major political parties were

truly dedicated to their declara-

tory stance then the history of

democracy in Bangladesh

would have been different. This

factor alone is responsible for

the present state of affairs in

our country. It is now our turn

i.e. citizens' turn to talk about

for democracy has always been

unquestionable. The thread

bearers of democracy such as

its relativism and tolerance.

faith in people's intelligence

and capacity to decide without

the use of force, what is best for

them, make it a better form of

political order needed for good

governance. And good gover-

nance is something we cannot

do without in a country like

Bangladesh where brutal

poverty, hunger, and disease

still stalk millions and where

justice, equity and rule of law

are still a far cry. The 'critical

mass' realizes and understands

the beneficial fall-out of a

democratic order - in which

various social groups including

the powerless and the poor have

the option of utilizing their po-

litical clout i.e. through ballots,

to improve their material well

being. Through the working of

a functioning democracy we are

able to protect, first, our civil

and political liberties, which

subsequently manifest in the

realization of our social and

economic rights through the

expression of free will and par-

ticipation of the polity. Only

through the establishment of

such an order that we can pro-

ceed towards the fulfilment of

our dreams of building a society

in which public machineries

would remain responsive to

people's needs. Indeed

Bangladesh, since its inception,

has struggled and strived hard

Bangladesh's commitment

democracy.

My Turn to Talk about Democracy

The pursuit of power and make-quick-money seems to have taken over genuine democratic politics. The trend has been exacerbated due to skewed state/society relationship which has not yet been counterbalanced through private sector opportunities and accumulation of wealth and social mobility have remained firmly entrenched on getting and holding on to state power.

in order to achieve that goal LL political parties in Struggles have been long and A Bangladesh, including the arduous, at times, brutal and A liwo main major ones, incessantly talk about their inhuman. But the tragedy is that for the people of prophesied faith in democracy, Bangladesh that goal has reand never miss any opportunity to demonstrate their 'dedicamained distant and almost untion' to its ideals. Unfortureachable. One would, however, argue nately, up until now, all those commitments have rhetorical rather than substantive. If the

otherwise. How can there be no functioning democracy in Bangladesh when an elected and representative government is ruling the country? And don't the existence of democratic institutions, a pluralistic society and a multi-party system characterize Bangladesh as a democratic polity? Indeed it does. But what is to be kept in mind is that under these myriad paraphernalia of democratic trappings there remains a deep malaise at the very heart of our political system. Surely the tangible ingredients of democracy are all there but do these alone make the system effective? The answer is both ves and no. Yes, because the tangibles are definitely needed but in order to have a truly functioning democratic order intangibles matter as much as the tangibles. Democracy is not only a form of government but also a way of life. It is the values, spirit of freedom, and one's innate desire for self-rule which matter more, and whose manifestation are found in the various institutions of a given country depending upon its history, socio-economic and cultural context.

Here in Bangladesh we have established the political democracy since 1991. Peaceful elections and transfer of power have taken place. Successive governments have been legitimated by law and elections but have not, in my opinion, been legitimated by performance especially economic ones. The burdens of the task, one must understand, fall squarely on our political parties. They have miserably failed in disseminating democracy's benefits and carry out their designated task Indeed malaise affecting our polity and democratic order emanate from the nature of

party politics in our country. Both the major parties must share this burden of failure and

letting the people so badly. First, let us take the example of arduous task of nation building and state building. National cohesiveness and unity are fundamental precondition of democratization. which precede all other phases of the process. Bangladesh is a homogenous country — so much so that it could have been reckoned as national strength had we been united, at least, on fundamental issues. Unfortunate that there are so many deep and wide divisions within our society. More unfortunate that we are still in search of our identity and a suitable state apparatus. But it should be pointed out that in spite of apparent contradictions in Bangladesh nationalism and divisions within the society there is not mental reservations among the people at large about the political community they belong to. No critical groups including extreme religious right question the sovereignty of Bangladesh. Even the most progressive ones the extreme left — would not support Bangladesh joining the province of West Bengal of Indian Union. So an honest and sincere compromise between the secular, religious extremists, and nationalist forces would have gone a long way in resolving the issue. The political parties' role in this matter should act as a catalyst.

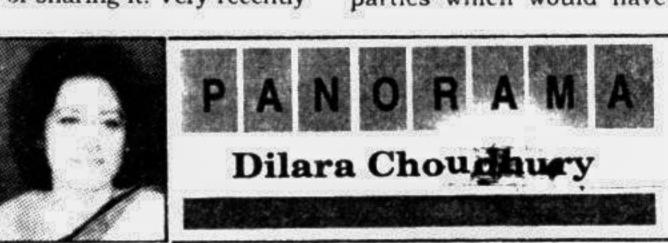
But instead of practicing the art of negotiation, compromise and accommodation to bring about a national solidarity and consensus both BNP and AL are in seemingly perpetual confrontation ranging from vital national issues to trivial ones. Both BNP and AL are oblivious of the fact that they each represent formidable social forces of our polity. It is simply horren-

dous to think that one can eliminate other through force or other mechanism or impose one's own version of history on other. Interestingly, that is what they have been doing perennially. I am afraid this political culture of confrontation we have today is the sole product of our political parties' making. Their emotionally charged confrontational behaviours are being slowly and steadily getting instilled among the populace, which I feel is alarming development.

How has the society been affected by the confrontational behaviour can be discernible from recent experience I had and cannot resist the temptation of sharing it. Very recently randomly. These are couple of examples of how our thinking have been generated and how we have lost our ability to be impersonal and judge things without being emotionally charged. How can we then expect to build a modern and progressive society unless we learn how to transcend personal, blood, kinship ties peacefully?

The narrated incidents, however, involve individuals but it should be noted that such intolerance and bickering have naturally spread and become ingrained along social groupings. Is this a conducive environment in which democracy can flourish?

Again it is the political parties which would have to



during a ladies' get-together dilly-dallying we were discussing about the alleged failure of our two women leaders and someone jokingly said that might be we need men instead of women as leaders. A friend of ours leaped to her feet, all red in the face, and said that the present leader is better than any male leader, certainly better than someone like Ziaur Rahman. Now nobody was talking about any particular person per se but as emotional as we are now, things were twisted and taken out of the context to a completely different direction. In another occasion a couple fought publicly. again when the husband made jokes about things being named after Sheikh Mujibur Rahman

bear the major share of the responsibility for fostering negativism and intolerance in our political culture. Their incessant accusations and counteraccusations, talk of numerous conspiracy theories, pointing fingers at each other, mostly dealing with non-issues rather than vital ones confronting the nations are exacerbating and fragmenting an already wounded soul of a nation. The Parliament, which is supposed to be the focal point of national debates, has become the place for name-calling and mud slinging. As a result, the conflicts among various groups, which is an inherent characteristic of democracy, have not been brought into an equilibrium by the state machinery —

and the nation seems hopelessly divided on trivial issues And when a nation is not so fundamentally, it cannot afford, to quote Laski, "to bicker safely." Thus the political parties' inability to bring equilibrium is what make's the bickering among various social groups so frightening.

Second, let us assess the role of the political parties in institution building. It is a common knowledge that without proper political institutions the common man can never expect to enjoy the beneficial fall-out of a democratic order. And in this regard what have been their achievement? By any standard, I am afraid, meager. Most disappointing has been their inability to make the Parliament the forum for debates on national issues. Both Fifth and the present one have mostly been dominated by the existing ruling party. Vital issues have not been discussed and the institution of Opposition not allowed to function properly. Obviously, the agitational politics has taken over the constitutional politics. The hartals, boycotting of Parliament, street and campus violence are all manifestation of the dysfunctionalism of our Jatiyo

Judiciary, another vital institution for sustaining democracy, has not been given any chance to become truly independent. Even after twentythree years, since it was made an appendix of the executive through the infamous Fourth Constitutional Amendment which subsequently was made somewhat independent through Martial Proclamation, the Judiciary has not yet been fully independent. A Bill to that effect is pending in the Parliament but no positive steps have yet been taken by either the BNP or the present government.

As a result, people's faith in this vital organ has eroded. We do not like when the American Ambassador states that majorities in Bangladesh have no faith in our judicial system but can we really deny that fact? How can we think of establishing rule of law when human rights are routinely violated in the form of women being languished by fatwa and rape as well as death in police custody - and judiciary remains under

the influence of the executive? Third what is the track record of our political parties in making people's participation effective through genuine devolution of power and installation of institutions of local self-government? Again the track record is neither pretty nor encouraging. Isn't it a shame even after twenty-seven years of independence we are still struggling to find proper institutions of local self-government so that people can indeed participate in the governance of the country? What has, however, happened is without proper local self-government institutions common people have been mobilized at the grassroots level due to increasing NGO activities. As a result there may be serious social and political conflicts when people's hopes, aspirations and demands would not be materialized due to the dearth of proper channels and institutions. The magnitude of social unrest, conflicts, and violence can be such that they may undermine the very foundation of our nascent democratic order. Are the political parties paying enough and serious attention to such impend-

ing phenomenon? The political parties, however, can take some credit in making our electioneering process effective and transparent. One has to admit that thanks to their vigilance, demands and monitoring the two consecutive elections have been peaceful and without widespread rigging. Despite such achievement I remain skeptical about their bona fide intentions. I say this by their post-election track

Bangladesh, inter-sectoral ri-

valry vitiates these working

relationships leading to failure

in road safety management.

The National Road Safety

Council (NRSC) that was estab-

lished in 1995 under the Min-

istry of Communication has

not been able to promote road

safety in Bangladesh because

none of the professionals from

the medical, engineering or

academic sector who have pre-

vious experiences in these areas

have been chosen for the NRSC.

That eventually led to failure in

framing a road safety action

plan or considering steps how a

Road engineering and plan-

Despite the fact that data

indicate that road users are

primarily responsible for caus-

ing road accidents, the con-

tributing role of road environ-

ment can hardly be ignored.

Factors that crop up in this as-

pect are: (a) road accidents tend

to occur due to clusters; the cor-

rection of these clusters or haz-

ardous locations has proven to

be the most cost effective acci-

dent reduction measure; (b)

most roads in Bangladesh have

evolved rather than being de-

signed and purpose-built and

hazards are mounting up every

now and then; road environ-

ments can be designed to reduce

the risk by minimising the

chance for road users to make

said earlier, there are about

300,000 rickshaws (twice the

number of motorised vehicles)

that occupy about 73 per cent of

road space. Road space required

by a rickshaw passenger is 21.9

sft compared to only 8.7 sq.ft.

for a bus passenger. Number of

rickshaws per thousand popu-

lation, it is gathered from a re-

liable source, is about 60, pos-

sibly the highest in Asia. In

countries, outside Bangladesh

about 65 per cent passenger

trips are made by public trans-

port system like bus and metro

rails but in Dhaka it is less

than 10%. In such a situation, it

is almost impossible to solve

Dhaka's traffic problem such as

jams, congestion and accidents

without improving the public

transport system. At the mo-

ment, about 7,000 new buses are

required and that must operate

in private sector to ensure

comfort, efficiency and speed.

One statistics reveal that there

are about 50,000 auto rick-

shaws in and around Dhaka

city which are also causing traf-

2000 km of roads extending in

and around the Dhaka City

Corporation, the length of the

sidewalk is about 100 km and

more than 70 per cent of the

sidewalks can't be used by

pedestrians in as much as they

are in the possession of hawk-

present problem of traffic con-

gestion resulting in frequent

accidents stems from a lack of

co-ordination between different

utility agencies. It is observed

that roads are dug quite hap-

hazardly and often without

proper and prior notification.

sometimes several times in a

year, and kept unrepaired for

long periods which reduces road

capacity and causes severe traf-

fic congestion. Drivers of cars,

buses and trucks without ade-

quate training, valid driving li-

Maintenance aspect : The

ers and other shop-owners.

Pedestrian issue: With about

fic congestion and pollution.

Non-motorised vehicle: As

plan would be implemented.

record. Once in power the relevant party does very little to arrest the decaying causes of our political system. Take the example of corruption. How much transparency is there to envisage bureaucratic and other political corruption?

On the contrary, the political party in power demonstrates its "inability" or rather "unwillingness" to keep a lid on political and administrative corruption. It seems that they only use the electioneering to capture state machinery and manipulate the mechanisms of democracy to their advantage. The pursuit of power and makequick-money seems to have taken over genuine democratic politics. The trend has been exacerbated due to skewed state/society relationship which has not yet been counterbalanced through private sector opportunities and accumulation of wealth and social mobility have remained firmly entrenched on getting and holding on to state power or at least have access to state. In such situation, holding onto political power becomes too lucrative that neither the competing political party nor candidate is ready to accept defeat. As such in the context of zero-sum politics practiced by our political parties, is it surprising that the political arena has now become the breeding ground of intolerance, desperation, violence and fraudulence?

In conclusion I would like to mention that these malaise of our political system have been pointed out on a number of occasions but not too frequently. Although rhetoric by the political parties are abound about the 'smooth functioning' of our democratic order, it is about time that we the ordinary citizens raise our voice and make our point that we are indeed tired of this negative politics of our political parties. Let our voice and demand be felt that it is high time the process of accountability, transparency, and issue based politics take credence over the politics of rhetoric and non-issues.

Traffic Congestion in Dhaka City: Whither Solution?

HAKA City's traffic has turned into a veritable mess. The problem, though much talked about but hardly attended to, has now assumed an alarming proportion. People are awe-stricken to get out of their houses and even if they have ventured out on the road, they are not sure if they can return to their houses quite safe and sound. Other than being late in the offices, work places or on any scheduled appointment, mental disgust and exhaustion and loss of effective manhours is a colossal drain on the resources for the whole nation. The road scene in Dhaka is something awesome, especially at important crossings and intersections like. Mahakhali-Tejgaon, Sonargaon Hotel, Hatirpool, New Market, Gulistan, Bangladesh Bank and Dainik Bangla.

The main reason for such road congestion is the huge increase in the number of rickshaws, most of which are allegedly unlicensed. Dhaka, now, is one of the most densely populated cities of the world having an area of about 340 sq.km with only 2200 kms of roads. Shockingly, the length of foot path is only about 170 kms while the total number of various transports is about 7.5 lakhs. Many of these slow moving non-mechanized vehicles that comprise mostly rickshaws, push carts, and vans have largely contributed to the problem of traffic jam and con-

gestion. According to some source of the Dhaka City Corporation, there are about one lakh licensed rickshaws in the city but unofficially perhaps three lakh rickshaws are plying on the road. Most of the rickshaw pullers are the worst victims of either flood, or drought or river-erosion or job-losses in the villages where they had been living since birth.

They migrated to the capital city and the most easy job market they entered was to get a rickshaw on rental basis. Undoubtedly, these poor rickshaw pullers continue to eke out a living but it can be said without any contradiction that these rickshaws are largely to blame for such a messy situation on the city roads.

In absence of any separate lanes for these rickshaws, they occupy the whole road space and interfere with the movement of the mechanized vehicles. In normal situations, to ease road congestion, motor vehicles are expected to ply city roads at an average speed of 30 to 40 km per hour, but due to traffic congestion, mostly created by these rickshaws on the same road lane, these fast moving transports can only make 15 to 20 km per hour It is learnt that there are about two lakh 50 thousand motorized vehicles on the road in the grater Dhaka which includes about 50 thousand autorickshaws, tempos and motorcycles. When these motorized and nonmotorized vehicles ply on the same road and lane the main cause of traffic congestion appears to be the city's scarce road space. Because, on the other hand, large part of road space remains occupied by parked vehicles, creating a grid lock of cars and buses and rickshaws on the road. Except one major road, namely the airport road, all thoroughfares in the city are accessible to all types of vehicles at all hours of the day and

night. Overcrowding on the road only increases evacuation time and exposes passengers to greater risk of accident and injury Carrying a seriously sick patient or the rescue effort to take an injured passerby to a

hospital, because of such congestion on the road, becomes enormously difficult. Statistics made public by the government in 1996 revealed that about 17,000 people died in the whole country due to road accident as against 30,000 sustaining such injuries during the decade ending in 1996. Most shocking, the actual number seeking admission in the hospitals especially in RIHD in Dhaka far exceeds the number recorded in government report. It was further learnt that in 1994, Dhaka accounted for 45 per cent of all road accidents in. An analysis of the accidents in the Dhaka Metropolitan Area in 1991-92 found that pedestrians were involved in half of all road accidents and comprised 60 per cent of all RTA (Road Traffic Accident) fatalities and non-motorized vehicles like rickshaws and vans accounted for only 11 per cent despite almost half of all vehicle trips being by rick-

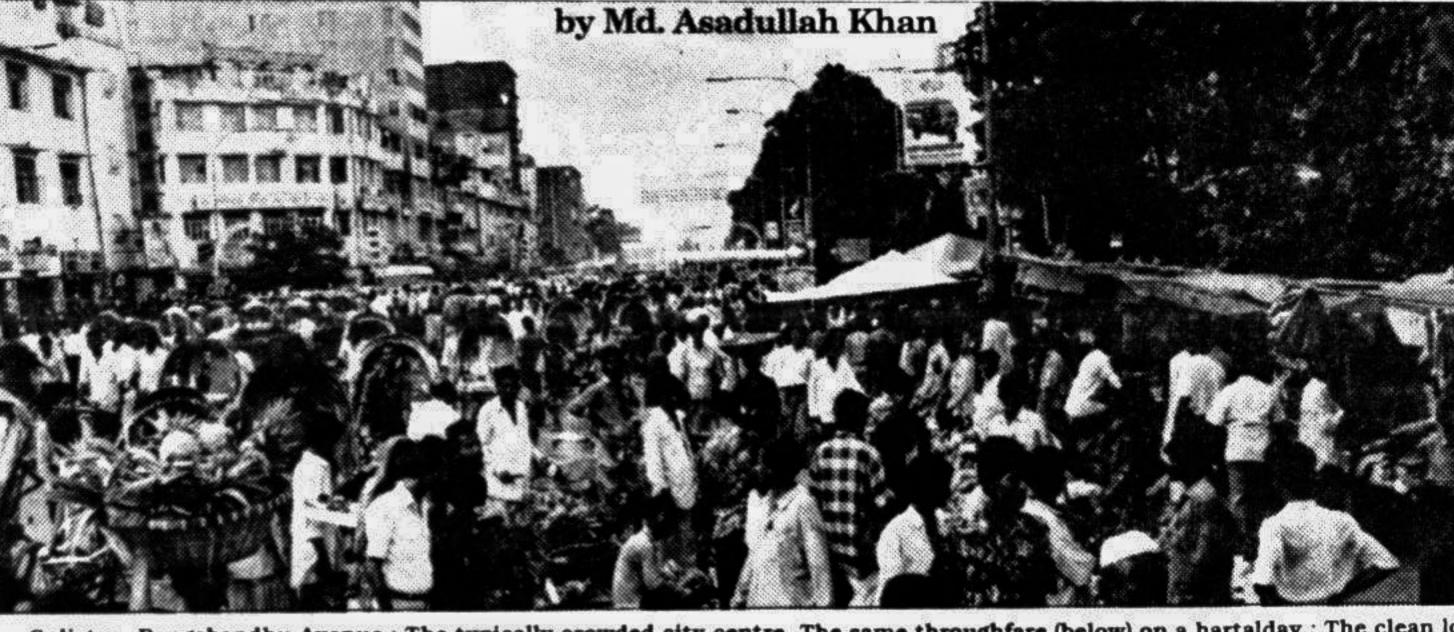
The major causes of congestion, road jam and accident on the road can be attributed to lack of land use in the city. Transportation plan in big cities are done through appraisal of travel demand management that aims at reducing trips in congested parts of the city. The unhindered growth of industries, especially garment industries, mostly in a scattered fashion in the city areas has given rise to population increase to the tune of one million in the city area who are using the road space at various hours of the day.

The wholesale markets in Moulavibazar, Islampur, and Nawabpur sprang up some one hundred years ago catering for small population at that time. But although Dhaka has grown manifold over the years its wholesale market activities are still concentrated there with no other fresh entry and exit points from these markets other than the one that already existed. That only indicates that the haphazard growth of the Dhaka City with no master plan has given rise to such chronic congestion. The problem, as such, is getting worse every day. But it is high time that the concerned sector should be capable of finding the root cause of the problem that has created shock and despondency in public.

Our experiences suggest that road accidents cost any country be it developed or developing, about one per cent of its total gross national product and data from the World Bank sources indicate that the annual cost of road accidents in Bangladesh is of the order of US \$ 260 million per annum.

According to reports published in 1994, there were 3,70,000 motor vehicles operating and 1497 road accident fatalities in Bangladesh giving fatality rate of 47 deaths per 10,000 motor vehicles. People in the country would be shocked to learn that the fatality rate due to road accidents in Bangladesh is one of the highest in the world and probably the second highest in Asia. The equivalent rate in western European countries is of the order of two deaths for every 10,000 vehicles licensed. With a motorisation rate of less than four motor vehicles per thousand persons and vehicle population growing approximately by eight per cent per annum it is apprehended that road accidents will continue to grow for many

years. Road accidents may be at tributed to several factors like (a) road surface may be bad; (b) road layout may be unsatisfactory: (c) parking of vehicles by the side of the road; (d) pedes-



Gulistan, Bangabandhu Avenue: The typically crowded city centre. The same throughfare (below) on a hartalday: The clean look!



trians may be joy-walking to cross the road; (e) movement of animal-propelled or humanpedalled slow vehicles along

with motorized faster ones through the same road. Other than these factors, contributing to road accidents is the lack of any on-road riding test and the exemption from vehicle fitness inspections in the country. In an effort to tide over the crisis in road safety aspect, the measures listed below are required to be tackled

on priority basis:

Activists like Mall are angry

at the general attitude of politi-

cians to the issue of equal rights

for women. Apart from the

communists no other political

party has shown enthusiasim

in striking down discrimina-

tory laws and a proposed bill

has languished in Parliament

Pro-Public, a non-govern-

ment group active in the field of

human rights and law, urges the

government to demonstrate

commitment by constituting a

mission was approved by Par-

liament three years ago, but lit-

tle else has happened since.

"The commission is the best

possible way to safeguard rights

Government sources says

in the country." Pro Public said

there is little possibility of the

commission coming into exis-

tence until Maoist insurgency

has responded with a heavy

in a statement issued Sunday.

Legislation for such a com-

Human Rights Commission.

for two years.

Long on Pledges, Short on Action

Fight years ago, Nepal promised to safeguard human rights, raise the status of women and give citizenship rights to migrants in a new constitution drafted after the democracy replaced absolute monarchy.

As the sun rose above the capital city Kathmandu on Constitution Day recently, opposition leaders and human rights activists gathered before the government secretariat to protest that the promises have not been kept.

The Nepal Satbavana Party (goodwill party) which champions the cause of 3.4 million people of Indian origin settled in the southern Terai plains bordering India, has been seeking citizenship documents for them.

Saying 'Madhesis' or Terai dwellers are discriminated against and cannot find jobs, vote or own property till they get citizenship, the NSP burned copies of the constitution in protest.

NSP leaders said constitutional provisions on citizenship place hurdles for the madhesis in exercising political rights, a fundamental freedom enshrined in the constitution.

Said Gajendra Narayan Singh, the charismatic leader of the NSP, "the constitution discriminates against madhesis and if you try to suppress demands for justified amendments, you do that at the cost of democracy.

Many Nepalis may not agree with the NSP's claims or its shock tactics, however. The citizenship issue here is an emotional one with powerful argu-

ments on both sides. Whatever the divisions, most are agreed that fundamental freedoms and rights enshrined in the constitution have yet to be put into practice. The NSP demand is seen as a manifestation of those aspira-

tions, they say. 'The overall rights situation in the country is better than in the days of absolute monarchy days, but has still not reached the level desired by a majority of the people," says Dr Kapil Shrestha, president of Human Rights Organization of Nepal (HURON). "We are in a transi-

tion phase. The present constitution is a product of the popular movement of April 1990 which restored multi-party democracy in Nepal which for three decades had been an absolute

monarchy. After a violent uprising that year. Nepal's monarch King Birendra lifted the ban on political parties ushering in an era of democracy and pluralism.

A new constitution promulgated the next year borrowed heavily from the Indian constitution. International rights conventions and declarations were signed and ratified, including the Universal Declara-

tion of Human Rights. Political freedom and basic human rights were enshrined in the new democratic constitution and men and women were decreed to be equal in all re-Even so, eight years after the

Suman Pradhan writes from Kathmandu new constitution went into effect, women continue to be unequal to men on several counts starting with the fact that do not have a right to parental

property as males do. Women's groups have also protested against archaic abortion laws. Abortion in Nepal is illegal, and a woman who has undergone such a procedure can be prosecuted for infanticide, a charge that can invite a 20-year jail sentence.

cians and governments of all hues — Nepal has had several of them in recent years - don't see human rights as a priority. Earlier this year, rights activists Gopal Shivakoti Chin-

Rights groups say, politi-

tan found himself detained for 10 days on charges of trying to force violent Maoist insurgency into the public consciousness. "Governments here are more concerned with day-to-day gov-

monarchy days. "Every one is

in parliament. It is difficult to

get lawmakers to endorse the

proposed bill. They fear rocking

the boat."

has been first suppressed. Since ultra-left groups ernance than in giving priority to human rights," says a senior launched a violent "people's politician who presently in war' in 1996, a low-intensity conflict has claimed more than government. But he adds that his govern-400 lives in the rural districts. The government claims less ment has not trampled on rights as in the absolute than 200 people were killed but

free to express his or her opinhand. Amnesty International, the ion as long as it is within the bounds of the constitution." London-based human rights Says Sapana Pradhan group, in its last year's report Malla, a lawyer and women's blamed both the Maoists and rights activists, "The politigovernment forces for trampling on human rights. cians proclaim one thing in public and do just the opposite

Amnesty has urged the two parties to start a dialogue but there is not sign of talks yet.

cences and experience have Road safety management : added to the problem of increas-An effective road safety proing number of accidents. Isgramme, it has been argued by suance of driving licenses are experts in highway engineering. often lax and can be had just on requires the co-operation of many sectors including those payment of certain fees along with kickbacks that take place involved in road construction behind the scene. and management, vehicle fitness, and road user education and enforcement. In many countries, especially in

Travel demand management aspect : Many developed countries have resorted to travel demand management in order to curb traffic congestion. This important tool aims at reducing the impact of traffic by influencing people's travel behaviour. TDM can be achieved through growth management, road pricing, auto-restricted zones, parking management, ride sharing (car pooling), alternative work hours (staggered hours, flexible time, compressed work week). Reports have it that some developed countries handled traffic management through such means.

Traffic management issue: Road junctions either in Dhaka or outside are not properly channelized. Faulty road alignments and slopes, absence of road medians, lane marking, high occupancy vehicle lanes especially for super heavy buses plying on long distance, road communication exacerbated problems of traffic management and often led to fatal accidents. Roads were constructed much earlier with hardly any thought about the size of vehicles that would be plying on them. Experts opine that steps like street widening, intersection widening, one way street, grade separation, bus bays, and parking control can improve

the situation to a great extent. In the Dhaka city, it seems there is no parking policy in force. Commercial buildings in Motijheel, the hub of the city, have hardly any parking facilities. Elephant Road and Nilkhet intersections approaching New Market experiences severe traffic congestion. New shopping complexes are coming up in Mirpur Road, Hatirpool area, Mouchak area etc. with no pro-

vision of parking facilities. Enforcement aspect : Our experiences suggest that enforcement of traffic rules, thus easing congestion and jams could hardly be achieved because of shortage of trained traffic police personnel. Traffic police personnel posted at important road intersections move their hands right and left no doubt to control traffic but hardly achieve the required objective believably because they are not properly trained. At the same time, traffic laws in many Asian cities often date back to colonial times and need updating to keep abreast with current situations. More shocking, road users - both vehicle drivers and pedestrians show tremendous apathy and callousness to exist-

Bus drivers and auto rickshaw drivers trying to stop their vehicles at all points on the road to collect passengers at will have only added to the woes of the general public. Traffic police maybe because of their (unholy) alliance with these bus and auto drivers can hardly curb this nuisance and things as such run with no solutions in sight. No sensible government or society could allow these shocking episodes go unchecked. In the face of such a disastrous situation that stymies and negates all development efforts in the country. the whole community must get involved for deriving a meaningful solution and if necessary must get on the road to play its role either as individuals or on

ing traffic regulations.

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collective basis.