑ Better quality vehicles are being on road to coup up with better economic growth of the country;
- ❑ Improvement and Introduction of Automatic Vehicle Inspection machinery, equipments and logistics by private sectors;
- ❑ BRTA's initiative are already on and further initiatives will surely be taken in near future;



Thanks

