TPFB QUARTERLY

NEWSLETTER

TUESDAY

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TRANSPORT PROFESSIONALS FOUNDATION BANGLADESH



BUILDING BANGLADESH'S TRANSPORT FUTURE: WHY WE NEED A UNIFIED PROFESSIONAL PLATFORM

THE MEGAPROJECT PARADOX: INVESTING IN INFRASTRUCTURE, IGNORING THE TALENT PIPELINE

Bangladesh is on an ambitious path of infrastructural transformation. With mega-projects like the Dhaka Metro Rail, Padma Multipurpose Bridge, and various expressways, the nation is laying the foundation for an unprecedented leap in connectivity and economic growth. However, a critical paradox shadows this progress: we are excelling at building but struggling to cultivate the local expertise to sustain, optimize, and innovate our transport systems.

CURRENT SCENARIO & SIGNIFICANT CHALLENGES

Fragmentation: There is no centralized, professional platform for transport practitioners, engineers, planners, economists, and policymakers to converge, exchange ideas, and share best practices.

Academia-Industry Disconnect: A glaring gap exists between academic research and industrial application. Our fresh graduates often lack the practical exposure and industry-aligned skills needed to thrive in the professional sector.

Dependency on International Expertise: Despite the massive scale of local projects, the continuous reliance on costly international consultants points to a systemic failure in developing and nurturing local technical leadership.

Research Deficit: The nation's investment and focus on advanced transport research remain insufficient, leaving a void in data-driven, localized solutions.

Traffic Management Reality: The complexities of modern traffic management, which is fundamentally a science blending engineering, data analytics, and behavioral studies, are often managed without a strong professional and technical foundation, particularly in our capital.

A New Initiative: Launching the Transport Professionals Foundation Bangladesh (TPFB)

TPFB'S VISION PILLARS

A READY-TO-USE PACKAGE FOR ACCELERATING TPFB



by Md. Sohel Rana
Deputy Secretary (DPD, DMTCL)





- **Professional Synergy:** To create the single, inclusive platform for all transport professionals across all modes (road, rail, air, and water) to share knowledge, debate policy, and collaborate on solutions.
- **Bridging the Divide:** To serve as the essential bridge between academia and industry, ensuring that university curricula meet industry demands and that industry challenges inform academic research.
- **Empowering Local Talent**: To champion the professional development of young graduates through mentorship programs and specialized training and provide them with the necessary space to thrive and contribute to local projects.
- **Cultivating Local Experts:** To reduce the dependency on foreign experts by building a robust pipeline of highly skilled local professionals capable of leading future megaprojects and generating indigenous technical solutions.
- **Advancing Research:** To foster a culture of research and innovation, focusing on localized problems like traffic management, road safety, and sustainable transport planning.

STUDENT CHAPTER

STUDENT PARTICIPATION

Student groups such as the **Transportation Engineering Club** at **UAP** (University of Asia Pacific) have engaged with TPFB activities. They participated in a TPFB meeting focused on improving transport solutions, which suggests TPFB works with student organizations and provides a platform for students to engage with real-world transportation issues.

MEMBERSHIP PATHWAY

Students interested in transport planning, engineering, logistics, and related fields might be able to:

- Joining TPFB events or student discussions
- Attending workshops or meetings organized through TPFB
- Connection with TPFB professionals through university clubs like the Transportation Engineering Club

ACTIVITIES

The TPFB Student Chapter will engage students through technical seminars and guest lectures on transport planning and engineering, capacity-building workshops and career mentoring, field visits and traffic surveys for practical exposure, research discussions and student policy brief preparation, participation in TPFB conferences and professional networking, innovation and idea competitions, road safety and sustainable transport awareness activities, and leadership development through organized chapter meetings and collaborative initiatives with transport professionals.

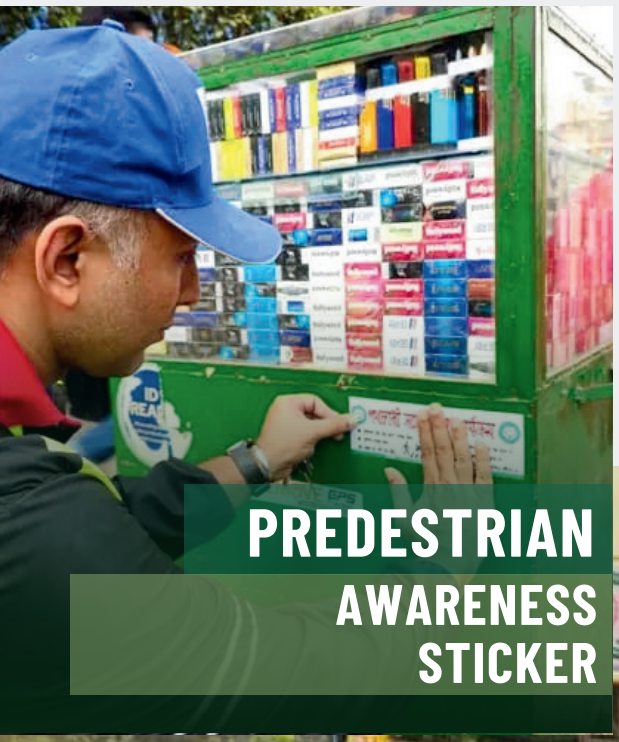


ACTIVITIES OF TPFB
PEDESTRIAN AWARENESS CAMPAIGN

NOVEMBER 23, 2024

THE CAMPAIGN

On Saturday, November 23, 2024, a "Pedestrian Awareness Campaign" was held in Uttara. The campaign primarily aimed to encourage and raise awareness among pedestrians about using sidewalks, foot overbridges, and zebra crossings. It also discouraged boarding or alighting buses outside designated bus stops. Additionally, the initiative promoted walking on sidewalks and avoiding using mobile phones while walking. Pedestrians and rickshaws, autorickshaws, and bike riders warmly welcomed the campaign.



PREDESTRIAN AWARENESS STICKER

ACTIVITIES

Since reckless or careless movement by pedestrians and drivers of cars, buses, and autorickshaws is a major cause of road chaos, the forum conducted an awareness campaign at several critical points from Azampur to Diabari in Uttara. The Transport Professionals Forum, Bangladesh, comprising nearly 700 transport professionals (including civil engineers, urban planners, architects, road safety instructors, etc.), took to the streets today on a small scale, on their day off.

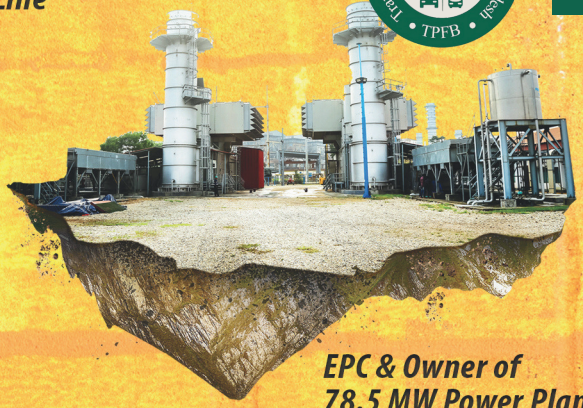


Aminbazar to Gopalganj 400 KV
73.5 km Transmission Line



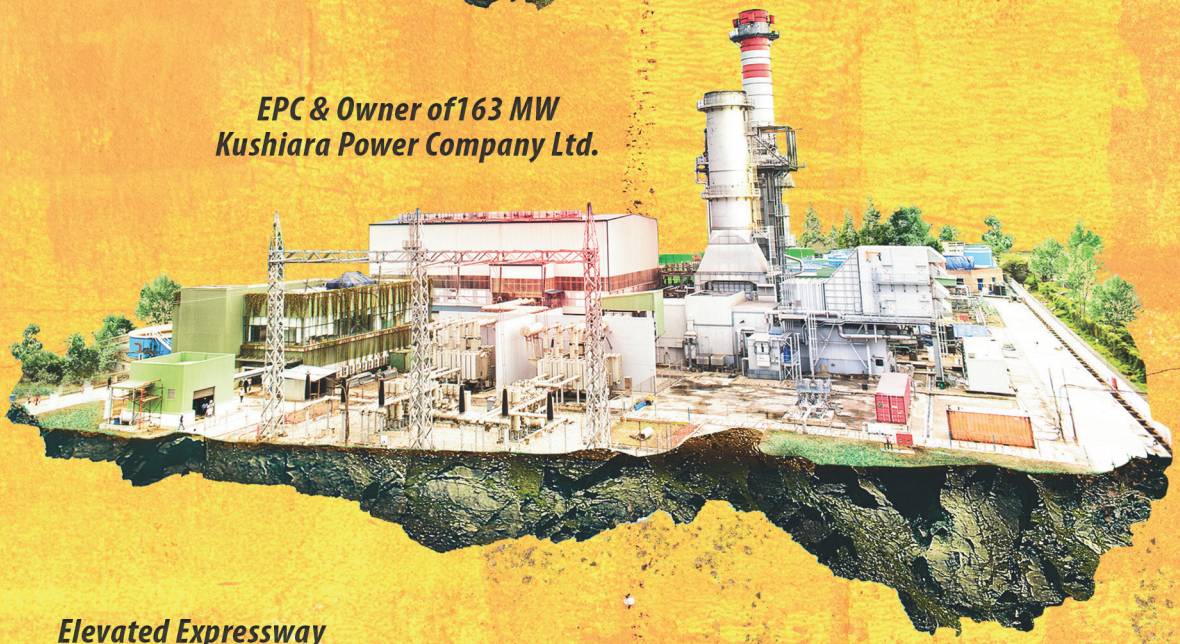
Dohazari to Cox's Bazar
Railway Project (101 km)





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UPCOMING ACTIVITY

SHOROK SATHI: BUILDING THE NEXT GENERATION OF SAFE, CLIMATE-CONSCIOUS ROAD USERS



by Dr. Sharmin Nasrin
President, Acumen Haven

Transport systems are not only about roads and vehicles, but they are also about people, behavior, and the future we are shaping. In Bangladesh, where traffic congestion, road safety challenges, and climate vulnerability intersect daily, early education can be one of the most powerful tools for long-term change.

To address this, Transport Professionals Foundation Bangladesh (TPFB), in collaboration with Acumen Haven, is launching "Shorok Sathi (Road Companion)", a youth-led, interactive workshop designed for Grade 6–10 school students. The program integrates road safety education, climate awareness, and civic responsibility into a single, engaging learning experience.

WHY SHOROK SATHI MATTERS

Bangladesh's transport challenges are often discussed in terms of infrastructure. Yet, many of the most persistent problems, such as traffic congestion, accidents, air pollution, and carbon emissions, are rooted in everyday behavior.

Shorok Sathi addresses this gap early by helping students understand:

- How traffic rules protect lives
- How traffic discipline reduces congestion and emissions
- How individual choices contribute to climate change
- Why civic responsibility on the road matters for everyone

By reaching students at a formative age, the program aims to create responsible road users today and informed transport citizens tomorrow.

WHAT WORKSHOP DELIVERS

The workshop uses a hands-on, age-appropriate, and activity-based learning model, moving beyond lectures into participation and reflection.

Key components include:

- Animation on the importance of obeying traffic signs and rules
- Traffic Sign & Rule Recognition through games and visuals
- Climate Connections linking traffic congestion to carbon footprint and air pollution
- Problem-Solving Sessions using real-life traffic scenarios from students' surroundings
- Interactive Games & Models that reinforce safe and sustainable behavior
- Pre- and Post-Learning Assessment to measure knowledge gain and impact

Students learn not only what the rules are but also why they matter for safety, the environment, and society as a whole.

IMPACT BEYOND THE CLASSROOM

Shorok Sathi is designed as more than a one-day event. Its broader impact includes:

- Building early climate literacy linked to daily actions
- Encouraging behavioral change, not just awareness
- Creating a scalable model that can be replicated across schools and regions
- Supporting national goals on road safety, emission reduction, and sustainable cities

The workshop also introduces students to the idea that small, disciplined actions, like following traffic rules, can collectively reduce carbon emissions and improve urban livability

WHY PARTNERSHIP AND SUPPORT MATTER

To scale this initiative and reach more schools, strategic support from donors, sponsors, and partners is essential. Contributions will directly enable:

- Development of child-friendly educational materials
- Training of youth facilitators and volunteers
- Expansion to underserved schools and communities
- Measurement and reporting of learning and behavioral outcomes

For sponsors, Shorok Sathi represents a high-impact, visible investment at the intersection of transport safety, climate action, and youth empowerment—with measurable social and environmental returns.

LOOKING AHEAD

Through Shorok Sathi, TPFB and Acumen Haven are investing in a simple but powerful idea:

a safer, greener transport future begins with informed children today.

We invite partners and supporters to join us in shaping a generation that understands roads not just as spaces of movement—but as shared systems of responsibility, safety, and sustainability.

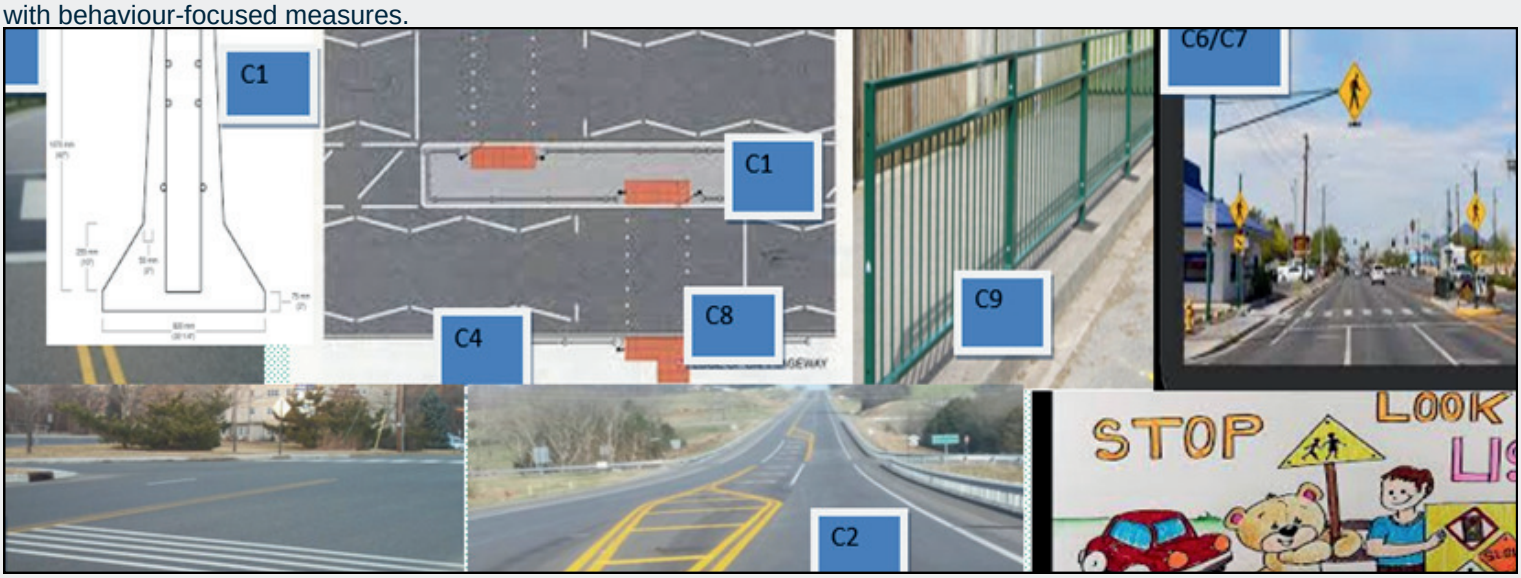
RESEARCH ARTICLE

PEDESTRIAN SAFETY COUNTERMEASURES FOR BANGLADESH HIGHWAYS



by Dr. Mohammad Shaheen Sarker
Superintending Engineer, RHD

Pedestrian fatalities remain a major challenge for safe mobility in Bangladesh, particularly along highways that pass through schools, factories, and busy commercial centres where pedestrian activity is high and unsafe crossings are frequent. With a fatality rate of 102.1 per 10,000 vehicles and 13.6 per 100,000 population (World Bank, 2020), pedestrians account for nearly half of all crash victims, and ARI data show that 42% of these deaths occur while crossing highways. Although facilities like footbridges and zebra crossings exist, behavioural factors continue to undermine their effectiveness. An RHD study (2018) found that 67% of pedestrians jaywalk at major intersections, while low driver compliance in yielding at designated crossings further increases risk. These trends underscore the need for integrated interventions that combine engineering improvements with behaviour-focused measures.



(C1) Raised medians or New Jersey Barrier	(C6) In-street pedestrian crossing sign
(C2) Reduction of lane or lane width	(C7) The rectangular rapid-flashing beacon
(C3) Rumble strips	(C8) Advanced stop/yield pavement markings
(C4) Zig-zag pavement markings	(C9) Footpath with pedestrian barrier (Fencing)
(C5) High visibility crosswalks (raised)	(C10) On-site motivational & educational messages

Summary Box: Key Countermeasures and Their Safety Benefits

- **Raised medians & pedestrian islands**—lower speeds, fewer pedestrian-vehicle conflicts, and improved yielding.
- **Lane narrowing & road diets**—reduced vehicle speeds; fewer pedestrian crashes.
- **Rumble strips**—Increased driver alertness; lower crash frequency at crossings.
- **Zigzag markings**—reduced speeds, clearer pedestrian crossing zones, and improved driver yielding.
- **High-visibility raised crossings & overhead signs—**increased pedestrian conspicuity, higher yielding, and behavior change.
- **Advanced stop/yield markings—**better driver behavior and reduced conflicts at uncontrolled locations.
- **Footpaths with pedestrian fencing—**Reduced jaywalking; safer pedestrian channelization.
- **Rectangular Rapid-Flashing Beacons (RRFBs)—**Higher yielding rates; fewer pedestrian crashes; effective at mid-block locations.

>>> Embedding these interventions within a Safe System Approach further strengthens outcomes. By designing road environments that anticipate human error and minimize the consequences of mistakes, RHD can significantly reduce pedestrian risk and create safer, more predictable operating conditions. Aligning engineering treatments with user behaviour will be critical to achieving sustainable safety gains across Bangladesh's national road network.

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CONTEMPORARY ISSUES

EASY-BIKES ON BANGLADESHI HIGHWAYS: A GROWING THREAT TO ROAD SAFETY



by Sazid Rahman
Road Sector Engineer and Fiction Writer

"Three killed, 13 injured as truck hits easy-bike." Headlines like this have become alarmingly routine in Bangladesh. Road crashes are now a daily reality. According to BRTA, more than 5,480 people died in road accidents across the country in 2024 alone. In recent years, easy-bikes and battery-powered rickshaws have emerged as a new challenge for road safety. Their unrestricted movement on highways is undermining the UN's SDG target of reducing road fatalities by 50% by 2030.

The World Health Organization (WHO) estimates that developing countries lose 2–3% of their GDP growth annually due to road crashes—equivalent to at least 60,000 crore taka in Bangladesh. Beyond national loss, most victims tend to be the main earning members of their families, leaving entire households financially crippled.

While these vehicles may give the illusion of reducing unemployment, easy-bike and battery-rickshaw operations remain an unproductive sector. A single bus can transport 40–50 passengers with two staff members, whereas easy-bikes often carrying only one or two passengers function as "the poor man's private car." Their presence on highways has increased collisions with buses, trucks, covered vans, and motorcycles. Given current infrastructure, they do not align with any efficient or sustainable public transport model. According to a recent summary of a draft policy by the Bangladesh Road Transport Authority (BRTA), there are more than 6 million battery-run three-wheelers, including easy bikes, operating across the country. That same source suggests that about 1.0–1.2 million of those operate in Dhaka alone. In recent years, road crashes have increased, even though road conditions are gradually improving. The growing presence of easy-bikes on highways has been a major contributing factor.

A study by BUET's Accident Research Institute (ARI) found that 90% of crashes stem from overspeeding, risky overtaking, and reckless driving. This study pre-dated the widespread presence of easy-bikes on highways. Today, with their sharp increase, the risk is even higher. Easy-bike operation on highways must be stopped. For the time being, they may operate on designated urban routes and rural feeder roads. Gradually, production and import should be reduced. Alternative employment opportunities for workers in this sector must be addressed, along with expanded public transport routes. Their environmental impact particularly battery waste also demands attention.

Highways are often compared to high-voltage electrical lines—one careless touch can be fatal. Around the world, highway driving requires strict adherence to rules: speed limits, lane discipline, road signs, and designated stopping points. Nowadays in Bangladesh, however, anyone can purchase an easy bike and immediately start operating on highways. A person who once worked as a farm labourer may suddenly find himself navigating high-speed traffic, often treating the highway like familiar farmland.

The government has taken several steps, including the Road Transport Act 2017 and the Highway Act 2021. Effective enforcement of these laws is now essential. The UN's SDG framework identifies five pillars of road safety: road safety management, infrastructure, safe vehicles, road user behavior, and post-crash care. These provide clear guidance for action.

The government has taken several steps, including the Road Transport Act 2017 and the Highway Act 2021. Effective enforcement of these laws is now essential. The UN's SDG framework identifies five pillars of road safety: road safety management, infrastructure, safe vehicles, road user behavior, and post-crash care. These provide clear guidance for action. In line with these goals, the Roads and Highways Department has launched the "Bangladesh Road Safety Project," funded by the World Bank and the Government of Bangladesh. Under this initiative, safety measures will be implemented along 600 kilometers of highways, including the Dhaka–Tangail (N-4) and Hatikumrul–Rajshahi (N-6) corridors, and across the Rangpur, Rajshahi, Dhaka, Mymensingh, Gopalganj, and Khulna zones. A total of 60,000 drivers will be trained under this project. Moreover, another milestone has been achieved as all relevant authorities, including RHD, Bangladesh Police, DGHS, and BRTA, have come together under a unified framework through the BRSP project.



Reducing road crashes and building a safer road environment is a long journey. It requires government effort as well as responsible behavior from citizens. With collective commitment, a safer road system is achievable. We must strive to make that day a reality.

HIGHLIGHTED NEWS

BATTERY-RUN RICKSHAW BAN: DRIVERS PROTEST, CLASH WITH POLICE, DEMAND REHABILITATION





>>> Recent developments in Bangladesh have raised serious concerns regarding the future of battery-powered auto-rickshaws following a directive from the High Court to ban these vehicles in Dhaka. The move has sparked protests from drivers, who emphasize that the abrupt removal of their only source of income, without sufficient alternative measures or rehabilitation programs, will result in significant financial hardship. With over 200,000 battery-run rickshaws in operation, such a ban could have widespread social and economic repercussions. There is a pressing call for the government to formulate balanced and sustainable policies that address both environmental and livelihood issues while ensuring public safety.

Battery-run rickshaw drivers in Bangladesh are deeply concerned about losing their only source of income following the government's directive to ban these vehicles in Dhaka. Many drivers rely on their rickshaws to support their families and fear the sudden disruption will leave them without alternatives. Without proper rehabilitation programs or transition support, these drivers, many of whom have turned their lives around, are facing an uncertain and precarious future, with no clear solution to replace their livelihoods. Their plea is for the government to consider their plight as they navigate this challenging situation.



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CONTEMPORARY ISSUES

একটি ব্যাটারিচালিত রিকশার আত্মকথা !

by Qazi Manzur Karim Mitul
INSEE Head of Corporate Sales



লোকে আমাকে ডাকে 'টেসলা'। শুনে কি হাসি পায় না? আমি তো আর সেই সিল্কি, বিদ্যুচ্চালিত দানব নই, যে বাতাসের সাথে কথা বলতে বলতে চলে! আমার জন্ম কাদা-মাটির এই পথেই, একটি সাদামাটা, পুরোনো, পায়ে টানা রিকশা হিসেবে। আমার শরীরটা কাঠ আর টিনের জোড়াতালি, আর আত্মাটা ছিল চালকের পায়ের পেশিতে। প্যাডেলের শব্দে আর ঘণ্টার তীক্ষ্ণ আওয়াজে আমার জীবন বাঁধা ছিল। চালকের প্রতি ফোঁটা ঘাম ছিল আমার চলার শক্তি, আর দিনের শেষে তার ক্লান্ত দীর্ঘশ্বাস ছিল আমার গ্যারেজের নীরবতা।



কিন্তু সময় পাল্টেছে। একদিন আমার দেহে এক নতুন অস্ত্রোপচার হলো—পেছন দিকে বসানো হলো একটি শক্তিশালী ব্যাটারি এবং তার সাথে জোড়া হলো এক দামি মোটর। আমার চাকা ঘুরতে শুরু করলো বিদ্যুতের নেশায়! মুহূর্তে আমি হয়ে উঠলাম একটি 'হাইব্রিড'। আমার পুরোনো চালক হাসতে হাসতে নাম দিলেন—'টেসলা রিকশা'। সেই থেকে এই নামেই আমার পরিচিতি, যেন আমি এই মাটির পথের 'সাইবারট্রাক'।

আসলে, আমার এই খ্যাতি আমার জন্য দুশ্চিন্তার কারণ। ওজনের তুলনায় আমার গতিবেগটি অতিরিক্ত বেশি। আমি হালকা, আমার ব্রেকগুলো দুর্বল, কিন্তু আমার মোটর এতটাই শক্তিধর যে আমি প্রায় উড়তে চাই! শহরের সরু গলি হোক বা মূল সড়ক, আমার চালক সামান্য প্যাডেল ঘোরালেই আমি তীর বেগে ছুটে চলি। যাত্রীর চোখে আনন্দের ঝলক দেখি, কিন্তু ভেতরে ভেতরে আমি কেঁপে উঠি। এত দ্রুত চলা আমার ধাতে নেই, এই গতি অনিরাপদ। আমার ভয় হয়—সামান্য অসতর্কতাতেই তো আমি কাল হয়ে যেতে পারি।

আমার চালককে দেখলে আপনারা বুঝবেন, এই গতি কেন তার কাছে এত প্রিয়। সে কি চিরকাল রিকশা চালিয়েছে? না। একসময় সে ছিল এক নামকরা গার্মেন্টস শ্রমিক। দেশের রাজনৈতিক অস্থিরতা, সরকার পতনের পর সব পাল্টে গেল। ফ্যাক্টরি বন্ধ হলো, শত শত শ্রমিকের সাথে তারও চাকরি চলে গেল। সে শহরে থাকতে চায়, তাই পেটের দায়ে স্টিয়ারিং ধরেনি, ধরেছে রিকশার হাতল। তার হাতে আছে অভিজ্ঞতা, আছে তেজ, কিন্তু নেই এই 'টেসলার' মতো যন্ত্র চালানোর ধৈর্য বা সঠিক প্রশিক্ষণ। সে জানে না, সামান্য একটি মোচড়ে আমি কেমন ভয়ানক হয়ে উঠতে পারি। সে দ্রুত ছুটতে চায়, কারণ দ্রুত ছুটলে তার ঘরে আরও বেশি চাল পৌঁছায়



আমি যন্ত্র, আমার কোনো দোষ নেই। আমার শক্তি মানুষের উপকারের জন্য। কিন্তু আমি এটাও জানি, যদি চালকদের যথাযথ প্রশিক্ষণ না দেওয়া হয়, যদি এই ব্যাটারিচালিত গতি নিয়ন্ত্রণে আনার জন্য কঠোর নিয়ম না আসে, তাহলে আমার এই "টেসলা" নামটা একসময় উপহাসের পাত্র হবে না, হয়ে উঠবে শোকের প্রতীক। তখন আমি আর নিছক একটি যান থাকব না, হয়ে উঠব অনেক মানুষের প্রাণ কেড়ে নেওয়া এক নীরব ঘাতক।

হে মানুষ, আমার গতি কমিয়ে দাও। আমাকে নিরাপদ হতে সাহায্য করো।তোমরা আমার যাত্রী, তোমাদের সেবক। আমি 'টেসলা' হতে চাই না, আমি শুধু তোমাদের বিশ্বস্ত বাহন হয়ে থাকতে চাই।





CONTEMPORARY ISSUES

Chaos on the Streets: The Struggles of Dhaka's Transport System

by Md. Amin-Uzz-Zaman Madani
Managing Director, REDCon Ltd.



Contemporary transport issues in Bangladesh are multifaceted, reflecting rapid urbanization and the growth of its population, which have placed immense pressure on the country's transportation infrastructure. One of the most pressing challenges is the chaotic traffic conditions, particularly in urban centers like Dhaka.

CHRONIC TRAFFIC CONGESTION

- Major roads and intersections are gridlocked much of the day.
- Road coverage in the city is far below recommended benchmarks (~7–8% vs the ~25% often seen in major global cities), meaning there simply isn't enough road space to accommodate demand.

WEAK & FRAGMENTED PUBLIC TRANSPORT

- The number of buses running covers only a fraction of what's needed.
- Many buses appear absent from roads or are so crowded they stop taking passengers.
- Frequent breakdowns and old vehicles hamper reliability.
- Rickshaws, while essential, slow traffic and weave unpredictably without dedicated lanes.
- Illegal battery-powered autos and inter-district buses operate in city streets without proper permits.
- Heavy trucks ignore restrictions, adding risk and congestion.

POOR TRAFFIC MANAGEMENT & ENFORCEMENT

Traffic signals often don't work or are ignored, and manual management by poorly trained officers creates inconsistent flows. Lane discipline is mostly absent, and illegal behaviors like double-parking are common.

INFRASTRUCTURE DEFICITS

Lack of planning, ongoing construction, insufficient legal enforcement & lack of responsibilities.

In summary, Dhaka's transport chaos stems from structural insufficiencies: inadequate public transport, rapid private vehicle growth, poorly enforced traffic laws, and weak institutional coordination. These challenges make daily travel stressful, time-consuming, and economically costly for millions of residents.

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CONTEMPORARY ISSUES

Unsafe Bus Competition and Curbside Encroachment: A Major Urban Transit Problem



by Safat Karim Toky & Noushin Atia Shurovi
Students, Dept. of Civil Engineering, UAP



This is one of the most common and critical public bus operation problems in rapidly urbanizing cities, particularly in dense metropolitan areas with fragmented transit governance. Bus drivers often maneuver vehicles at a dangerous lateral incline near sidewalks and curbs in order to:

- Block competing buses from accessing the curb
- Capture passengers first
- Reduce dwell time and complete trips faster
- Meet owner-imposed trip or revenue targets

As a result, three major outcomes increase simultaneously:

- Traffic disorder
- Road crashes and pedestrian risk
- Chronic congestion

WHY DO BUS DRIVERS ENGAGE IN THIS BEHAVIOR?

This practice is not accidental; it is structural and systemic, driven by multiple factors:

1.Trip-Based Compensation (Revenue or Commission Model)

Drivers are paid based on: Number of trips completed & Passenger volume collected

2. Fragmented Ownership and Overlapping Routes
On a single corridor, there may be: Dozens of vehicle owners & Multiple operating companies

3. Weak Enforcement and Limited Regulatory Capacity
Insufficient traffic enforcement personnel
Limited ability to monitor continuous violations
Low probability of penalties

4. Absence of Mandatory, Designated Bus Stops
In many cities, boarding and alighting occur anywhere along the roadway & Curb access is uncontrolled

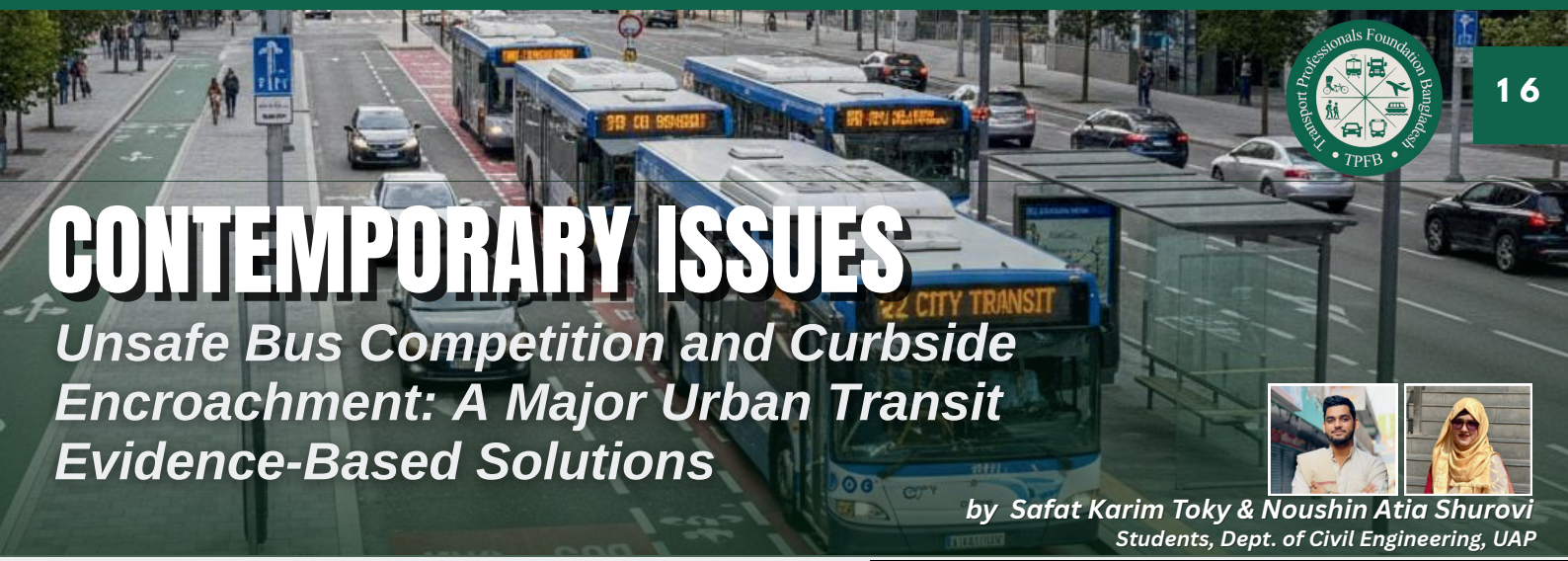
5. Inadequate Street Design and Risk- Tolerant Driving Culture
Narrow lanes, Lack of bus bays, Minimal physical separation from sidewalks

POOR TRAFFIC MANAGEMENT & ENFORCEMENT

Traffic signals often don't work orare ignored, and manual management by poorly trained officers creates inconsistent flows. Lane discipline is mostly absent, and illegal behaviors like double-parking are common.

INFRASTRUCTURE DEFICITS

Lack of planning, ongoing construction, insufficient legal enforcement & lack of responsibilities.



CONTEMPORARY ISSUES

Unsafe Bus Competition and Curbside Encroachment: A Major Urban Transit Evidence-Based Solutions

by Safat Karim Toky & Noushin Atia Shurovi
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EVIDENCE-BASED SOLUTIONS

1. Replace Trip-Based Pay with Fixed Salary + Performance Incentives.

Under a salary-based system:

- Unsafe competition declines
- Drivers no longer block or cut off other buses
- Schedule adherence improves

In U.S. transit systems, drivers are paid based on:

- Time worked
- Safety records
- Service reliability

2. Single Operator per Route (Unified Route Management)

Benefits include:

- Elimination of on-road competition
- Predictable headways
- Improved passenger safety

3. Strict Enforcement of Designated Stops Only

- Policy tools include:
- Boarding allowed only at signed stops
- Heavy fines for curbside or mid-block stopping
- Zero tolerance near sidewalks and crosswalks

4. Street Design Improvements (Complete Streets Approach

Required Infrastructure Elements):

- Dedicated bus bays (curbside pull-outs)
- Clearly painted bus-only curb zones
- Raised and protected sidewalks
- Removal of sidewalk encroachments

5. Digital Oversight and Fleet Monitoring (ITS Systems)

With GPS and real-time monitoring:

- Vehicle position is continuously tracked
- Unsafe curb encroachment is flagged automatically
- Operators can be held accountable
- Using IoT-based traffic monitoring with Zigbee sensors and CCTV cameras, vehicles staying in one location for an unusual amount of time can be detected and evaluated automatically for traffic violations or suspicious activity.

6. Passenger Awareness and Demand Management When passengers:

- Board only at designated stops
- Avoid roadside hailing







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REDCon: Navigating the Future

Founded in 2018, REDCon was born with a vision to offer consultancy and construction a holistic approach to solving the most pressing challenges. The founders aimed to create a consulting firm that would become synonymous with reliability, innovation, and unwavering dedication to clients' success. As a multidisciplinary consulting house, its services cover all fields of civil, mechanical, electrical, environmental, and socio-economic engineering with a wide range of sectors like roads and bridges, design, construction, water resources, agriculture and fisheries, water systems and sanitation, communication technology, alternative social infrastructure sectors, etc.

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TRANSPORT SOLUTIONS

Transforming Bangladesh's Transport: Innovative Solutions for Sustainable Mobility





To address Bangladesh's pressing transport challenges, several innovative solutions are being explored to make the system more sustainable, efficient, and accessible. One key approach is the promotion of electric vehicles (EVs), which could reduce pollution and noise in congested urban areas. However, successful implementation will require robust infrastructure, such as charging stations and incentives for EV adoption.

The expansion and modernization of public transport systems is another essential strategy. Initiatives like the development of metro rail systems in Dhaka are already underway, offering a long-term solution to reduce road congestion and environmental impact. Other possibilities include enhancing bus services and introducing ride-sharing or micro-mobility solutions, like bicycle-sharing programs, to alleviate traffic woes, particularly in densely populated areas.

Additionally, smarter traffic management systems are gaining traction. Using real-time data, these systems can optimize traffic flow, improving safety and reducing congestion. Public-private partnerships are essential for these technologies' successful deployment, with government support for infrastructure projects such as bridges and expressways further improving connectivity

Ultimately, Bangladesh's transport solutions must balance the need for environmental sustainability, economic growth, and public safety. By focusing on green technologies and efficient transportation networks, the country can build a robust, future-ready system that meets the needs of both citizens and businesses.



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ABOUT US



"Transport Professionals Foundation Bangladesh" could be envisioned as a dynamic platform where industry experts, policymakers, academics, and technologists gather to discuss the future of transportation. The forum might cover a broad range of topics, such as sustainable transport, smart cities, autonomous vehicles, green logistics, and infrastructure development.

VISION

The vision of the Transport Professional Foundation Bangladesh (TPFB) is to provide relief to the countrymen from ongoing suffering in the road, water, or air transportation sectors. The forum aims to achieve this by implementing solutions to challenges in the transportation sector, ensuring equity, economic growth, and sustainability.

MISSION

The mission of the Transport Professional Foundation Bangladesh (TPFB) is to advance sustainable, efficient, and future-ready transport systems in Bangladesh by fostering collaboration, innovation, and knowledge exchange among industry leaders, policymakers, and stakeholders.

GOALS

The key goals of the Transport Professional Foundation Bangladesh (TPFB) as a dynamic platform include:

- Global Connectivity
- Focus on Innovation
- Policy & Regulatory Discussions
- Collaboration Across Sectors
- Workshops and Interactive Exhibitions
- Future of Transport Jobs

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