

The response practices to Road accident in Tanzania

Salum Haji Hamisi, Juma Shaban Chibololo

Muslim University of Morogoro, Tanzania

Abstract:

Disaster response refers to activities employed to limit the negative effects of hazards to save people live and their property. This study aimed at revealing the response practices commonly found in Tanzania during the catastrophic time. The study of this kind has insignificantly done in Tanzania. The objective of the study is to discuss the response practice in the context of agreed international practices and suggesting the way forward to the authority on the best practice of handling hazard in Tanzania. The study extensively used secondary data analysis to discuss the common response practices to a road accident. In the discussion, it has been revealed that response to the disaster in an uncivilized manner mainly caused by lack of skills and knowledge, low support from the authority, poverty and greed over wealth. In Tanzania, response practices have been disaster than the events itself. The victims are losing their property as stolen by the volunteer who came to hear them. Instead of saving people's life and their property they just steal those properties deliberately. It has been suggested those disaster management committees must function accordingly.

Introduction

Disaster response refers to activities carried out immediately after the occurrence of a hazard. The response activities depend on the availability of correct information on time and proper coordination to help the victims. During hazard, it's an emergency whether turn into a disaster or not. Its emergencies' because the trained and untrained individual is needed to handle the situation outside the normal life. The situation of emergencies continues until the danger has ceased to life and property. Response activities aim to limit more injuries, death and loss of property of the victim. Responding to the accident is confusing and complex. Reflecting the types of accident strike, one may stop thinking and react just by crying. At this point, assistance from the external is highly needed during the accident. If not well handled, the road accident causes more damage than the first hazards strike. The response is one of the four phases of the modern disaster management which dictate the level of injuries, death and loss of property. The hazard might be natural (Earthquake, Avalanche Tsunami, Hydrological, Landslide, mass movement, tectonic, floods, rockfall and meteorological), man-made (Accidents, terrorism, political, civil riot, war, demonstration or Biological [Pollutants, chemical and toxin viruses, Bacteria] (Hamis,2018). The accident is classified as manmade hazards/disaster in the discipline of Geography. It very common in Tanzania as discussed in the next section of this paper. Considering the title of the paper, only the road accident will be covered.

In Tanzania, Road accident is a common phenomenon. The response activities have been a disaster as people live along the main road respond awkwardly. Practically people who live along the main road all over the country, have been playing a negative role to save the life of the victim. The people have been stealing victim's property instead of helping them to save those properties. The accident response has been quite horrible to the victims and their properties. The response of the communities, immediately after accident, normal get out from their houses and start searching the property of the dead or wounded people, taking them and disappearing. Under this context, the victims end up suffocating due to the accident and more serious losing their property. A practical example, six months ago, the Morogoro residence witnessed the horrible fire accident caused by petroleum lorry which falls close to Msamvu bus station. The falling of the lorry carrying petroleum attracted residence from nowhere to come out, not to help the victim, but to steal the poured petroleum. Over suddenly petroleum exploded where hundred people were found dead and a hundred others being injured. The hop-less response has created more serious hazards than the accident itself. Under this context, this paper aimed at discussing the causes, way forward and solution to this kind of practice.

Response activities are divided into three categories namely;

- i. Pre-hazards activities are when the accident is impending and inevitable
- ii. The emergency activities are when accident effect is ongoing and first damaging effect begins and continues until the victim are reached the deserved place and serviced.
- iii. The ends of the events, at this phase of activities, all victims are attended, recognised and no more injuries expected.

Objective

This paper aimed at revealing the response practices commonly found in Tanzania during the catastrophic time. Objectively it discusses the response practices in the context of International standard and suggesting the way forward on proper handling of an accident in Tanzania.

Methodology

The article used reports data, written document, research finding, newspaper, internet source and text book to discuss, analyze and recommending the way forwards in responding to road accident in Tanzania. The information extracted is reliable because of being public and accessible to any other researchers.

Tanzania results from the Union of Tanganyika and Zanzibar on April 26; 1964. It stands at 1° and 12° latitude south of the Equa-

tor, 29° and 41° longitude east of the Greenwich. It has 945,087 square kilometres area. It has the following neighbours, North Kenya and Uganda, West Rwanda, Burundi and Congo Kinshasa, Southwest, Malawi and Zambia, South, Mozambique and the East Indian Ocean.

There are three major lakes in Tanzania namely; Victoria, Tanganyika and Nyasa. Tropical climate is dominance in Tanzania. Demographically, the population of Tanzania in 2012 was 45 million people from 126 tribes (NBS, 2013). The national language of this Country is Swahili which spoken by the majority.

According to Tanzania National Roads Agency, Road network in Tanzania Mainland is estimated to be 86,472 kilometres based on the Road act 2007. TANROAD manage the National Road network of about 33,891 kilometres comprising 12,786 kilometres of Trunk and 21,105 kilometres of Regional roads. As well about 53,460 kilometres of Urban, District and feeder road which are under local Government? The National Road network consists of Trunk roads 12,786 kilometres. Out of which 5,130 kilometres are paved, 7,656 kilometres are unpaved. Regional Roads; 21,105 kilometres out of which 840 kilometres are paved and 20,265 kilometres are unpaved (Tanzania.go.tz)

Conclusion

The government, Bo's and NGO must work together to ensure, community are given the capacity to handle a disaster in their location. More importantly, community along the main routes must be trained in the area of; disasters Preparedness, Mitigation, Response and recovery. The training on disaster should start at primary school upward to the University, to ensure every learned person has proper knowledge of hazards. The disaster management committees from the village level to the Prime Minister's Office must functions as stipulated in a disaster management Act of 2015. The community must be trained about START and general procedures to handle accident their location. The government must allocate a budget of disaster and emergency as to be ready for any unusual situation in the country.