

# Disaster Preparedness against Motorcycle Accident in Morongo Region

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## ABSTRACT

Transportation sector has been growing very fast in developing countries. As well the motorcycles transport is growing at the fastest rate than any other transport means in rural and urban areas in Tanzania. As a results motorcycle's transport has been creating serious accident over time. However, as incidence of accident increase, expectation was the increase of the public education awareness on the disaster preparedness. Unfortunately, the public are not prepared to face hazards of any kind including motorcycles accident. The main objective of this paper is to examining the disaster preparedness over motorcycle accident in Morongo as to suggest the best practice to prepare the community against hazards. Methodology opted are table research as data on road accident is widely available in Tanzania. If disaster preparedness will not be handled effectively, the motorcycle accident shall continue to exist and more negative impact to community in the region. The finding indicates that, the public are not prepared to face motorcycle accident in Morongo region. As well all motorcycles accident is associated with human factors such as high speed, unlicensed driving, using other device while driving, low use of helmet and poor infrastructure. The key stakeholders, disaster management committees, road safety department, SUMATRA, rider and passenger must adhere with safety road rule as to avoid more disaster in our region.

**Keywords:** Disaster, Preparedness, Motorcycles, Accident, public and Rider

## Introduction

Disaster is everywhere on the global whether natural ,manmade or biological .As of today the world cannot get rid of disaster despite of technological, economic, political and cultural development. As human being the most important role is to be prepared to face any kind of hazards. Prepared is defined as all activities carried out in advance of the hazard so as to limit the negative impact to public once the hazard strike. Coppola (2015, P.275) define preparedness as actions taken in advance of a disaster to ensure adequate response to its impacts and the relief and recovery from its consequences. To be preparedness is a half the victory. Preparedness focus on equipping people with necessary skill, knowledge and information to handle hazards strike. Unprepared community end up facing extensive negative consequences of the hazards than prepared community. If community are prepared, handling of other two phases of disaster management become even harder. The main objective of the preparedness is to inform the public what to do, how to do

during and after the hazard or disaster. As it's known, responding to a catastrophic event has guaranteed to be complex, unique and confusing reflecting the psychology of a man.

Coppola (2015) points that there are two types of preparedness namely, Government preparedness and public preparedness. The government preparedness includes; administration, emergency management, public health and other service agencies .It purely a creation and application of Emergency Operational Plan(EOP).The public preparedness are actions taken to empower ordinary citizen in handling disaster/hazards. The focus of the public preparedness is the provision of public education on hazards. This article will focus on both preparedness types.

Coppola (2015, P. 276) point out the section covered by government preparedness namely; planning, exercise, training, equipment and statutory authority. Planning aspect of preparedness focused the creation of Emergence Operational

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plan( EOP) which is the guideline of handling disaster in a community. EOP is a document created by the government found in each and every level of the government as the outline to be followed during the disaster time .It lay down the people and agency to be involved in response activities and the responsibilities to each of them. The base plan of EOP has the following components namely; introduction, title, table of contents, purposes, situation and assumptions, operational concept, organization and assignment of responsibilities, administration and logistics and development plan and logistics. Does local authority in Morogoro region have one created document? The next part of the government preparedness is the excise to the disaster managers on how practically to handle the response activities. Its impact skills and knowledge of doing and carrying out the field work during disaster time. There are four exercise methods namely; drilling, tabletop exercise ,functional exercise and full-scale exercise (Coppola 2015, P. 285) .The practice provide confidence in handling disaster despite being the time of stress, pressure and confusion. The exercise mainly done to the disaster managers. Do we have disaster managers to handle accident in Morongo?

Another part of government preparedness is training to the groups which are at the fore front of disasters. It empowers the Police, fire and general public on health practice of handling disaster. The other countries had developed the Disaster centers for providing training to the disaster managers and the general public such Asian Disaster Preparedness Centre of Thailand, Ardhi University (Tanzania), Fire services College (UK),Japan International Cooperation Agency (Japan),New Zealand Ministry of Civil Defense(New Zealand),Disaster Management Institute of Southern Africa(South Africa) and Federal Emergency Management Agency. The training is of high important as the communities are required to handle the disaster for their families, friends and strangers. The training in this context must be done to Motorcycles driver, and the general public. Without training Motorcycles victim and accident at large will continue harming the general public as the rate of accident in Morogoro region is high. Another component the government preparedness is the equipment, all physical resources required to save people life and their properties. The government has to ensure the availability of this equipment at a time of disasters. The equipment ranges from a car (ambulance to personal protective equipment (PPE).The objective of these equipment is to save lives. If the Motorcycle got accident the ambulance service, first aid service and flow of information must be well coordinated. The last part of the government preparedness is statutory authority, the additional need of resources, changing the data of the hazards and disaster progress must be reported by authority of the government. The data and information needed must be correct and given on time.

Coppola (2015, P.297) assert that, handling disaster can stretch the resources up to no more resource.The public role come in to fill the void as the disaster manager stretch to the limit. The public are of the prime important to be well informed in handling hazards effect. The road accident occurs everywhere of the country, none of the traffic service found every part of the country except few areas, but public available almost everywhere of the country. The closest people to help the victims of the

hazard are the general public. Public training on preparedness is the most important task to be carried out by the authority. In that context, public preparedness against motorcycles accident is of high important as motorcycles accident wide spread in Tanzania and in Morogoro. Public preparedness main focus on providing education to the public on handling disasters situation. In this context of the article, public education on motorcycles' accident must be given through varieties of mean such ,radio program me, Television program me ,short courses, curriculum, face to face training, movies, drama and any other way of educating the public in handling the disaster. The public must understand the essence of wearing helmet, good use of road, speed limit, instructing motorcycles driver and being responsible of the travel . The status of the motorcycles accident in Morongo region is described below.

### Status of Motorcycles Accident in Morongo and Tanzania

Accident is classified as man-made hazards/disaster .A being caused by human practices; preparedness must be done to save people`s life. The accident is all over the country and is one among the leading cause of death in Tanzania. According to the Crime and road accident report of 2015,24% of death are caused by Motorcycle accident in Tanzania. It's a top leading cause of road accidents in Tanzania. Morogoro region is among the top four with 156 accident motorcycle accident in 2015. The other top three are; Temeke (564),Ilala (450) Ruvuma (182) .As of the report Morogoro has 86,502 offences of which road accident amount to 1714, which account for 19% death and 37% injuries. Quantitatively probability of death due to accident is 0.66 or 66 percent. Mnzava (2013 ,P.14) assert that ,motorcycles accident constitutes a major public health problem in developing countries, despite of being neglected. It has estimated that more than 3000 people die and 30000 injured every day and mostly found in low- and middle-income countries Generally, Morogoro region is among the top five regions with the highest rate of road accident by 2015. Seriously measures of giving knowledge and skill to the people must be done. The table 1 below shows the extent of Road accident in Tanzania by 2015.

**Table 1:** Number of Motorcycle Accidents, Death and injured person in Tanzania by 2015

	2014	%	2015	%
Motorcycles Accidents	4304	46	2749	44
Dead Persons	957	10	971	16
Injured Persons	4016	43	2491	40
	9277	100	6211	100

Table 1: shows Tanzania in 2014 had motorcycle accident reaching 4304 (46%) which caused 957 (10%) deaths and 4016

(43%) injuries. The trend declines gradually from 4304 motorcycles incidence in 2014 to 2749 in 2015, despite this decline, the death slightly increased from 957 in 2014 to 971 in 2015. As of today, motorcycles accident still a threat to the life of the people in Tanzania. In the same report categories of accident by vessel indicates there were 2749 (33%) of all accidents are those of motorcycles causing 971 (27.5%) death and 2491 (26.4%) injuries in 2015. Quantitatively, in every 10 people using motorcycle, 3 of them are at risk of accident and 2 of them are at risk to die and 2 will be injured.

## AIM AND OBJECTIVE

The paper intends to discuss the preparedness of the population against Motorcycles accident in Morongo region and to suggest ways of improving disaster preparedness in the Region.

### Location of Morogoro

Morongo region is one among the 30 areas composing Tanzania. It lies between latitude 5° 58" and 10° 0" South of the Equator and Longitude 35° 25" and 35° 30" to the East. It neighbored by seven regions namely; Arusha and Tanga north, Coast east, Dodoma and Iringa West and Ruvuma and Lindi South. The region occupies a total land reaching 72,939 sq. Kilometers which is 8.2 percent of the total areas of Tanzania. It's the third largest region the country, behind Arusha and Tabora. It has seven districts, namely Kilosa, Morogoro rural, Kilombero, Ulanga, Morongo municipal, Movomero and Gairo. The region has a total population of 2,218,492 (NBS, 2016). The region has uneven distribution of the population, Kilosa is district is leading in terms of population with 438,175 (19.8%) people, followed by Kilombero with 407,880 (18.4%), while newly established district of Gairo, is the least populated district with 193,010 (8.7%) people. As indicated in the Table 2 below, 71 percent of Morogoro resident live in Rural areas and 29 percent live in urban areas.

**Table 2:** Morogoro Region, Population distribution of by District 2012

	Rural		Urban			
Populati on	%	Populati on	%	Populati on		
Morogoro Region Populati on	2,218,492	100	1,582,434	71	636,058	29
Kilosa	438,175	19.8	311,940	19.7	126,229	19.8
Morogoro	286,248	12.9	273,213	17.3	13,017	2
Kilomb ero	407,880	18.4	309,426	19.6	98,454	15.5

Ulanga	265,203	12.0	231,295	14.6	33,908	5.3
Morogoro Municipal	315,866	14.2	10,026	0.6	305,840	48.1
Mvomero	312,109	14.1	276,447	17.5	35,662	5.6
Gairo	193,010	8.7	170,063	10.7	22,948	3.6

Source; NBS (2016), Morogoro region Profile

### Preparedness of Motorcycles accident in Morogoro region

Preparedness as has been defined as the way of empowering the public in handling hazards and their effects. In that context Motorcycles accident must be handled through various stakeholder who use the motorcycles in daily life. The following group must be given training, exercises, education and general knowledge on the hazards;

#### Motorcycles drivers

Preparedness to this group must be done before being given the driving license. As of today, most of the drivers are driving motorcycles without any kind of training or exercise. It has been estimated that 70% of motorcycles driver in Morogoro Municipal have never received a formal training (Mnzava, 2013, P. 47). As results, few of them put on helmet, driving carelessly, no adhering with road safety, some are involved in committing some crime offences (theft) and some have never been received technical training driving. This group has never been received any kind of preparedness education and skills. The government through the Vehicle and road safety department, must trained them the good driving habit and manner before being allowed to drive motorcycle. The training or seminar must not focus on technical training only but as well as other aspect like provision of first aid, awareness education, and other psychological training. As well, often meeting the road safety department must be arranged accordingly. The road department must register all motorcycle drivers and ensure that all have received training before driving a motorcycle. As well, the road safety department must coordinate Radio, TV and new paper campaign on preparedness to motorcycles driver, to rise understanding. The road department must have meeting with motorcycle drive, as include them in formulating by-laws to govern the operation of motorcycle's in every part of the country. Africa Community Partnership report of 2015, indicates, only 33% of Motorcycles' driver had driving license by 2014. In the same report, 1.7 million were registered between 1st May 2003 to 31st December 2014, of which 55% were motorcycles. Approximately, during that period more than 900,000 motorcycles were registered and 77% of them are used as motorcycle's taxi. As well in rural areas, motorcycles driver never been trained and ride without license. The Preparedness

of the motorcycles drivers against accident has never been done in Morongo region. Preparedness education against accident is missing to the motorcycle's drivers in Morongo region.

### Motorcycles User

Motorcycle facilitate the travelling to the students, pupil, parents and business people to move from one point to another. It's one among the cheapest and fastest kind of transport. None of these users are exposed to preparedness over accident related to motorcycles. Public education on the uses of motorcycle have never been made intensively. None of the users clearly understand the road regulation and good habit of putting on helmet. As results, some of users have robbed ,injured, killed and some has lost part of their body. As longer as none of the motorcycle's users received any kind of preparedness training, in turn are the main victim of the motorcycle's accident in Morogoro. The government must carry out citizen training on preparedness over motorcycle accident. The users know nothing about, providing first aid to the accident victim. The users are ignorance about their right, at a time he/she hired the Motorcycles. The User had no courage to direct motorcycles driver on speed palatable to him/her/ driver the normal speed .The user must be well educated on preparedness over motorcycles accident, if not the negative trend will continue as the number of motorcycles increasing as the time goes.

### Road Safety Department

Mnzava (2013, P. 40) assert, 95% of the motorcycle accident in Morogoro Municipal are caused by irresponsibility and corruption of traffic Officer. The safe department is responsible to provide exercise, training, seminars, workshop and any other program me which aim to provide the public with proper knowledge in handling motorcycle accident hazards. As the literature indicates, the department has no strategic and action to empower the motorcycles drivers as well as the user. The public are of high ignorance in terms of road safety rule and preparedness over accident in Morogoro region. As well the public awareness over road safety is very low,97% of the motorcycle accident is caused by poor compliance to safety rule. As to say the public have never been prepared face and handle hazards related to accident in Morogoro region.

### Causes of Motorcycles' Accident in Morogoro region

Mnzava(2013, P. 40),outline the causes of motorcycles accidents in Morogoro; failure to use protective tool, exposing one`s competence, use of device while driving, career being stressful work, poor compliance to safety rules, motorcycles defects, Intoxication, human carelessness, poor infrastructure ,high speed, driving without formal training traffic officers corruptions and substandard motorcycles imported from China. Odero (2009) assert, motorcycles crash is caused by, lack of certified driver, speed and reckless driving, poor regulation and law enforcement, poor use of helmet to rider and their passengers, none use of conspicuity measures and overload. Leeming (1969),point out, accident may be caused by ;judgement error, ignorance ,incompetence, rule violation

and careless which all are human error. Motorcycles' accident in Morongo mainly caused by human error, due to poor preparedness of both riders and their passengers.

### DISCUSSION

The transportation sector is growing rapidly in developing countries especially motorcycles tax. The growth of the sector, main associated with motorization which is creating more problem than before(Galukande et al,2009).The risk of commuting using motorcycle is big, still people prefers to use. There are several reasons behind such as ,cheap to low income people, fast, can skip jam, rider ,and can reach every part of the human settlement. The public use motorcycles to go to the market, schools, hospitals, churches, mosques, industries and farms. It is used as well to transport various kind of luggage's from one point to another. As of now motorcycles accident is one among the main transport means both in urban and rural areas. As it has been reported between 1st May 2003 to 31st December 2014, more than 900000 motorcycles have been registered In Tanzania. Averagely every year 83,000 Motorcycles were registered annual. Its rapidly growing means of transport, probability creating more problems because of lack of preparedness to rider, passenger and general community. Preparedness to accident hazard here in Morogoro region, must include; providing training to the rider on road safety rule, this must be coordinated by the road safety department, technical training to the rider, all motorcycle rider must have driving license after training, the road department must coordinates this exercise effectively, the passengers must be given public education on road safety rule ,how to cross the road, pedestrian crossing, putting on helmet, controlling riders ,safety driving ,training how to provide first aid to the accident victim and how to avoid motorcycles accident. All mention activities must be coordinated by all stakeholder, traffic, fire department, health sectors, disaster management committees, police, NGO`s , CBO`s ,s schools ,Universities, colleges, SUMATRA and any relevant stakeholders in the region. As well regular meeting of road safety authority and stakeholder must be made. Preparedness campaign against motorcycles accident must be launched through the country, using live programme on Radio and Television, using movies, drama, sports, curriculum, seminars and any other effective means of reaching people. At the end people must have suffice knowledge on hazards and how to get prepared at any point of their life.

Mnzava (2013,P. 43),outlined the implication of motorcycle accident in Morongo region; mental disabilities, reduction of working capacity, marriage separation, Psychological problems, segregation and stigmatization, physical disabilities , Permanent dependence, deprival of social status, conflict of the rider and the owner of motorcycles and los of life. Unprepared community over motorcycle accident, it will the outlined costs in daily bases. And bad enough ,the economy of the region and the country at large will be affected, as the active section of the population will decline as the accident incidence increases with time. The economy of the family shall continue to decline driving families into extreme poverty. Mnzava (2013,P. 15) assert, motorcycle accident mostly affects people of age ranging from

15-44, which is the labor force of nation and regional at large. Preparedness must be made compulsory to the public as the transportation sector is growing.

## SUMMARY

As of now, preparedness over motorcycle accident has never been done intensively in Morogoro region. The public, the riders and the traffic must cooperate to ensure the preparedness knowledge, practice, skills and rule are well known. The disaster management committees at every level of the government must carry out the training to the public on disasters, with special focus on motorcycles accident. The public education on disaster must be included in all level of study from primary to university so as to increase awareness to the citizens. As well through street/village authority, preparedness knowledge must be provided in weekly bases or monthly bases or annually, but the knowledge must be given. The government through region, must train the public to have preventive culture than curative one. This will rise the sense of responsibilities to many motorcycled passengers. This will create authority to the passenger over the rider on several bad conduct like high speed,

use of device while driving etc. As a region through local radio (MUM FM, IMAN MEDIA, Abood FM, SUA FM) available in Morogoro, public education on disaster must be given through live coverage or recorded programme. If not, the public will continue suffocating from the motorcycle accident in the region.

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