



**The Impact of Young Minibus Taxi Drivers' Life Style and
Situational Determinants on the Road Traffic Accident Risk:
A Case Study of Kirkos sub city, Addis Ababa City Administration**

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Fulfillment of the Requirement for the Degree of Masters of Social Work (MSW)**

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ACRONYMS AND ABBREVIATIONS

AU	African Union
AACG	Addis Ababa City Government
AACPC	Addis Ababa City Police Commission
CSA	Central Statistics Authority
ECE	Economic Commission for Europe
ERTA	Ethiopian Road Transport Authority
GDP	Gross Domestic Product
MOLSA	Ministry of Labor and Social Affairs
MVOSS	Motor Vehicle Occupant Safety Survey in USA
UK	United Kingdom
UNECA	United Nations Economic Commission of Africa
WHO	World Health Organization
RTA	Road Traffic Accident
SCT	Social Cognitive Theory

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Abstract

By taking commercial mini bus taxi drivers in kirkos sub city as a subject, this study explores to understand the human and situational risk determinants of road traffic accidents that focus on these drivers at stake. The study is undertaken in Addis Ababa city administration at kirkos sub city.

Primary data has been collected by utilizing qualitative data generation techniques such as interview guide line and an in-depth interviewing. Field observations were also employed as a supplementary method. Related research studies, policies, journals, published and unpublished books and report papers have been reviewed and analyzed. The intended ethical consideration of which mainly a research concerned with humans are respected well.

The finding of this study indicates that some elements of the commercial minibus taxi drivers' life style and situational determinants of aberrant driving have increased their risks towards road traffic accident. Some of the elements and situations are challenging working conditions, Job and social insecurity, inadequate driver training; low self esteem, passenger distractions, risk-taking propensity, job dissatisfaction and ineffective traffic law enforcement were among the reasons depicted for aberrant driving and the risks that make them vulnerable to the accidents causation in Addis Ababa city administration. Their risk perception was also assessed. The study also highlights and further indicates the need for comprehensive intervention for considerable stake holders towards minimizing traffic accident risks which are caused by commercial mini bus taxi drivers.

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INTRODUCTION

1.1 Background of the study

People for centuries and millennia have been moving from place to place to pursue their day-to-day activities. To facilitate their movement, people use different ways of transportations including road, air, water, train etc. It is an accepted fact that road transport is what people find at their convenience than others (WHO, 2006). Road transportation facilitates the movement of goods and people; it enables increased access to jobs, markets, education, recreation and health care (WHO, 2011). Economic Commission of Africa (2009) and Lund (2004) noted that, road transportations have major advantages compared with others in its flexibility, which allows operating from door-to-door over short distances at the most competitive prices. In Africa, over 80% of goods and peoples are transported by roads and in Ethiopia road transport accounts for over 90% of freight and passenger movements in the country (ECA, 2009).

Therefore, road transportation has a direct connection with the day-to-day activities of people, especially in large cities where the distance to be travelled is too far to cover on foot or by bicycle within a reasonable time. According to WHO (2011), however, the increase in road transportation has placed a considerable burden on the people's lives. The pandemic of road traffic deaths and injuries is the major one.

Road traffic accident, as any one hearing about shares, is a universal hazardous phenomenon and found to be among the top leading causes of deaths and injuries. It is a major but neglected public challenge that requires concerted efforts for effective and sustainable

prevention. Statistics reveal that every year more than 1.3 million people die in road traffic accidents and it is a 9th human killer's cause, each year around the world, 50 million are being injured. Sixty-five percent of deaths involve pedestrians and 35 percent of pedestrian deaths are children (WHO, 2013). This level of road trauma imposes huge economic costs, representing between 1 and 3 percent of GDP in most countries (Ibid).

The majority of these deaths about 85 percent occur in developing countries. Road traffic accidents are a multidimensional problem and require a comprehensive view when examining the determinants, consequences and solutions. Looking urbanization by high population and vehicle growth is usually accompanied by high urban congestion and increases in the occurrence of road traffic accidents. Relevant official studies have indicated that road traffic accident in the world will become the major killer next to HIV/AIDS and TB (WHO, 2011).

According to Esbaugh et al (2012), the UN Secretary General declared the period 2011-2020 as the "Decade for Road Safety", with the focus of considering developmental issues. As in the case of HIV/AIDS, over the past 20 years, road traffic accidents may be viewed as a developmental issue that affects low-income countries disproportionately. Countries with the lowest road fatality statistics in the world are almost all high-income countries, such as the Netherlands, Sweden, United Kingdom (WHO, 2009).

This developmental approach to road safety is based on the understanding that as the GDP of Countries increase, households will earn higher disposable incomes. This will cause a dramatic increase in the number of vehicles on the road (Esbaugh et al, 2012). According to the WHO development assessment record made on 2012 (WHO, 2012), the increased number of vehicles is usually not matched by comparative improvements in infrastructure and road safety

legislation. Usually there is a resulting delay between the public's expenditure on vehicles and expenditure on road infrastructure to accommodate the increased motorization. This delay results in situations where countries will experience large increases in road traffic injuries and deaths. Thus, road traffic fatalities will grow rapidly during a country's middle-income developmental stage. However, thereafter, countries will experience a significant decrease in injuries and fatal road accidents as road infrastructure improves to accommodate the increased motorization. In this period, the norm of road rule adherence usually becomes more embedded among road users, resulting in a decrease in poorly maintained vehicles in operation.

A wide range of risk factors play a role during the development phase of countries, such as vehicle and road densities, speed limits, alcohol use, public transportation and healthcare systems. Developing countries usually have poor road infrastructure; minimal regulation, inadequate oversight, absence of public transport; over-reliance on unregulated taxis and busses, underserviced vehicles and poor road networks with no dedicated space for pedestrians and non motorise vehicles (Kennedy et al, 2005).

For Africa, traffic injury is an escalating burden causing a vast amount of social and economic loss in terms of injuries, emotional harm, fatalities, loss of income and property damages. It is the third killer of human beings. Every six seconds, someone at somewhere becomes the victim of a road traffic accident and he or she is most likely to be an African or Asian pedestrian, cyclist or motorcyclist who are researched statistically the most vulnerable road users (WHO,2011). African economies loses each year more than 65 billion dollar due to road traffic accidents which means it is more than the yearly donation which all African countries get (UNECA, 2009).

This alarming destructive situation of road traffic accident is most severe in Sub-Saharan Africa where the lives of millions are lost and significant amount of property is damaged compared to the other parts of Africa (Tesema, Abraham & Grosan, 2011).

Ethiopia is among the highly affected countries of road traffic accident in the region, the situation has been statistically worsen as the number of vehicles has increased and consequently due to increased traffic flow and conflicts between vehicles and road users. Despite government efforts in the road development, Road traffic accidents (RTAs) remain to be one of the critical problems of the road transport sector in Ethiopia. Every year many lives are lost and much property is destroyed due to road traffic accidents in the country (Guya, 2011).

In financial terms, Ethiopia loses more than 500 million Birr each year due to road accidents (Addis Ababa police commission, 2012). According to UNECA (2009), the rate of traffic accident death in 2007/08 was 95 per 10,000 motor vehicles which put the country on the extreme high side of the international road safety scene. Moreover, in the same year, the police report revealed 15,086 accidents which caused the losses of 2,161 lives and over 82 million Ethiopian birr, equivalent to US\$7.3 million estimated cost of property damage (Addis Ababa Police commission report, 2009).

Urban areas are the most hit by car crashes due to ever increasing numbers of population and vehicles and the resulting shortage of road facilities and congestion and need to plan in a sustainable manner (Kennedy et al, 2005). More than 56.1% of the total car population of Ethiopia is found in Addis Ababa Addis Ababa city where the majority of road accidents are also highly concentrated. The exemplified record is shown during 2007/08 of the total road crashed of 9,301 in Ethiopia, 2,071 were in Addis Ababa (Addis Ababa City Government, [AACG], 2010).

All the global, regional and national damage calls that road traffic accident has multifarious destruction of human well beings as well as economic resource and needs to address for proper prevention before the accident happens, hence road traffic accident as an escalating burden it deserves proportionate research efforts.

1. 2 Statement of the problem

Traffic accident has become the major cause of death for many people in Ethiopia. Despite the growth of road traffic accidents (RTAs), researches carried out to identify the underlying causes are very minimal and difficult even to find the studies empirically done in Ethiopia. According to WHO (2010), prediction, by 2030 road traffic accidents will be the fifth biggest killer worldwide. Amongst those, aged 15 to 29 are claimed to have a leading role in accidents, to the death of innumerable people.

Addis Ababa as a capital city of Ethiopia and a host for many national and international organizations is experiencing an ever-increasing traffic flows. According to the Ethiopian Road Transport Authority report (2012), about 77% of Ethiopia's vehicle populations are concentrated in Addis Ababa. These make the traffic situation very frightening in the city. In related survey, Ethiopia is the leading country in Road Traffic Accident (RTA) and it become among the biggest killer of human lives and cause of severe injuries. Due to the accident, Ethiopia economy is affected by losing an amount of 500 million Birr annually (Ethiopian Road Transport Authority, 2012).

According to the Addis Ababa Police commission (2014), study report covering the years from 2011 – 2013 shows that the sum result of road traffic accident in Addis Ababa city of death, heavy injury, and light injury is 352, 1210 and 1011 respectively. The report has showed the economy loss of the accident is more than 11 million Ethiopian Birr. It is also observed that the rate in each segment of damage has a progressive increase in every other year. In related report of Addis Ababa police commission the vehicles category which takes a major share on the road traffic accidents are code 1 and code 3, which are taxi and commercial vehicles. The major

causes of the accidents are, depriving priority to pedestrian, uncontrolled high speed drive, lack of patience, driving using alcohol and intense with substances like *chat* (Addis Ababa police commission, 2014).

Most scholars who have done researches in Road Traffic Accidents (RTAs) and on related areas agree to classify the causes of the road traffic accident into three major classes of error as road user's error, vehicle defects and road condition or environment. Among the most prominent factors, the human factor of which drivers' errors takes the majority of the blames as it is evidenced in Botswana 94%, Ethiopia 82%, Philippines 85%, Malaysia 87% , Pakistan (91%), India (80), UK (95%) and Zimbabwe 89% (Downing et al., 1991). Drivers' errors that are hazardous include driving too fast; failing to give way, violation of rules, excessive alcohol and drug consumption and following too close (Downing et al., 1991).

All of which could result from driving recklessly or irresponsible behavior, deficient actions, perceptual errors or impairments (Odero, Garner and Zwi, 2011). Such road safety problem is most pronounced in urban areas like Addis Ababa. In the study made by Hassen, Godesso, Abebe and Girma (2011), the most significant factors for risky behaviors of drivers in Mekele town found that significant number of the study subjects (86.6%) had risky driving behaviors (Hassen et al, 20011). Road traffic accidents record is not just statistics, it causes a great deal of suffering for the people who have lost a loved one or who are handicapped, the damage has a big impact in our lives more than described.

The road traffic accident give sense when one experiences the death of loved one or someone inflicted of paralysis on parts of his body than hearing numbers in the form of statistics. It has been listened from various sources of public medias and police reports confirms that Addis Ababa city is taking a huge share than other regions in the country explained in the form

losing life, exposing to serious and light body injuries and property damages. These days getting home at night safely is much more blessings than ever since as the people are more fearful on their day to day movement and it become customary to observe shocking accidents in different roads of the city which has a remarkable damage both with human and non human resource of the country in general and Addis Ababa city in particular. The damage disgrace many individual and family lives irrespective of their age, sex, religion, socio economic and political status. But still much should be done on road traffic accident as a major destructive element to development.

Ethiopia as among the least in the car's per person ratio of private ownership, it is rational to think that the demand of public transport like mini bus taxi is very high and that is why this study gives focus on the public transport area and worth to spotlight in the young commercial mini bus taxi drivers' lifestyle and their risky driving behaviors. According to the survey, the main causes of the road traffic accidents as well as the victims are mostly young drivers in the working age group of 18–35 years and users respectively (Ethiopian Road Transport Authority, 2013). In line with this, the study of transport authority as a case in point of the year 2000- 2005 showed that about the death record on the year due to road traffic accident average of twenty five percent (25%) of the death were caused by commercial mini bus taxi (Ethiopian Road Transport Authority,2008)

Youth has not a uniform definition in different culture and community, and the confusion is not only limited nationally rather it also appears internationally. Among the different definitions, the one that has been found most suitable for this study about “youth” and its inclusive age group is taken from the definition claimed in the African Youth Charter where

“youth” means “every person between the ages of 15 and 35 years” (African Youth Charter, 2006). This definition is adopted for the study is with a primary consideration given with the Ethiopia driving license entitlement law that anyone under 18 is not allowed to have a driving license. Hence the young commercial minibuses drivers at the age group of 18-35 who are based in Addis Ababa city are the target group of this study.

The immense upshot and frequent occurrences of road traffic accident in Addis Ababa are the central factors that motivated the researcher to do a study to elicit the reason why youths have been claimed as a major cause of traffic accident. The study also try to contribute knowledge on the risky driving behavior and conditions of youths in a public driving profession and the role of social work practice in this distressing phenomenon.

1.3 General Objective

The general objective of this study is to assess the impact of young commercial minibuses taxi drivers' life style, other situational determinants which brought risks towards the road traffic accident and their part taking rate on the road traffic accident in Addis Ababa.

1.4 Specific Objectives

1. To identify the risky life style and behaviours of young commercial minibuses drivers' and the rate of their enrolment in the proliferated traffic accident
2. To assess the level of young commercial minibuses taxi drivers contribution in the entire road traffic accidents in the city
3. To assess situational determinants of risks and youth mini bus taxi drivers competency and work ethics as the young public transport drivers

1.5 Research Questions

This study also focuses on the following research questions

1. What are the risky lifestyle and situational determinants exposing youth mini bus taxi drivers to road traffic accidents?
2. Do young commercial mini bus drivers have adequate competencies and work ethics in the driving a taxi?
3. Is the rate of youth in traffic accident exceeds the partaking rates of others in traffic accident?

1.6 Conceptual Frame Work

This study focuses on the relationship between the life style of young commercial minibus drivers and their enrollment in road traffic accidents in Addis Ababa city administration. Likewise, the relationship between the young public transport drivers' socio-demographic characteristics and their beliefs and attitudes towards the cause and the general situation of the road traffic accident (RTA) are critically assessed.

In the strictest sense of the word, the definition of lifestyle simply means the typical way a person goes about daily living.

Theories and models are helpful to frame such a direction that bases the theory leading to rationalize the underlying causes of traffic accidents. The notions in the conceptual frame work of the study assists as a platform to explicitly realize the theme of the subject. This study is congruent with the position of scholars who insights about case study approach with the theme of the study like Baxter (2008), he argues a single case analysis can be a very powerful example

and can be used to fill the gaps in existing alarming situations. Case studies are particularly useful for studying rare or complex phenomena such as road traffic accident.(Roshan, 2009).

The road traffic management models reviewed, to reduce the road accident the safety road construction and well designed infrastructure is highly capitalize like to other traffic flow theories where as considerable researches output condemns that irrespective of the road situation, physical and environmental factor where as the human role (human error) is the highest rate of the cause of the accident which this study will focus to contribute in this gap. Hence taking to consideration the engineering role for reducing the road traffic accidents, what someone works for life as a job would affect directly or indirectly of the road traffic risk on his domain.

The report of world health organization indicates that driving a car is still considered a privilege, an enviable option, not a risky task with inherent responsibilities which could be observed as characteristics of a life style and directly related to risky driver's behaviors (WHO 2009-2012). Unfortunately, Africa has other burning public health priorities, but documented stories in road safety is as equally needed as others priorities to demonstrate that road traffic accidents demand not be inevitable and unpredictable, but are avoidable (Ibid).

Changing the mindset of road users will be a challenge, but many lives are at stake and social work intervention is very important as the profession's philosophy gives significance for the contribution of making solutions for social problems. As David and Miller asserted that social problems conceptualized as dislocation or dysfunction in the social system which is regarded by the society as it requires intervention by its designated agents consequently this study indeed calls the social work intervention to prevent losing of human well being caused from road traffic accident (RTA) at micro, mezzo and macro level which a system theory has guided this study along with

related significant theories of social cognitive theory and psychodynamic theory. In accordance with the research focus and aims of the present study, these three theoretical perspectives explain accident involvement in relation to human factors and situational factors provide a good fit and have been selected to constitute the theoretical framework. They support the case study approach which holds that the actual causes of each accident cannot be fully known when they are studied independently of the context in which they occur.

1.7 Significance of the study

It is believed that the output of this study will add to the existing scarce academic knowledge and research which enable to understand the subject matter as it paves the way for further investigation on the general road traffic accident situation in Ethiopia. Apart from this, it will also benefit other different parties of the societies. First: this research work allows the researcher to assess the risky condition and impact of young commercial mini bus drivers' life style and its implication towards road trafficking accident in Ethiopia.

Moreover, the social workers could be beneficiaries of the output of the study to particularly identify their role in reducing road traffic accidents and preparing various programs such as training on the harmful effects of drug and alcohol abuses while driving cars. The document is seemingly useful for policy makers to take measures on the gaps and develop new to address the problems not included in the previous policy frameworks and directions. Moreover, city administration of Addis Ababa can use the finding of this paper for its social and economic policy formulation and right decision making based on true information, so that, the city administration uses its resources efficiently and ensure the city's sustainability by solving the problem of traffic accidents.

1.8 Limitations and challenges of the study

For the purpose of generalization or transferability of the findings of this study, it is important to define its boundaries. In the first place, the sample size is small and criteria for inclusion in the study were largely by convenience. While it is known that several stakeholders may lead to road traffic accidents, this research primarily has focused on the impact of young commercial mini bus drivers only not for lack of consideration of other agents which contributes for the risk of road traffic accident in the city but rather because of their over representation in facilitation of public transport. This also helps to generate a manageable data. The data generated from this sample is therefore inhered with non-representativeness. This study focused on commercial mini bus taxi drivers mainly because of their sheer numbers in the study area and the increased risk that comes with their day to-day operations.

Since the day to day work activity of these drivers is too tough it was one of the biggest challenge to get their time for the data collection purpose which couldn't perceive the result of such study would impact on their day to day life. It was hard and tiresome to convince some of the respondents about the aim of the study.

The research methodology employed is a qualitative one and thus the data collection strategy was by means of collecting individual interviews and field observation. The findings of this research would therefore be considered to be preliminary. The researcher's purpose is to use the findings generated as a catalyst for sensitization leading to the development of more effective of corner interventions in commercial taxi segment of transportation and on the work life of drivers which many road users life are at stake by their day to day activity. These preliminary findings would form the basis of more definitive studies in the future. Though the findings of this

study could be compared with similar cases in many parts of the country via extrapolation, in the light of the above-stated weaknesses any attempts at transferability ought to be exercised with utmost caution. Hence future research in this area should attempt to address these shortcomings.

1.9 Study Area

Addis Ababa, the capital city of the Federal Democratic Republic of Ethiopia, is located in the centre of the country. According to CSA (2010), Addis Ababa has a total of 54,000 hectares and 2,739,551 million populations, 3.4% of the population of Ethiopia. It also represents about 26% of the urban population of Ethiopia. Addis Ababa has an aggregate population density of 4,847.8 persons per square kilometre. Addis Ababa has a large concentration of motorized vehicles. About 80% of the total vehicles in the country operate in the city (Ethiopia Transport Authority, 2011).

For administration purposes, Addis Ababa is divided into 10 sub cities. Kirkos sub city is one of these sub cities which this study gives focus and the commonly said Bole Olmopia area is inside this sub city. In this area there are two commercial mini bus taxi owners association called Nesor and Blen which provides the day to day taxi service to the public.

LITRATURE REVIEW

2.1 Introduction

Road traffic accidents are believed to have varying causes. Hence, the ultimate aim of all road traffic research and intervention is, to some extent, identify and reduce these causes as much as possible. These causes may be complex in nature and are often perceived to be impacted by science and politics (Elvik & Vaa, 2004). In attempting to understand why road accidents do occur and propose guidelines for researching their underlying causes, several theoretical frameworks and models have been put forward. Much of these have to do more with drivers than any other category of road users such as pedestrians, cyclists and vehicle occupants. While some have placed emphasis on individual characteristics, others have focused on the situational as well as the socio-ecological dimensions.

These theories have their strengths and weaknesses and none has complete scientific coverage of the scope of factors implicated in traffic crashes. Though no single theory has gained universal acceptance among the traffic research community, they nonetheless have shaped our understanding of the road traffic accident problem in significant ways. Given the above stated reasons, three theories are used in this study.

An ever increasing trend and spatial pattern of road accidents emerge following the ever increasing demands for fast movements that demand faster means of transport. This is because the need to move from place to place along with its own luggage in making a living is a human character. Such a movement of human beings and goods across a unit of geographical space for day to day activities by any means (foot, animal and/or vehicles is known as 'Traffic'

(McDaniels et al, 1995). This has led to gradual shift of transportation from on-foot to animals and then to vehicle; and even from slower vehicle of the first generation to the fastest vehicles of the 21st generation. And such improvements in means of transport have been accompanied with Traffic congestion and in consequence with accidents. Therefore, perhaps remain unresolved despite efforts made to reduce through appropriate road designing methods and legal enactment.

Consequently, RTAs are claiming the lives of millions and caused destruction of property leading to what is known as social and economic crisis (Cooper and Gillen, 2005). This implies that the impact it has on human, physical and financial capital, is huge posing challenges to national development efforts. That is why different scholars, researchers, institutions have attempted to study the concept of traffic, road traffic accidents along with the cause. This chapter explores the theoretical frameworks and literature review on the related readings of the topic. As a result, theories to be considered in the study, the definition causes and costs of RTAs; the concept of lifestyle and road traffic accident will be reviewed.

2.2 Systems Theory

The systems theory also known as the systems approach (Reason, 1990; Rasmussen, 1997; Dekker, 2002;) is the most predominant framework employed in safety research in recent decades (Salmon et al., 2010). Its advent dates far back to 1940s when Chapanis (1999) in a groundbreaking study in the 1940s on aviation safety and plane crashes found that ‘pilot error’ was essentially ‘designer error’. Since then the theory has engaged the attention of safety researchers over the years and it has received tremendous application in management as well as traffic domains (Johnson, 1999; Reason, 2008; Johansson, 2009).

The basic assumption of the systems theory is that road traffic accident result from the interactional malfunctioning of the components of systems. Its main focus is on the person-environment interactional maladjustments (Muhlrads et al., 2005). Hence, human factors and vehicle factors conspire with physical and social environmental factors to bring about road traffic accidents. The interdependence of these factors in relation to accident causation suggests that in trying to investigate the causes of motor vehicle crashes all the relevant factors within the system ought to be given equal attention. System theory does not only explain accident causation but also points to the key issues to be considered in planning any accident countermeasures.

In other words, blaming the victim such as pedestrians for pedestrian-vehicle crashes and suggesting behavior modification strategies alone to deal with the problem may be unsuccessful. However, success will come when behavior modification goes hand in hand with the technical modification of the road infrastructure and equipment. This also means the modification of motor vehicle design will become a crucial component of the system to consider. Put another way, perhaps drivers of passenger-carrying commercial vehicles are over represented in road traffic accidents not because of person factors only but maybe because of the poor nature of the road furniture which combines with the defective and used vehicles used for motorized transport in the country. Hence it is a must to consider inclusiveness of all system component revision for proper functioning.

2.3 Social cognitive theory (SCT)

Albert Bandura's social cognitive theory also provides an important framework for this study. This is because the theory helps to explain other latent factors in accident causation aside from explaining the usual factors addressed by other theories. The social cognitive theory (Bandura 1986; 1989; 1997; 2002) its central assumptions are that three broad constructs i.e., personal factors, behavior, and environmental factors are the foremost determinants of human behavior.

The essence of the theory is that it enables us to describe and explain behavior such as road user behavior. It also provides guidelines for designing and implementing interventions (e.g., accident countermeasures, etc) to address the shortcomings of the behaviors described (e.g., speeding). Environmental factors shape behavior and personality characteristics (Jonah, 1997). These factors represent both the physical and social aspects of the environment. Via observational and vicarious learning individuals (e.g., drivers) learn to speed because they may have observed similar behavior go unpunished within their social environment. Pedestrians also may decide to cross the road outside of the crosswalk because they may have seen significant others do same. In reality, human development, adaptation and attitudes to change are deeply rooted in social systems within the environment. And thus, this causal structure emphasizes the point that people are both producers and products of their social environment (Bandura, 2001).

The SCT is applicable in many disciplines and can be used to study varying behavior patterns. It provides research methodology and integrates human agency and social structure by

way of path lines of influence. However, some researchers have criticized it for placing too much emphasis on the human factor.

2.4 Psychodynamic Theory

Finding personal meaning is the prime motivation of normal men and women in affluent societies that regularly meet our physical and psychological needs. Viktor Frankl as the influential professional contributor, which drives out Logotherapy out of Psychodynamic theory and finds its philosophical roots in existentialism and phenomenology, hence logotherapy's psychological roots is Psychodynamic theory and individual world. For Frankl, human beings are wonderfully complex, not to be reduced to a collection of drives and urges, not to be understood completely in terms of biology but also human beings are spiritual beings (Fishbein, 1975).

The primary quest of meaning represents not only a primary intrinsic motivation for life expansion but also powerful capacity for personal transformation. Cognitive and existential therapies both emphasize that, we are what we think; more precisely, we are how we make sense of ourselves and our place in the world. Having a healthy sense of identity and one's mission in life is essential for wellbeing. Meaning is also a pivotal concept in understanding the complexity and predicaments of life as well. It is no wonder that meaning is essential component to all major schools of Psychotherapy. More than any therapy, Victor Frankl's logotherapy (1986) capitalizes on the characteristics of human being as meaning seeking and meaning making. It focuses on our human responsibility to live meaningfully and purposefully in every situation on a daily basis in order to become what we are meant to be.

Frankl states that human beings are by nature responsible. “Being human is being conscious and being responsible, culminating in a synthesis of both—namely in one’s consciousness of his responsibility” (Mary & Hutzell, 2009). Despite the absolute and unique individuality of persons, human beings are essentially relational. “Being human means relating, and being directed, to something other than oneself.” This other is the logos.

Hence personal meaning needs are based in universal and proven values. It is cognizant to this assumption the equation of logotherapy defines like this, Logotherapy (Spirit Wellness) = $f(\text{Personal Meaning} \times \text{Communal Belonging})$, (Melvin and James, 2000). Similarly, Hutzell (2009) believed that the most difficult achievement and the greatest satisfaction is to find meaning in life. In order to find meaning, people must transcend the narrow confines of self-centered existence and make a significant contribution to society.

Therefore; a meaningful life along with purposeful goals helps to manage one’s life in a responsible fashion for one’s self and others as well as to make the innate responsiveness of human creature in guiding with a frame of life path.

2.5 Road Traffic Accidents: By-product modernization and motorization

Definition

The WHO (1977) defines a transport accident as; “any accident involving a device designed primarily for, or being used at the time primarily for, conveying persons or goods from one place to another”. On the other hand, Lund (2004) classified road accidents on the basis of the following conditions. The accident resulted in: the death of a person within 30 days of the accident; or personal injury to the extent that the injured person was admitted to hospital; the accident occurred on any road, street, or any place open to public road; the accident involved one or more road vehicles which were in motion at the time of the accident.

According to the Vienna Convention, the standard international definition of an injury road crash involves a collision of a moving vehicle on a public road in which a road user (human or animal), is injured. Besides, the widely accepted definition of RTAs is given by the Economic Commission for Europe (ECE); i.e., “road traffic accidents (RTAs) are those accidents that occur on a way or street open to public traffic; resulted in one or more persons being killed or injured, and at least one moving vehicle was involved.” Thus, RTA is collisions between vehicles; between vehicles and pedestrians; between vehicles and animals; or between vehicles and fixed obstacles. For the purpose of this thesis, the definition of the Economic Commission of Europe is adopted.

2.6 Causes of road traffic accidents (RTAs)

The association between the factors that contribute to accidents and accident occurrence is irreducibly statistical. By studying accidents without having any idea of how frequently various hazards occur in traffic, no conclusions whatsoever can be drawn concerning the relative importance of factors contributing to accidents (Weinstein, 1984).

McMahon and Ward (2005) identified three major classes of causes of vehicle accidents; road user's error/human factors, vehicle defects and road condition or environment. Among the most prominent factors, is the human factor of which drivers' errors takes the majority of the blames. Drivers' errors that are hazardous include driving too fast, failing to give way, improper over taking and following too close. All of which could result from aggressive or irresponsible behavior, deficient actions, perceptual errors or impairments. Nonetheless, Lund *et al* (2007) argued that, in the field of road safety research, most accident analysts tend to conclude by considering 'human error' as the main cause of accidents. The problem behind such a statement is that, it leads to oversimplification of the problem.

On the other hand, Rothe (2002) stated that, there are two theoretical approaches to human error: the 'person approach' which focus upon the last step of system operation and by so treats human error as the cause of most of the accidents; and the 'safe system approach' which looks further in the accident process considering the role of the various organizational levels that contribute to the production of system outputs (rules, design, management, etc.) and looking for the 'holes' or 'weaknesses' in the various defense layers which are supposed to constitute a safe system, well adapted to its users.

Dekker (2003) argued that, most safety studies have been based upon a person approach and stress the role of human error in the production of 75-90% of accidents. But, it would be wrong to regard this 'error' as the primary cause of accidents. A safe system approach will rather consider it as a consequence of malfunctions further upstream, so that human error is only a link in the chain of events leading up to an accident. And, it is a necessary link as far as the driving system is unable to function without drivers.

The so called 'human error' may be explored in many different approaches on the basis of how it is perceived (Lund *et al*, 2007). The common sense of using 'human error' in the framework of everyday life and in safety research, gives the rise to an oversimplified conception of how events occur. Such an outlook neglects the complexity of accident phenomena which are the result of an amalgamation of factors. This affects the way to manage the root causes of accidents (Gulliver, 2007). RTAs are the results of a combination of factors and undesirable result of interaction between an operator and a task, arising from interaction between internal and external determinants (Iverson, 2002).

The traditional view of road safety considers road crashes are usually the sole responsibility of individual road users. Despite, the fact that, many other factors beyond their control may have come into play, such as the poor design of roads or vehicles. But human error does not always lead to disastrous consequences. Human behavior is governed not only by the individual's knowledge and skills, but also by the environment in which the behavior takes place (Rumar, 1999). Indirect influences, such as the design and layout of the road, the nature of the vehicle, and traffic laws and their enforcement affect behavior in important ways (Gulliver and Begg, 2007).

Moreover, traffic volume, traffic speed and traffic compositions have adverse effect on the frequency and severity of RTAs. As the volume of traffic grows; opposing vehicles increases, intervals for passing vehicles are less available, the accidents due to improper passing become frequent, and the frequency of accidents grows approximately in direct proportion to the average traffic volume (*ibid*). Bingham *et al* (2006) asserts that, as the volume of traffic increases, the speed of vehicles drops and the main kind of accident becomes a nose-tail collision.

McDaniels (1995) claimed that, vehicle defects lead significantly to accidents which are mainly those related to the lack of regular maintenance, of which defective tires and brakes failure most frequently. Vehicle defects contribute to less than 5% of crashes. The rise in the number of motor vehicles and the amount of motorized traffic along with economic development are key determinates of risk of road crashes. The quality of road network, vehicle compositions, increase in car ownership and the extent of public transport and facilities for more vulnerable road users such as pedestrians and cyclists, all contribute to the level of risk. In low income and middle income countries, rapid growth in motorization has not been accompanied by sufficient improvements in the road design to allow for such growth to take place without an increase in the rate of road traffic crashes.

Generally, every accident is not usually attributable to a single cause but to a chain of unique multiple factors or failures associated with the road design deficiencies, vehicle defects, and road user errors. In most cases the traffic police associate traffic accident with a single most important cause on the spot of accident and do not list the multiple factors.

2.7 Road Traffic Accidents: Cost Components

Broadly accident cost components can be classified into casualty-related costs (lost output medical costs, and the pain, grief, and suffering value), and accident-related costs (property damage and administration) (Karpf & Williams, 1983). In addition to the above costs, everyone killed, injured or disabled by a road traffic crash has a network of others, including family and friends, who are deeply affected. Globally, millions of people are coping with the death or disability of family members from road traffic injury (Johansson, 2009). The social cost of road crashes and injuries is a measure of the total cost of road crashes to the nation. It includes loss of life and life quality, loss of productivity, medical, legal and court, and property damage costs. Loss of quality of life of casualties and their families and friends ('human costs' or 'human losses') are the immaterial costs through suffering, pain, sorrow and loss of the joy of living (Rothe, 2002). According to WHO (2010), by 2030 road traffic injuries would become the fifth leading cause of death in the world, if appropriate solutions are not enforced.

The economic cost of road crashes and injuries is estimated to be 1% of gross national product (GNP) in low-income countries, 1.5% in middle-income countries and 2% in high-income countries. The global cost is estimated to be US\$ 518 billion per year. Low-income and middle-income countries account for US\$ 65 billion, more than they receive in development assistance (WHO, 2009). Road traffic injuries place a heavy burden, not only on global and national economies but also household finances. Many families are driven deeply into poverty by the loss of breadwinners and the added burden of caring for members disabled by road traffic injuries (Odero & Zwi, 2011).

2.8 Young Driver's Risky Behaviors, Life Style and Road Traffic Accident

Despite the tremendous strides that have been attained in recent years towards improving overall health status through advances in behavioral and biomedical research, road traffic accident continue to be the leading though cause of death for young people 18-35 years age. Young drivers' continue to be at a higher risk of being in a motor vehicle crash and for fatal outcomes than middle aged drivers. The driving behaviors of youth are influenced by many factors, including their personal levels of knowledge ,awareness, skills and experience; characteristics of and conditions found in the motor vehicles ; and the various conditions of the community in which the teen and his/her family live. Individual characteristics that have been found to be related to motor vehicle morbidity and mortality among youth include age, sex ,gender ,cognition, driving experience and level of acculturation .

Other risk factors for road traffic accident of youth drivers include current bio physiological condition (for example, motor skills, sleep deprivation and psychiatric/neurological status) , mental status (for example ,mood, thoughts, feeling), and behavioral dispositions (for example, risk taking, impulsivity) that the individual brings to situation (Gullive. & Begg, 2007).

In related to the above, according to the 2009 Motor Vehicle Occupant Safety Survey in USA (MVOSS), inexperience and immaturity both contribute to high road traffic accident involving youth drivers. Youth drivers tend to engage in numerous risky behaviors, including speeding, which has been found too significantly correlate with greater risk for accidents. They are more likely to engage in other risk taking behaviors such as following too closely, unsafe

accelerations, not using safety belt and rapid lane changes. In line with this, youth are also tend to have some unhealthy life style like high level of alcohol and drug consumption in comparing to the middle aged group according to the survey done by National traffic safety administration that the level at which all states define in greater rate of youth define drunk driving than middle and old age group. Driving safety changes rapidly as novice drivers gain experience and skill. However, lack of driving skill may be less important than poor judgment, which develops slowly than motor skills with extensive driving experience and critical brain maturation (Johansson, 2009).

Lund *et al* (2004) argued that there is growing recognition that youth who engaged in risk behaviors often participate in multiple types of risk behaviors, referred to as clustering or co-occurrence of risky behavior. Evidence suggests that youth risky behaviors and unhealthy life style share common underlying causes such as behavioral, biological, family, school and neighborhood factors. In addition to monitoring adolescent participation in specific driving behaviors, it is important to focus on risk taking among youth and to monitor them for signs of any risky behaviors since earlier. Behavioral choices are influenced not only by personal beliefs and histories, but also by family and peer expectations. Family expectation, parental conditions on driving by youth, level of communication between parents and youth may affect the risk taking behavior of youth. Similarly, peer expectation about driving safety, wearing safety belt, and risk taking also may influence the likelihood of youth drivers engraining in risky practices. Likewise, conditions within the vehicle also have been found to affect youth driving behavior and outcomes. The presence and number of passengers in the car, passenger ages, passenger

behavior and distractions –including alcohol, music, cell phones are associated with risky driving behaviors and adverse outcomes.

Likewise, the physical environment outside the car, including street conditions such as presence of street light, signage, speed bumps, passing lanes, as well as weather and time of the day, also play a role in youth driving behavior and road traffic accident. Difference in rural and urban setting creates different kinds of risk for young drivers. The social, political and economic environments found at the community level also have been found to shape the development of a youth's frame of reference about driving behaviors , including knowledge, attitudes ,awareness and experience, which in turn influence how the youth will respond when presented within the choice between risky and safe behaviors and healthy life style. The social environment includes many factors, including urban crowding, exposure to media, community norms about wearing seat belts, cultural standards regarding drinking while driving, presence of law enforcement and police ticketing practices. All these social contextual conditions have been found to be associated with in youth driving behavior and life style.

Finally, the political and policy environments of state and/or local governments has also closely related and can play an important role in influencing youth driving. The level of support of public polices such as primary and secondary seat belts laws, drinking while driving, having auto insurance , allocation of resources to enforce laws, and the activity of interest group who support or oppose certain laws have been found to affect youth seat belt use. At the community level, economic factors are associated with youth motor vehicle driving. Whether and when youth have access to a car and the purpose of driving (school, work, and recreation) often depend

on the contextual circumstances as it may be affected by macro economic cycles, region and geography.

METHODOLOGY

This chapter recounts the methods employed to examine the research problems. Traffic accident is a very complex phenomena and qualitative research methods has been chosen due to the fact that it is useful for studying a limited number of cases in depth, useful for describing complex phenomena, can conduct cross-case comparisons and analysis, provides understanding and description of people's personal experiences of phenomena, describe in rich detail phenomena as they are situated and embedded in local contexts. Data are also usually collected in naturalistic settings in qualitative research it is especially responsive to local situations and conditions.

Besides to the different approach of qualitative research methods, the case study approach has been chosen to assess the impact of young mini bus taxi driver's life style and other situational determinants on road traffic accidents risk. The case study was considered as appropriate approach for this study because apart from its foundations in the constructivist paradigm, the focus of the present research also meets Yin's (2003) criteria for the use of a case study approach. Yin (2003) points that a case study design becomes very useful when:(i) the research focuses on answering 'how' and 'why' questions; (ii) the behavior of the research participants cannot be manipulated by the researcher; (iii) the context of the participant is believed to impact the phenomenon under investigation.

In addition to the above concepts, Creswell also condemned that case study is the most flexible of all research designs, allowing the researcher to retain the holistic characteristics of real-life events while investigating empirical events (Creswell, 2002).

My choice of Kirkos sub city in Addis Ababa city administration and specifically *Bole Olompia* area as my case study for the reason that the place is among the highest road traffic risk area in the city according to the recent consecutive years of accident record of Addis Ababa Police Commission and the area is closer to my working place. I am convinced by studying the traffic problem, we could have some understanding how it creates public health burden and socio-economic consequences it poses to our collective future that we could draw the attention of central government and local authorities to it. Thus this study finds expression in the axiom that urges all of us to think globally and act locally.

3.1 Methods of Data Collection

The main types of data to this study are primary and secondary sources. Different techniques were employed to collect primary data. Some of these include: involving interview guidelines and field observations of mini bus taxi flows and real road situations.

Secondary data are collected from Addis Ababa City Police Commission (AACPC), Central Statistical Agency (CSA), Addis Ababa Health Bureau, and insurance companies of Addis Ababa city. For the purpose of analyzing and buttressing what is gathered through primary sources and in an effort of making it reliable, reviews of relevant books, journals, internet waves articles, and reports (extracted from international organizations such as WHO, UN, AU, World Bank and others) were considered. The secondary sources will then integrate with the primary sources so that the research will be comprehensive enough to capture elements of the phenomenon under study.

3.2 Interview Guide Lines

Interview guide lines are also useful tools since they breed descriptive information and help to understand people's behavior, values and attitudes in general and as related to the perception of people about road traffic accident in this particular case.

3.3 Key Informant Interview

In this study, to get a general picture of road traffic problems in the city key informants whose job responsibilities directly involved dealing with traffic safety issues were also interviewed. In this regard one key informant was approached in to his office.

The opinions have been given great attention in the study. Semi-structured interview guidelines were employed for the collection of the qualitative data. The guideline implemented is attached in the annex.

3.4 Sampling Methods and Procedures

Among the ten sub cities in Addis Ababa city, the study identified one main location (sub city) in the city among which categorized by Addis Ababa police commission 2013 report as dense vehicle and pedestrian movement as well as the most accident prone area in Addis Ababa, Arada, Kirkos , Kolfe, and Akaki sub cities are on the front lines of accident record and traffic density. In very recent year Kirkos sub city is on the more dense side of the above features, therefore Kirkos sub city is selected in this ground and also the fact that closeness of the area to the researcher is considered.

Inside the sub city the smallest administrative unit which the highest road traffic accident recorded is the commonly place called *Bole Olompia and surrounding area*. The concentration of traffic flow in this sub city is directly related to the absorption of administrative offices, social services, schools and commercial centers. In this area there are two mini bus taxi owners associations called *Neser* and *Blen* hence the sample drivers are drawn from both associations.

In order to select this sample sub city and specific area the researcher assessed the recorded traffic police accident surveys in each sub city comparing with other sub cities in respect with the distribution of the number and detail of accidents mainly caused by mini taxi.

3.5 Sample Size

During the time of preliminary survey in the research area, the researcher learned from the two taxi owners associations (*Neser and Blen*) who provides the taxi service in the kirkos sub city, specifically in Bole zone Olompia and surrounding area, there are around 100 mini bus taxi drivers according to 2014 record.

From the total population lists above, the researcher believed and the data is saturated with twenty sample respondents using a purposive sampling technique from the selected location.

3.6 Data Analysis

Data analysis refers to patterns in a data interpreting these patterns once they are identified. Qualitative data analysis is quite tough in that it requires logical thinking and to reread

it over and over in order to give analysis(kruger, 2003) Creswell stated, “data analysis in qualitative research consists of preparing and organizing the data (i.e text data as in transcripts, or image data as in photographs) for analysis , then reducing the data in to themes through a process of coding and condensing the codes, and finally representing the data in figures, tables or discussion” (Cresswell, 2007) .

Cognizant to this, the study used descriptive type of analysis and after the data collected by interview and field observation then it is summed up in theme and showed in a table. Tables were employed at this stage to help organize the categories into emerging themes. The use of the tables facilitated a visual inspection of the relationship between categories and themes. The researcher reading the entire data set by more closely related with the research questions in mind.

Data collected through interview and filed observation were organized in a right manner that it would be easy to understand the responses there by descriptions of the cases identifying key issues followed in categorization. In this stage of the analytic process, issues were used to review and define themes as well as selecting data extracts which describe and support these themes. Then the entire collected data extracts were read to cross-check if they represent the themes to which they belong in a meaningful and coherent way. This procedure enabled the researcher to refine any confusing themes and categories (Morse, 2008). Through this procedure some sub-themes were identified. Some of the identified sub-themes were subsumed into the main themes while others were made to stand on their own. After this refinement, the final themes were interpreted in line with the research questions and the entire research focus. The list of final themes arrived at and their respective sub-themes and descriptions have been given.

3.7 Ethical Considerations

Ethical considerations are a major part of any research involving the use of human subjects. They were the first major steps taken by the researcher. This study conducted in a manner that is consistent with this ethical standard to be considered in conducting a research. Accordingly, letter from the department of Social work Studies was written for different concerned bodies. A prior consent of the participants was requested before conducting the interview and administering questionnaire. Informants who did not want to be their names to appear in the research are named as anonymous informants.

The general feeling was that respondents especially the drivers were happy to have taken part in the study because as they claimed for once someone was ready to hear their side of the story.

3.8 Structure Of The Study

In line with the aims of this research, the thesis had been structured into five major sections. The first section discusses the general background of the study, the problem statement and objectives of the study and followed by a sketch of literature and conceptual issues that inform the subsequent part of the study. The third section of the paper discussed the methods that this research utilized of the data collection and sampling techniques, selection and justification of specific data analysis methods as well as instruments that both primary and secondary data have been collected.

The forth section declares the result of major findings of this research by assessing the life style of young mini bus taxi drivers and the impact of their lifestyle as well as other

situational determinants on the risk in road traffic accidents, and examines how social work practice will be implemented towards reducing road traffic accident as an individual and communal well-being threat along with the literature in the chapter two, then the general discussion part with the view of the researcher will follow.

Finally, based on the highlight of findings the paper ends up with some concluding remarks and forwarded recommendations for the different stake holders in chapter five following.

FINDINGS OF THE STUDY

This chapter is devoted to report findings of the descriptive study along with the discussion and analysis. The finding of the study discusses the young commercial mini bus taxi drivers' life style and situational risk determinants such as unfavorable working conditions, employment procedure, job demand, training, remuneration system. It also presents these drivers general attitude of the risk perception of road traffic accidents at stake.

4.1 Demographic and Social Characteristics of Major Study Participants

Referring to the gender disparity, all of the twenty participants in the survey are males. In the ages gap more than half of the participants are in the age group of 24-29 years old and considerable number of the participants are in the age group of 30-36. Referring to their marital status, the majority of the young drivers which is three forth of the total population are single who are never married yet and the rest few are married. In to their educational level almost half of them are in the primary school level which is grade 1-8 and the rest half laid in secondary school with complete and less complete status finally 2 of them is went to college with drop out and compete diploma status.

In regards to employment status the majority of the participants are employee, few are owners and very few are *scourt* / temporary/ who fill the position as a temporary fix (especially during holidays, mostly the permanent driver arrange the *scourt* set up). By referring to the work experience, half of the participants have an experience of two year and less. Better half within the range of three-five years range and the few are more than six years. The below tamale summarise the demographic and social characteristics of the major study participants.

Table 1. Demographic and Social Characteristics of Major Study Participants (young mini bus taxi drivers in Bole Olompia and surrounding area) (n=20)

<i>Characteristics</i>	<i>Participants</i>
Gender	
Male	20
Age	
19-23 years	2
24-29 years	11
30 - 36 years	7
Marital Status	
Single (never married)	16
Married	4
Education background	
Primary 1-8	8
Secondary 9-12	10
College /diploma/	1
College Dropout	1
Employment Status	
Employee	14
Owner	3
Share holder	1
Scourt /temporary	2
Work Experience	
<1 year	5
2 years	3
3-5 years	7
6 and above	5

4.2 Results Presented on Themes, Sub-Themes and Descriptions

The results presented here are the nucleus of the dominant themes and categories/subthemes identified from the used data sources (i.e., interview output, field notes and key informant interviews). Since the young mini bus taxi drivers are the main focus of the study, their opinions and views have been given more prominence. The below table provides a summary of the dominant themes, sub-themes/categories and descriptions, next to that each theme and sub themes would be elaborated accordingly.

Table.2 Themes, Sub-themes/categories, and their descriptions

<i>Themes</i>	<i>Sub-themes/ Categories</i>	<i>Descriptions</i>
Working conditions of Drivers	Challenging job demands & stress Poor remuneration system	Drivers don't get good pay for their work Pressure from vehicle owners No social security & benefits for drivers No formal employment contracts No instrumental social support Growing motorization posing danger to the driving profession Drivers brave the odds for the sake of their families Driving as only means of livelihood

<p>Traffic risk perception & fatalism</p>	<p>Influence of culture, religion, & socioeconomic</p>	<p>Culture makes it a taboo to talk about accidents</p> <p>Religion teaches that what your mouth utters will come to pass</p> <p>Socioeconomic needs hamper risk perception</p> <p>Accidents are just punishment for wrongdoing</p> <p>Some drivers are risk prone & don't know how to drive well</p> <p>Feelings of invulnerability</p>
<p>Driver training & road use behavior</p> <p>-Passengers attitude towards the drivers</p>	<p>Poor driving skills</p> <p>-values</p> <p>-feeling of public service provider</p>	<p>Driver training usually by means of informal training</p> <p>Distracted and aggressive driving</p> <p>No orientation on customer service and people's feeling handling</p> <p>Disgracing words and actions forwarded from passengers which humiliates the driver's self image and have a distorted attitude to most of the passengers in general irrespective of age and socioeconomic status</p>

4.3 Employment Procedure

Almost all commercial mini bus taxi drivers who took part in the study seemed to express their displeasure about the mode of employment and the rules of engagement. They confessed that they had little or no say in how they were employed by car owners. They said since the mode of their employment was only by word of mouth, they remain at the mercy of car owners as long as they work for them: The 24 years old driver said *“The car owner will first check your license. If you qualify to drive he will tell you how much you should bring everyday as sales (e.g., ETB 300 per day), then if you agree he’ll give you the car keys. You can’t tell him how much you can bring”*.

4.4 Working Conditions of Drivers

This theme is the most common one that runs through the entire participants. Drivers generally appeared to show dissatisfaction with their working conditions. They expressed this dissatisfaction with almost every aspect of their working lives and this they considered to be a major determinant of recklessness on the roadway. This theme has sub-themes such as rules of engagement, job demands, and remuneration system.

The 28 years old driver claimed that *“it is so challenging. You’re always under pressure from your boss, traffic Police and customers. You have to be “hard” to survive. In some situations they have to go home empty-handed after working from say 5:00am 9:00pm.”*

Besides to the above concept the 31 years old driver said *“I’m his seventh driver since he bought the car. You see, every car owner likes money and they know if they take their car from you the next day they’ll get a new driver”*.

According to the results obtained through interview, some of them that said upon all these, the society does not provide any social and moral support for them. In related terms the 25 years old driver said *“It is common to hear always very disgracing attitudes and words which most of the passengers throw to us (for drivers and weyalas) which spoiled our feeling for them all too. That is our tip we get every day and gratitude for the service we rendered that made us more aggressive. I know Our service makes their life and facilities a lot for their work and social life but most of them drop off with disgracing words and argument for the very small money they paid to us the money they paid and the service we give is totally incomparable.*

4.5 Job Demands

Most of the drivers under this study pointed out that the nature of their work routine brings in its wake pressure and stress from all angles. There seemed to be consensus among them that the greatest pressure they face emanates from meeting the sales target of car owners:

The 35 years old driver said *“much of the pressure comes from car owners. They want their sales; they hardly will take any excuse. They don’t care what you go through to make the money; if you speed and commit other traffic violations, all they want is their money”.*

In addition, the 24 years old driver mentioned *“Sometimes, I use my money to pay him or sometimes, I collect money from my mum or my brother. My sister if you don’t bring his sales he’ll take the car from you”.*

A 25 years old driver added: *“It’s the same for me if I don’t get the sale I have to look for money from elsewhere to pay. On bad days, nightfall becomes your enemy. You worry, you*

become stressed and confused, you lose your temper with the slightest provocation. I mean it affects your driving”.

According to drivers, the daily routine of their job is a source of stress and fatigue to them because majority of them are not allowed to keep the key or park the cars they drive at their own residences. More than three fourth of the participants admit that they often feel too much tired when driving. Some of them say they experience the fatigue as they drive, while others say they feel it after the day’s work. There seems to be a confirmation of the fatigue factor in aberrant driving as in showed in the literature review driving too fatigue is one of the reasons which cause an accident unexpectedly.

As most of the drivers described , by the nature of their work they are not entitled to a leave or a holiday. They said the only time they enjoy “*leave or holiday*” is when they are either sick and cannot go to work or the car is broken down and taken to *garage*. “*The driving job is not a permanent one; you can be sacked anytime by your employer. It’s like you work on a commission basis-you some percentage of your day’s work. This means any day you don’t go to work because your car is broken down or you’re sick, you don’t get any money from anywhere else and it doesn’t matter even if it takes a month or more*”. (31 years old driver)

Closely tied to the issue of employment, the demands of the commercial driving occupation especially within the context of Addis Ababa city is vastly growing, which is congruent with the study made by Girma in 2000 showed that, Anbessa city bus services and the mini bus taxi services are the dominant public transport ones which both plays a remarkable role in the city's transportation system. (Girma, 2000).

4.6. Remuneration System

Drivers maintained that the nature of their remuneration puts enormous pressure on them and this predisposes them to all sorts of risky road use practice. They appeared to suggest that the combination of remuneration system and ephemeral nature of their tenure seems to be an explosive motivation for carelessness on the roadway. Besides, the lack of social security (i.e. medical allowance, life insurance, annual leaves and pension fee) and other social support serves as spark plugs for traffic law violations: *“We have the same needs and wants as other employee at office and even as the owner they do . Some don’t want to know whether you’ve made something extra for yourself and the mate. They need only theirs. Since the job is not a permanent one, we also engage in risky driving behaviors in order to make some extra money for ourselves which will help us to cover some costs like medical”*. (23 years old driver)

Some participant in the study seems to recall that , the taxi drivers seems unhappy and aggressive because they are not happy on their personal and work life as well as the society showed much of disrespect these combined and summed up to lead to have low self esteem and be alcoholic and sometimes lead for substance addiction. The 34 years old driver says *“when you recognized that your life couldn’t step forward though you work hard, day and night , year by year finally you become hopeless and search at least instant happiness either by being alcoholic or chewing chat, look at me I tried my best to make my life better but I failed now and then I even go middle east illegally but returned 2 times by losing my money then I feel am fed up and addicted in chewing chat and shisha . My salary is very small and not enough even for basics. I don’t have a dressing code for the job, why should I? because I am not happy. So you can take this habit as one testimony of my dissatisfaction.*

From the forgoing, this finding is consistent with equity theory of motivation propounded by Adams (2002). The basic assumption of this theory is that people work in exchange for rewards. Hence, they wish for equitable treatment at work. Adams argues that job satisfaction and commitment stem from the perceived ratio of what one receives from the job such as reasonable pay, fringe benefits, recognition, etc. to what one puts into the job such as educational level, age, skills, competence and expertise. These outcomes have impact on the individual's attitudes, behavior and practice.

It may, therefore, not be surprising to learn that drivers who took part in the study indicated that accidents might be reduced significantly if they are entitled like medical allowance and other fringe benefits and are paid fixed salaries during some of the difficulty times as any one face in life like sickness, annual leaves and condolences of close relatives. As most of them mentioned it, being entitled on these benefits, they may no longer have any reason for taking risks to earn extra income to feed themselves and their families.

4.7 Growing Motorization Rate

It is equally perceived that the ever growing motorization rate in the commercial transport sector has a negative influence on driving styles of drivers. They said these increases engender stiff competition among them for passengers as they have to engage in tailgating or criss-crossing of one another: *“We know it's not good but we do it. As I was saying, to get passengers, you must be able to criss-cross and dash in front of other cars to reach the passengers first... otherwise the whole day you'll use all your fuel and not get any money to fill your tank. (32 years old driver).*

In supporting to the above idea the 25 years old driver said *“There is competition for passengers, if you’re not fast and smart you can’t get any passenger to pick. You see we’re friends here but on the roadway we’re enemies”*.

4.8 Driver’s Training and Road Use Practice

Participants described how they learnt to drive and pointed out that their training has a bearing on road use. Most of the commercial mini bus taxi drivers learnt driving through apprenticeship (i.e., informal driver training) and some while they were working as driver’s assistant or cash attendant commonly called *“Weyala”* : *“I learnt driving while I was weyala under the supervision of the driver for 3 yrs. Then before 6 months I get a driving license. Luckily within the same year I got someone’s car to drive”*. (27 years old driver).

Another added that this training is only by observation and takes place on the job: *“Yes, you can’t write anything because you’re training while on the job. I mean you’re supposed to be observing how your master is driving at the same time as you play your role as mate”*. (23 years old driver)

In their opinion, the inadequacy of driver training especially among the young ones is assuming dangerous dimensions and appears to be a source of worry to them: *“...some even learn driving at the car washing bay. I know about 3 guys who were washing cars, they’re now drivers. Who taught them driving? No one, they just learnt to drive people’s cars when they’re washing them. Some started as simple as this as a washer and end up as drivers a few weeks later”* (35 years old driver).

Most of the drivers also seemed worried and blame about the new Ethiopian Driving license acquiring policy and procedure which is believed the step less consideration of giving a license type needed by the client directly has an impact of causing an accident.

4.9 Nature and Condition of Commercial Vehicles

Generally, participants seemed to be unanimous in their perception of the nature and the conditions of commercial vehicles on the road. They said these vehicles which are largely used ones imported into the country from the West contribute in no small measure to the general reckless road use culture among drivers in several forms: *“The cars are used ones and everything from tires to engine that are used to repair them when they break down are used imported ‘spare’ car parts from the West. No driver or car owner buys any new car parts. They can’t afford them. Period!”*. (31 years old driver)

Again, participants perceived the poor vehicle maintenance culture by car owners as a factor in accident causation: the 35 years old driver claimed that *“There is general poor attitude to car maintenance. You’re the driver and know that this or that thing is not functioning well. If you complain and ask that a new one be bought the car owner becomes uncomfortable due to the cost involved. Most of the cars we drive are defective in one way or another”*.

Some participants identified another motivational aspect of aberrant driving which they said indirectly brings about road traffic accident. In their opinion, some drivers especially the very young ones who drive slightly used or new vehicles tend to express their masculinity (i.e., superiority over other drivers) on the roadway. Drivers appeared to understand the occupational hazards that their work entails. Nonetheless, some of them seemed to enjoy the sensation that

comes from speeding and overtaking bolstered by the horse power of their vehicles: The 27 years old driver said *“But when your car is very good as a driver you tend to engage in competition on the roadway by overtaking unnecessarily”*.

In addition the 23 years old driver points out that *“if you’re driving a new car, you can go all out you don’t fear anything. You can speed and overtake other cars easily; you know your car is good so you’re confident”*.

4.9.1 Risk Perception

Some participants explained that their culture makes it a taboo to talk about accidents and death. For others their religious practices do not encourage them to have negative thoughts about future events because as they explained; whatever you say with your mouth shall come to practice.

5.1 Rate of Young Commercial Mini Bus Taxi Drivers Partaking in Road

Traffic Accident-

According to the key informant interview made with one of the Addis Ababa Police Commission public relation officer, concerning to the growing rate of motorization and road accidents in parallel, he stressed that due to the growing nature of motorization in the country and Addis Ababa city particularly , human error is the leading cause for most of the accidents to happen and driver's error specifically is in the highest portion of the cause on the Addis Ababa city traffic accident record for several years from these recorded accidents , youth drives partaking towards the accident is becoming very high.

He said that *“most of the time it is very common to find the young driver behind most of the accident occurred in the city and the yearly average records of accident asserts this reality and I personally recommends that we should work out on the young drivers driving style and work ethics of drivers particularly mini bus taxi drivers, since they are among the major public transport service providers in the city.*

The officer agrees with some of the drivers' idea on the craze to get some extra money that underlies the job insecurity which invariably culminates in the high attrition rate: he mentioned that *“They're too much in a hurry to make quick money. They don't exercise patience so they're always engaging in risky driving behaviors and reckless road use practice”.*

The officer also point out that, *some of the mini bus taxi drivers seems unhappy by looking them during their work time and seems shared some common dressing style practice when ever police or transport ministry officer supervision visit they complain too much about*

their working and living condition like their enumeration system. Some of them are also caught by traffic police while they were chewing chat during driving. According the officer, he believes that the old time young mini bus taxi drivers are more careful for their dressing style, work manner and appropriateness for their position than the most of the current ones.

The impression about the new Ethiopian driving license acquiring policy and procedure of the public relation officer share the same idea boldly with most of the drivers who participated in the study and also seemed worried about the new rule by saying like this: *“the new rules give for a new driver what he wants to drive not how he should grow skillfully from the minimum driving level to the higher, I personally believe that it contributes for road traffic accident and creates an enormous damage like the sino trucks currently cause as a big testimony who is riddled by most of young people who don't have enough experience in driving“.*

Finally the officer asserts that *the mini bus taxi drivers and other public transport drivers and assistants should be given adequate training and orientation to the work ethics of their position on how properly should they serve the passengers they carry which equally all government and non government stake holders, community, religious institutions, eder, families and schools have to work on creating a responsible citizen who will be committed to his/her duty.*

GENERAL DISCUSSION

It is exhibited that the conditions under which the mini bus taxi drivers work are mentioned as the major causes of inconsiderate driving and encountered risks for the accidents to be happen. They say they work from dawn to dusk often without any rest periods in-between in order to meet sales targets set for them by their car owners. Their employment and termination are often at the mercy of the car owner. They are poorly paid and have no social security entitlements. They are not entitled to any pay if they do not go to work for weeks or months as a result of vehicle breakdown or sickness. This is because the employment is at the mercy of the car owner and only executed by word of mouth. The driver is not entitled to annual leave, social security benefits, and can be laid off at the least instance. This seems to explain their risk willingness and risk acceptability. The findings of the study also indicate and get emphasized that the mode of employing mini bus taxi drivers is at the core of a number of accidents.

The lack of employment opportunities and the increasing number of commercial vehicles has forced them to work under fatigued and stressful conditions all year long so as to earn something little to keep body and soul together. The impact of fatigue and stress on road accidents is a common finding in most traffic studies. Ineffective law enforcement of traffic rules and regulations makes aberrant driving attitudes and behavior resistant to change. Driver training and licensing practices are no exceptions,

In addition, it is also observed that inadequate training of taxi drivers before obtaining drivers' licenses in to their specific job environment and customer handling plays roles in dangerous driving and road traffic accident and the new licensing rules is also blamed mainly as it goes direct to any stages without the good understanding of the basics of driving . Most of the

drivers in the study trained for their licenses via small driving apprenticeship. With this small practice, knowledge of driving is acquired informally on the job through observational learning.

Traditional beliefs and poor traffic risk perception render most drivers vulnerable to accidents. Some perceive the risks associated with driving as mere occupational hazards. Religious and cultural beliefs mediate traffic risk perception and may lead to underestimation of risk.

For some of these mini buses taxi drivers aggression is synonymous with masculinity and some drive in a manner to express their masculinity over their colleagues by tailgating and overtaking them under dangerous circumstances to reach the passengers first. This practice seems to suggest that the bus stop next is perceived by a number of them to be the 'battle ground' for 'who is who' in driving. All these unhealthy road use attitudes come against the background that a number of these drivers lack experience, needed skills and work ethics to handle the vehicle effectively. By the very nature of their occupation they become stressed up and fatigued after driving throughout the day without rest adding to these skills and ethical gaps together makes the risks to put in a higher level.

In addition, no one can pretend to the social and environmental factors which individuals are essentially influenced in a social and cultural phenomenon. Therefore the traffic culture in the area including their beliefs, norms, values, and practices inform their level of safety consciousness. Religious beliefs sometimes do not encourage these taxi drivers to think and talk about the negative consequences of events such as the probability of dying through traffic crashes. The religious belief that whatever the mouth says shall come to pass underlies the lack of assertiveness in their area of expertise. Other socio-economic factors like poverty, increasing

motorization, volume of traffic, choice of travel mode raise the exposure level of drivers' safety and avert risks to the accidents.

Thus, in attempt to understand a social problem like road traffic accidents which has a holistic effect in order to address this problem, it is important to consider the interactions among these subsystems which constitute members in this stake of environment. Any deficiencies in any of these subsystems have a repercussion on the other subsystems. Finally the study suggest that all stake holders should involve and take a part for an improvement on minimizing risks on the road traffic accident in the city in general and particularly in the kirkos sub city .

IMPLICATIONS FOR SOCIAL WORK

The previous chapters condemn that, though the rate in different nations varies, road traffic accident as a huge social problem in many countries and same as for Ethiopia, it rudely affects the well being of individuals, family, institution and socialites at large irrespective of their age, sex, and religion, socioeconomic and political status hence cognizant to this fact it calls attention of social work by the virtue of essence of the discipline. Due to the profession intrinsic value, social workers are expected to defend and uphold the physical, psychological, emotional, and spiritual integrity and well-being of all persons and resolve conflicts between clients' interests and the broader society's interests in a socially responsible manner.

The implications of this study finds call for social work intervention of the road traffic accident (RTA) in related to the young commercial minibuss taxi drivers at micro, mezzo and macro level. Hence social work practice would take micro level intervention focuses on work with people individually, in families, or in small groups to foster changes within personal functioning, in social relationships, and in the ways people interact with social and institutional resources. In dealing with young drivers promoting a concept of self esteem, setting meaningful and purposeful goal in life, life skill trainings like self and time management, mobilization of public service and people's feeling management. The other side of intervention is by providing psychosocial counseling to deal with the problems of the post traumatic stress reactions, depression, anxiety and disability is needed for road traffic accident survivors; this can be provided in one to one or in a group setting. Social work intervention plays not only significantly in psychosocial counseling but to look at their rehabilitation, compensation, paralegal claims, work and health care.

Social work in its practice working with mezzo level systems, it creates changes in task groups, teams, organizations, and the network of service delivery by its educator role which will train and instruct proper staff and system development. In other words, the locus for change is within organizations and formal groups, including their structures, goals, or functions which will have direct or indirect role in the traffic management like transport authorities, police controlling system and training centers for prospect drivers. Ministry of Labor and Social Affairs should work on the employment procedure, benefit and social security for commercial taxi drivers. In line with this, commercial mini bus taxi association should design inclusive system of laws and rule in the association to coach the owner as well as the drivers about the work ethics; technical knowhow as well as formal orientation for the new employee towards for his/her position as a public service provider which will linked with capacity building theme. Center of integrated system of all relevant institution like driving school, ministry of transport and police authorities come together on the end result of reducing road traffic accident in the city.

Working with macro level, the intervention addresses social problems in community, institutional, and societal systems. At this level to achieve social change on road traffic accident perception it is through neighborhood organizing, community planning, locality development, public education, different campaigns, adequate media coverage , policy development, and social action. Social policy formulation and community development lead to macro system change. Working with neighborhood groups to lobby for increased city spending on police protection, street repair, and park maintenance is another example of a macro level intervention. By conducting empirical research and sharing their findings with academic and research institution which critically examine and integrate research findings with their practice as it is

expected to deal with human behavior and the social environment, service delivery, social policy and intervention methods.

Finally, as a social worker it alerts to mobilize resources, build coalitions, take legal actions, and lobby for legislation to initiate, foster, and sustain interdisciplinary cooperation to reduce the alarming increment of road traffic accident particularly in Addis Ababa city and at the national level to work towards the judicious notion that *don't wait for accidents to happen*. Therefore as a matter of professional opinion this study implies for social work practice to think globally and act locally.

CONCLUSION

The results obtained throughout the assessment of young commercial mini bus taxi drivers lifestyle and field survey data indicates several risk factors constitute the major causes of aberrant driving and road traffic accidents. The dominant causes cited could be grouped under two broad headings: individual characteristics and environmental/situational factors. The majority of the drivers characteristics described include but not limited to: poor traffic risk perception, fatalism, decline of meaningful and purposeful goals in life , lack of aggressive driving, feelings of invulnerability, inadequate driver training, lack of work ethics, and risk-taking propensity. The situational factors raised include: challenging working conditions, nature and bad condition of passenger-carrying vehicles, perception of passengers distorted attitudes towards the drivers, and ineffective traffic law enforcement.

This study information may be useful for central government, e.g., the Ministry of Transport, Roads Authority, Addis Ababa Police Commission and Federal Police, Ministry of Labor and Social Affairs, Addis Ababa University, school of social work to plan and implement appropriate safety campaign Counter measures to halt and, if possible, reduce the growing of road traffic accident problem in the country. From drivers' descriptions, it seems clear that, a bottom-up approach where both planning and implementation stages of interventions should involve drivers; then successes are likely to be pursue.

The general hypothesized idea of the study is that the way a driver lives, his: her interests, personal style, morals, attitudes, self image, ideology etc. could affect the accident risk this driver runs, as well as his: her perceptions and thoughts about traffic and driving. Moreover, we should take into account that driving style should be seen as a small piece and perhaps an expression of a broader lifestyle. However, it must be clarified here that this study has no intention to verify any hypotheses that certain lifestyle types have a serious effect on the road traffic accidents rates. This means that from a potential relationship between lifestyle and accident risk, we cannot draw any conclusion that road traffic accident are caused by certain lifestyle aspects. This conclusion would be biased and scientifically not acceptable

since an accident is a far too complex event to be explained by only one cause. As far as the potential benefit of such a study is concerned we can underline that the new knowledge will provide an efficient basis for the development of several social work interventions.

RECOMMENDATION

The following recommendations are forwarded based on the findings of this study

- Ministry of Labor and Social Affairs (MOLSA) should consider the validation of social security and legal protection of commercial mini bus taxi drivers
- The Commercial Mini bus taxi drivers association should work with the owners of the car regarding to the formalization process of driver benefit and entitlements as well as providing the necessary training in collaboration with other stake holders. e.g road safety, customer service, saving
- The risky driving style that exists among a large groups of commercial mini bus drivers are deeply rooted in the driver's lifestyle which need to be addressed urgently. Where proper communication and awareness campaigns could assist this situation.
- .Educational workshops could be used together with media-campaigns to change reckless driving style, such as the use of alcohol and chat
- Ministry of Transport and relevant government organ should reconsider the new rule of driving license rules and procedures
- Adequate, safe, reliable, and affordable alternative public transport should be provided, taking into account the high levels of need to access a commercial minibus taxi in the city.
- It is suggested that trustworthy accredited community service centers should be established -with appropriate training of social workers. Such centers could assist on

promoting culture of responsible citizenship among individuals, within households and communities along with the basic concept of meaningful and purposeful goals in life.

- It is of major importance to educate households, risky pedestrian and passenger road behavior on the risky road behaviors of drivers. Such behaviors include drunken-driving, speeding, reckless driving, non-seatbelt use, usage of mobile phones, Identification and re-testing of high risk drivers, etc. By road safety campaigns, such as Arrive Alive, Co memorial of RTA loss, be increased and implemented on a continuous bases (not only over holiday seasons).
- A Zero tolerance approach is needed in terms of speeding, reckless and drunken-driving. This together with awareness and media campaigns could assist in changing undesirable road behaviour.
- Social research is also needed to determine the underlying reasons for risky driver and pedestrian behaviour. Various behavioural and attitudinal change models exist that could be used to determine such dynamics. Focus should be on speeding, drunken-driving, reckless driving and seatbelt use.

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ANNEX I

Interview Guide

A.A.U, School of Social Work

Introduction:

This interview is prepared for an academic purpose, for the fulfillment of MSW Degree in Social Work study in Addis Ababa University. The objective of the study is to assess young commercial minibus drivers' life style and external factors on impacting road traffic accident in Addis Ababa city administration. Your response is very important for the success of the study in particular and for the insights of measures to be taken of road traffic accident reduction in the city in general. Hence you are kindly requested to give your response by selecting or circling your answer among the alternative choice or by describing your opinion.

I would like to thank for your cooperation.

Section A. Demographic Characteristics

1. Age
2. Sex
3. Marital status
4. Educational level
5. Employment Term and ownership of the taxi
6. How long have you been in your current position as a taxi driver?

Section B: General overview

1. How do you perceive the level of road traffic accident problems in Addis Ababa, what are the situations that you think would brought you in road traffic accident risk in your sector?
2. Do you adhere for the rule and regulation of traffic signs, signals and road marks while you are driving in the absence of traffic police? Your own experience and observation on others taxi drivers
3. How do you rate the traffic police commitment on managing the traffic flow properly?
4. Have you ever got education/training about road safety rules by concerned stakeholders? Who is your source of knowledge and experience about road safety rules?
5. Did you experience being drunk, chew chat smoke cigarettes, frequent you use mobile phones fasten your safety belt while driving?
6. How do you see your planning of work and leisure time?
7. How you look your entire life, in related to your daily routine tasks, your job satisfaction a meaning you attach to your life and evaluating yours goal's achievement so far.

Thank You for your time and interest

ANNEX II

Interview Guide Line for Key Informant Interview

Consent Process

Consent forms for focus group participants are completed in advance by all those seeking to participate.

- *Thank you for agreeing to participate. I am very interested to hear your valuable opinion.*
- *Introduction of the study purpose*
- *Background of each person*

Questions

1. How do you see road traffic accident in Addis Ababa city administration
2. How the rate of the accident goes for the last 3-5 years? Progressive or Regressive?
3. Based on the relevant data you have including your view what are the major causes of the road traffic accident?
4. Do you think the training given in the driving school is adequate and the focus on the lesson of work ethics and right behaviours of drivers as well? What is your personal view on the new rule of licensing?
5. What is your view on the young commercial mini bus drives risk and role in road traffic accident in the city?
6. What would be the reason that you suggest these drivers are vulnerable to the accident?
7. What are the driver's errors usually you encountered on affecting the accident?
8. In your view, what measures should be taken by the community and stake holders to intervene on the reduction of the damage that the traffic accident brought?

Thank You for your time and interest

Declaration Letter

I, Kalkidan Kassaye, confirm by my signature that this thesis is my original work and has not been presented for a degree in any other university, and that all sources of material used for the thesis have duly acknowledged.

Name of Student: Kalkidan Kassaye

Signature 

Name of Advisor: Commander Dr. Demelash Kassaye

Signature _____