

CHATTOGRAM CITY ROAD SAFETY REPORT 2025

30

CHATTOGRAM CITY ROAD SAFETY REPORT

2025



November 2025

Acknowledgements and sincere gratitude to:

Authors

Kazi Md Shifun Newaz, Surveillance Coordinator, BIGRS–Chattogram
Mirick Paala, Senior Technical Advisor (Asia Region), Vital Strategies
Ezequiel Dantas, Director, Road Injury Surveillance, Vital Strategies

Supervisors

Dr. Shahadat Hossain, Mayor, Chattogram City Corporation
Mr. Hasib Aziz, BPM, Police Commissioner, Chattogram Metropolitan Police

Editors-CMP

Mr. Hasib Aziz, BPM, Police Commissioner, Chattogram Metropolitan Police
Md. Humayun Kabir, Additional Police Commissioner (Crime & Ops.) and Incharge (Administration and Finance)
Md. Asfiqzaman Aktar, BPM, Additional Police Commissioner (Traffic)
Nesar Uddin Ahmed, PPM, Deputy Police commissioner (Traffic North), Promoted to Addl.DIG

Editors-CCC

Mr. Sheikh Mohammed Tauhidul Islam, Chief Executive Officer (CEO) Chattogram City Corporation
Md. Anisur Rahman Sohel, Chief Engineer, Chattogram City Corporation
Mr. Mahmud Shafkat Amin, Executive Engineer, Chattogram City Corporation

Editors-BIGRS

Grant Ennis, Deputy Director Asia, Road Safety, Vital Strategies
Suganthi Saravanan, Program Officer, Road Safety, Vital Strategies
Kanchana Ganeish, Program Associate, Road Safety, Vital Strategies
Quazi Helal Uddin, Enforcement Coordinator, BIGRS–Chattogram
Mahamudul Hasan, Communication Officer, BIGRS–Chattogram
Labib Tazone Utshab, Initiative Coordinator, BIGRS–Chattogram
Sutapa Tasnim, Transport Coordinator, BIGRS–Chattogram

Data Support

Md. Asfiqzaman Aktar, BPM, Additional Police Commissioner (Traffic),
Md. Humayun Kabir, Additional Police Commissioner (Crime & Ops.) and Incharge (Administration and Finance),
Quazi Helal Uddin, Enforcement Coordinator, BIGRS–Chattogram
Officer-in-Charge of all Police Stations, Chattogram Metropolitan Police
Ashikur Rahman, data encoder Road Safety Cell, Chattogram Metropolitan Police

Published by

Chattogram Metropolitan Police (CMP), Chattogram
 Chattogram City Corporation (CCC), Chattogram

Supported by

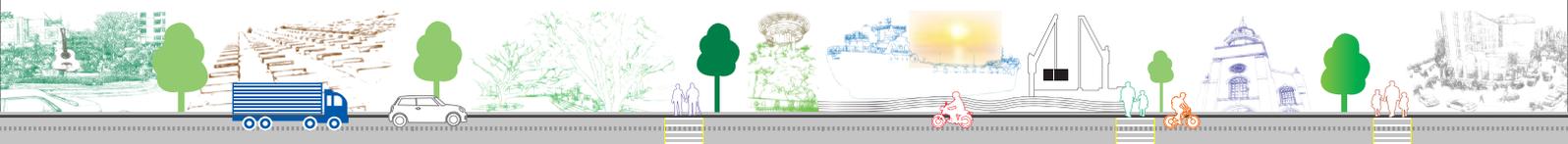
The Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS)

Published

November 2025

Printed by

M.N.H ENTERPRISE, 10/1, Naya Paltan, 3rd Floor, Dhaka-1000, 01868614803

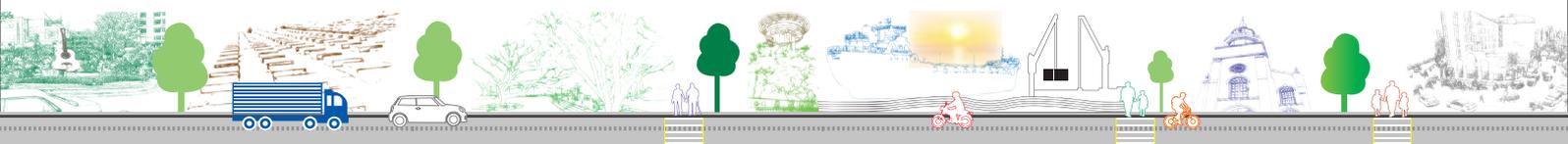


LIST OF FIGURES

Figure 1: Methodology of crash data collection by Police	17
Figure 2: Fatalities and fatalities rate per 100,000 population, 2017-2024	20
Figure 3: Grievous injuries and grievous injuries rate per 100,000 population, 2017-2024	21
Figure 4: Fatalities in all police stations of CMP.....	21
Figure 5: Road crash deaths by road user type, 2017–2024	22
Figure 6: Deaths by road user type, 2022-2024	23
Figure 7: Road crash grievous. injuries by road user type, 2017–2024	24
Figure 8: Grievous injuries by road user type, 2022–2024.....	25
Figure 9: Fatalities by gender, 2022-2024	26
Figure 10: Grievous injuries by gender, 2022-2024.	27
Figure 11: Deaths by age group and gender, 2022-2024.....	28
Figure 12: Grievous injuries by age group and gender, 2022-2024	29
Figure 13: Pedestrian deaths by age group and gender, 2022-2024	30
Figure 14: Pedestrian grievous injuries by age group and gender, 2022-2024.....	31
Figure 15: Hit and run in fatal crashes, 2022-2024	32
Figure 16: Fatalities and grievous injuries by month, 2022-2024	33
Figure 17: Comparison of High-Risk Locations (HRL) list between years	40

LIST OF TABLES

Table 1: Number of crashes per severity in Chattogram city, 2017-2024.....	19
Table 2: Number of crash injuries per severity in Chattogram city, 2017-2024	20
Table 3: Road crash deaths by time and day, 2022-2024	34
Table 4: Grievous injuries by time and day, 2022-2024.....	35
Table 5: Road user interaction matrix of fatalities, 2022-2024	36
Table 6: Top 20 HRL in CMP, 2022-2024.....	38
Table 7: Top 10 high-risk road corridors in CMP, 2022-2024.....	41
Table 8: Vulnerable locations for pedestrians (heatmap) in CMP, 2022-2024	47
Table 9: Vulnerable locations for motorcyclist (heatmap) in CMP, 2022-2024	49



PREFACES

Dr. Sahadat Hossain

Mayor

Chattogram City Corporation



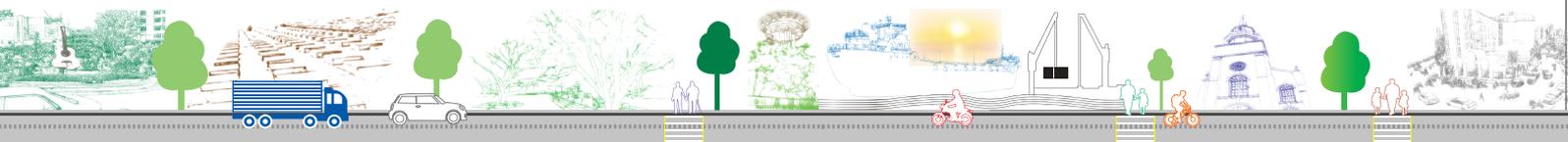
Road safety is a growing public health and development challenge in Bangladesh. It lies at the heart of a livable and inclusive city. A fatal crash always leaves behind a distressed family, a community, and sometimes a person with disabilities forever. It is particularly concerning that pedestrians, cyclists, and motorcyclists are the most vulnerable on roads, as they account for the majority of road fatalities.

To address the road safety issue in the city, the Chattogram City Corporation (CCC) has joined hands with the Bloomberg Philanthropies Initiative for Global Road Safety to adopt global best practices. I am delighted to learn that under this initiative, the Chattogram Metropolitan Police (CMP) led the collaboration with the CCC and Vital Strategies to publish a road safety report annually. This year, we have published the Chattogram City Road Safety Report 2025. This report analyzed road traffic crashes, injuries, and fatalities across our city from 2022 to 2024.

I believe proper data are instrumental in planning and implementing evidence-based interventions. This report highlights key areas where we need to act urgently to ensure safer roads. CCC is committed to creating safer streets, better pedestrian facilities, and a transport environment where mobility does not come at the cost of human life. Our vision is a city where every citizen—whether walking, cycling, or driving—can move safely and confidently.

I extend my sincere appreciation to the CMP, the BIGRS, and all the stakeholders who contributed to the preparation of this report. I am confident that its insights and recommendations will guide us in shaping policies and interventions that save lives and build a safer, healthier, and more sustainable Chattogram for future generations.

Dr. Sahadat Hossain



PREFACES

Mr. Hasib Aziz, BPM

Police Commissioner
Chattogram Metropolitan Police



It is my honor to present the Chattogram City Road Safety Report 2025 for the third consecutive year. The report, jointly developed by the Chattogram Metropolitan Police (CMP) and the Chattogram City Corporation (CCC), with technical support from Vital Strategies, provides the most comprehensive analysis of road traffic crashes in Chattogram City.

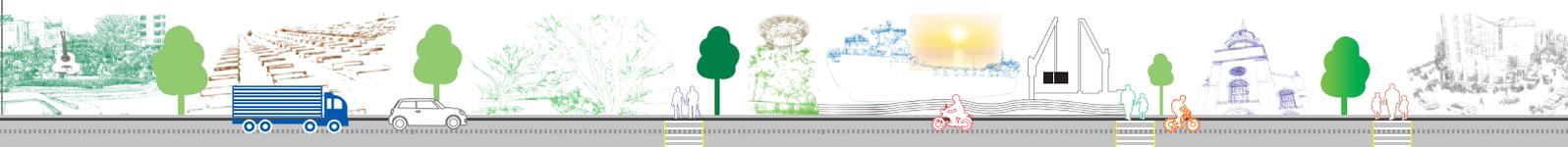
Road safety is not only a law enforcement issue but also a matter of urban planning and road design. The findings of this report show that vulnerable road users—especially pedestrians, cyclists, and motorcyclists—are disproportionately affected by traffic crashes. Alarming, nearly six out of every ten road deaths in Chattogram involve pedestrians. These statistics serve as a stark reminder that urgent, coordinated, and sustained action is required to make our roads safer for everyone.

Over the past few years, important progress has been made in partnership with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). The establishment of the Road Safety Cell within CMP and the adoption of a Standard Operating Procedure for crash data collection are significant milestones. These steps have laid the foundation for evidence-based interventions and stronger institutional coordination to ensure road safety in the city.

I commend the dedicated efforts of our officers, the CCC, BIGRS, and all partners who contributed to the preparation of this report. I firmly believe that the insights and recommendations presented here will guide city authorities, planners, and enforcement agencies in taking impactful measures to reduce fatalities and injuries on our roads.

Road safety is a shared responsibility. I call upon all stakeholders—government agencies, civil society, transport operators, media, and the public—to work together in building a safer, more resilient Chattogram. Together, we can save lives and create a city where everyone can move safely and confidently.

Hasib Aziz



PREFACES

Md. Asfiqzaman Akter, BPM

Additional Police Commissioner (Traffic)

Chattogram Metropolitan Police



Road crashes are not isolated events; they are preventable tragedies that cost lives, disrupt families, and burden our healthcare and economic systems. For too long, limitations in data quality and coordination have hindered our ability to understand the scale of this problem.

In partnership with The Chattogram City Corporation (CCC) and the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), the Chattogram Metropolitan Police (CMP) has come forward to produce scientific reports analyzing the crashes taken place in the city.

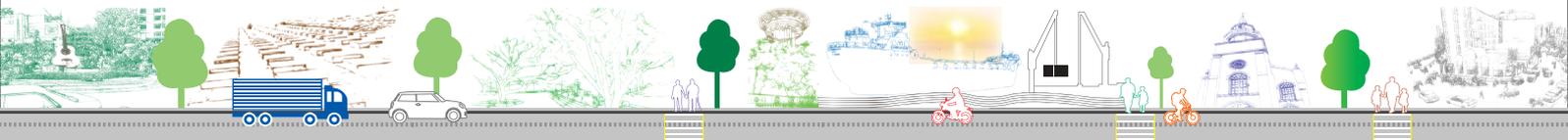
In continuation of the past two years, this year we are publishing the Chattogram City Road Safety Report 2025 with technical support from the Vital Strategies. This report is a result of our sustained effort to improve the way we collect, analyze, and use road crash data to guide decision-making and interventions in our city.

The report identifies 273 fatal crashes that claimed 283 lives from 2022 to 2024 in the city. It also finds that pedestrians, cyclists, and motorcyclists are the most vulnerable road users in Chattogram, who made up 87% of all fatalities. To reduce road crashes, the report recommends prioritizing pedestrian safety and speed management in twenty locations which were identified as high-risk, such as the Boropol intersection, Alongkar Intersection, CEPZ gate, City gate etc.

To institutionalize a systematic approach to collect and analyze crash data, CMP has already established the Road Safety Cell and developed a standard operating procedure. The cell will be responsible for preparing the report in the future, which will be used as a guiding tool for policymakers, enforcement agencies, city planners, and civil society partners who share our commitment to safer roads.

I would like to extend my sincere gratitude to my fellow officers of the CMP, CCC, BIGRS and Vital Strategies, who contributed their expertise to ensure the successful preparation of this report. It is my firm belief that with collaboration, evidence-driven action, and shared responsibility, we can save lives and make Chattogram a model for road safety in Bangladesh.

Md. Asfiqzaman Aktar, BPM



PREFACES

Md Ashraful Amin

Chief Executive Officer (In-Charge)
Chattogram City Corporation



Chattogram, as the country's commercial hub, faces unique challenges in managing traffic growth, rapid urbanization, and the increasing pressure on its road infrastructure. Moreover, the growing number of road crashes has now emerged as a serious obstacle to our overall development.

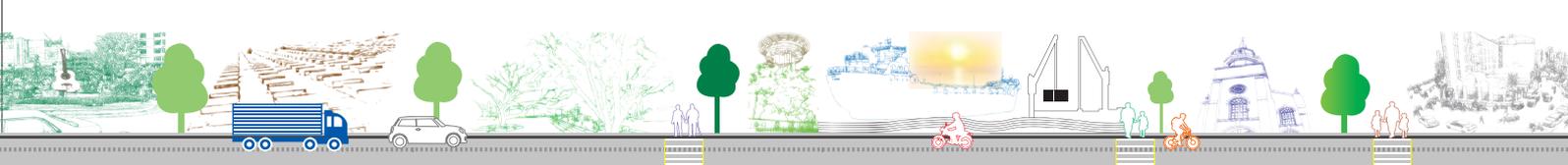
To address this crisis, the Chattogram City Corporation (CCC) is adopting global best practices in designing road infrastructures in partnership with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS). Besides, we are producing scientific reports jointly with the Chattogram Metropolitan Police (CMP), analyzing road crashes across the city to implement evidence-based interventions to reduce crashes and save lives.

The Chattogram Road Safety Report 2025, a collaborative effort of CMP and CCC with technical assistance from Vital Strategies, is in our hands. The findings of this report highlight both our progress and the areas where urgent attention is needed. It is a timely reminder that improving road safety requires a shared commitment from all stakeholders—government agencies, city authorities, law enforcement, civil society, and the people who use our roads every day.

The Chattogram City Corporation has always placed the safety and welfare of its residents at the center of its mission. Utilizing the insights of this report, we aim to strengthen evidence-based planning, enhance coordination among agencies, and implement measures that will make our streets safer, more inclusive, and more sustainable.

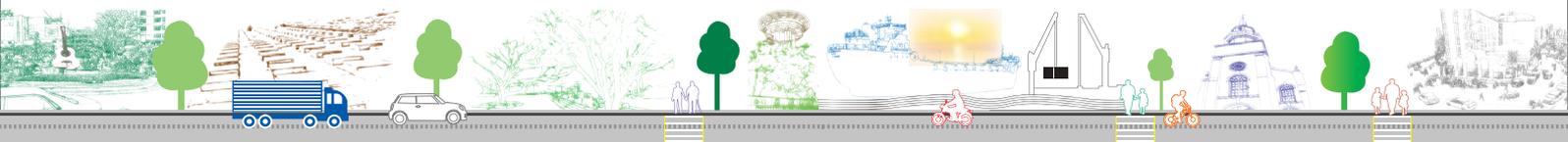
I extend my sincere appreciation to the Chattogram Metropolitan Police, the BIGRS, the Vital Strategies, and all stakeholders who contributed their time and expertise to produce this important document. Together, we can build a safer Chattogram for our citizens.

Md Ashraful Amin



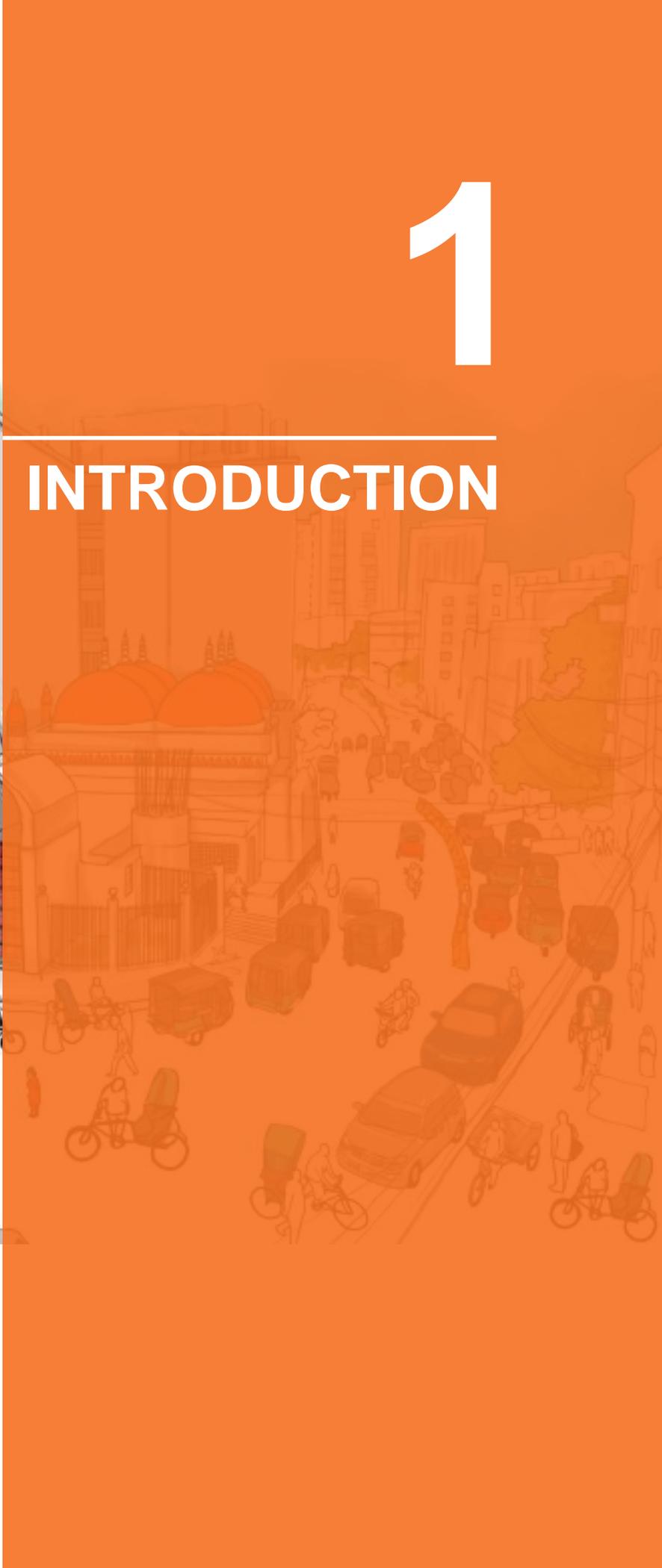
ABBREVIATIONS

ARF	Accident Report Form
BIGRS	Bloomberg Philanthropies Initiative for Global Road Safety
BPM	Bangladesh Police Medal
BRTA	Bangladesh Road Transport Authority
CCC	Chattogram City Corporation
CDA	Chattogram Development Authority
CDMS	Crime Data Management System
CEO	Chief Executive Officer
CMP	Chattogram Metropolitan Police
FIR	First Information Report
GD	General Diary
GIS	Geographic Information System
HQ	Headquarters
HRC	Hazardous Road Corridor
HRL	High-risk Location
KM	Kilometre
NMV	Non-Motorized Vehicle
OC	Officer in Charge
PPM	President Police Medal
QGIS	Quantum Geographic Information System
RSC	Road Safety Cell
SOP	Standard Operating Procedure
WHO	World Health Organization



1

INTRODUCTION



1. INTRODUCTION

Every year, over 1.19 million people die due to road crashes, making it one of the leading causes of death globally.¹ Low- and middle-income countries account for 92% of deaths.² Moreover, more than half of these deaths are among vulnerable road users such as pedestrians, cyclists, and motorcyclists.³ Far from being mere numbers, these data represent lives lost that could have been prevented through effective and evidence-based road safety measures.

Chattogram, the commercial capital of Bangladesh, has seen a rapid rise in personal car ownership in recent years, together with an increase in population, resulting in increased exposure and risk on the road network.⁴ The roads in Chattogram are vital to the city's economy as a major hub for trade and commerce, but they also present serious risks to drivers. The increasing quantity of vehicles and commuters in this port city has made road safety a top priority in the city.

It is in this context that the Chattogram government pledged to lower the number of road crash fatalities and serious injuries in the city.⁵ Working together with the Bloomberg Philanthropies Initiative for Global Road Safety (BIGRS), one of the main activities was to collect and analyse road crash data, identify vulnerable road users and map high-risk locations in the city.

This report serves as the continuation of this effort, presenting the updated road safety situation in the city until the year 2024. It reflects the collaborative work of the Chattogram City Corporation (CCC), the Chattogram Metropolitan Police (CMP), and the BIGRS team. It is hoped that by the end of this report all road safety stakeholders are informed and empowered to design, develop, and execute evidence-based interventions to save lives on Chattogram's roads.

¹ WHO (World Health Organization). 2023. *Global Status Report on Road Safety 2023*.

² WHO (World Health Organization). 2023. *Global Status Report on Road Safety 2023*.

³ World Health Organization. (2021, June 21). *Road Traffic Injuries Fact Sheets*.

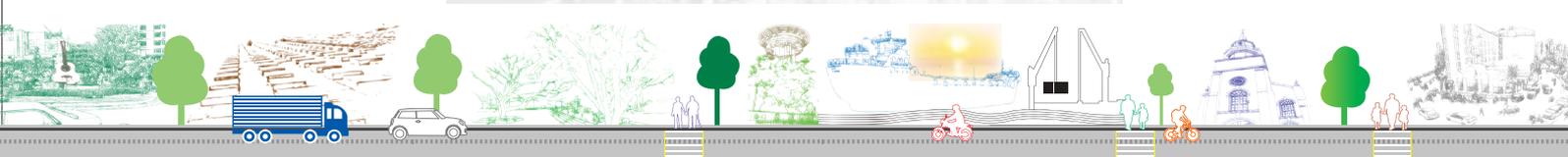
⁴ Bangladesh Road Transport Authority, *Number of Registered Motor Vehicles in Bangladesh (Yearwise)*, Jul 2, 2020.

<http://www.brta.gov.bd/site/page/74b2a5c3-60cb-4d3c-a699-e2988fed84b2/Number-of-registered-Vehicles-in-Whole-BD>.

⁵ https://www.academia.edu/125664883/Chattogram_chokes_on_road_safety_crisis.

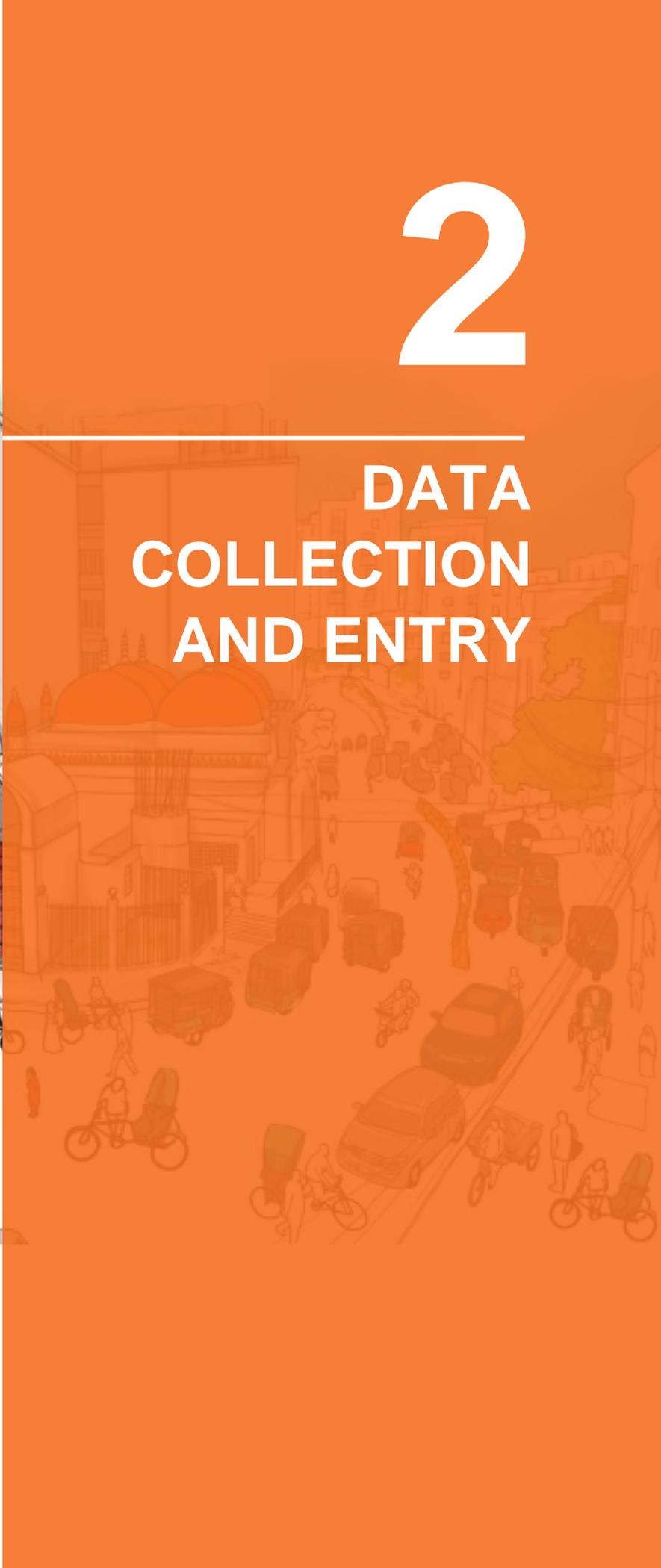


Source: Internet



2

DATA COLLECTION AND ENTRY



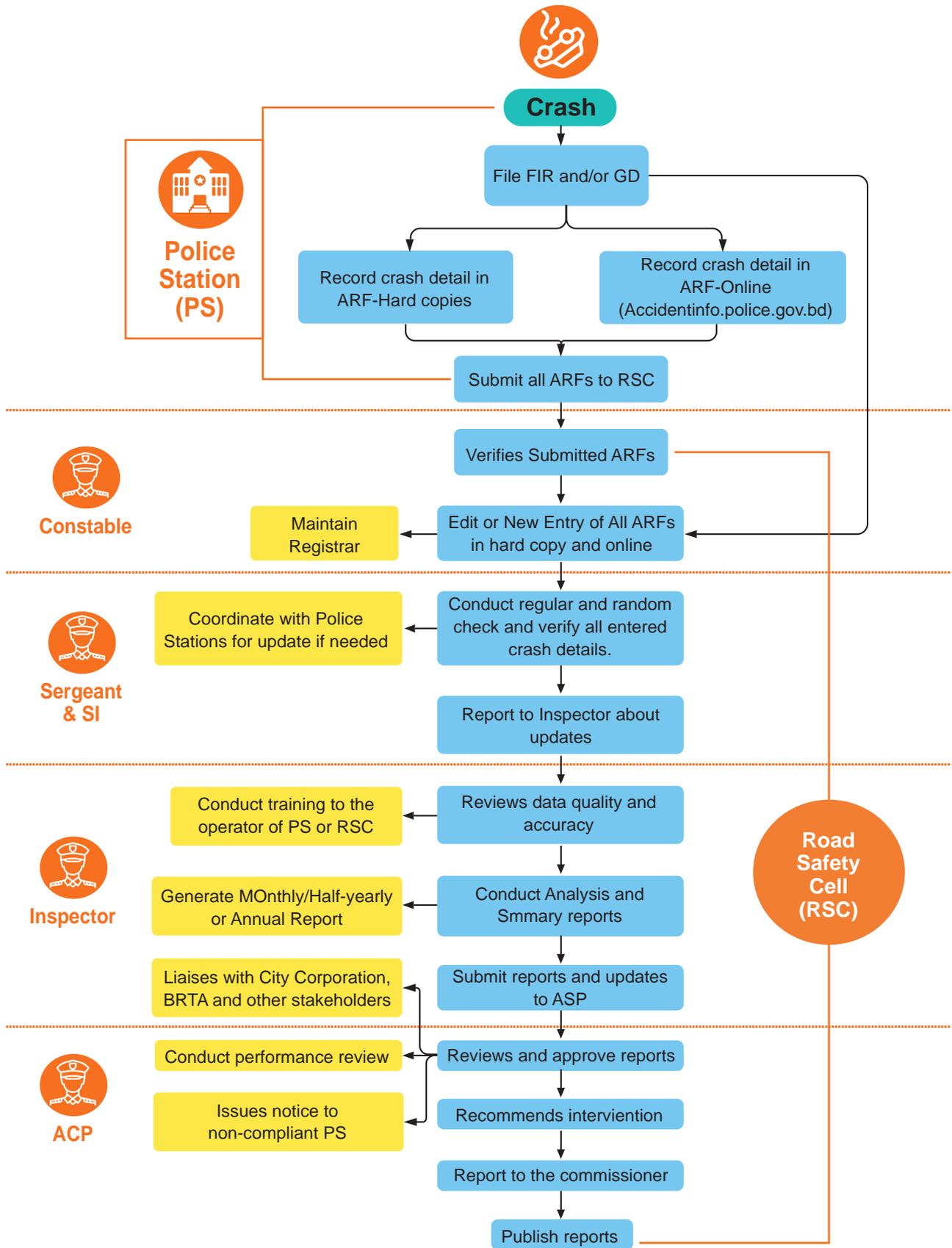
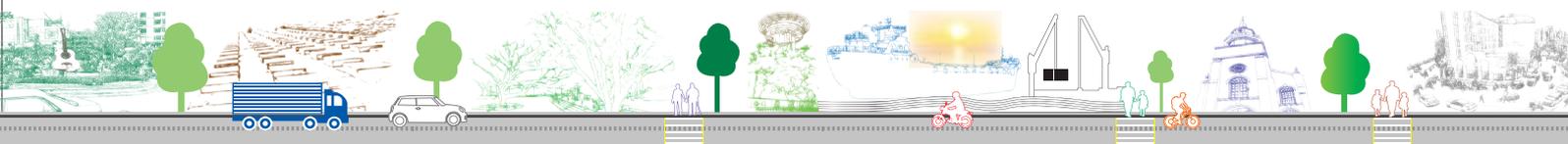
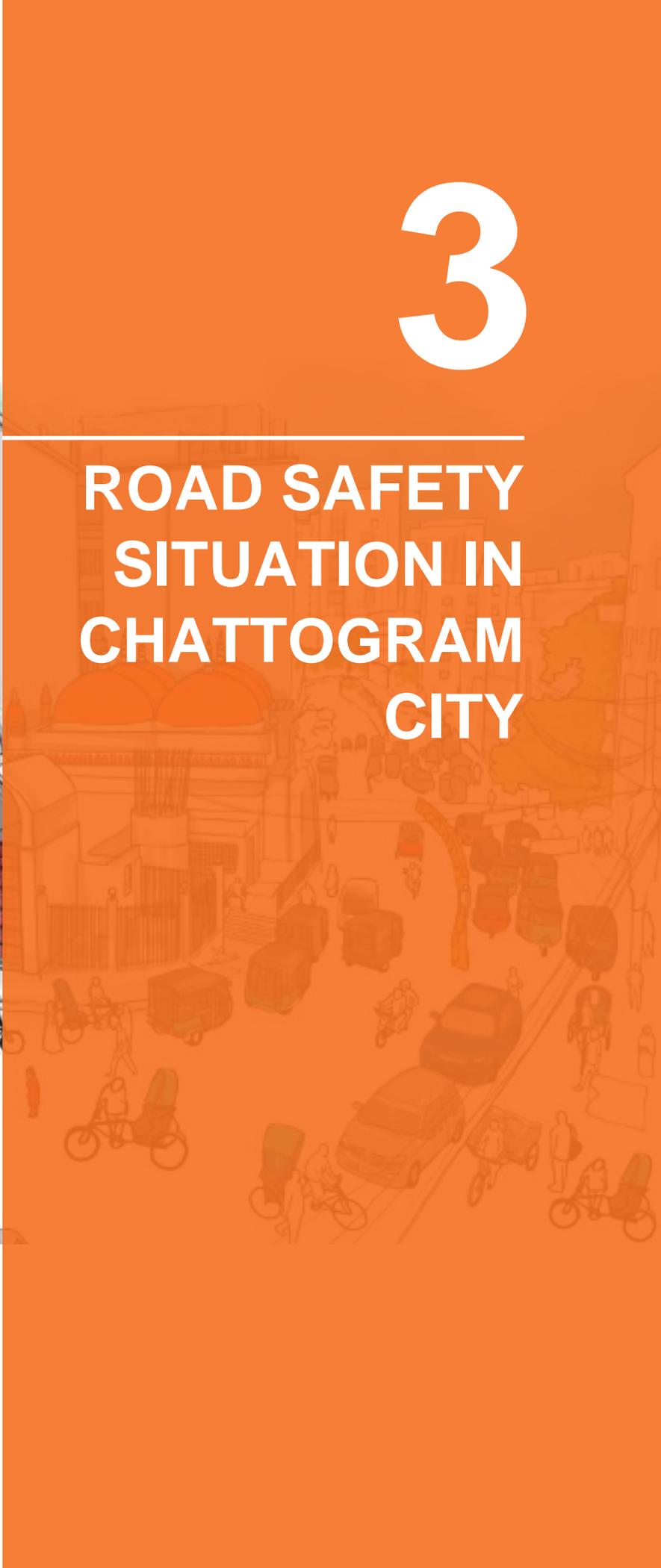


Figure 1: Methodology of crash data collection by the Police



3

ROAD SAFETY SITUATION IN CHATTOGRAM CITY



Crash fatalities and fatality rates increased by 29% and 27% from 2017 to 2024, respectively. After a sharp increase from 2019 to 2021, the fatality rate remained relatively the same from 2021 to 2024 implying that road safety remained a significant issue in the city. There was also evidence that the fatality burden was much higher and the recording of crash fatalities and injuries needed to be improved. The population of Chattogram was extracted from the population and housing census of 2022.⁶

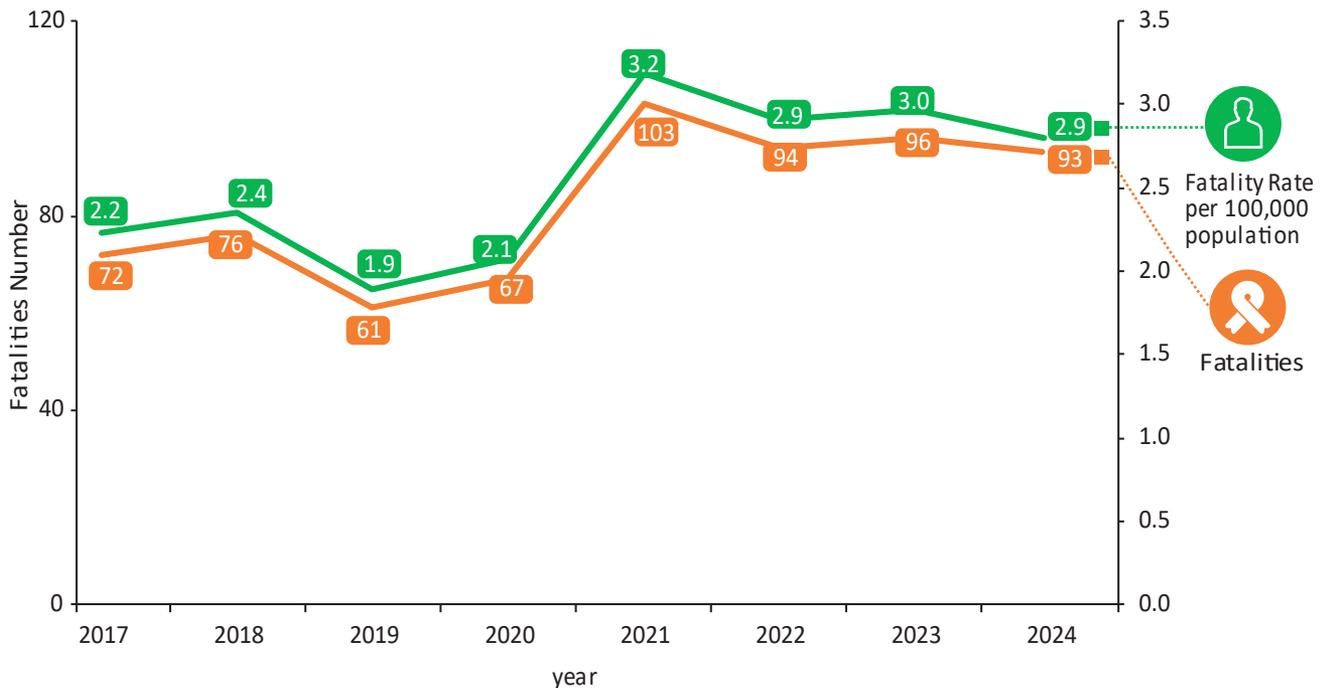


Figure 2: Fatalities and fatalities rate per 100,000 population, 2017-2024

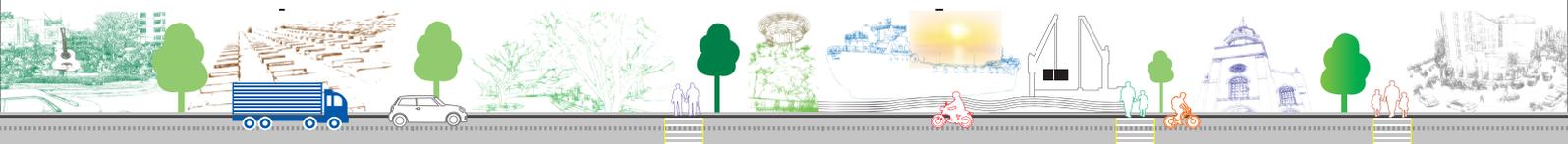
There were 455 grievous injuries which was significantly lower than fatalities, implying possible underreporting.

Table 2: Number of crash injuries per severity in Chattogram city, 2017-2024

Year	Grievous Crashes	Grievous Injuries in Crashes
2017	14	34
2018	19	43
2019	17	54
2020	21	46
2021	33	78
2022	27	78
2023	25	76
2024	20	46

⁶ Ministry of Planning, Bangladesh Bureau of Statistics. (August, 2022). Population & Housing Census 2022.

[https://sid.portal.gov.bd/sites/default/files/files/sid.portal.gov.bd/publications/01ad1ffe_cfef_4811_af97_594b6c64d7c3/PHC_Preliminary_Report_\(English\)_August_2022.pdf](https://sid.portal.gov.bd/sites/default/files/files/sid.portal.gov.bd/publications/01ad1ffe_cfef_4811_af97_594b6c64d7c3/PHC_Preliminary_Report_(English)_August_2022.pdf)



Grievous injury numbers and rates varied greatly from 2017 to 2024, indicating issues in data completeness and a need for better documentation of injuries.

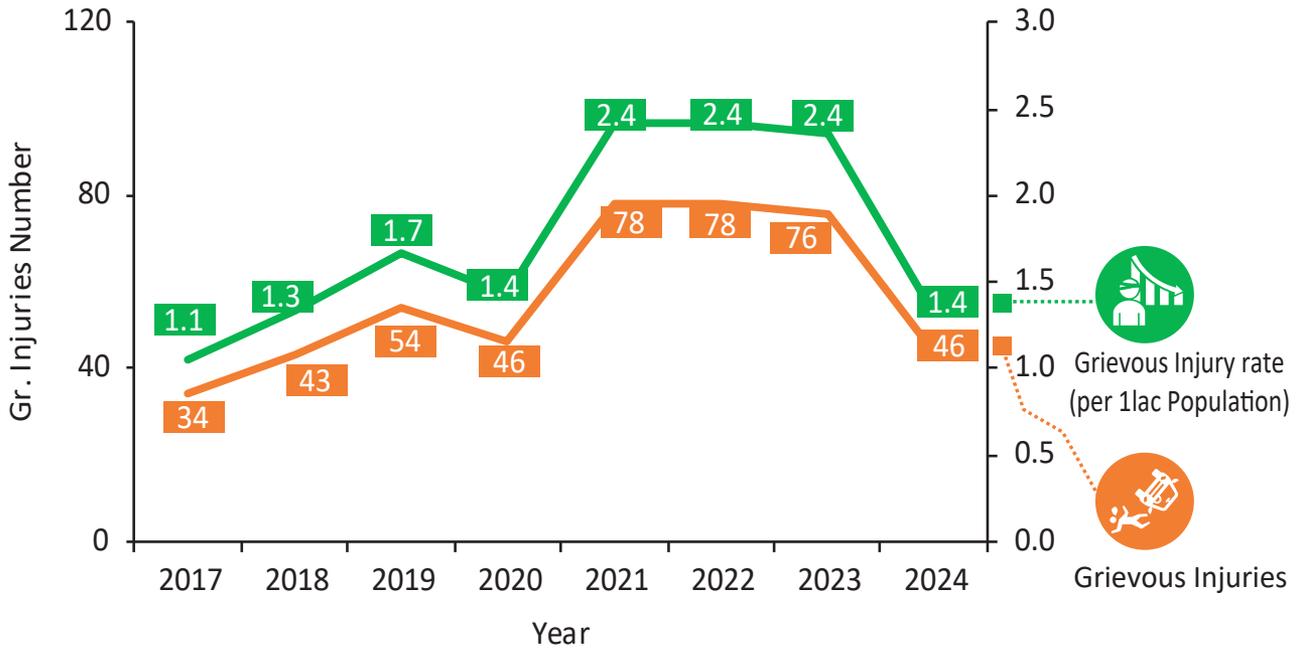


Figure 3: Grievous injuries and grievous injuries rate per 100,000 population, 2017-2024

Reported deaths in all police stations, 2017-2024

There are 16 police stations (thana) in the CMP area. Eight stations had more fatalities in 2024 than their average number of recorded fatalities from 2021 to 2023. Specifically, these were Bayazid Bostami, Pahartali, Halishahar, EPZ Karnofuli, Khulshi, Panchlaish and Doublemooring police stations.

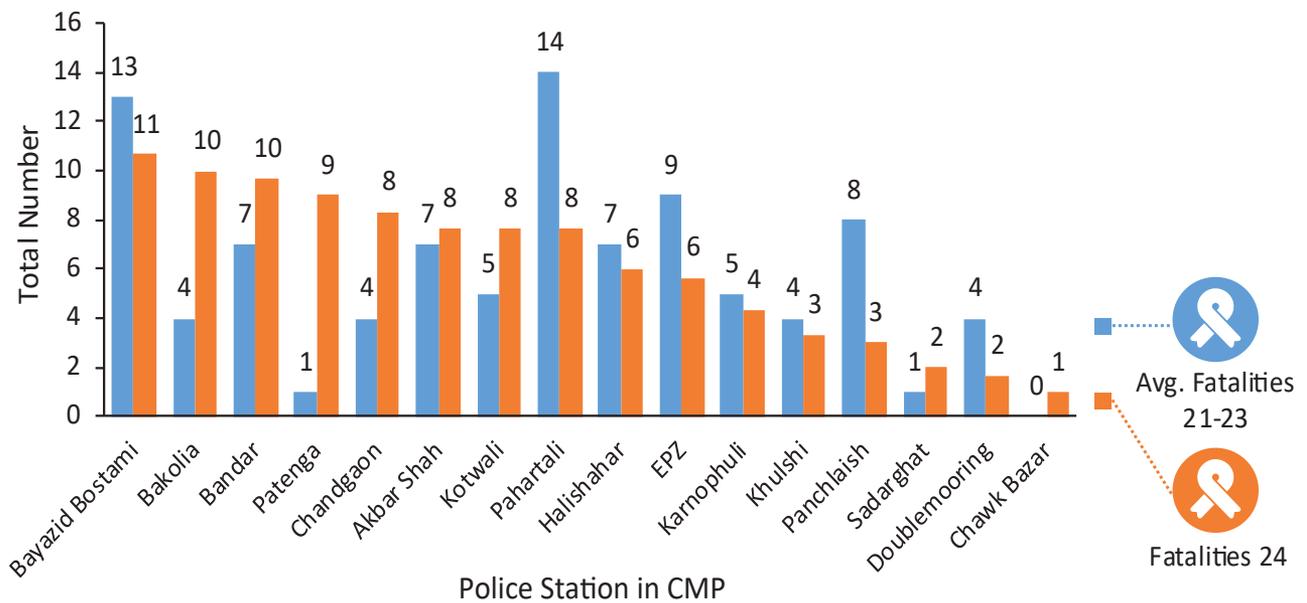
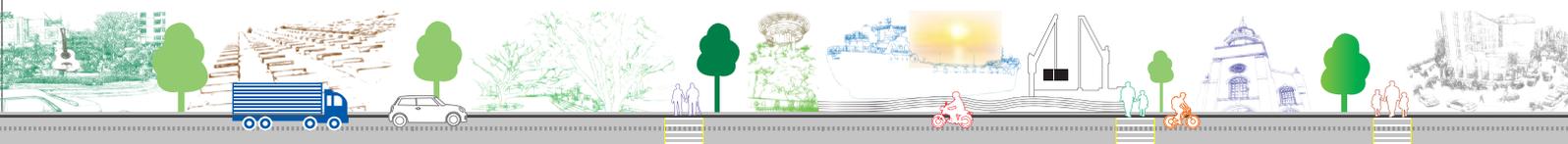


Figure 4: Fatalities in police stations of CMP



Road crash deaths by road user type, 2017-2024

Pedestrians were the most impacted road users from 2017 to 2024. Pedestrian fatalities increased by 43% from 2017 to 2024. Following pedestrians, the second most vulnerable road user was two and three-wheeler occupants. Two and three-wheeler occupants' deaths rose gradually by 64% from 2019 to 2024

Pedestrian fatalities increased by 43% from 2017 to 2024.

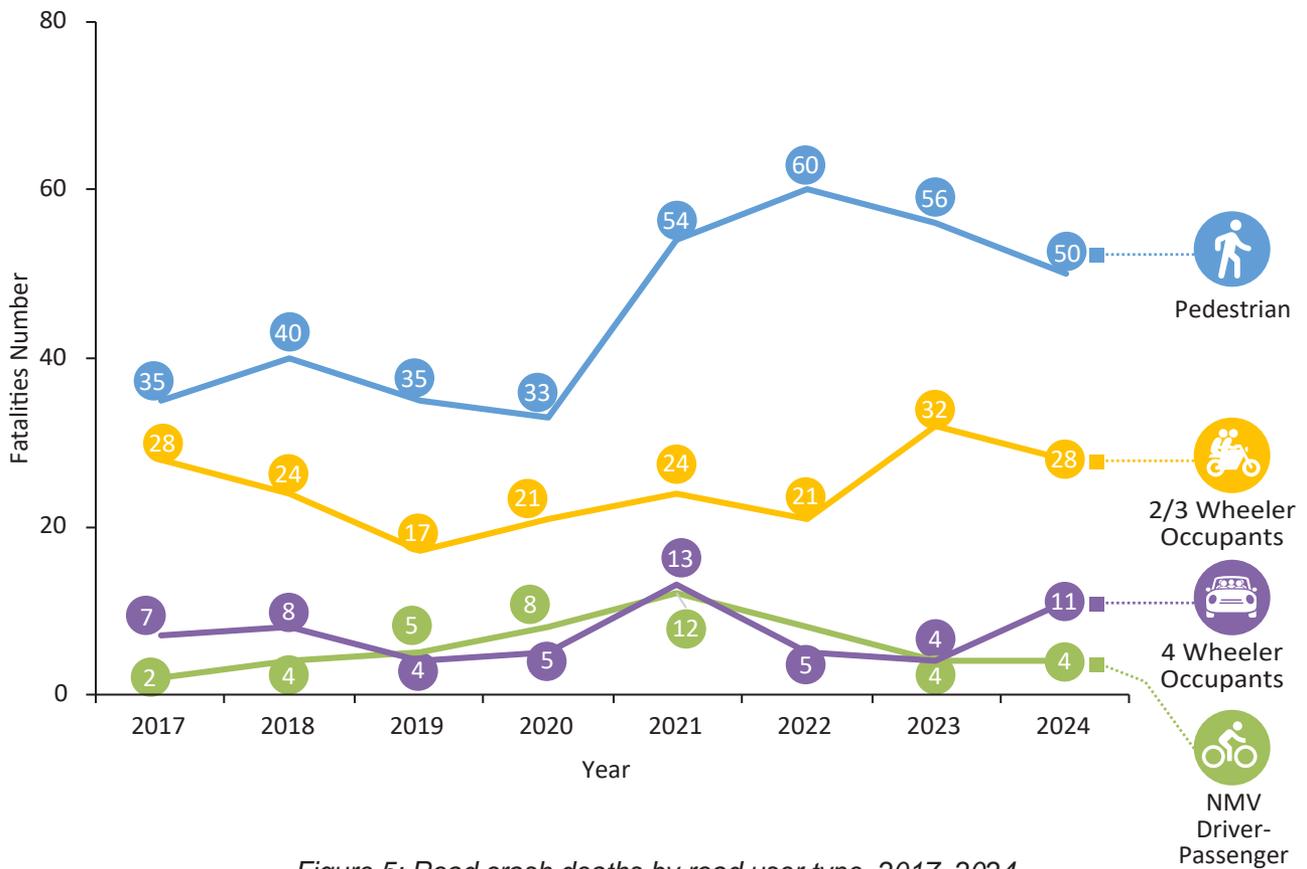
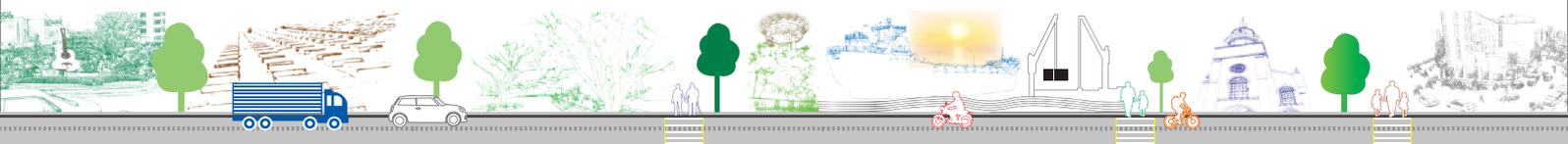


Figure 5: Road crash deaths by road user type, 2017–2024



From 2022 to 2024, pedestrians accounted for the majority (59%) of the total deaths in Chattogram. On the other hand, motorcyclists represented 21% of deaths.

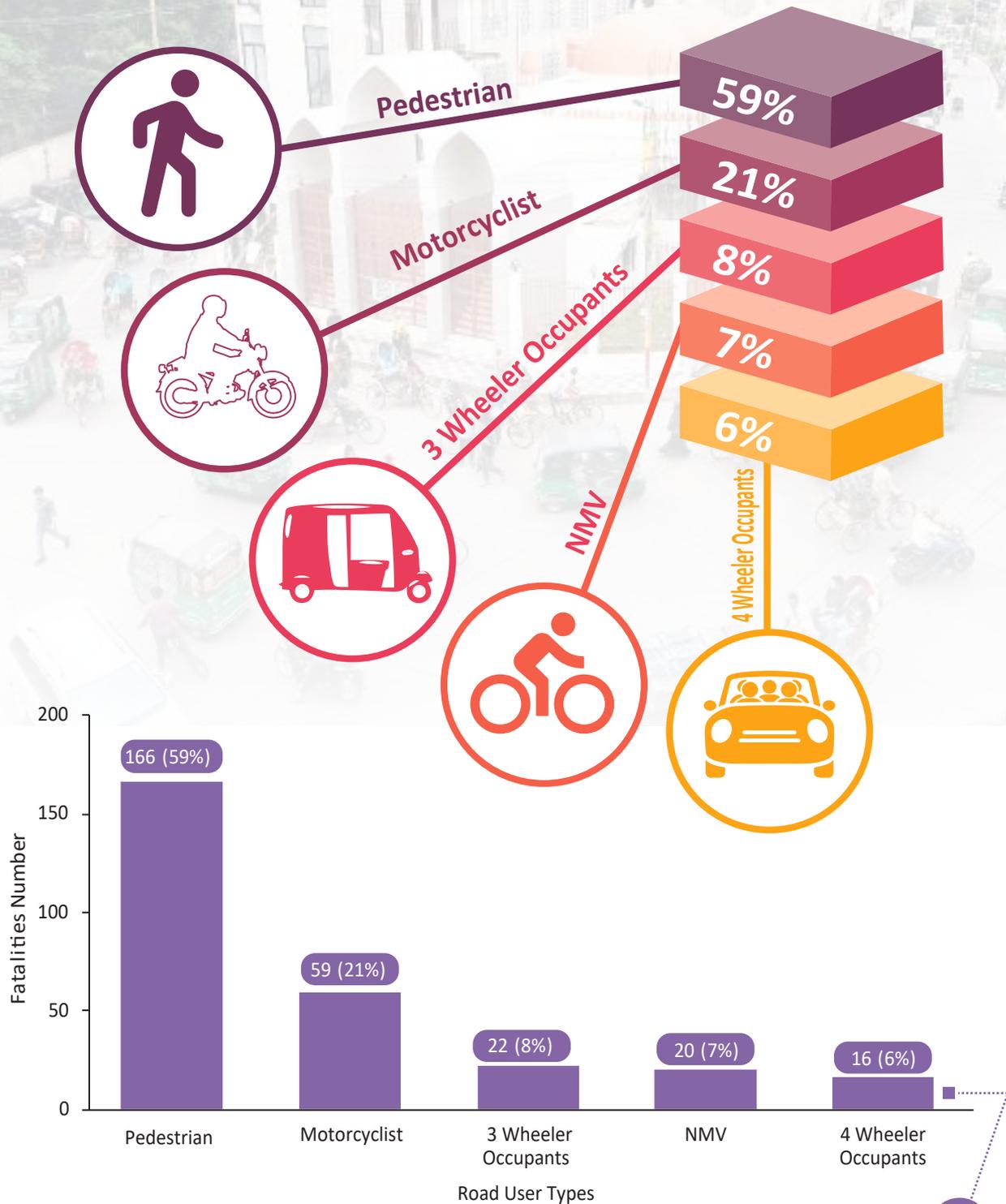
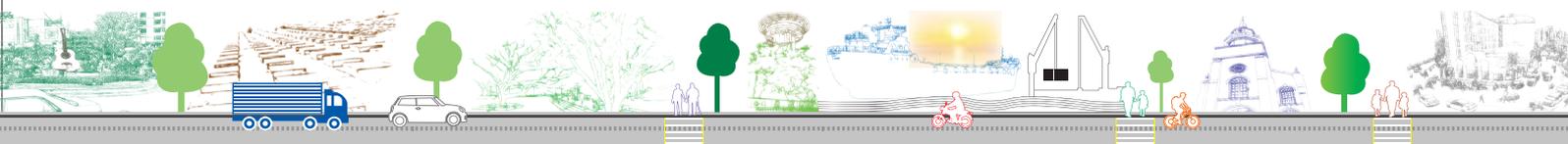


Figure 6: Deaths by road user type, 2022-2024;(Total Death=283)

Percent Fatalities



Road crash injuries by road user type, 2017-2024

The number of grievous injuries by road user type showed severe variation for all road users. The data should be inspected further to determine actual trends.

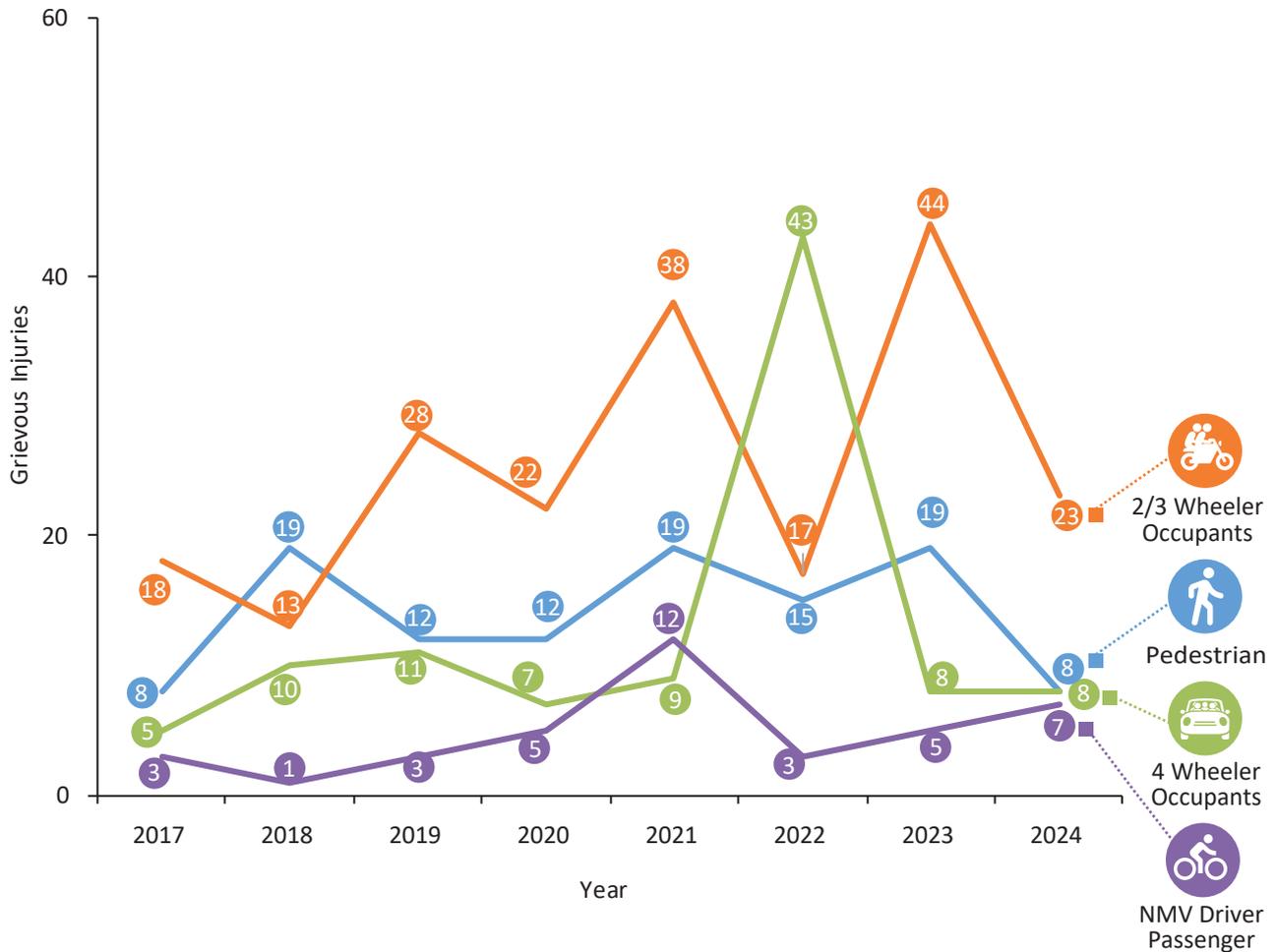
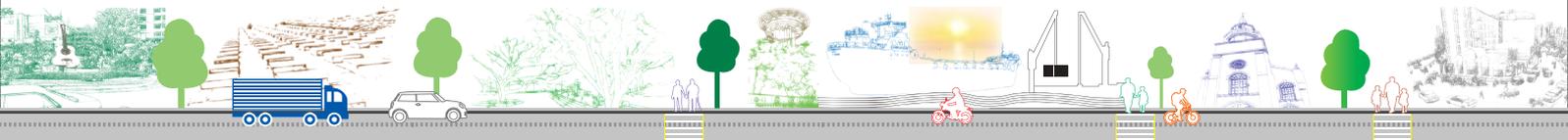


Figure 7: Road crash grievous injuries by road user type, 2017–2024



Source: Shifun Newaz



From 2022 to 2024, a huge portion of grievous injuries involved four-wheeler occupants (30%), three-wheeler occupants (25%), and pedestrians (21%).

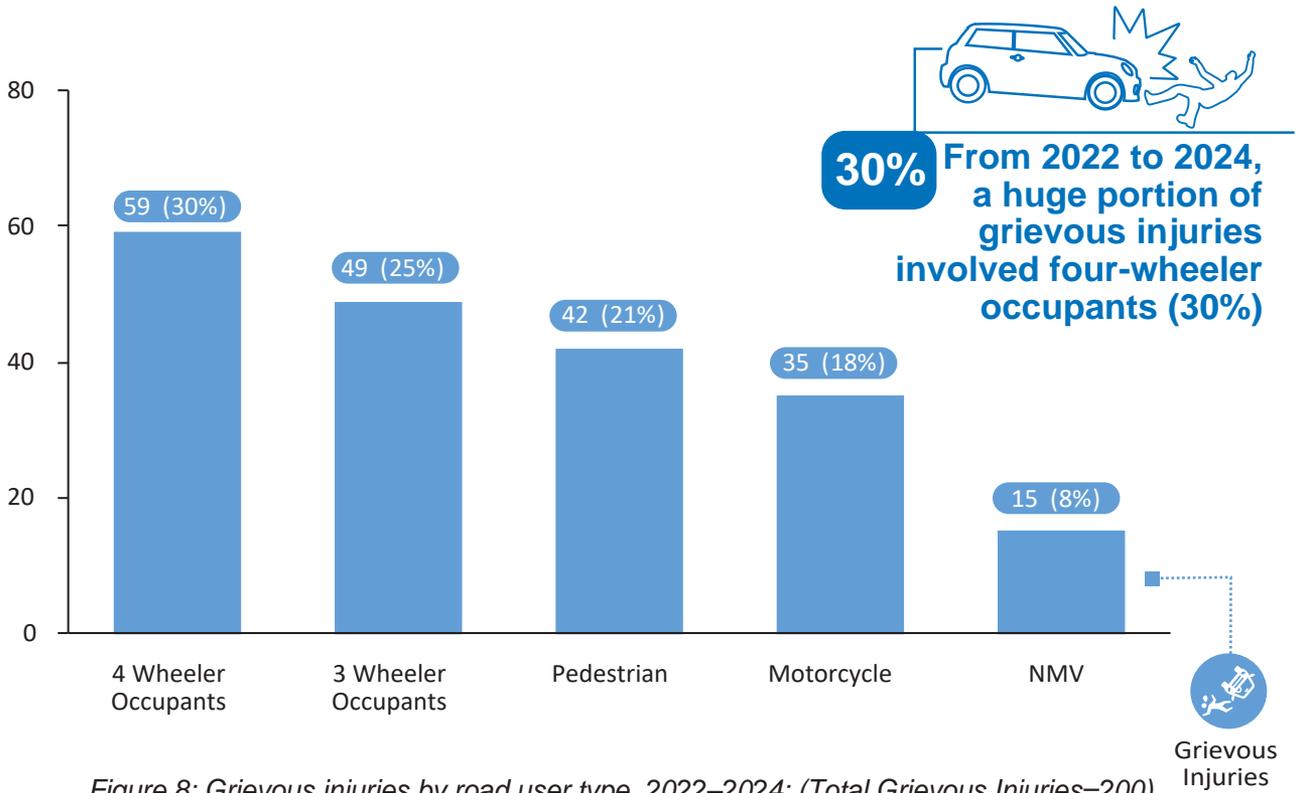
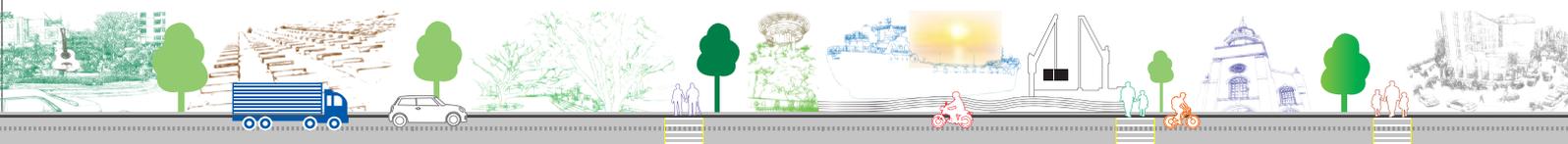
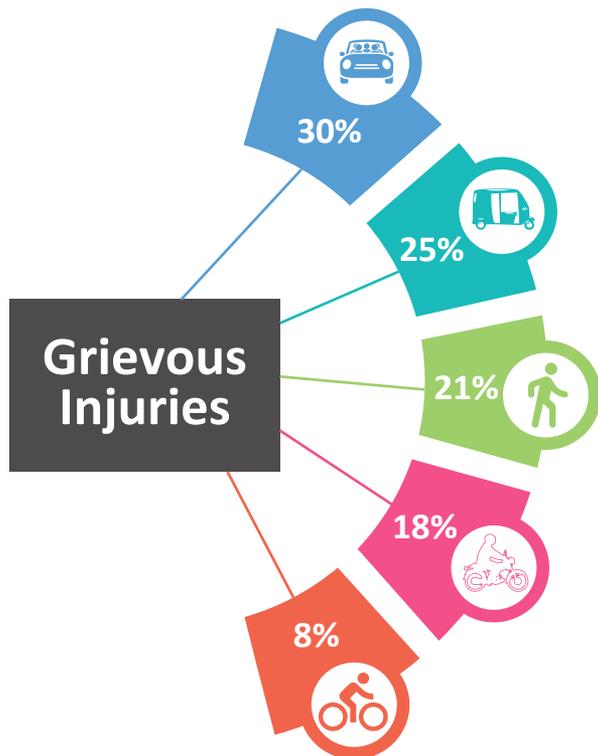


Figure 8: Grievous injuries by road user type, 2022–2024; (Total Grievous Injuries=200)



Fatalities by gender, 2022-2024

Men accounted for 80% of all road crash fatalities in the year 2022-2024, while women accounted for 20%.

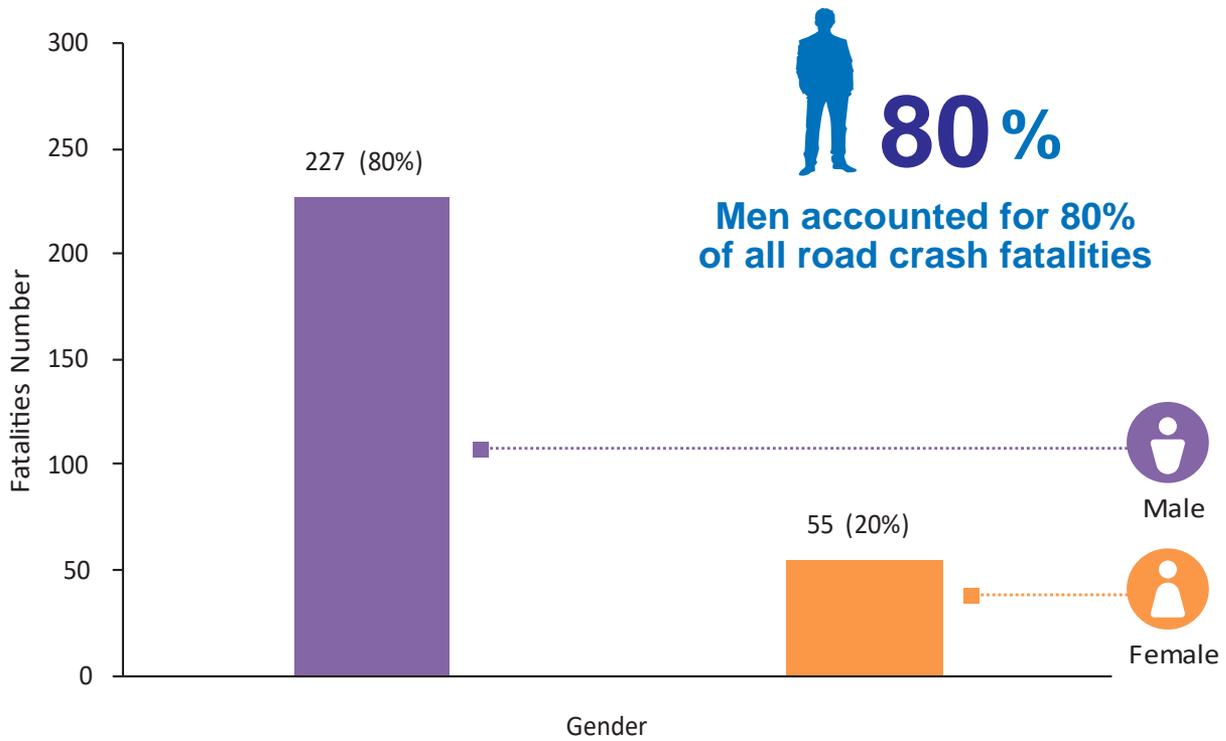
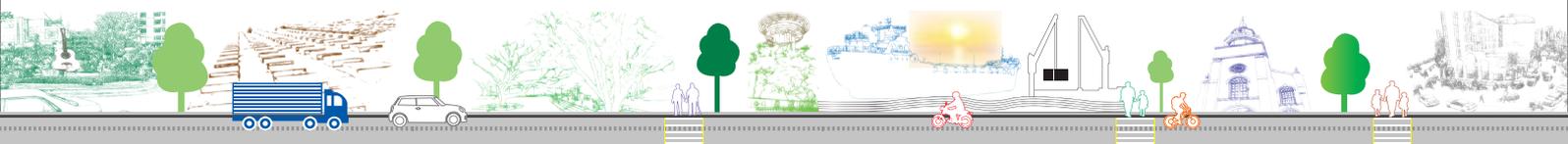


Figure 9: Fatalities by gender, 2022-2024; (Total=282)

Technical Note: There was no mention of 1 deceased person's gender.



Source: Shifun Newaz



Injuries by gender, 2022-2024

Men accounted for 70% of all grievous injuries from 2022 to 2024, while women accounted for 30%.

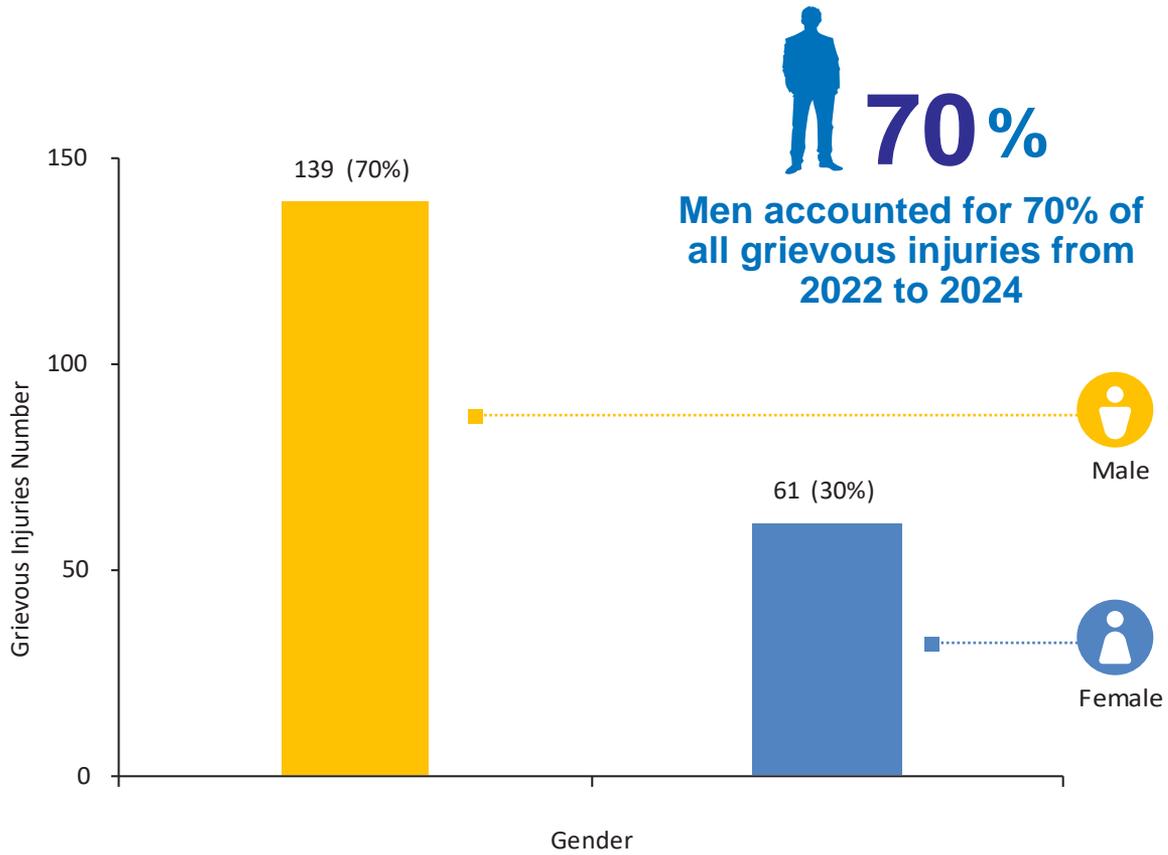


Figure 10: Grievous injuries by gender, 2022-2024; (Total=200).



Source: Shifun Newaz



Deaths by age group and gender, 2022-2024

Males aged 21 to 40 were the most impacted by road crash fatalities from 2022 to 2024. This is in contrast with fatalities involving females which were more evenly distributed across age groups.

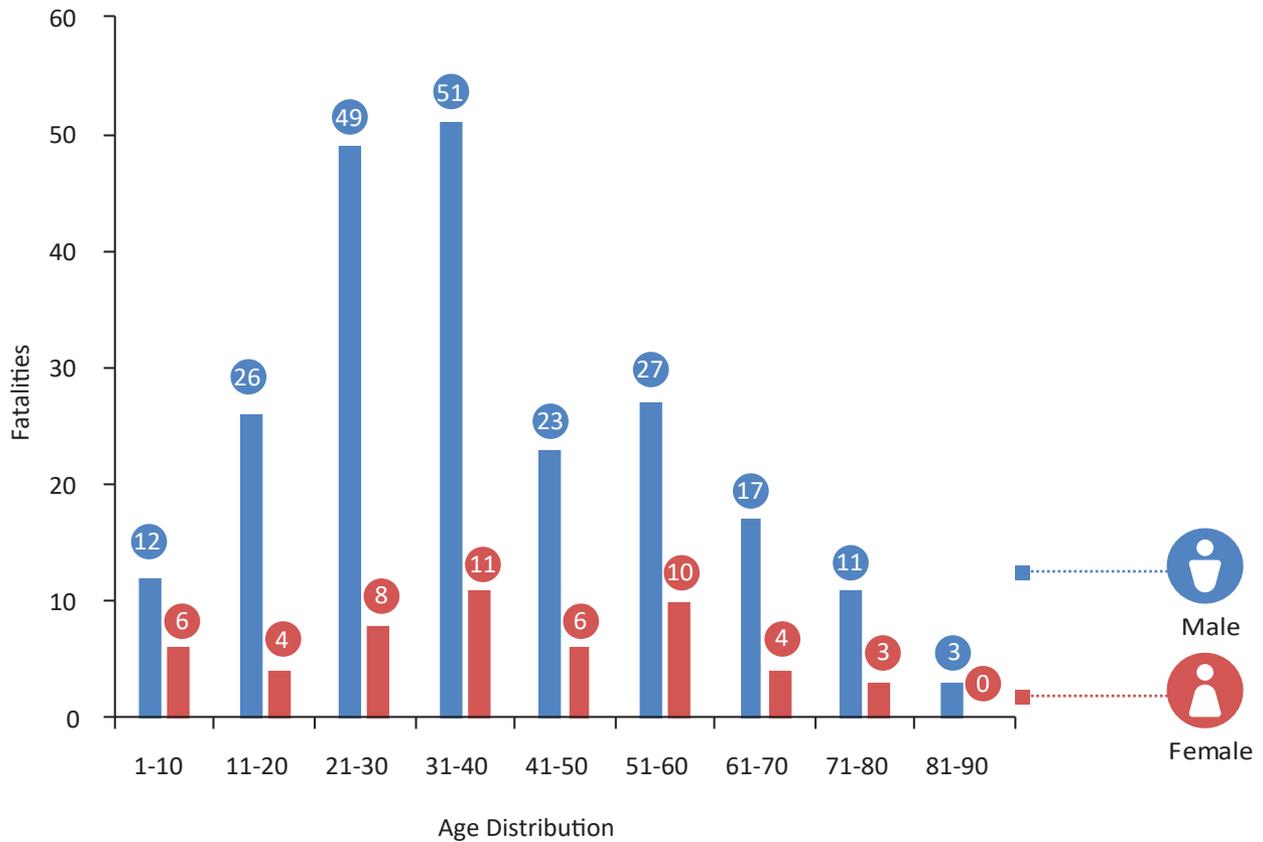
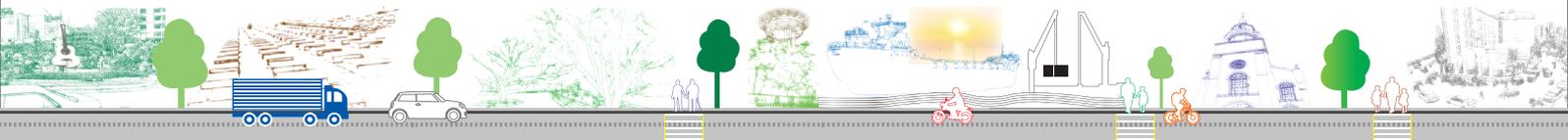


Figure 11: Deaths by age group and gender, 2022-2024

Note: In a few cases, age was not included during FIR preparation



Source: Shifun Newaz



Grievous injuries by age group and gender, 2022-2024

Male injuries by age group followed a similar pattern with male fatalities as those aged 21 to 40 were the most affected. However, the high number of fatalities for ages 11 to 20 should be noted. Female injuries had a similar trend with a high number of fatalities for ages 11 to 40.

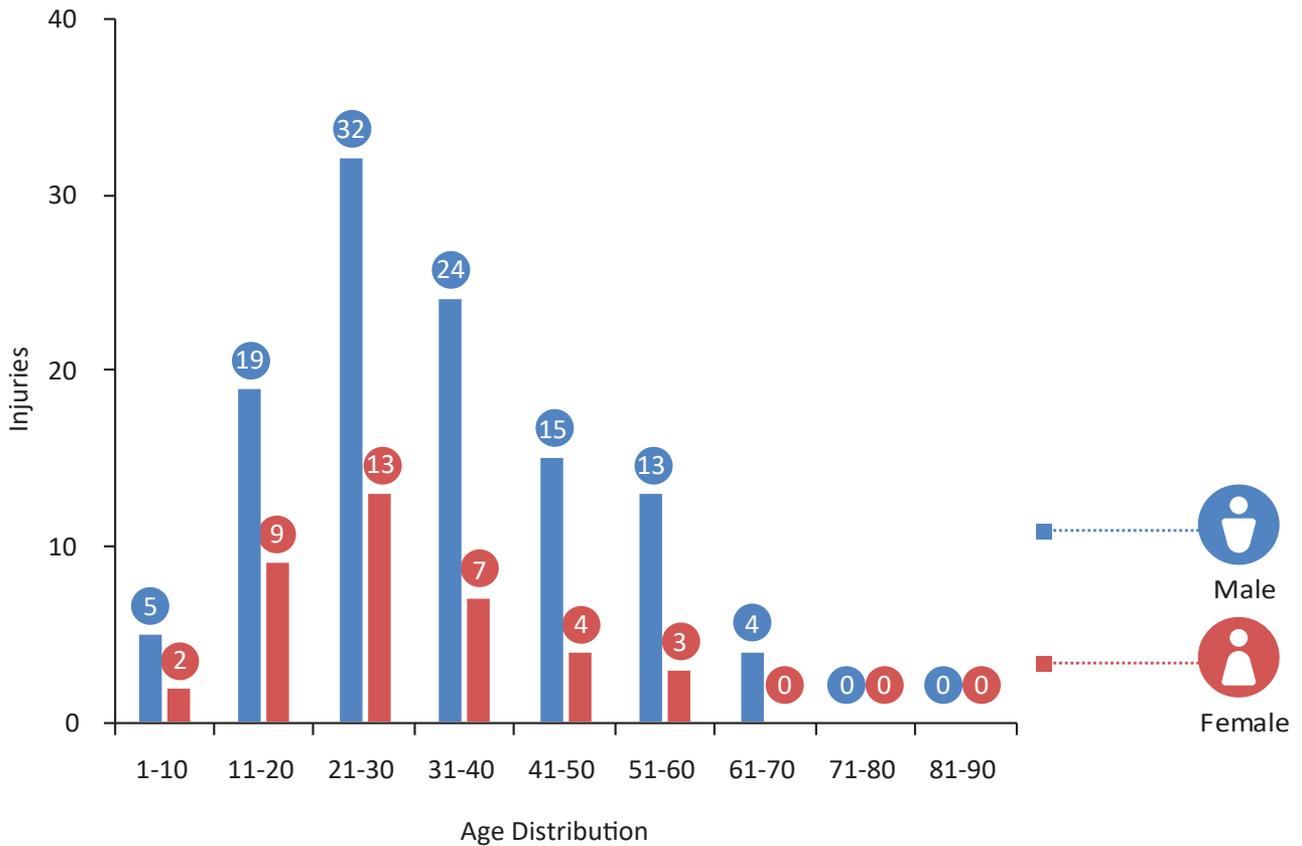
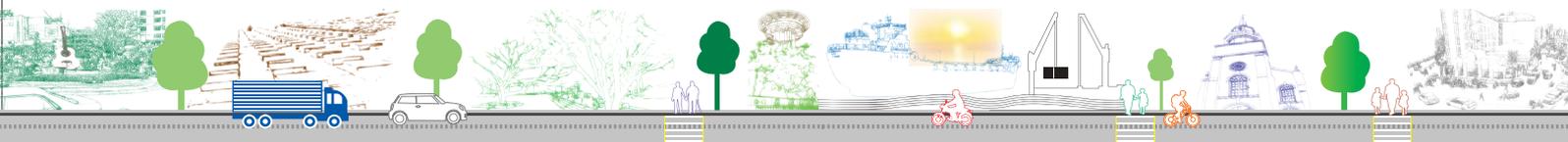


Figure 12: Grievous injuries by age group and gender, 2022-2024



Source: Shifun Newaz



Pedestrian deaths by age group and gender, 2022-2024

Pedestrians were the most vulnerable road users in Chattogram City, having 59% of the total deaths. Pedestrian fatalities by age were distributed evenly across almost all age groups. This shows that each age group by gender faces similar risks as a pedestrian. This also indicates the importance of designing safe, adequate, and complete pedestrian infrastructure.

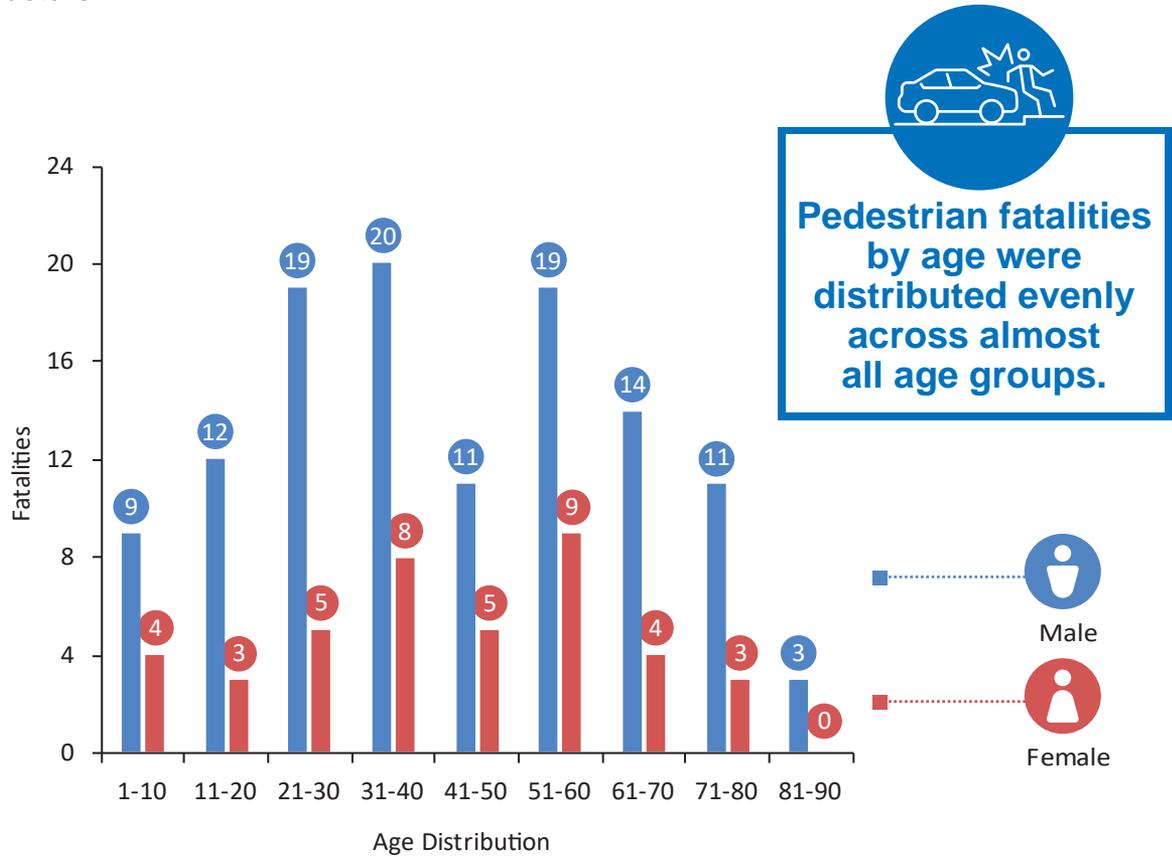
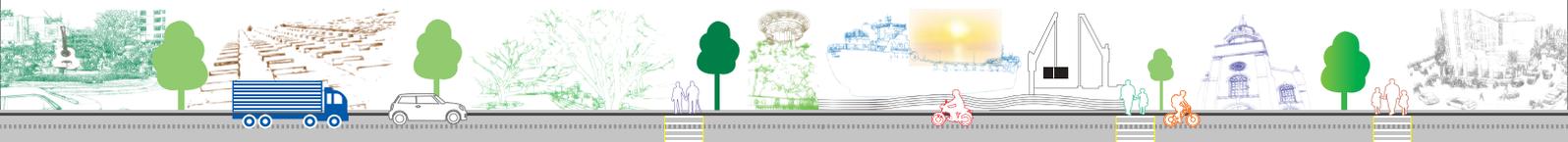


Figure 13: Pedestrian deaths by age group and gender, 2022-2024



Source: Shifun Newaz



Pedestrian grievous injuries by age group and gender, 2022-2024

The highest number of injuries occurs in the 1 to 10 age group, suggesting that children were involved more in grievous pedestrian injuries. The variation in injury distribution, however, could also be a reflection of underreporting of injuries and would require further investigation.

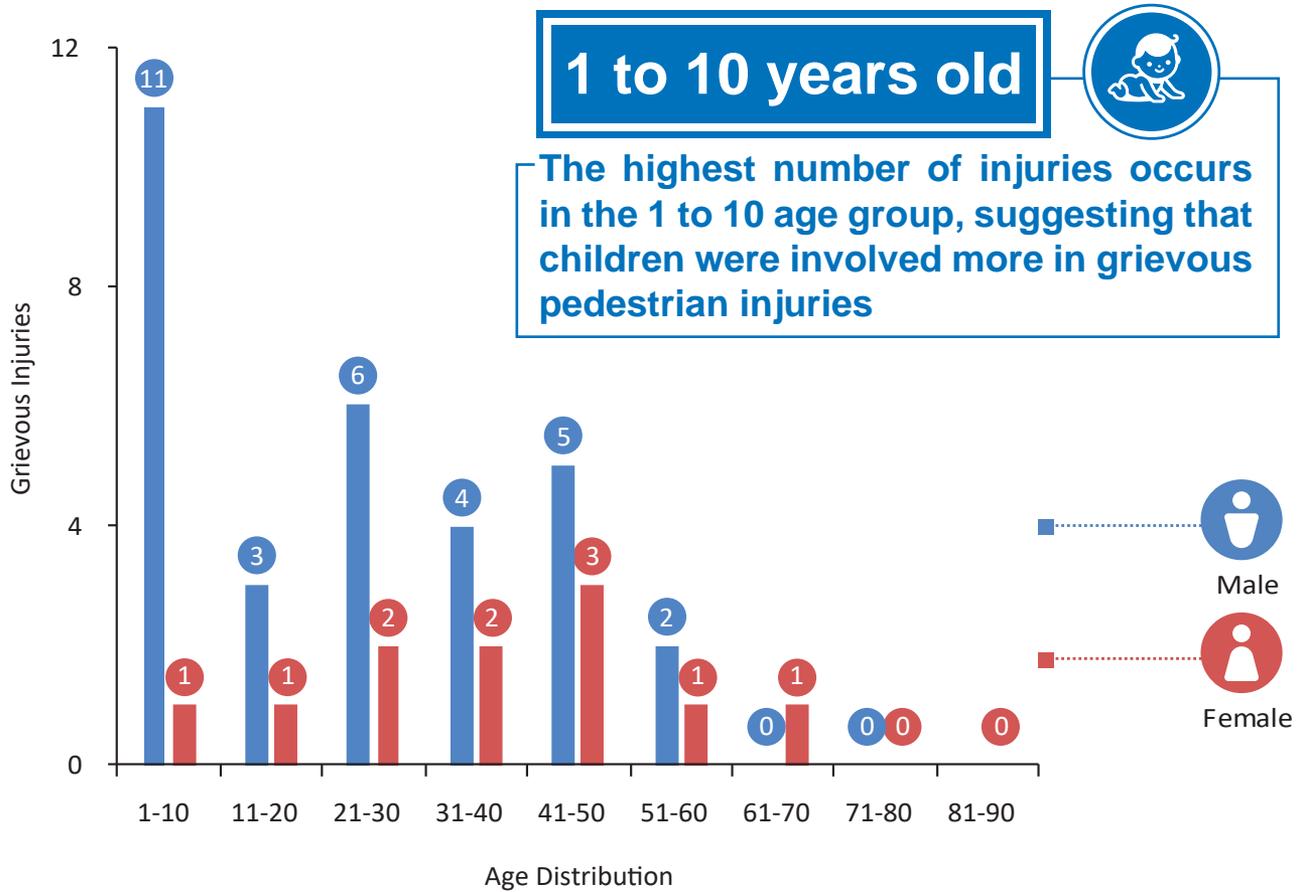


Figure 14: Pedestrian grievous injuries by age group and gender, 2022-2024



Hit-and-Run in fatal crashes scenario, 2022-2024

45% of crashes were hit-and-run crashes in Chattogram from 2022 to 2024. These were identified when the driver and vehicle information were not present in the FIR.

Among all hit-and-run cases, 73% of collision types were hit pedestrians, which could indicate that pedestrians were often the victims of hit-and-runs.

45% of crashes were hit-and-run crashes in Chattogram from 2022 to 2024

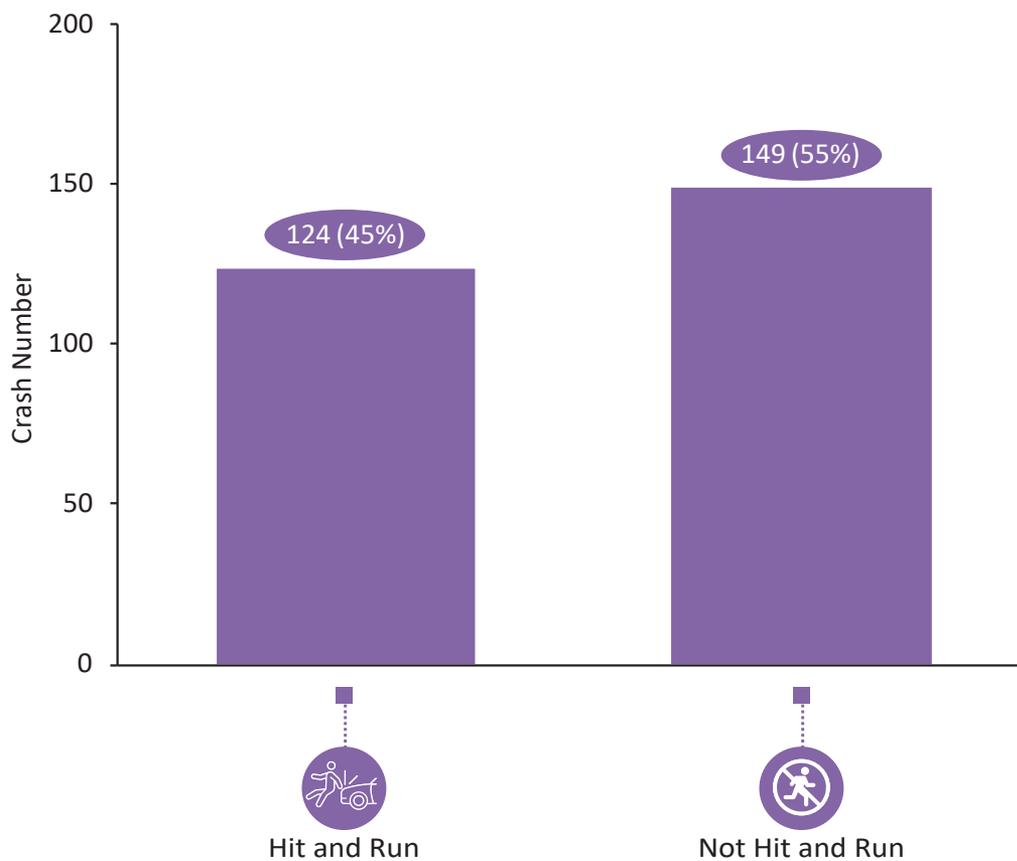
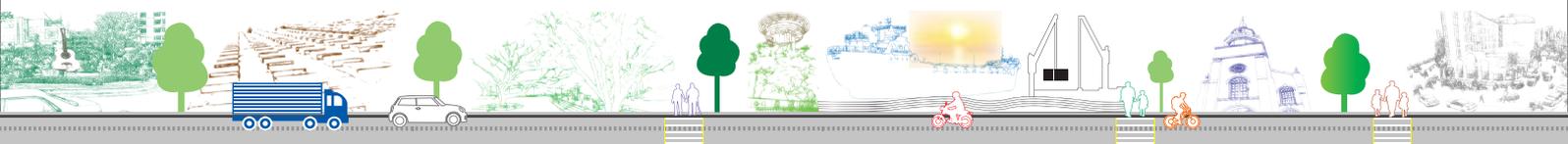


Figure 15: Hit and Run in fatal crashes, 2022-2024



Fatal crashes and fatalities by month, 2022-2024

From 2022 to 2024, crash fatalities were the highest from March to June. These months coincided with the Eid holidays. People would usually travel to visit friends and family during these holidays, increasing exposure on the road as well as fatalities. Fatalities and serious injuries decreased during the remaining months; however, it was difficult to explain this as this might also be a reflection of the quality of data.

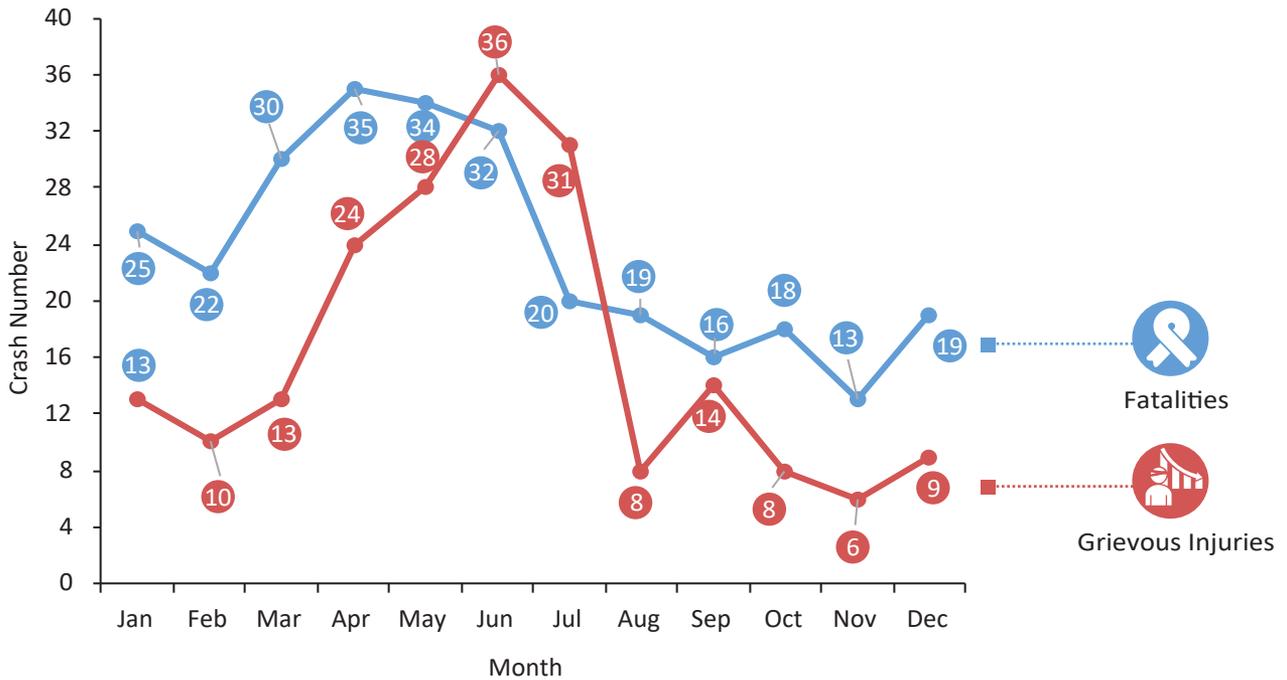
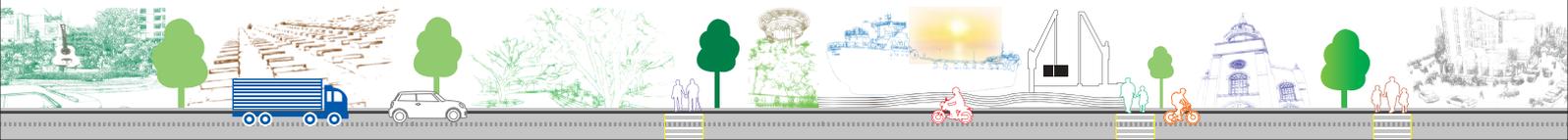


Figure 16: Fatalities and grievous injuries by month, 2022-2024



Source: Shifun Newaz

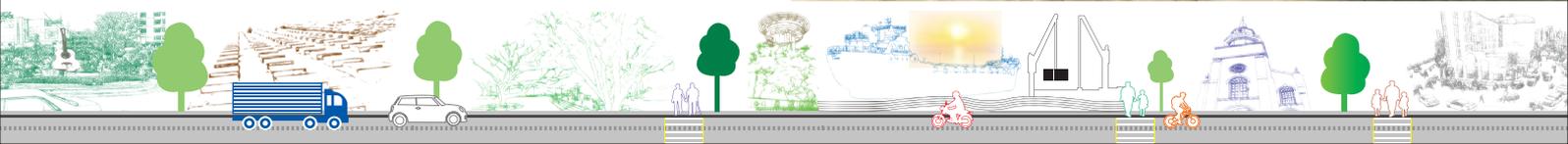


Time-of-Day, Day-of-Week distribution of fatalities, 2022-2024

There was no clear trend for crash fatalities by time-of-day and day-of-week from 2022 to 2024. The fatalities by each day of the week had small variation. In terms of the time of day, fatalities were also distributed throughout the day and night without any significant differences. This implies that risk exists any day and at any time of the week.

Table 3: Road crash deaths by time and day, 2022-2024

Day Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00-00:59	3	0	0	2	2	1	2	10
01:00-01:59	2	1	2	0	0	1	0	6
02:00-02:59	0	3	1	2	1	3	0	10
03:00-03:59	2	2	1	1	0	1	3	10
04:00-04:59	1	1	0	0	0	1	0	3
05:00-05:59	4	2	1	3	0	3	1	14
06:00-06:59	3	3	3	0	3	3	0	15
07:00-07:59	2	1	0	5	3	2	2	15
08:00-08:59	0	1	5	1	1	0	0	8
09:00-09:59	1	1	0	1	0	1	3	7
10:00-10:59	1	3	4	1	1	3	0	13
11:00-11:59	2	2	1	1	3	1	1	11
12:00-12:59	2	2	2	2	0	2	2	12
13:00-13:59	1	0	4	1	3	0	0	9
14:00-14:59	1	1	1	3	1	4	0	11
15:00-15:59	0	2	3	1	0	2	3	11
16:00-16:59	1	3	2	1	1	2	2	12
17:00-17:59	1	4	3	4	4	2	3	21
18:00-18:59	2	0	0	3	0	0	3	8
19:00-19:59	2	0	3	5	0	4	1	15
20:00-20:59	5	0	3	2	2	6	2	20
21:00-21:59	2	3	4	0	3	1	4	17
22:00-22:59	1	4	3	1	3	0	2	14
23:00-23:59	1	3	2	0	2	3	0	11
Total	40	42	48	40	33	46	34	283

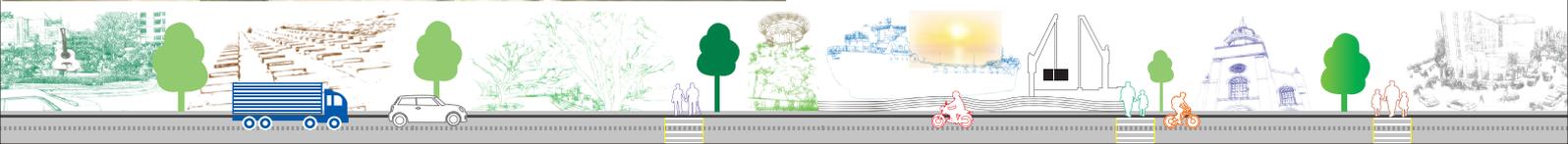


Time-of-Day, Day-of-Week distribution of grievous injuries, 2022-2024

Saturday had the highest number of recorded injuries. It was also evident that injuries were recorded more during the daytime. It should be noted that these figures need further verification, as serious injuries were severely underreported.

Table 4: Grievous injuries by time and day, 2022-2024

Day Time	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Total
00:00-00:59	5	0	0	0	0	1	3	9
01:00-01:59	0	0	0	2	0	0	0	2
02:00-02:59	0	0	0	0	3	1	1	5
03:00-03:59	0	1	0	0	0	1	5	7
04:00-04:59	0	0	0	0	0	0	0	0
05:00-05:59	5	0	0	0	0	3	0	8
06:00-06:59	4	0	2	1	1	4	0	12
07:00-07:59	0	3	0	2	0	8	11	24
08:00-08:59	0	0	1	0	1	0	1	3
09:00-09:59	2	1	2	0	0	0	11	16
10:00-10:59	1	0	2	0	0	0	0	3
11:00-11:59	2	1	1	0	0	0	0	4
12:00-12:59	4	0	0	0	0	0	2	6
13:00-13:59	1	1	0	5	0	1	1	9
14:00-14:59	0	2	1	3	0	0	0	6
15:00-15:59	1	0	0	0	0	0	4	5
16:00-16:59	1	4	1	4	1	3	0	14
17:00-17:59	1	2	6	0	7	1	1	18
18:00-18:59	5	1	0	0	0	0	8	14
19:00-19:59	3	0	1	3	0	2	0	9
20:00-20:59	0	1	0	0	0	1	1	3
21:00-21:59	1	2	1	0	1	0	3	8
22:00-22:59	0	2	0	1	2	1	3	9
23:00-23:59	0	0	0	0	4	1	1	6
Total	36	21	18	21	20	28	56	200



Vehicle involvement in fatalities

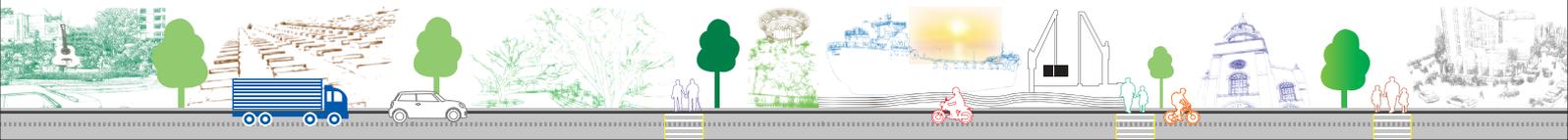
Heavy vehicles like trucks were the leading cause of death for pedestrians and motorcyclists. The collisions with heavy trucks accounted for 15% of pedestrian deaths and 14% of motorcyclist deaths. Additionally, buses and minibuses were involved in 10% of pedestrian deaths, which was also a significant share.

Table 5: Road user interaction matrix of fatalities, 2022-2024

Impacting Vehicle \ Road User	 Heavy Truck	 Bus & Minibus	 Car, Jeep & Pick-Up	 Microbus	 Motorcycle	 CNG-Taxi & Tempoo	Other	Total
Pedestrian	40	27	16	1	9	15	4	112
Motor Cycle	39	4	6	1	0	2	1	53
CNG-Taxi & Tempoo	3	4	1	0	2	5	0	15
Bicycle	3	3	0	0	0	0	0	6
Rickshaw & M. Rickshaw	11	0	1	0	0	3	0	15
Car, MicroBus & Pickup	2	0	3	0	0	0	0	5
Heavy Truck	0	0	1	0	0	0	0	1
Bus, Minibus	2	1	1	0	0	0	0	4
Single Vehicle Crash	0	1	2	0	0	3	0	6
Total	100	40	31	2	11	28	5	217

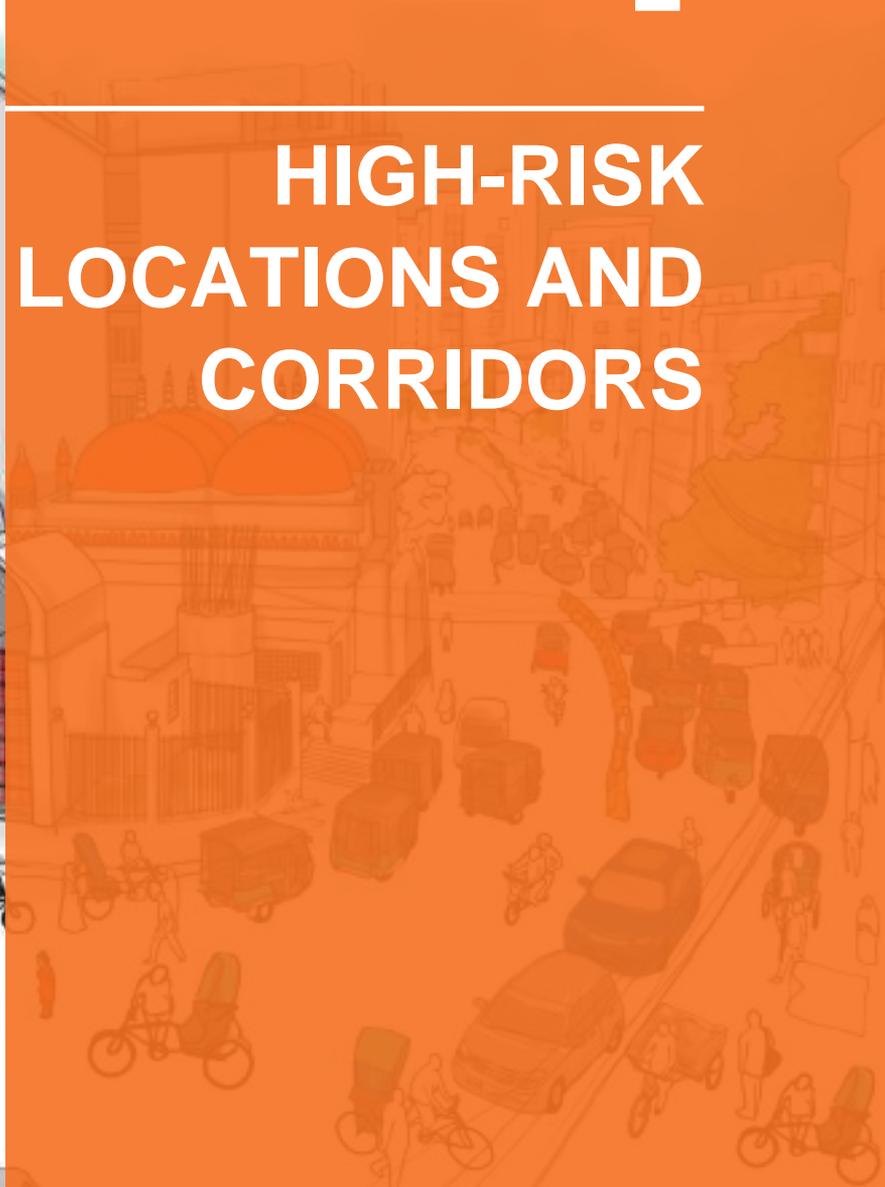


Source: Shifun Newaz



4

HIGH-RISK LOCATIONS AND CORRIDORS



4. HIGH-RISK LOCATIONS AND CORRIDORS

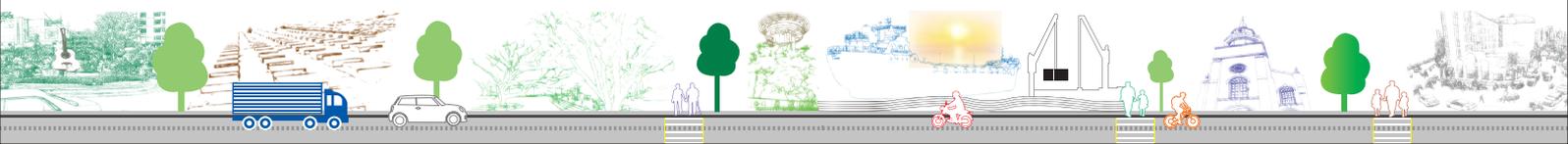
High-risk locations (HRL), 2022-2024

The top 20 high-risk road locations in Chattogram were identified based on the number of road crash fatalities (see Table 6). Each location was within a 250-metre radius of the area and had at least four fatalities in 3 years.

Table 6: Top 20 HRL in CMP, 2022-2024

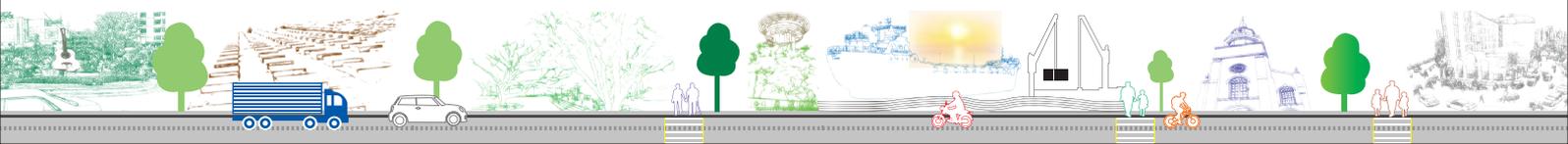
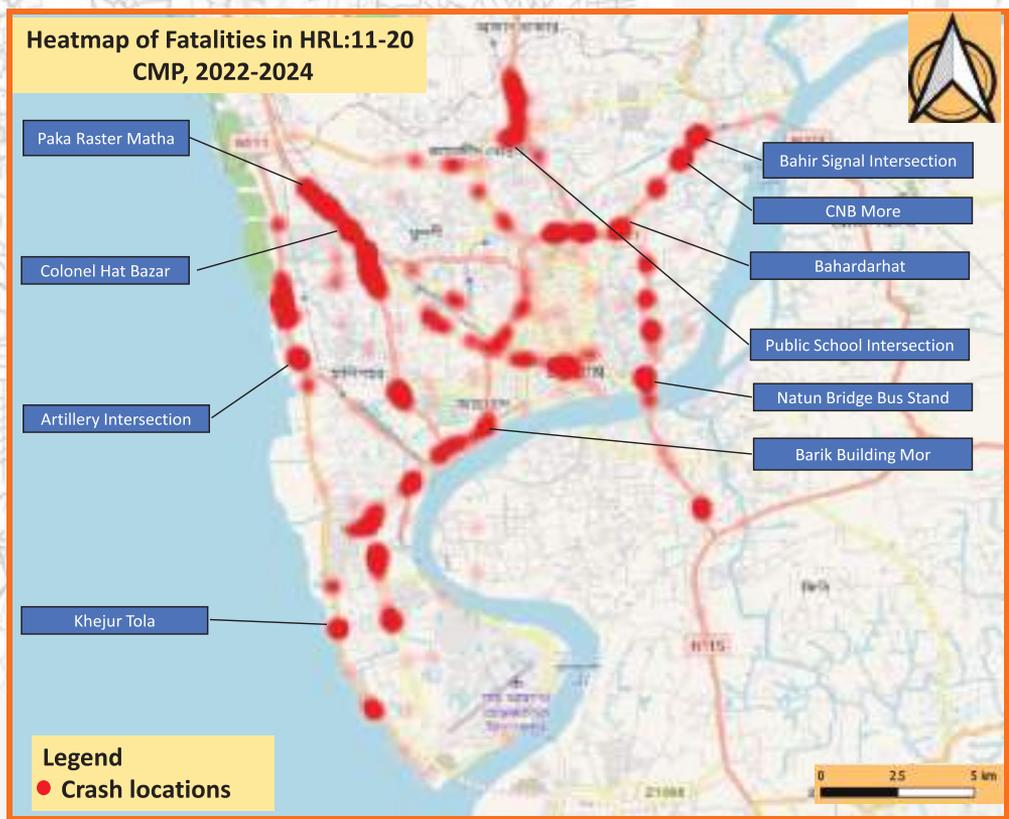
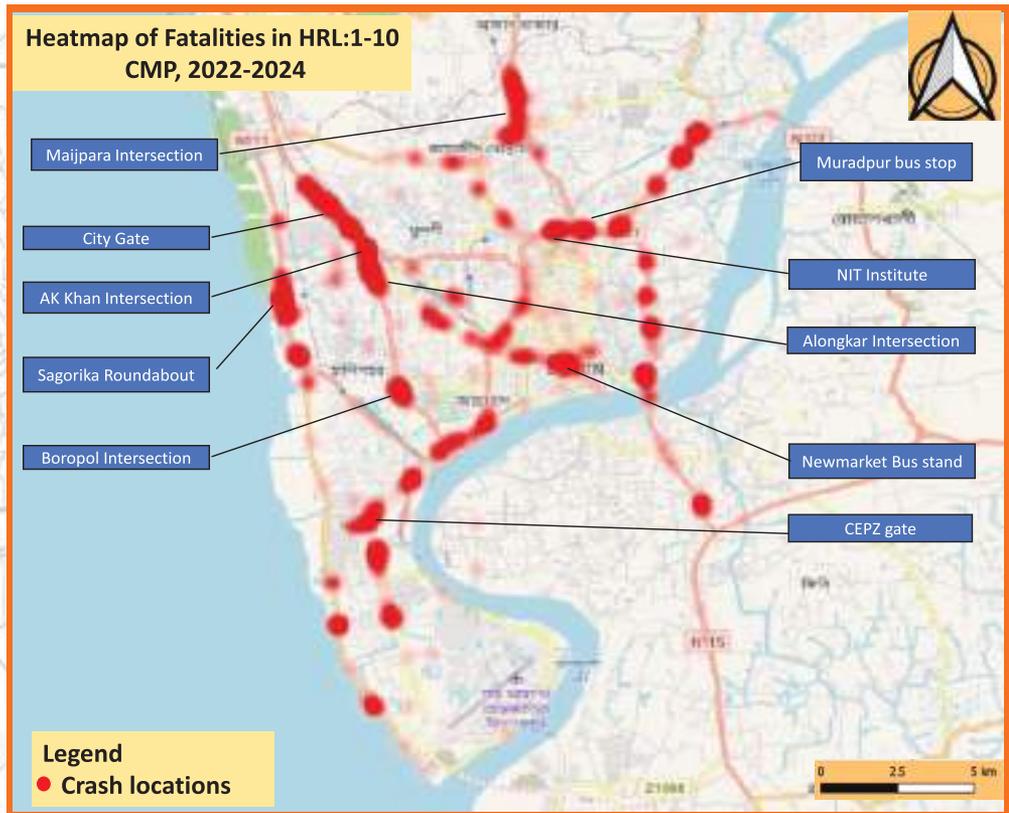
Sl.	Hazard Rank	Location Name	Fatalities	Sl.	Hazard Rank	Location Name	Fatalities
1	1	Boropol	7	11	3	Bahaddarhat	5
2		Alongkar Mor	7	12		Muradpur Bus Stop	5
3	2	CEPZ Gate	6	13		Natun Bridge Bus Stop	5
4		City Gate	6	14		Artillery Intersection	5
5		Newmarket Bus Stop	6	15	Bahir Signal Intersection	4	
6		Sagorika Roundabout	6	16	Public School Intersection	4	
7	3	AK Khan Intersection	5	17	4	Barik Building Bus Stop	4
8		Maijpara Intersection	5	18		Colonel Hat Bazar	4
9		NIT Institute	5	19		Khejur Tola	4
10		CNB Intersection	5	20		Paka Rastar Matha	4

Boropol and Alongkar Intersection recorded the highest number (7) of fatalities. In addition, 6 fatalities occurred in 4 locations namely CEPZ gate, City Gate, Newmarket Bus Stop, and Sagorika Roundabout, consecutively. The rest of the locations in the list had 4 to 5 fatalities.



All hazardous road locations were mapped in Map 1.

Map 1: Hazardous road locations (fatalities heatmap) in CMP, 2022-2024



The high-risk location list from this year and from the previous report were compared. Locations such as Boropol, AK Khan Intersection, Artillery Intersection, and Paka Rasta had more fatalities this year resulting in a worse high-risk location rank compared to their rank during the previous year.

High-risk Locations in 2024

High-risk Locations in 2025

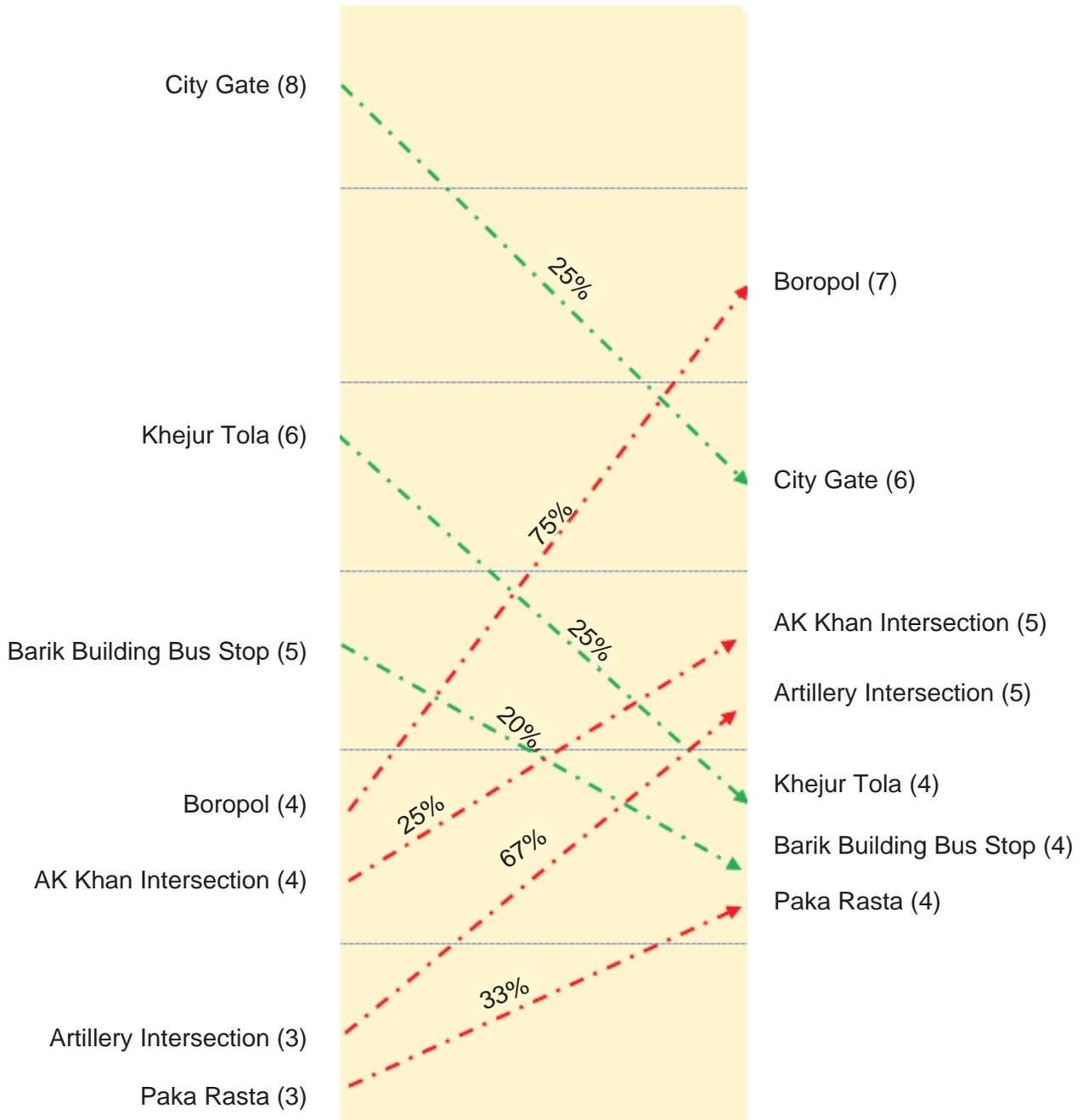
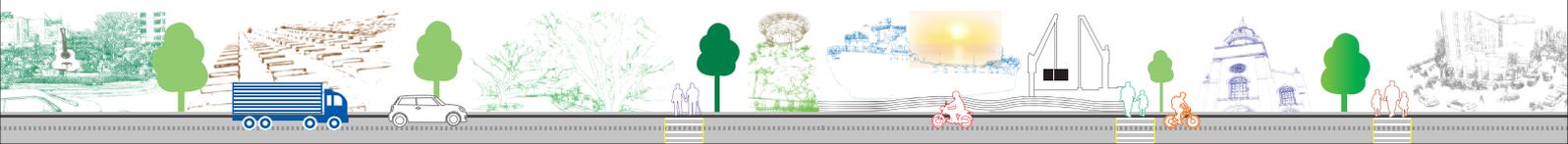


Figure 17: Comparison of High-Risk Locations (HRL) list between years

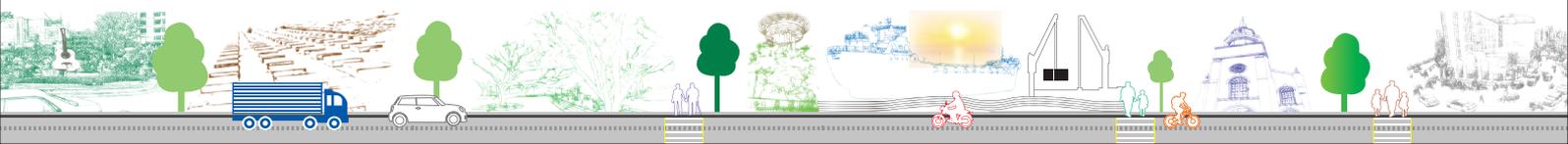
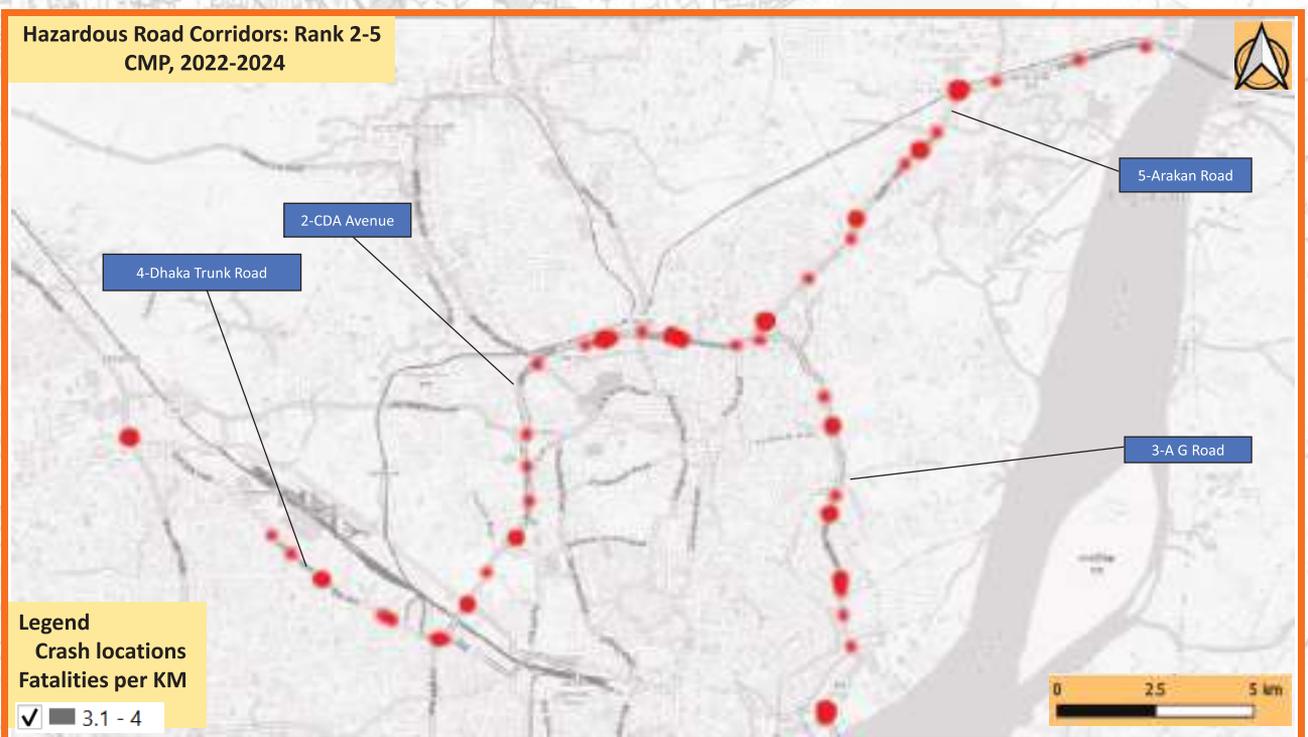


Map 2 (a,b,c): Hazardous Road Corridors (along with fatality heatmap) in CMP, 2022-2024

a)



b)

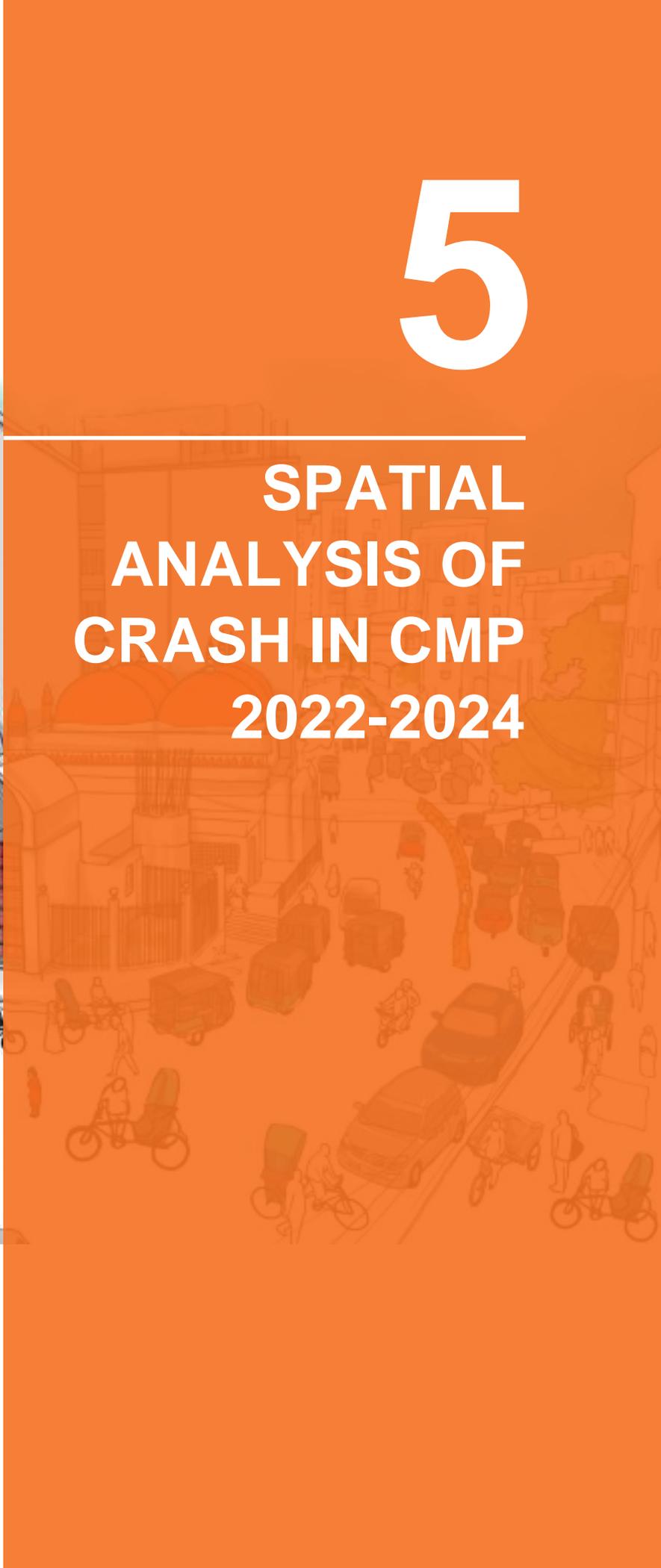


c)



5

SPATIAL ANALYSIS OF CRASH IN CMP 2022-2024

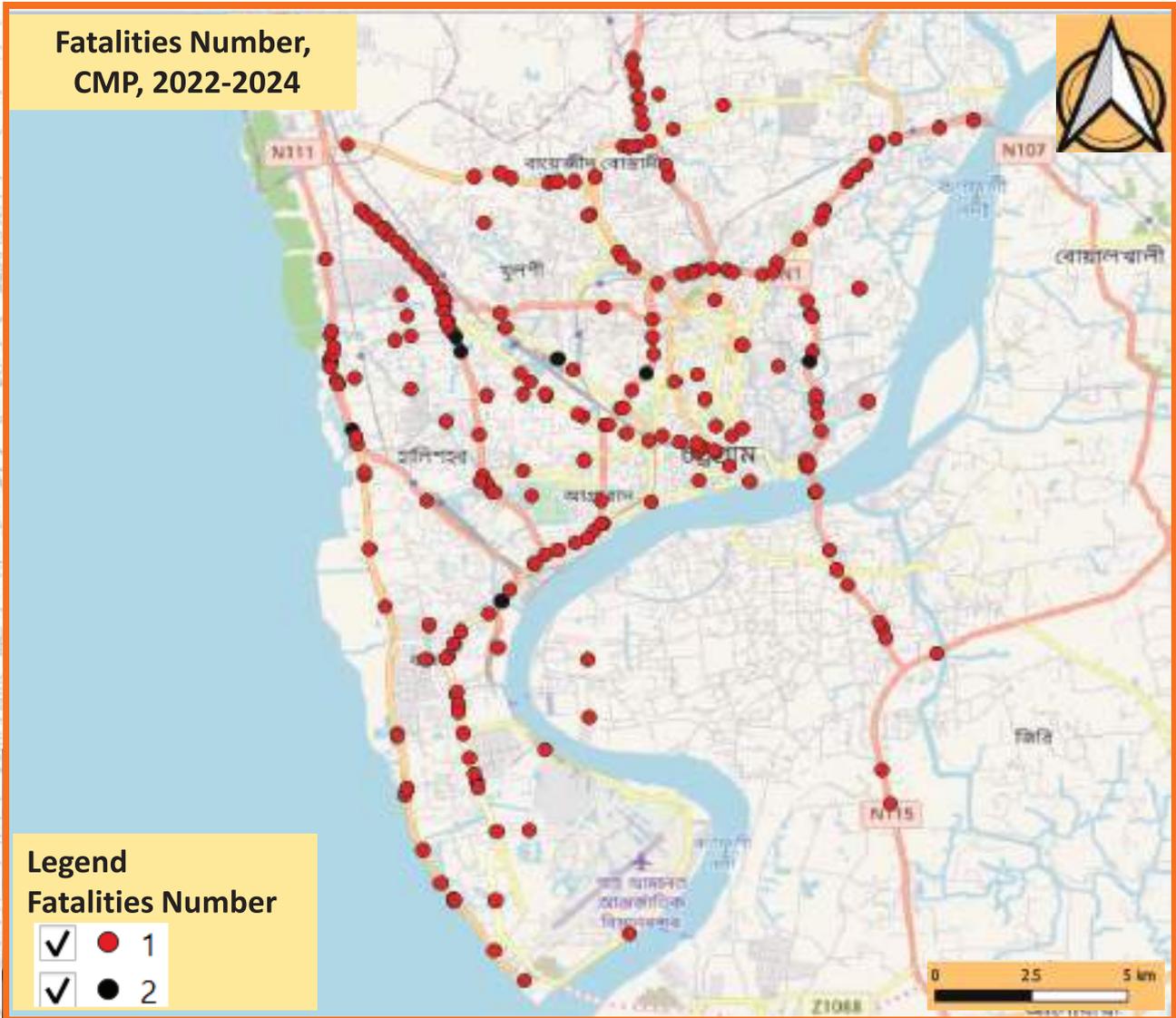


5. SPATIAL ANALYSIS OF CRASH IN CMP, 2022-2024

The following maps show the concentration of all road deaths as well as pedestrian and motorcyclist fatalities.

All fatal crash locations in the Chattogram Metropolitan Area

Map 3: Fatalities at fatal crash locations in the Chattogram Metropolitan area

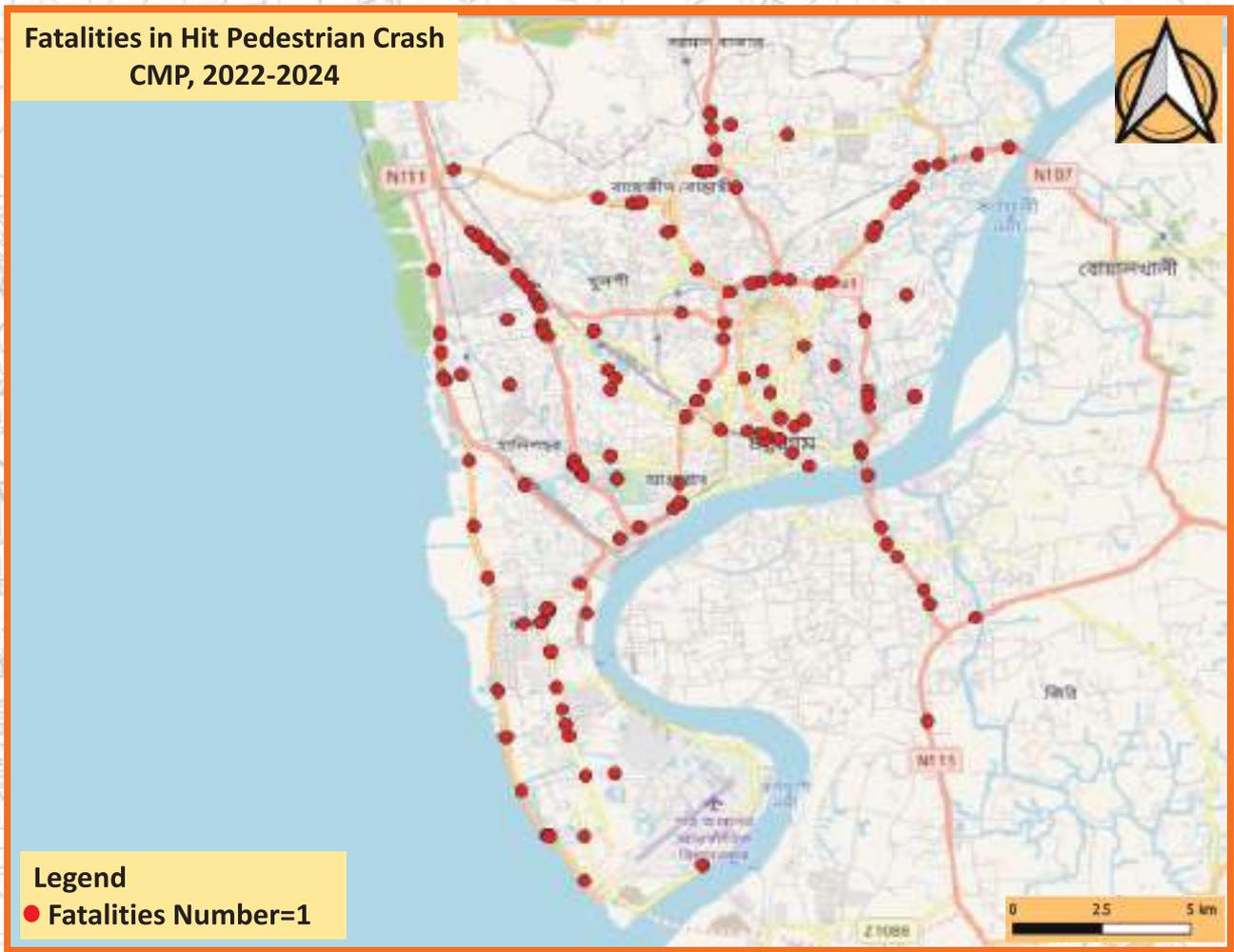


Source: Shifun Newaz

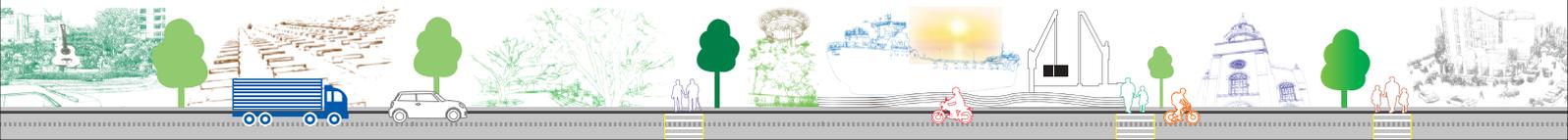


Hit pedestrian fatal crash locations in Chattogram Metropolitan Area

Map 4: Fatalities at hit pedestrian fatal crash locations in Chattogram Metropolitan area



Source: Shifun Newaz



Heat map of hit pedestrian fatalities in Chattogram Metropolitan Area

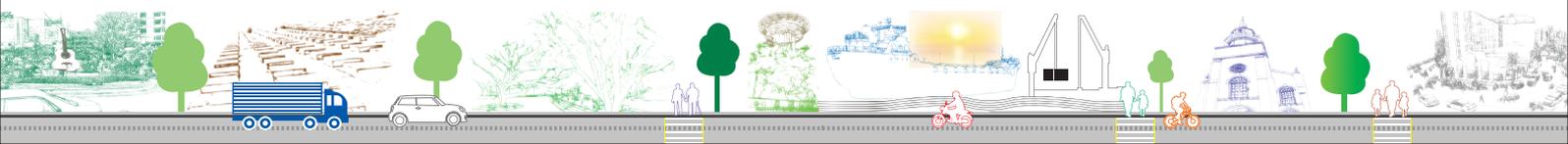
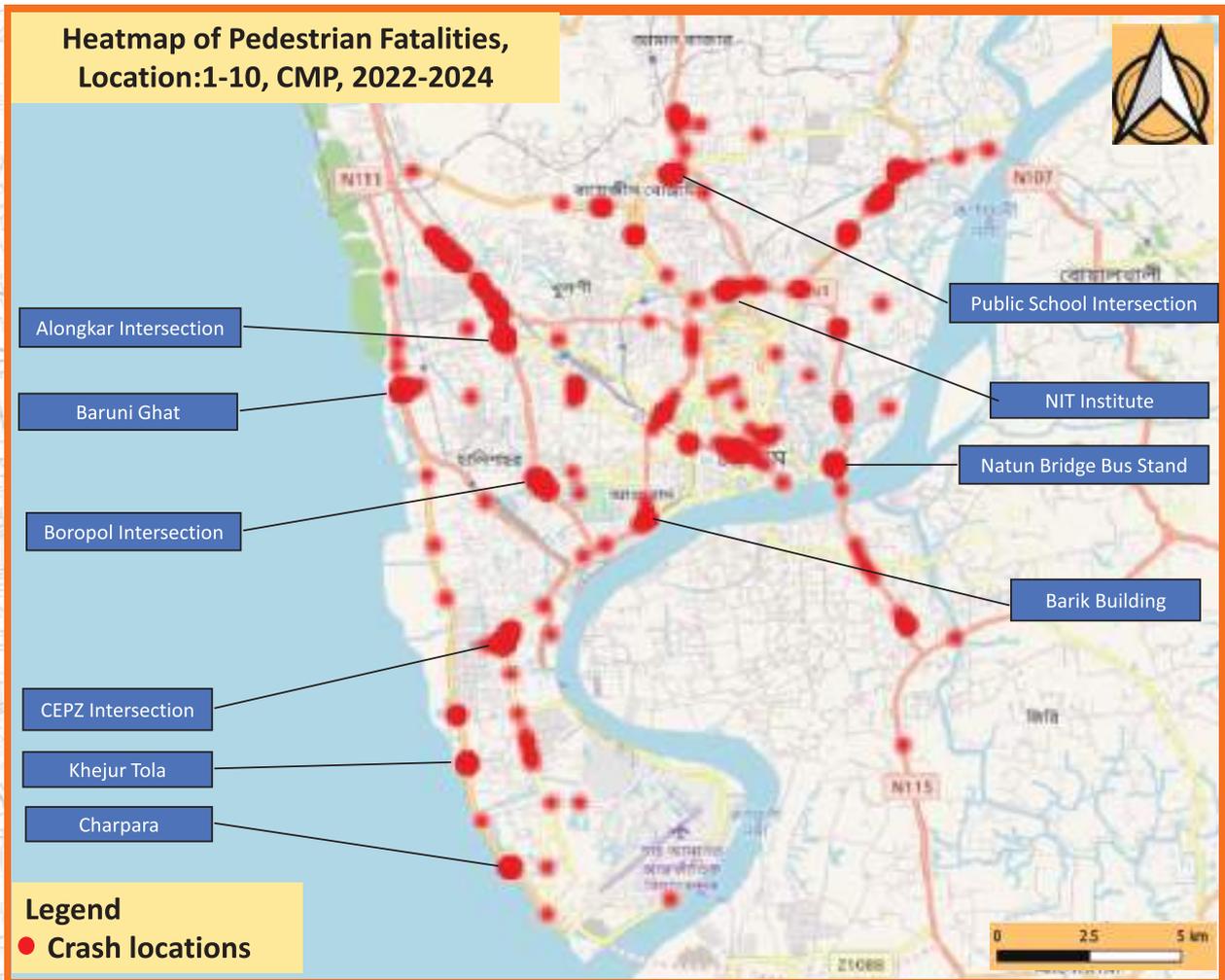
High-risk locations for pedestrians were identified and presented in Table 8 and mapped.

Table 8: Vulnerable locations for pedestrians (heatmap) in CMP, 2022-2024

SI	Hazard Rank	Location Name	Fatalities	SI	Hazard Rank	Location Name	Fatalities
1	1	Boropol	6	11		Newmarket Bus Stop	3
2	2	Baruni Ghat	4	12		Bahir Signal Intersection	3
3		Alongkar	4	13		City Gate	3
4		Public School Intersection	4	14	4	AK Khan	2
5	Natun Bazar Bridge	4	15	Tigerpass Intersection		2	
6	3	Charpara	3	16		Kalamia Bazar	2
7		Khejur Tola	3	17		Sikolbaha	2
8		CEPZ	3	18		Moulovi Pukur Par	2
9		Barik Building	3	19		CNB Intersection	2
10		NIT Institute	3	20		Baluchara	2

a)

Map 5: Heat map of hit pedestrian fatalities in Chattogram Metropolitan area



Heat map of motorcycle crash fatalities in the Chattogram Metropolitan Area

High-risk locations for motorcyclists were also identified and mapped.

Map 6: Heat map of motorcycle crash fatalities in Chattogram Metropolitan area

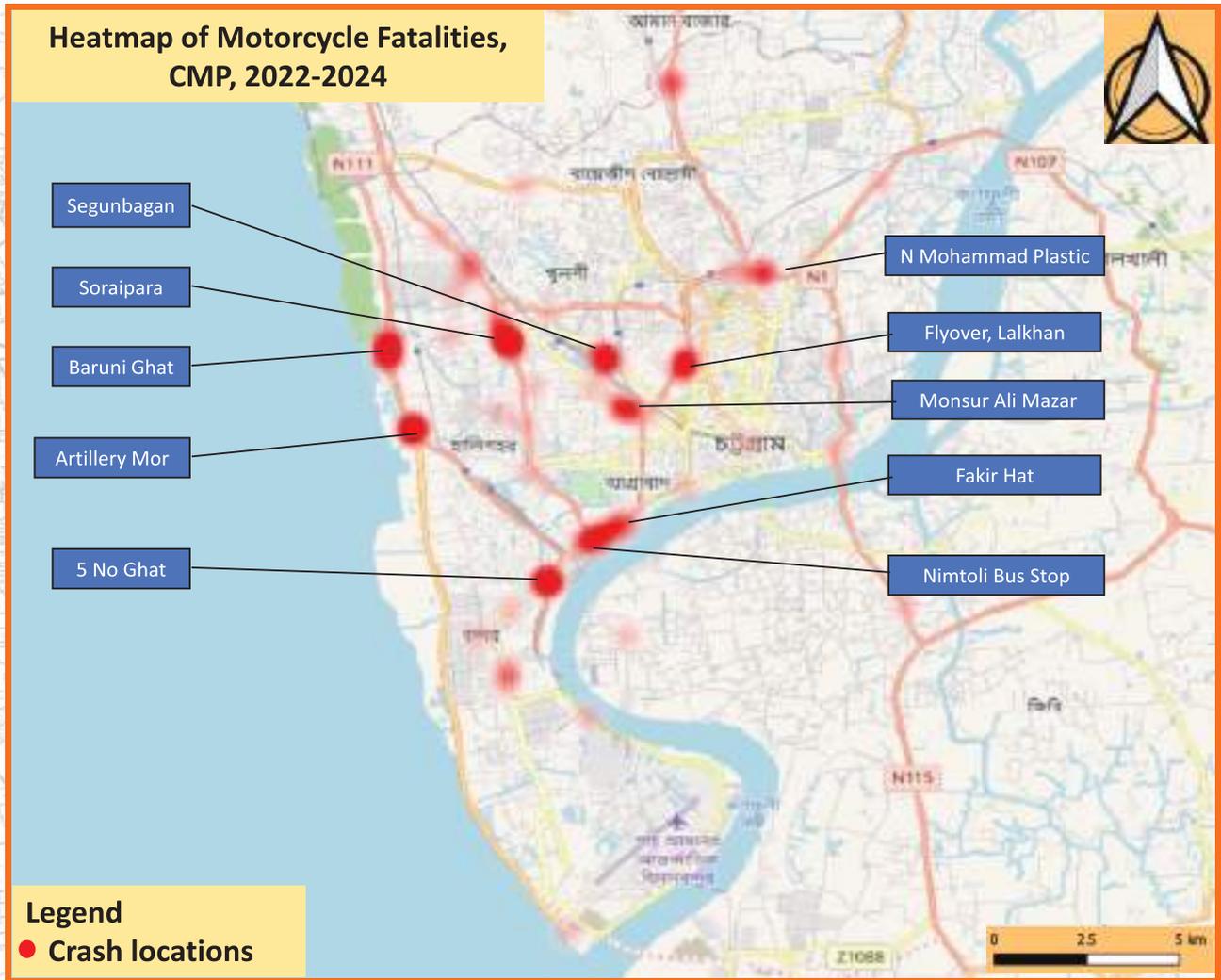
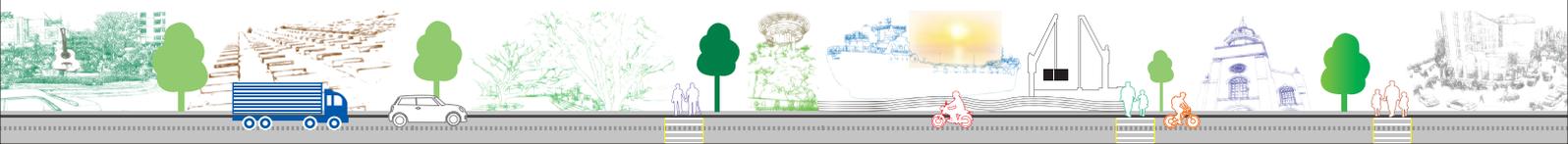


Table 9: Vulnerable locations for motorcyclists (heatmap) in CMP, 2022-2024

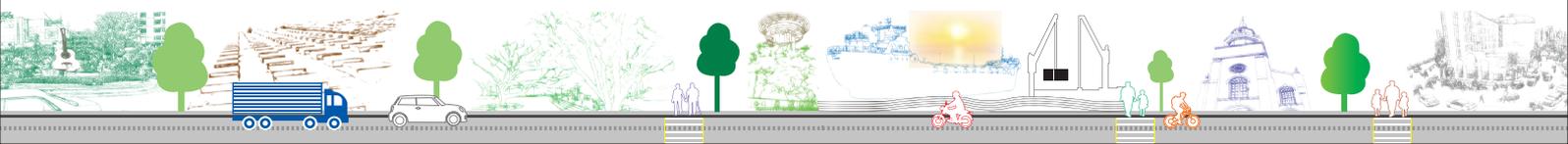
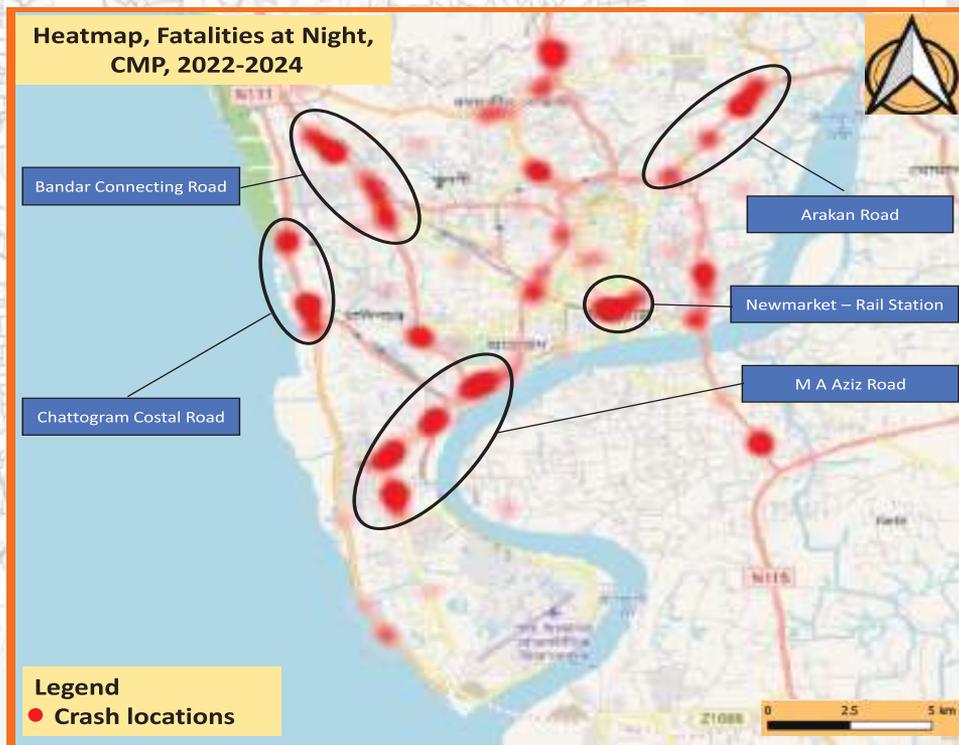
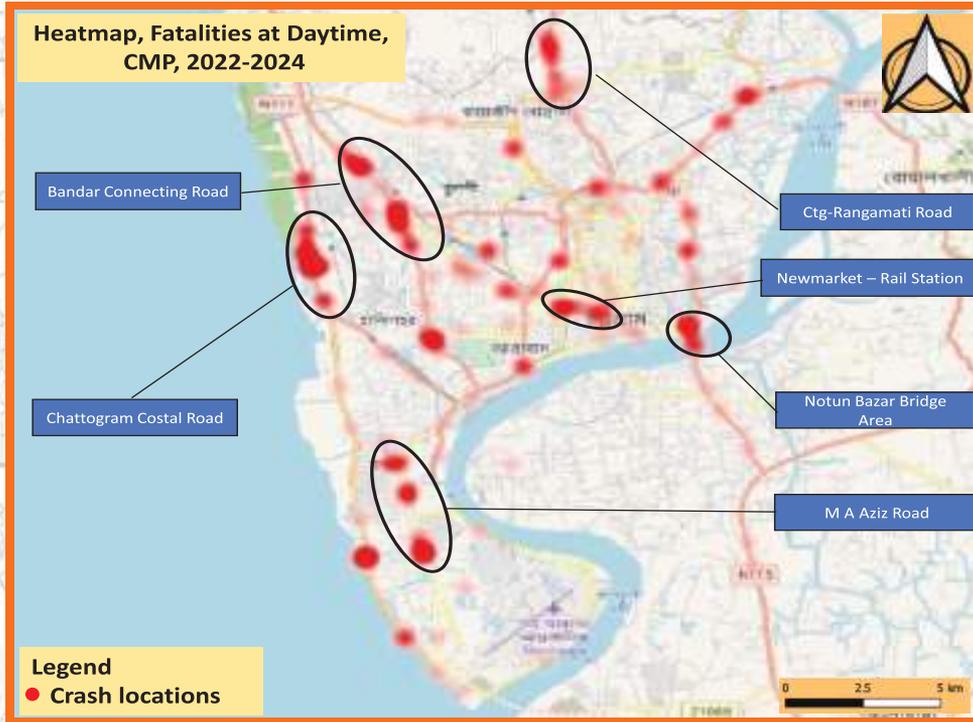
SI	Hazard Rank	Location Name	Fatalities	SI	Hazard Rank	Location Name	Fatalities
1	1	Soraipara	4	6		Segunbagan	3
2	2	Artillery Mor	3	7	3	Baruni Ghat	2
3		5 No Ghat	3	8		Nimtoli Bus Stop	2
4		Fakirhat	3	9		Monsur Ali Mazar	2
5		Flyover, Lalkhan	3	10		N Mohammad Plastic	2



Heat map of fatalities during day and night in the Chattogram Metropolitan Area

Arakan road was a high-risk location only during night time. This was in contrast with Notun Bazar Bridge Area and Newmarket- Rail Station which were only high-risk locations during day time.

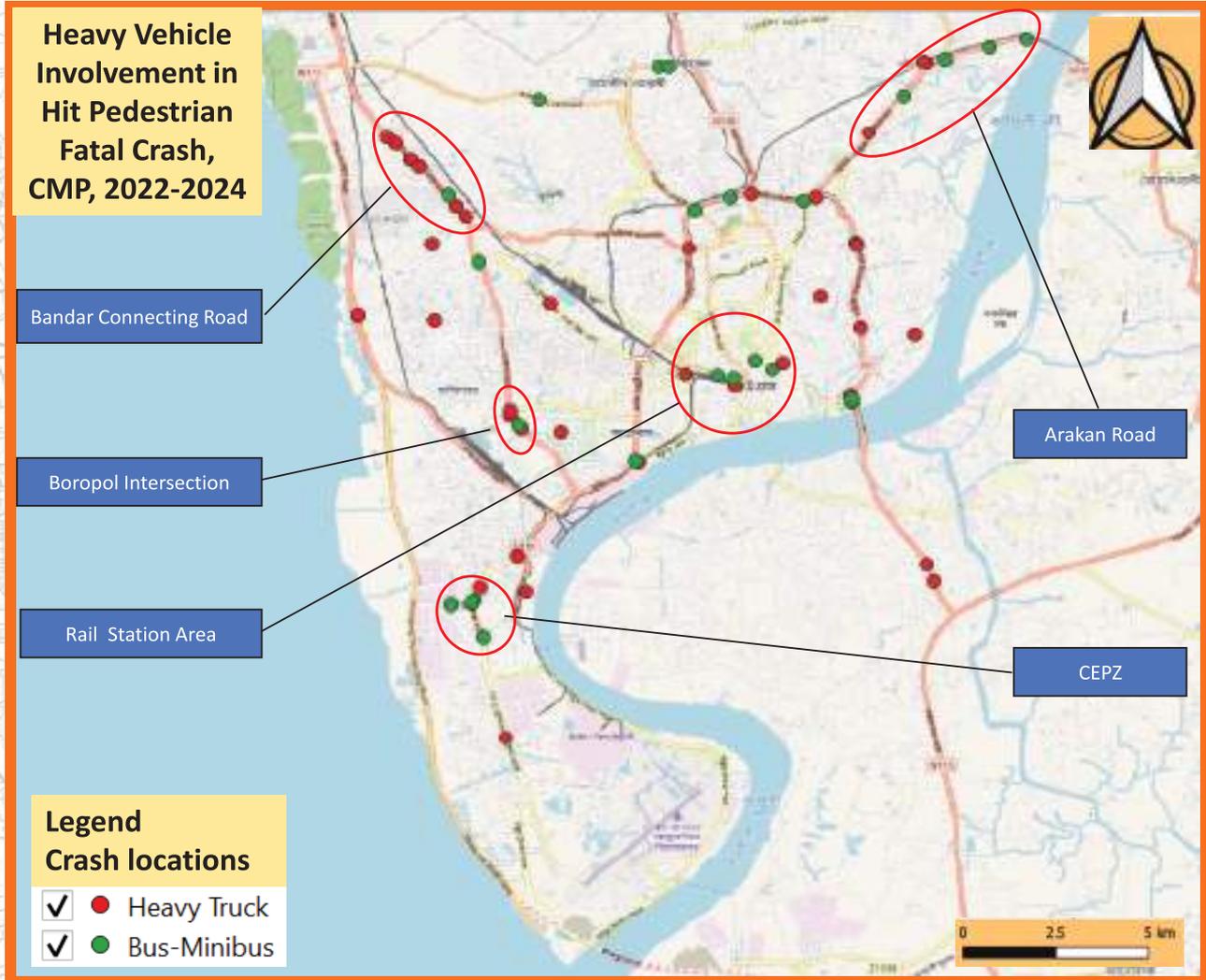
Map 7: Heat map of fatalities at day and night time in Chattogram Metropolitan area



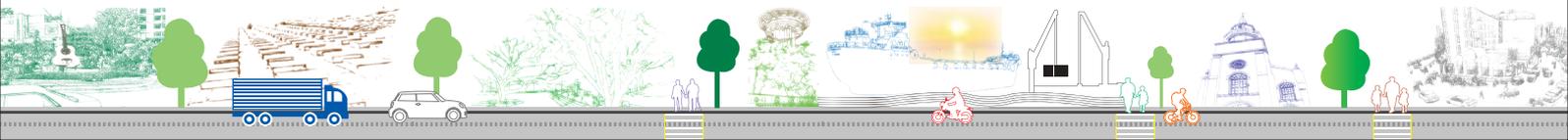
Heavy vehicle involvement in hit pedestrian fatal crashes in Chattogram

The road sections where heavy vehicles (trucks, buses, bus-minibuses) were involved in hit pedestrian crashes were identified.

Map 8: Pedestrian fatal crash by heavy vehicles in Chattogram Metropolitan area



Fatalities involving heavy vehicles (truck and bus) in pedestrian crashes were reported frequently in Bandar Connecting Road, Boropol Intersection, the rail station vicinity, Arakan Road, and the CEPZ area.



6

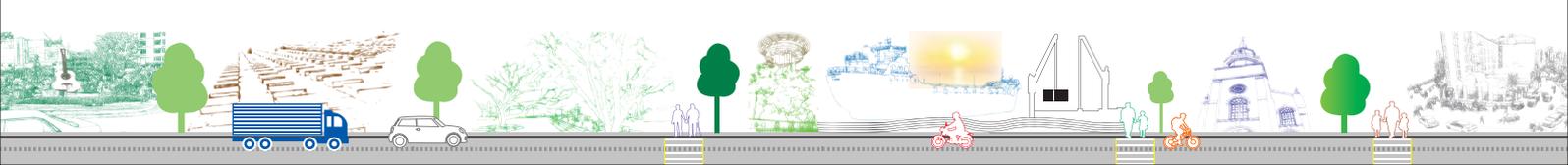
SUMMARY



6. SUMMARY

This report presented an analysis of crash data in Chattogram. Key findings from the report are enumerated:

- ❑ Crash fatalities and fatality rates increased by 29% and 27% from 2017 to 2024, respectively. After a sharp increase from 2019 to 2021, the fatality rate remains relatively the same from 2021 to 2024.
- ❑ Eight stations had more fatalities in 2024 than their average number of recorded fatalities from 2021 to 2023. Specifically, these were Bayazid Bostami, Pahartali, Haliashahar, EPZ Karnofuli, Khulshi, Panchlaish and Doublemooring police stations.
- ❑ From 2022 to 2024, pedestrians accounted for the majority (59%) of the total deaths in Chattogram. On the other hand, motorcyclists represented 21% of deaths.
- ❑ Men accounted for 80% of all road crash fatalities in the year 2022-2024, while women accounted 20%.
- ❑ Males aged 21 to 40 were the most impacted by road crash fatalities from 2022 to 2024.
- ❑ Pedestrians were the most vulnerable road users in Chattogram City, having 59% of the total deaths. Pedestrian fatalities by age were distributed evenly across almost all age groups.
- ❑ 45% of crashes were hit-and-run crashes in Chattogram from 2022 to 2024. Among all hit-and-run cases, 73% of collision types were hit pedestrians.
- ❑ From 2022 to 2024, crash fatalities were the highest from March to June and December. These months coincided with the Eid and year-end holidays.
- ❑ Heavy vehicles like trucks were the leading cause of death for pedestrians and motorcyclists. Collisions with heavy trucks accounted for 15% of pedestrian deaths and 14% of motorcyclist deaths. Additionally, buses and minibuses were involved in 10% of pedestrian deaths.
- ❑ Boropol and Alongkar Intersection recorded the highest number (7) of fatalities. In addition, 6 fatalities occurred in 4 locations namely CEPZ gate, City Gate, Newmarket Bus Stop, and Sagorika Roundabout, consecutively. The rest of the locations in the list had 4 to 5 fatalities.
- ❑ Fatalities involving heavy vehicles (truck and bus) in pedestrian crashes were reported frequently in Bandar Connecting Road, Boropol Intersection, the rail station vicinity, Arakan Road, and the CEPZ area.



7

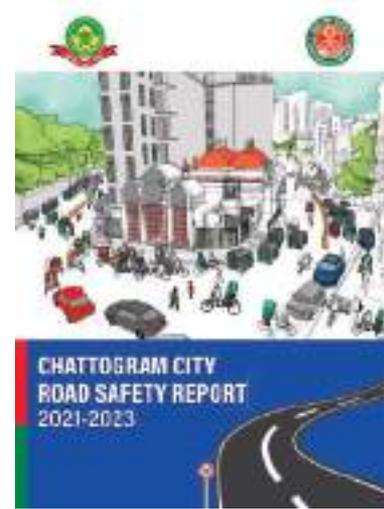
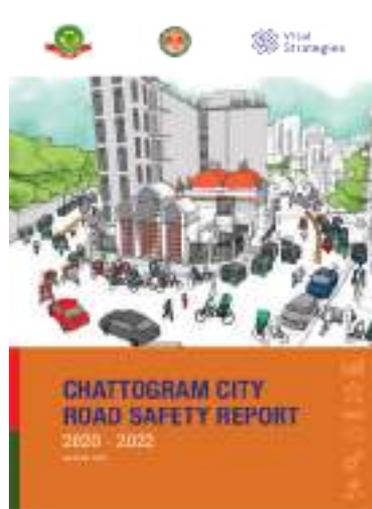
PROGRESS SINCE PREVIOUS REPORTS



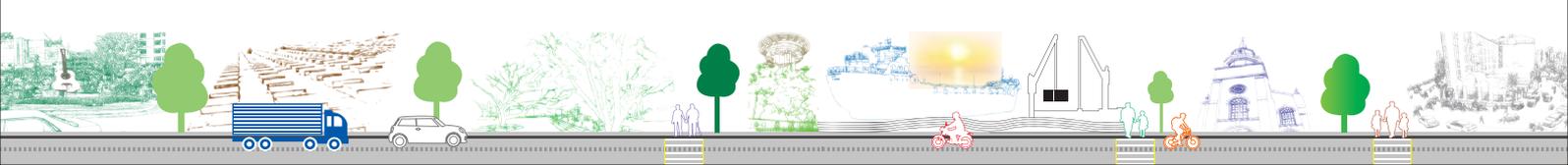
7. PROGRESS SINCE PREVIOUS REPORTS

Two Road Safety Reports were already published by the CMP and CCC in Chattogram city in 2023 and 2024. These publications were welcomed by the stakeholders and were published in newspapers.

After the publication of the reports, a number of activities were initiated by the CMP and CCC:



- ❑ The CMP established a Road Safety Cell (RSC) on 27 March 2025 which will lead crash data collection and analysis in the city. The RSC consists of five officers at the CMP headquarters. In addition, the SOP on crash data collection and the management of the cell was approved on 4 August 2025. This will standardize and organize crash data collection in the city. Also, crash data entry into “Accident Info” is now monitored from the CMP Headquarters.
- ❑ Two workshops on Road Crash Data Collection, Entry, and Analysis was conducted on 13 April and 10 September 2025 for RSC officers, along with two officers (a Sub-Inspector and an Operator) from each police station.
- ❑ The CMP engaged more police officers in a few identified hazardous road locations like Tiger Pass intersection and City Gate Intersection.
- ❑ A data linkage study combining data from the Chattogram Medical College and the CMP was initiated and is nearing completion.
- ❑ The World Resource Institute (WRI) team also evaluated the high-risk locations and had already selected a few locations for intervention. Safety interventions work is currently ongoing in one school zone at “Chattogram Womens College”. Besides, cost estimation are underway for Pahartoli Girls School and Kaptai Raster Matha based on the design provided by the WRI.
- ❑ CCC is planning to prepare a Development Project Proposal (DPP), taking the report as a basis for the road safety improvement work in Chattogram city, along with the CMP.



8

NEXT STEPS



- ❑ A further investigation of high-risk locations for pedestrians should be prioritised, given that they are the most vulnerable group in road crashes. Evidence-based interventions that ensure pedestrian safety should be implemented. Examples include fully pedestrianising key roads, junctions, and plazas,⁷ reducing the number of lanes,⁸ narrowing vehicle lanes,⁹ widening footpaths, constructing raised crosswalks,¹⁰ ensuring continuous footpaths,¹¹ implementing curb extensions,¹² placing speed humps,¹³ and installing pedestrian islands.¹⁴ There should also be a focus on speed reduction near schools, bazaars, and residential areas.
- ❑ Safer forms of mobility should be prioritised and more efforts should be made to make communities walkable and bikeable, with less prioritisation of motorised vehicle travel (cars, trucks, and motorbikes). The public transport system in the city is not standardised and bus drivers compete with each other for passengers or goods. Improvements in public transportation operations should be explored.
- ❑ The high number of heavy vehicles causing fatalities should be a cause of concern and should be addressed. Interventions should include infrastructure treatments to reduce speeds such as lane narrowing, speed humps, and other interventions, combined with strict police enforcement of speed limits.
- ❑ Institutional arrangements should be established that enable stakeholders to work together toward road safety. Chattogram City Corporation (CCC), the Chattogram Metropolitan Police (CMP), Chattogram Development Authority (CDA), Bangladesh Road Transport Authority (BRTA), and other stakeholders should be able to meet regularly regarding road safety and should collaborate and align to ensure roads are safe in Chattogram. This measure also includes increasing public engagement and participation in road safety.
- ❑ Continue to implement and scale-up the Data Sharing Agreement (DSA), the newly established Road Safety Cell (RSC), and the SOP on crash data collection and analysis. The online crash data collection system, Accident Info, should be scaled-up in the city and should be maintained regularly. Furthermore, Metro Road Safety Committee meetings should be activated and should be encouraged to meet regularly. Finally, adequate training must be provided to ensure that this road safety report is produced and published annually and that road crash data are used routinely to design and implement road safety interventions.

7 *Transportation Alternatives. Open Streets Forever The Case for Permanent 24/7 Open Streets. October 12, 2021*

8 *Strupp, Julie. Heard of "road diets?" Here's why fewer lanes can actually be faster—and safer. November 9, 2018*

9 *Banerjee, Subha Ranjan and Ben Welle. Bigger Isn't Always Better: Narrow Traffic Lanes Make Cities Safer. December 6, 2016*

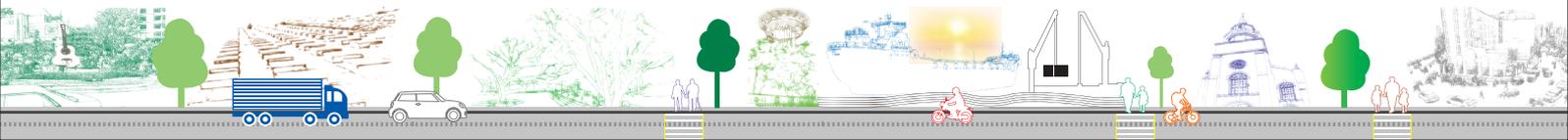
10 *America Walks. "Walkability Wins Part Twenty: Accessibility, Raised Crosswalks and Road Diets!." August 16, 2023*

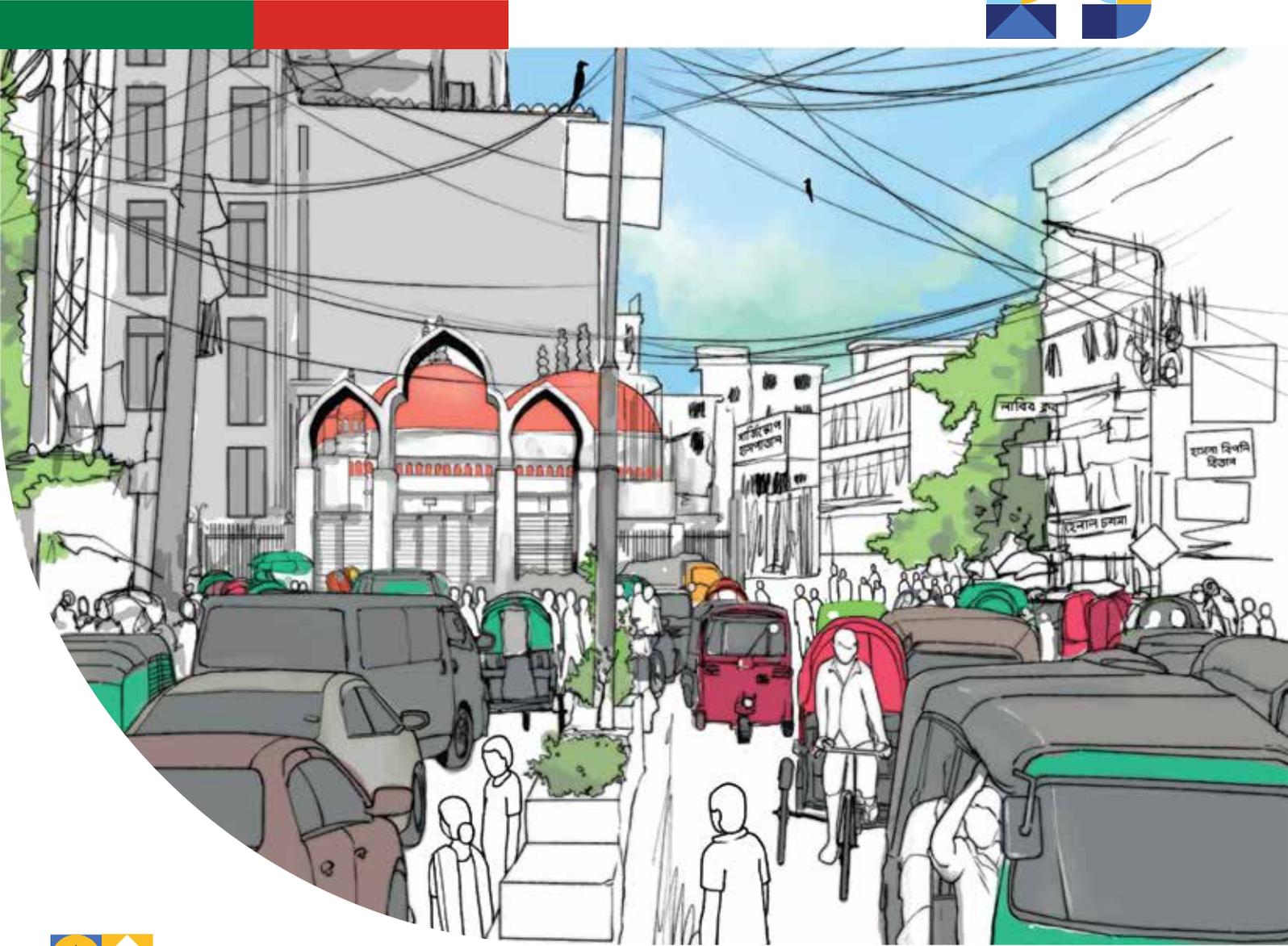
11 *Slaughter, Jason. "The Dutch Solution for Safer Sidewalks: Continuous Sidewalks". Dec 2, 2019.*

12 *National Association of City Transportation Officials. "Curb Extensions," July 11, 2013.*

13 *Sebastian, Simone. "Speed Humps Save Lives: New study finds significant drop in injuries to kids." SFG, April 1, 2004.*

14 *Roger Rudick. "SF Needs Pedestrian Refuge Islands to Save Lives." SB, December 14, 2017.*





Contact

Chattogram City Corporation

Secretariat Department Nagar Bhaban, Batalihill,
Tigerpass, Chattogram, Bangladesh.

✉ ceo@ccc.gov.bd
info@ccc.gov.bd

Chattogram Metropolitan Police

Dampara, Chattogram
Bangladesh

✉ dchqcmp@police.gov.bd
dcdbcmp@police.gov.bd

CHATTOGRAM CITY ROAD SAFETY REPORT 2025

