ASSESSMENT OF THE MAGNITUDE OF ROAD TRAFFIC ACCIDENTS IN THE KILIMANJARO REGION, TANZANIA

**Theme:** Research and evidence based practice

By S. Saria
Background:

• Road Traffic Injuries (RTIs) constitute a major health and socioeconomic problem causing not only avoidable disability, ill health and health care cost but also deaths.

• According to the Global Burden of Disease Study (WHO, 2003), RTIs are leading cause of death and disability-adjusted life years (DALYs) lost worldwide.
Background:

• World-wide, estimated approximately 1 million road accident fatalities and 10 million people injured annually, and many with long term disabilities (World Health Report (1999))

• In Tanzania available Road Traffic Act, 1973

• National Road Safety Policy September, 2009
Background:

- Road traffic accidents (RTAs) and related injuries are under-recognized as a major public health problem in low income countries (WHO, 1983) compared to infectious diseases such as malaria and HIV/AIDS which together with RTAs continue to cause morbidity, mortality and disability in Tanzania.
Objectives/Methodology:

- **Objectives:** Determination of the magnitude RTAs in the Kilimanjaro Region.

- **Methodology:** Descriptive/Retrospective study involving records of victims of motor traffic accidents (qualitative).

- The trends, and frequency of road users injured or killed and conservative factors recorded (Quantitative).
Results:

• A total of 7117 injuries occurred in the period 2008 to 2012 due to RTAs caused by motor accidents.

• 1764 out of 7117 (25%) lost their lives and the death varied and ranged from 11.7% to 13.4%, with an average of 10%.

• 967 victims (14%) sustained major injuries leading to permanent disability.
Results:-------

• On motorcycles; a total of 978 injuries occurred, 167 people died (17%).

• The deaths increased from 15.9% to 21.7% in a period of five years.

• Both age range for cars and motor cycles victims, ranged from 20 to 50 years.
### Table showing the trend of RTA

<table>
<thead>
<tr>
<th>YEAR</th>
<th>CAUSE</th>
<th>INJURIES</th>
<th>DEATHS</th>
<th>P.DISABILITY</th>
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</thead>
<tbody>
<tr>
<td>YEAR 2008</td>
<td>CAR ACC.</td>
<td>1086</td>
<td>129</td>
<td>12%</td>
</tr>
<tr>
<td>YEAR 2009</td>
<td>CAR ACC.</td>
<td>1125</td>
<td>134</td>
<td>12%</td>
</tr>
<tr>
<td>YEAR 2010</td>
<td>CAR ACC.</td>
<td>1341</td>
<td>181</td>
<td>13.9%</td>
</tr>
<tr>
<td>YEAR 2011</td>
<td>CAR ACC.</td>
<td>1323</td>
<td>170</td>
<td>13%</td>
</tr>
<tr>
<td>YEAR 2012</td>
<td>CAR ACC.</td>
<td>1264</td>
<td>148</td>
<td>12%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>6,139</td>
<td>10</td>
<td></td>
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</tbody>
</table>
Table showing the trend of RTA

<table>
<thead>
<tr>
<th>YEAR</th>
<th>VEHICLE TYPE</th>
<th>INJURIES</th>
<th>DEATHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>MOTORCYCLE</td>
<td>119</td>
<td>19</td>
</tr>
<tr>
<td>2009</td>
<td>MOTORCYCLE</td>
<td>175</td>
<td>14</td>
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<tr>
<td>2010</td>
<td>MOTORCYCLE</td>
<td>224</td>
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<tr>
<td>2011</td>
<td>MOTORCYCLE</td>
<td>285</td>
<td>56</td>
</tr>
<tr>
<td>2012</td>
<td>MOTORCYCLE</td>
<td>175</td>
<td>38</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>
Perceived Barriers-when using the road

• The cyclists interviewed felt that they were exposed to a range of dangerous behaviours from motor vehicle drivers, also experiencing increased level of stress when the volume and speed of traffic increased.

• Pedestrians had concerned about trying to cross the road at formal crossing or busy roads and drivers tend to ignore zebra crossing.
Perceived Barriers-safety

• The road user behavior, Enforcement of traffic law and infrastructure condition, the roadworthiness of vehicles did not seem to bother
• Inadequate driver training and road safety knowledge leading to poor driving skills among the motorcyclists
• One of the traffic police ``remarked that at times cyclists tend to carry bulky loads that block their ability to use sight mirrors’’. 
Bulky loads
Discussions/conclusions:

there is a need to improve the safety of the traffic system for users;

✓ reduce the risks of incurring RTIs by human, vehicle and environmental causes during the three phases of a crash event (i.e. pre-crash, crash and post-crash)

✓ reducing exposure to risk, preventing road traffic crashes from occurring, which are the major areas to address with all available resources.
Discussions/conclusions:

• Education on road safety, recruitment of skilled drivers and Strengthen the Governmental Traffic Acts is very important.
• Policies for motorcycle riders, community involvement for road safety /break of the law in road use, sensitize and mobilizations of proper use of the roads, regular service of the cars/motorcycles, restrict use of cell phones while driving.
Discussions/conclusions:

• Despite the existence of road safety programmes, road signs to reduce speed, accessories and road traffic police to all over the districts along major roads, since still there is a serious threat of RTAs.

• Planners and the public as a whole should address the magnitude of RTAs in Kilimanjaro and take adequate action.
REFERENCES


• Tanzania Public Health Association,(2004): Motor traffic accidents in Tanzania

REFERENCES


Museru LM, Leshabari MT, Mbembad NA. Pattern of injuries in school aged children in Dar es Salaam (Personal Communication).
THANK YOU FOR YOUR ATTENTION