

# **SAVE THE NATION ASSOCIATION**

## **Traffic Safety Program**



### **Field Report**

**Aposto –Wendo-to-Negele route**

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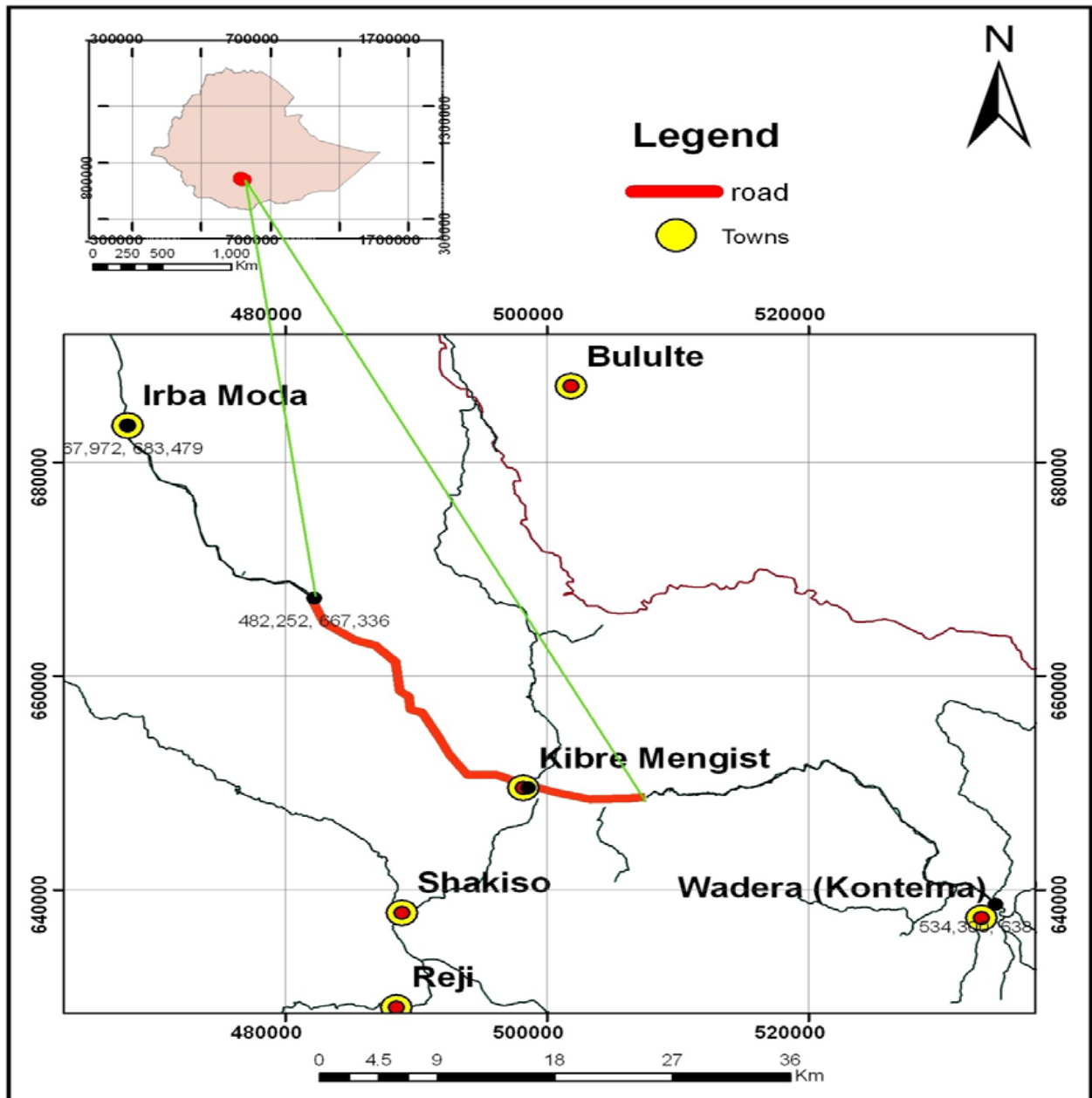
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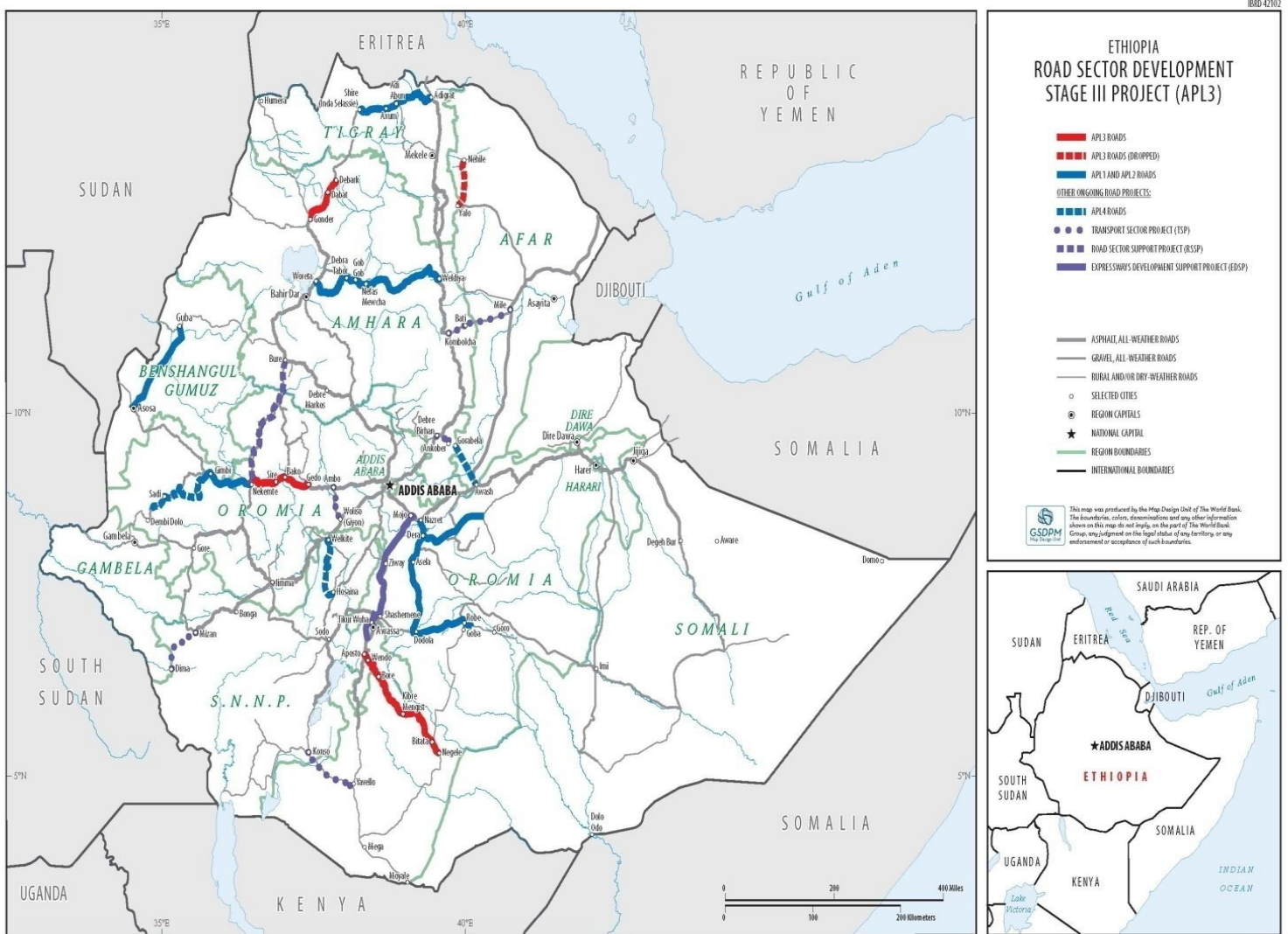
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**May 2016 Addis Ababa, Ethiopia**

## Map of Aposto –Wendo- Negele



Map: 1 Road stretching from Aposto-Wendo-to Negele



Map: 2 Ethiopia Road Map APL3 Project

## Project Situation

Board Approval date: 31-May-2007

Effectiveness Date: 21-Aug-2007

Planned Mid Term Review Date: 30-Sep-2011

Actual Mid-Term Review Date: 21-Nov-2011

Original Closing Date: 30-Jun-2015

Revised Closing Date: 30-Jun-2015

## **Initial project**

The Ethiopian Roads Authority, the client, and Ahmet Aydeniz- KMC joint venture, the Contractor, signed a contract agreement for the construction of IrbaModa - Wadera Road Upgrading project on 30th of October, 2008 for 1095 days contract completion periods. In the mean time, the Consulting Engineer assigned by E.R.A to supervise the construction work for this upgrading project was Grontmij /Carl bro in Association with Gondwana Engineering, PLC. The Aposto - Wondo - Negelle Road Upgrading project, Contract 2: IrbaModa -wadera, Road segment is under construction since 01 April 2009 in an asphalt concrete standard and the second contract of the road has a 7m carriageway width and a 1.5m shoulder on both sides. In urban and Town sections, the road width is designed to have a carriage way of 7m, 7m parking lane and 5m shoulder width. There is no major structure on the route corridor but 128 minor structures, of which 18 new structures, 91 to be replaced and the rest 19 to be rehabilitated and extended. The pavement has a thickness of 50mm asphalt concrete surfacing (Black Top), 175mm base course, 260mm sub base and capping layer varying in thickness from places to place. In general, the total length of the road project is 108.46km from Irba Moda to Wadera.

## **Location of the study area**

The location of the parts of the study areas are found in Adolla Rede woreda, Gujji administrative zone of Oromia Region, and an integral part of the Aposto - Wendo - Negelle road upgrading project that links the Town of Aposto and Negele via Kibre Mengist. Hence, the road project lies on the Hawass Kibre Mengist Negelle Borena main road and starts at IrbaModa Town, roughly 414 km from Addis Ababa. On the other hand, the town of Kibre Mengist is found at 56km from IrbaModa where the road branches off to Negelle Borena and Legedembi Gold exploration center and the Town of Wadera is located at 202.56 km from Apost on which the contract 2 ends. The main towns along the traverse from the beginning to the end of the road project are Irbamoda, Buanbuawuha, Meleka, Anferara, Kibre mengist, Zenbaba and Wadera of which only the two towns, Anferara and Kibre mengist are found with the limits of the



study area. In general, the road project follows a south easterly direction as it progresses to Negelle Borena (Fig. 1). The location of the road project forms the principal artery for the development of Sidamo, Borena and Dollo areas in the Oromia, and Somali Regions in South eastern part of Ethiopia.

### **Aposto –Wendo-to-Negele area traffic fatalities**

#### **Traffic Police description of road fatalities in Aposto**

##### **Dale Woreda Wara kebele**

The traffic police named Sergeant Mathewos Gabiso described the road fatalities from Aposto to Wendo – Negele road have shown high fatalities after the road was upgraded. The reasons for high fatalities were:-

- Narrow road without pedestrian way
- Curved roads which do not have reflectors and traffic signs
- The upgraded road started providing services for road users before the required reflectors and traffic signs were installed
- When the traffic signs damaged were not regularly maintained
- All road users carriages, cyclist, motorist, cattle and humans are using this 7 meter width road which is too narrow to host them

They stated that most exposed persons for road fatalities were the elderly people and children in this investigation; the main cause for the road fatalities is that there is no any separate way for pedestrians. Finally the police officers concluded that road fatalities could have been prevented and reduced if pedestrian way were built, road was widen and the above listed points could have been implemented.



Picture :At Dalle Woreda/district police office; discussion with police officers

### **Daalle Woreda police office road fatalities statistics**

Then we contacted traffic police named Commander Mesfin Tekamo Dale woreda/district public relation officer, and we briefly explain to him that we planned to conduct road investigation from Aposto-Wendo-to-Negele (268 K.M) and request him to provide us explanation about causality rates before and after the road was upgraded and he stated that the fatality rates has increased after road was upgraded this was due to the fact that the road was suitable for vehicles to drive speedily without limit. He added that the road started providing service before traffic signs were installed on hazardous roads i.e. curved areas, hill roads, down slope roads. In order to reduce the speed of the vehicles proper signs of traffic signals that alert drivers should be made. During the design of the road the community did not participate, while the road should be straight in Magara area it was dangerously curved where it became the place for higher fatalities(See on pictures below) But recently the speed breaker was structured

and road fatalities have been decreasing still the speed breaker is not clearly visible and sometimes causing harm on motorbike and vehicles.



*Picture: Showing the invisible speed breaker that has been causing injuries; this speed breaker is 30 meter away from dangerously curved road, again after this dangerously curved road there is a-T- type road that most of the vehicles and motorcyclists are rollover to the gorge. According to the woreda police in 2014, nine vehicles and 15 motorcyclists were rollover. Please see the pictures below how the road was dangerously designed.*







Picture: Showing the -T-type road at Megara; the arrow shows as there gorge that vehicles are rollover as driver thinks the way is street.





*Picture: Showing the road before the -T-type road and here there was houses and villages that needs big compensation to use the space for the road ;if the road was built on the right arrow different injures could have been prevented that have been happening at the - T – type road.*

**Fatalities rates after 2014(After the road begins providing services to the community)**

S.N	Type of fatalities	Number	Male	Female
1	Death (Human)	3	2	1
2	High injury (Human)	9	6	3

Concerning the changes on the numbers of road users, after the road was upgraded different vehicles have started to use the new road like minibus taxi, motorbike, other truck etc since the asphalt is more suitable than the previous concrete road and so the numbers of all road users have changed increasingly after the road was upgraded.

**Aleta Wendo Woreda area road fatalities traffic police statistics**

Aleta wendo wereda/district police office is an office that monitors and controls the road fatalities in Wendo to Hagere Selam areas. And we went to the police office and communicated with the woreda traffic police office deputy head Inspector Saba Melkeso and we request him to explain about the road fatalities on new road funded by world bank and he stated that before the road was upgraded the fatalities were little but after the road is upgraded the fatalities rate have increased because the driver increase their speed as the asphalt is suitable to drive this has brought change in fatalities. He added that previously before the road was upgraded vehicle drivers speed was limited as the road was not suitable and was less fatalities. After the road was upgraded the fatalities have increased i.e. in 2014/16 there were 10 death and 16 injuries of which 10 were high injury and 6 were light injuries. Furthermore, he stated that to reduce these

fatalities the roads must be widen, install traffic signals/symbols, paint the faded zebra roads, make breaker in the road, and arrange pedestrians' way separately outside the main road. The road authority and other concerned organizations should follow up the road impact. Finally, we asked him to explain on changes on the number of all road users and he stated that after the road is upgraded there is a change in number of all types of road users since the road can save the time most drivers prefer to use the road and the community also exchange markets with the travelers and different drivers so the socio-economic improvement can be observed in the area.

Additionally, we requested the Aleta Wendo traffic police Office head commander Saba Melkeso to provide information on fatalities rate and reasons on the Aposto rate and he explained that road fatalities after the road was upgraded increased and the reasons were the roads constructed for pedestrians is narrow as it was observed in two kebeles and danger road indicators were not established in the proper place. For example Aleta area was the place that has been recorded with high road fatalities. Generally, he stated that the newly road upgraded has good side if it is adjusted by making pedestrian ways ,speed breaker, danger road signs, reflectors and zebra paintings. He also said that within 20 kilometer there are 50 sharp curves and in this areas high road fatalities are being recorded. So he stated that in these areas there should be regular follow up to maintain the damaged traffic signs.



### **Bore Woreda traffic police statistics**

Bore woreda police office is an office that monitors and control traffic flow and fatalities on the area. We communicated with the Serjant Negessa Jirmoo, the woreda police head. Then we asked him to explain about the road fatalities before and after the road were upgraded by World Bank. The police head stated that fatality rate before the road was upgraded increased as vehicles speed increased on the new road and due to this the following fatalities were recorded 2014/15 8 death and 11 injuries and material damages that is estimated to 400,700 ETB (Money). He added that to reduce these fatalities traffic signals should be posted, roads widened, paint zebras, make speed breaker and provide awareness on traffic injuries. Finally, we asked him to explain the on changes on the number of all road users and he stated that after the road is upgraded there is a change in number of all types and there is change on the people on the road side economically and socially. Hotels are constructed and provide services to customers.





*Picture: SNA Program Manager indicating the trip closing to Negele*

### **Kibremengist town police office statistics**

We traveled from Bore town under the Oromia regional state to Kibremengist area which has 6 woreda/district named Yerba Moda, Adola Weyu , Adola rede, Wadera, Dorodola, and Negele we contacted the traffic police Melkamu Asfaw to describe the road fatalities on new road funded by world bank and he stated that before the road was upgraded the fatalities were little since the road was gravel and dusty that forced drivers to drive carefully but after the road is upgraded the fatalities rate have increased the driver move with the higher speed because the new asphalt was fitting to drive fast and due to this high fatalities were recorded. And in the above mentioned 6 district routes the following fatalities were occurred:

- From 2014-2016 the number of persons who were dead due to traffic injury is 85
- From 2014-2016 the number of persons who were injured is 2020

These fatalities happened due to the fact that the road is too narrow, after the road is upgraded the road users have increased dramatically and lack of pedestrian way,

damaged traffic signs. To decrease road fatalities the roads must be widened, install traffic signals/symbols, paint the faded zebra roads, make speed breakers in the road which are sloppy, and arrange pedestrians' way separately outside the main road. The concerned organizations should work together to fight the road fatalities. Finally, we asked him to explain the socio-economic and changes on the number of all road users and he stated that after the road is upgraded there is a change in road users different vehicle are using the road and the community benefit by the road since they can sell their products to travelers and they also take their products to the market which help them to use their time for other tasks.

### **Hospital /Emergency room reports of road fatalities**

In order to gather reliable data and statistics on road fatalities we went to Yergalem General Hospital and we contacted the hospital emergency room data center head Aselefech Kassa, and she compiled the number of fatalities from Aposto-to-Wendo-to Negele and adding the three route fatalities she stated that after 2015 up to 2016 statistics of people with high injury and death and in 2015 900 persons were registered with different injury among them 440 were deceased and 2016 till now 654 people have been injured and amongst 420 were deceased.





*Picture: Taking fatalities data from Yirgalem general hospital*

