

ELSA

STUDY ON ROAD CONDITION AND TRUCK PARKING ALONG THE ETHIO-DJIBOUTI CORRIDOR

Prepared by ELSA Secretariat Office
July 2023



INTRODUCTION

- Road transportation is critical in efforts to lift developing-country economies.
- Transport and Logistics in Ethiopia has been neglected for decades, but it is now a national priority.
- A significant number of roads and railroads have been built or are in the process of being developed.
- The importance of road transport is more significant in the case of landlocked countries such as Ethiopia.
- Every day, goods worth millions of ETB are transported on the Djibouti corridor, which constitutes the backbone of the country's economy.
- ELSA recognized road and truck parking issues along the corridor and resultantly, initiated a study on the issue



OBJECTIVE

- The study aims to recommend a solution to improve corridor efficiency and institutional capacity whose impact will be to deepen the public-private partnership.
- Through the use of collected data and analysis, the aim of the survey is to confirm the presence and level of the deteriorated road condition.
- This study assesses current truck parking conditions along the Djibouti corridor and identifies gaps between truck parking supply and demand, defines infrastructure and policy needs, and proposes potential capacity and technology solutions.

METHODOLOGY

DATA COLLECTION



QUESTIONNAIRE



DESK RESEARCH

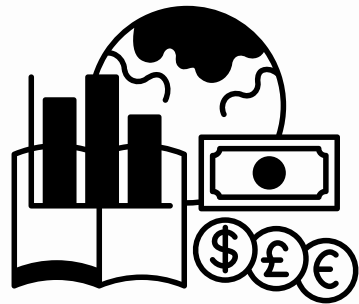


INTERVIEW



ANALYSIS

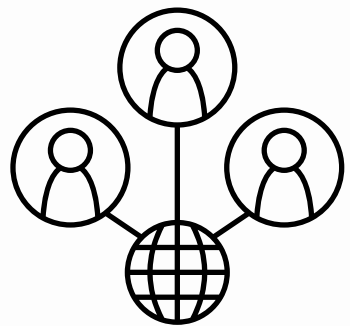
WHAT INITIATED STAKEHOLDERS COMPLAINTS ?



Economy



**Freight Activity &
Volume**



**Social and Business
Trends**



**Security and Safety
Issues**

ETHIO-DJIBOUTI CORRIDOR OVERVIEW

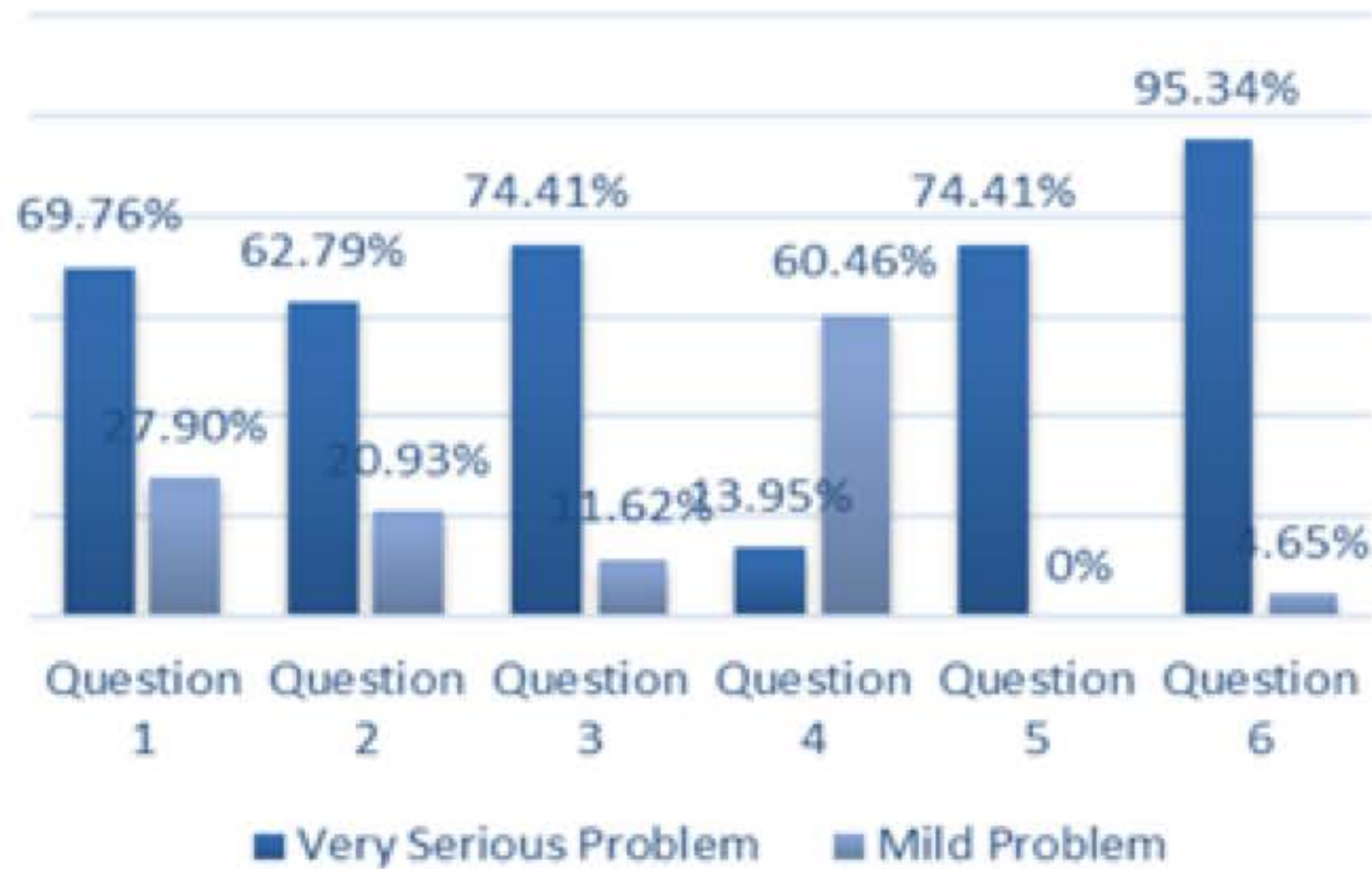


- Three corridors - two road and one rail - link Djibouti with Addis Ababa
- The 910 km road via Galafi, of which 217 km lies on Djibouti territory. Galafi is the border post between Djibouti and Ethiopia. This main route currently carries almost all the traffic into Djibouti.
- This road extends for 844 km via Dawenlé; 100 km lies on Djibouti territory. The road runs parallel to the railway as far as Dire-Dawa. For Djibouti-Addis traffic the Dawenle corridor is shorter than the Galafi route by about 66 km.
- The Ethio -Djibouti railway (EDR) is a standard-gauge line that runs for 781 km via Dire Dawa. Single track, electrified and signaled railway line links Addis Ababa and the port of Djibouti

STAKEHOLDERS

- **Truck drivers**
- **Truck owners**
- **Importers and exporters**
- **Logistics service providers**

IN THE ETHIO-DJIBOUTI CORRIDOR, PLEASE RATE THE LEVEL OF THE PROBLEM CAUSED BY THE FOLLOWING BOTTLENECKS ON THE TRANSPORTATION OF GOODS BY VEHICLE.



Question 1

Loading process in Djibouti

Question 2

Domestic cargo unloading process

Question 3

The problem of lack of vehicle parking and facilities in the Ethio-Djibouti corridor

Question 4

Vehicle aging problem

Question 5

The problem of road breakdown

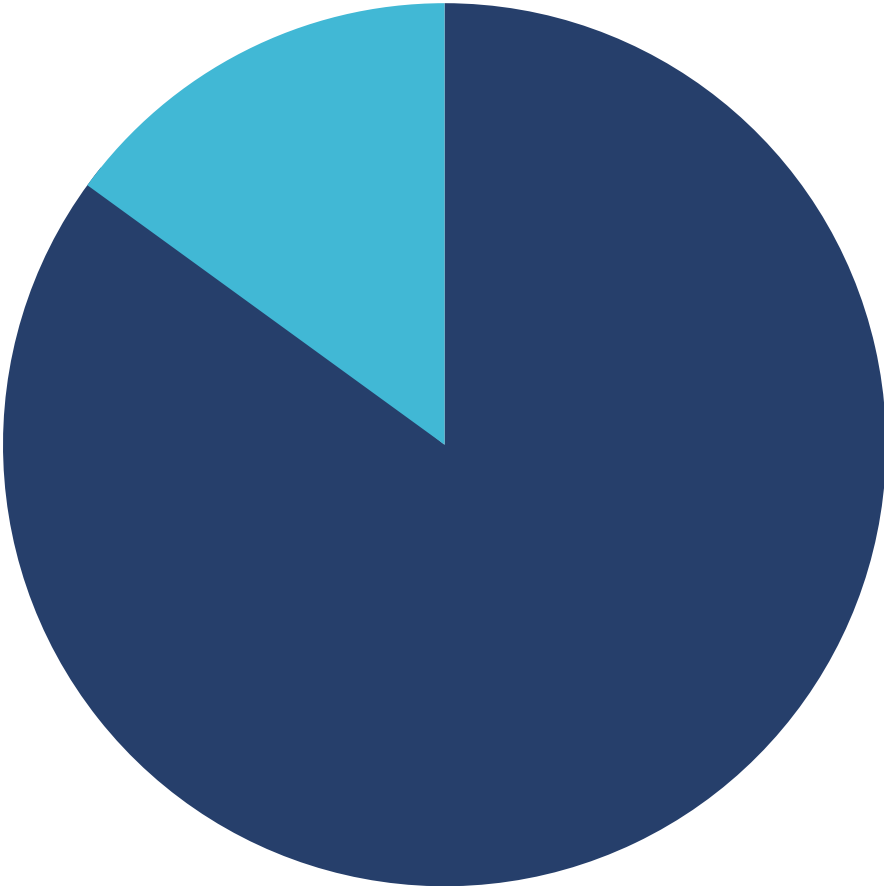
Question 6

The problem of road safety

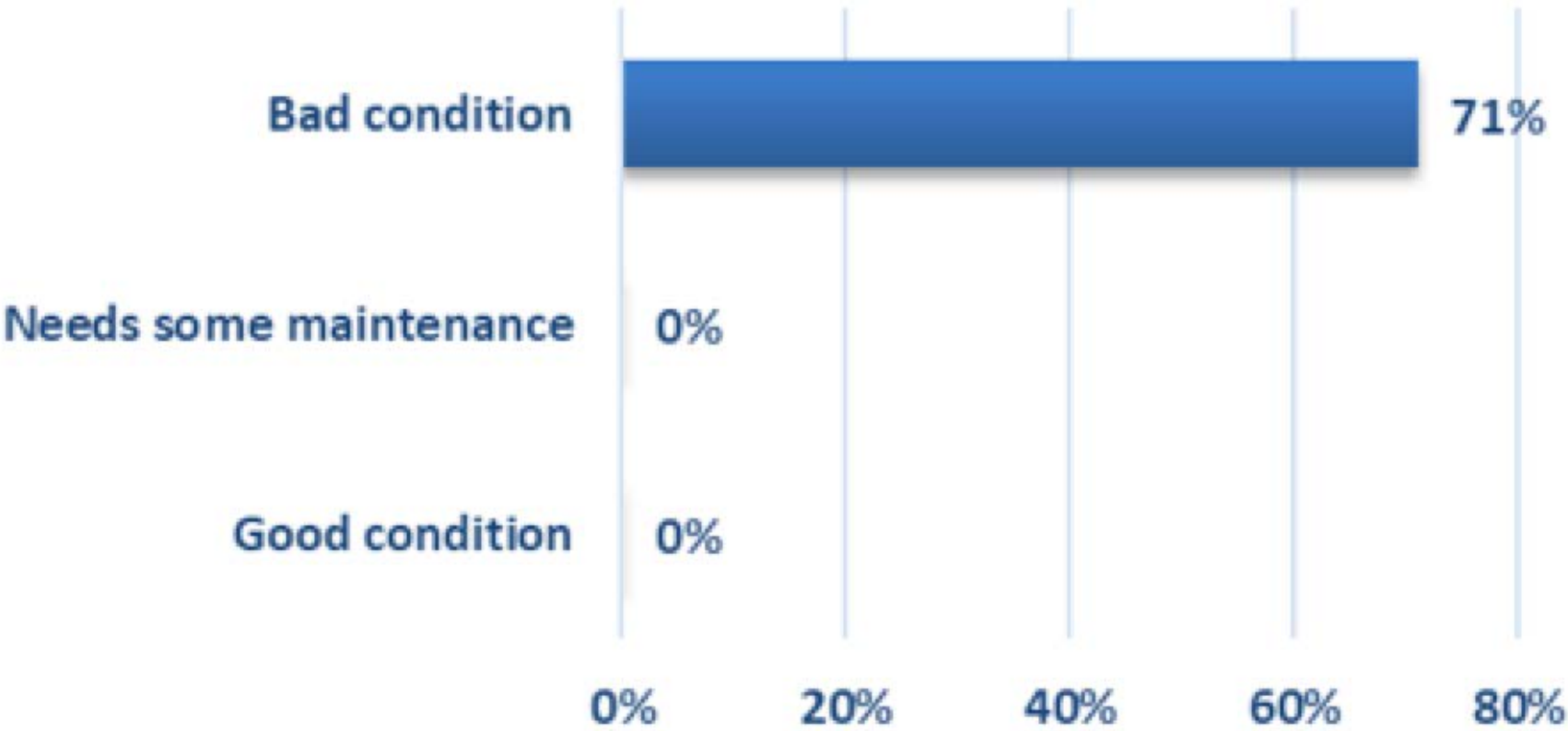
The paramount concern of almost all drivers besides road safety is the problem of road breakdown and lack of vehicle parking facilities.

HOW DO YOU RATE DJIBOUTI'S ROAD CONDITION?

Galafi to Dire Dawa Megenteya
15%

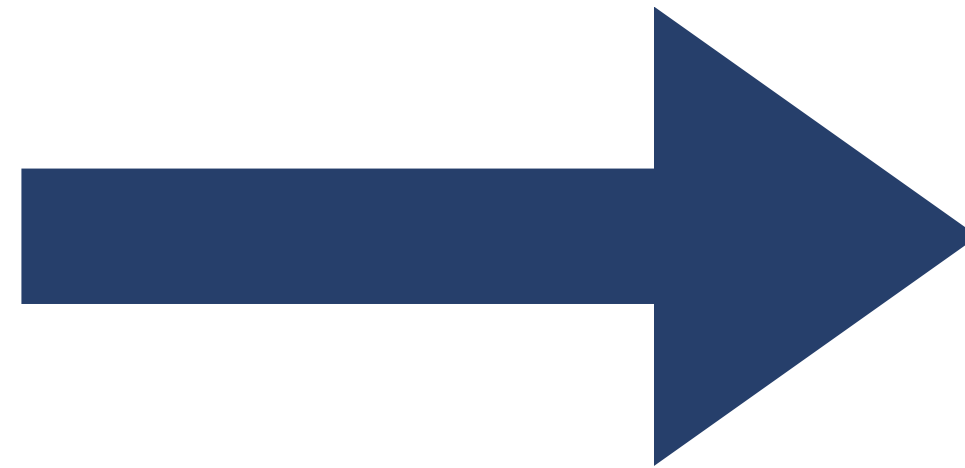


Galafi to Dikil
85%



EFFECTS OF BAD ROADS ON VEHICLE MAINTENANCE COST

- **Truck splits into two**
- **Broken chassis**
- **Broken axle-suspension**
- **Broken shackle**
- **Truck body damage**
- **Broken dashboard**
- **Broken shock absorber**
- **Freight/cargo damage**
- **Prone to flooding of goods/cargo**
- **Early tire damage**

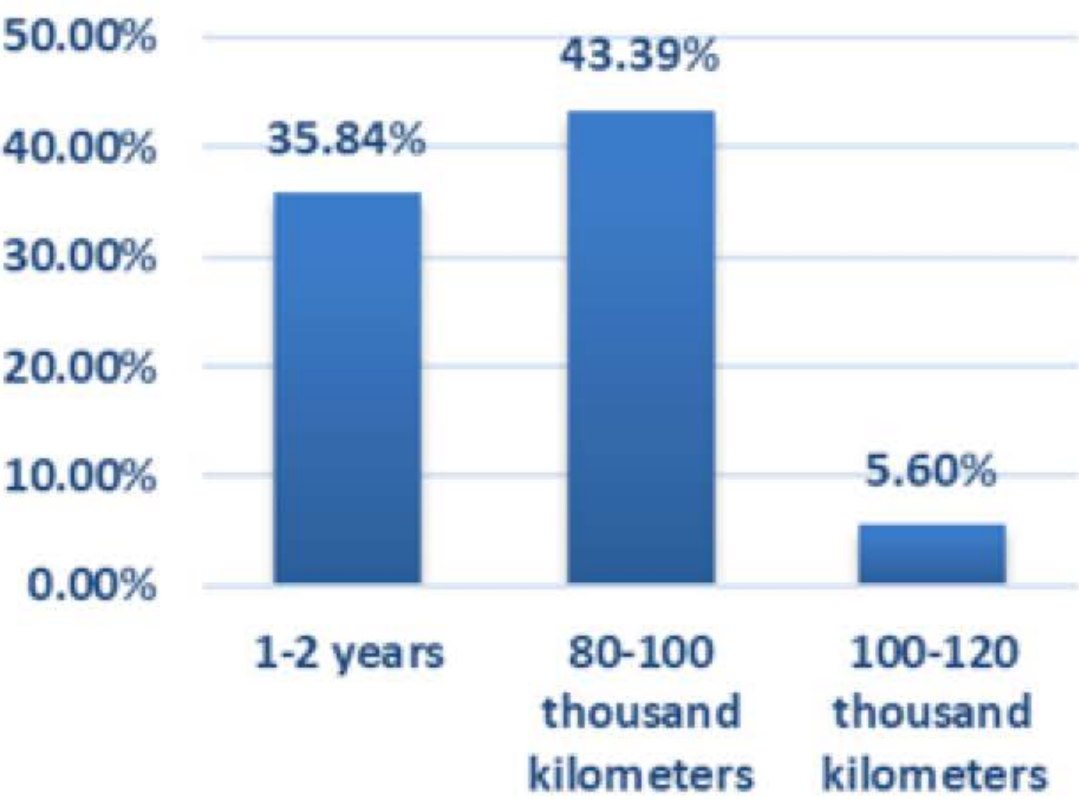


**POTENTIALLY RESULT IN
ENTIRE LOSS OF VEHICLE**

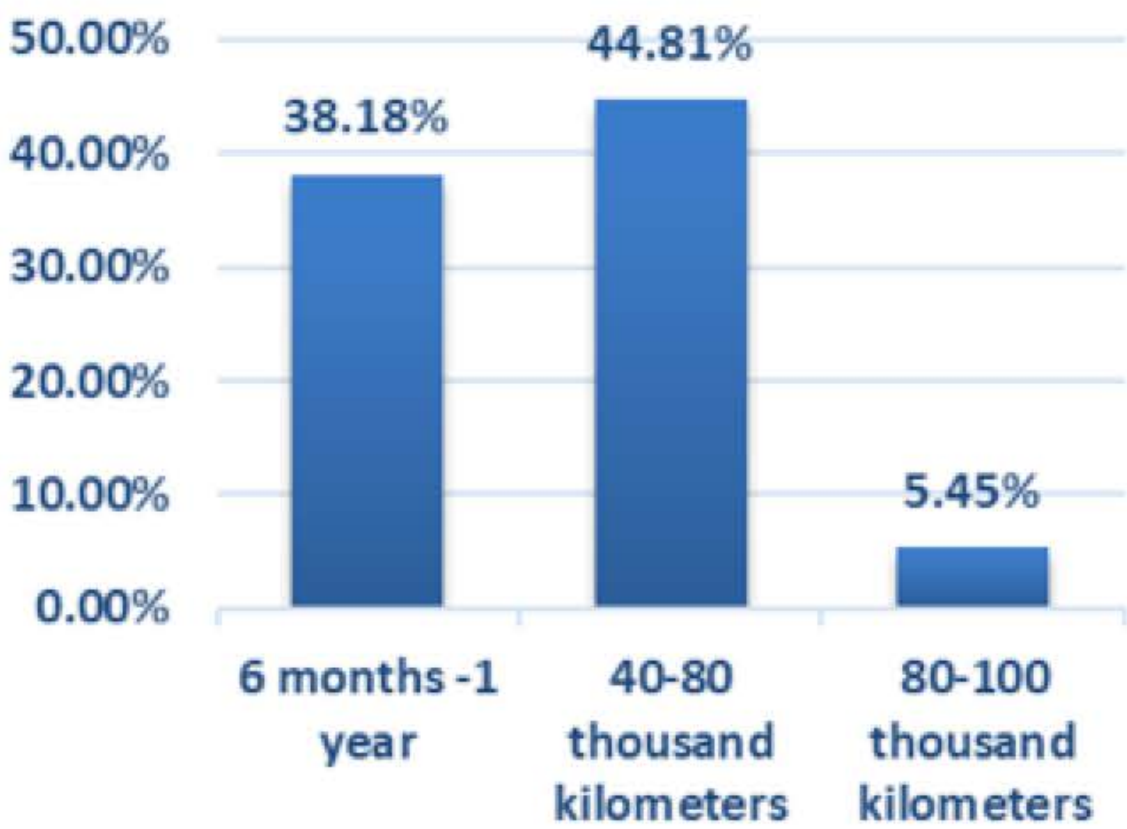
- In order to receive mechanic and maintenance services. Locals demand truckers pay **200,000–600,000 ETB** only to move the vehicle or goods up when their trucks break down.
- Djibouti lacks emergency services, so if a vehicle requires repair or spare parts, such services must be shipped from the capital or other towns of Ethiopia, which will take one to two days.

EFFECTS OF BAD ROADS ON VEHICLE MAINTENANCE COST

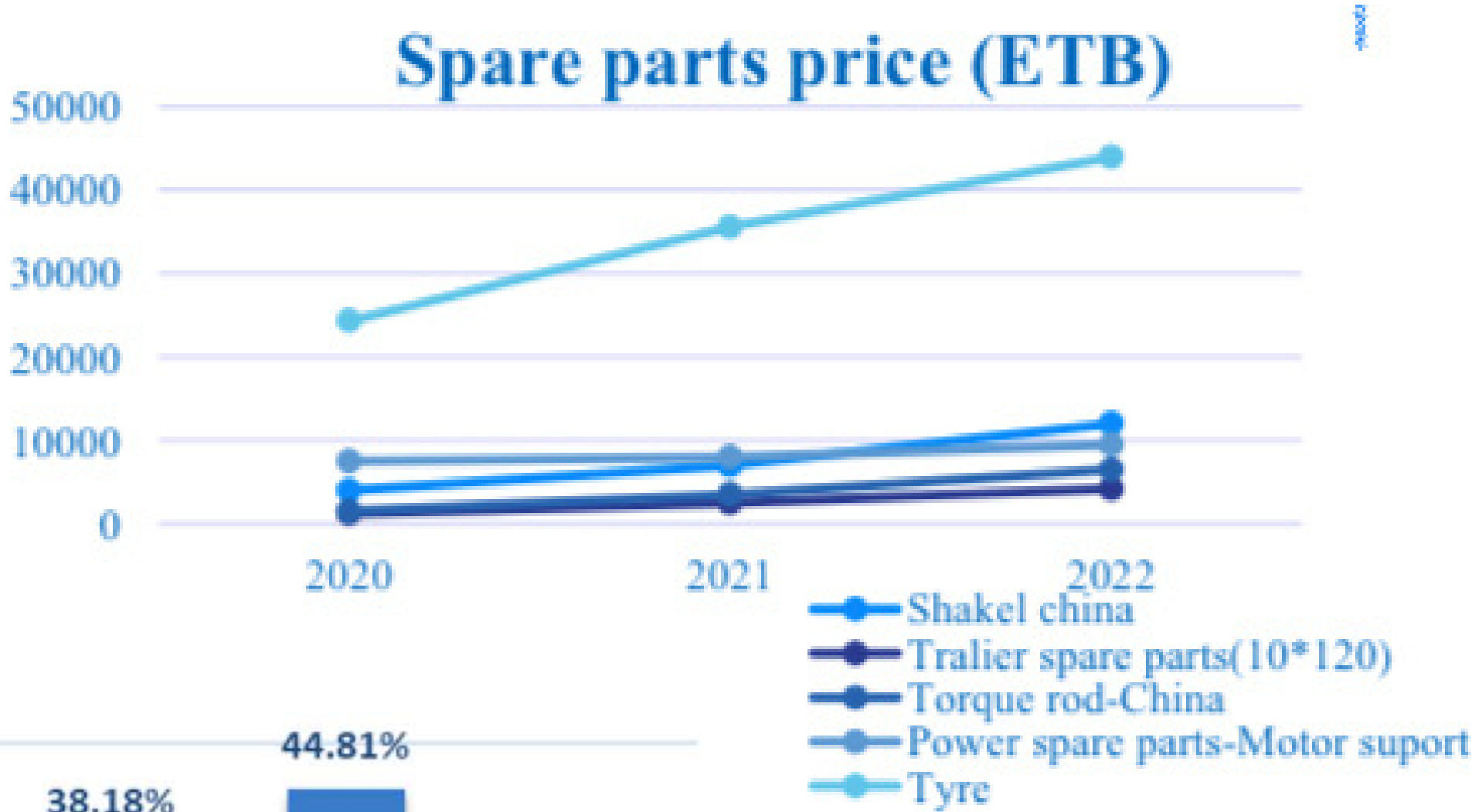
EFFECTS OF BAD ROADS ON VEHICLE MAINTENANCE COST



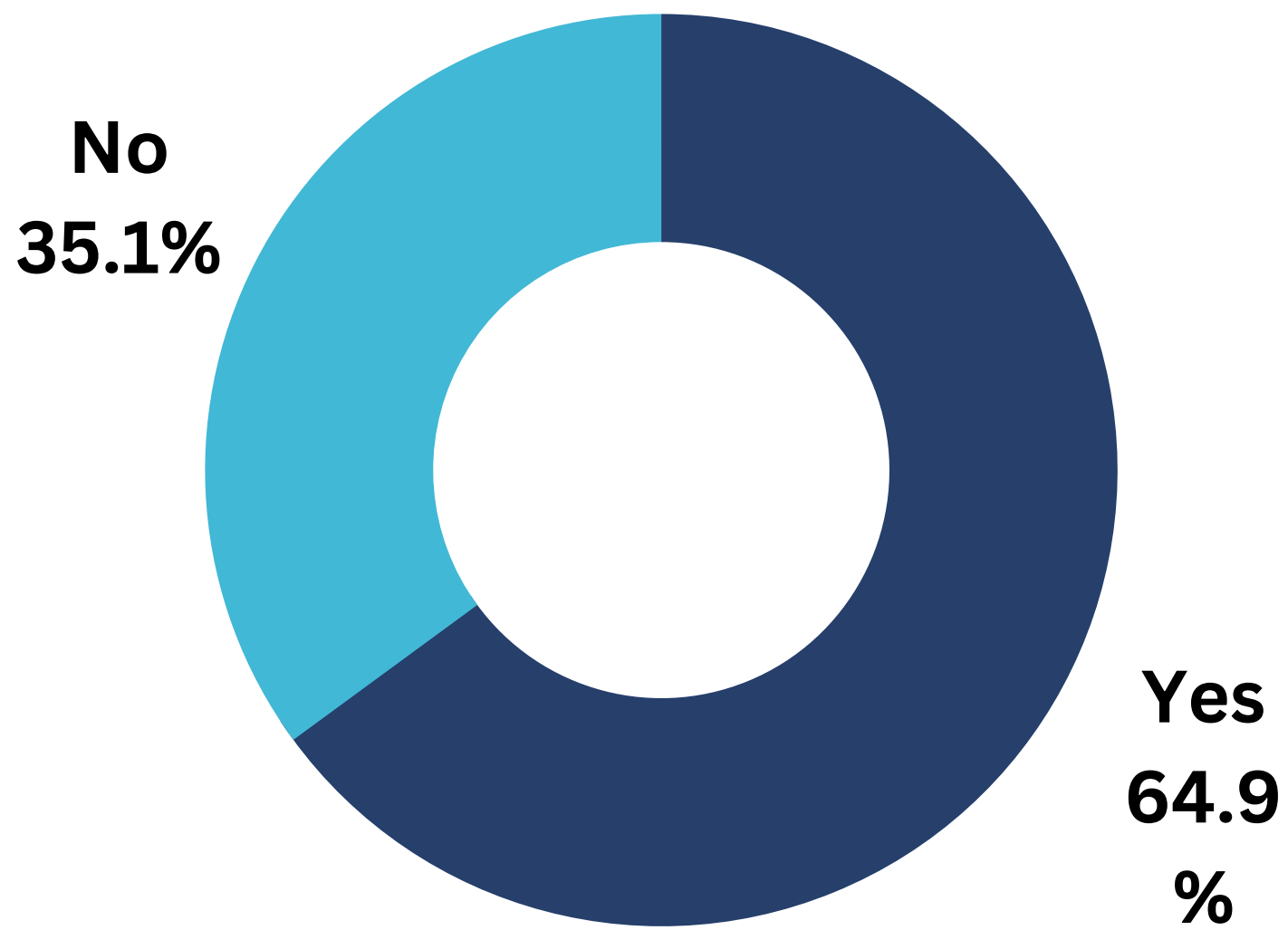
BEFORE



AFTER



EFFECTS ON BAD ROADS ON HEALTH



- Lower back pain
- Kidney failure
- Respiratory Problems

HARASSMENT ALONG THE CORRIDOR

Unnecessary stoppage

Inspection & restriction

**Brutally murdered
bandits**

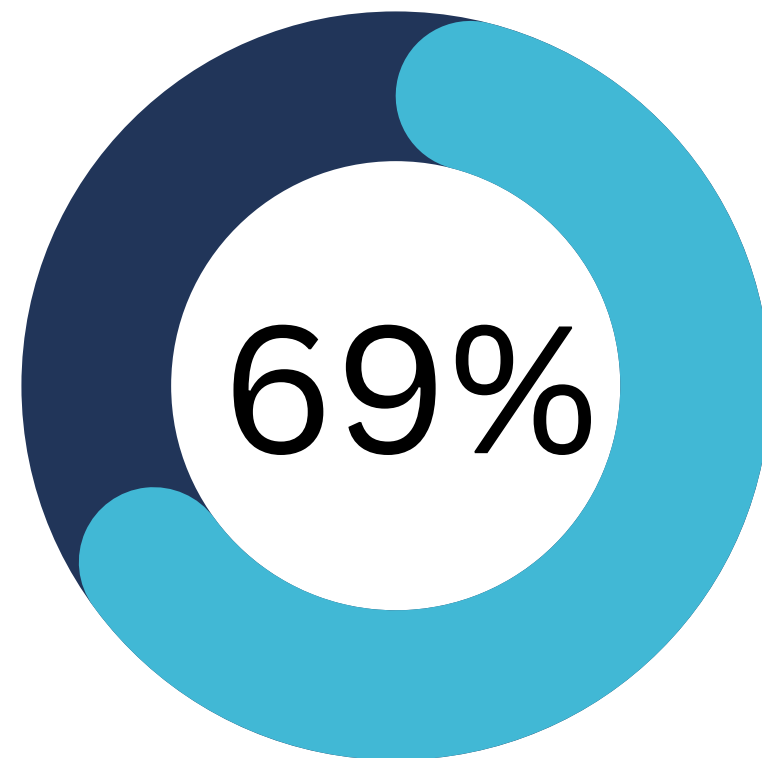
**Brutally murdered
bandits**



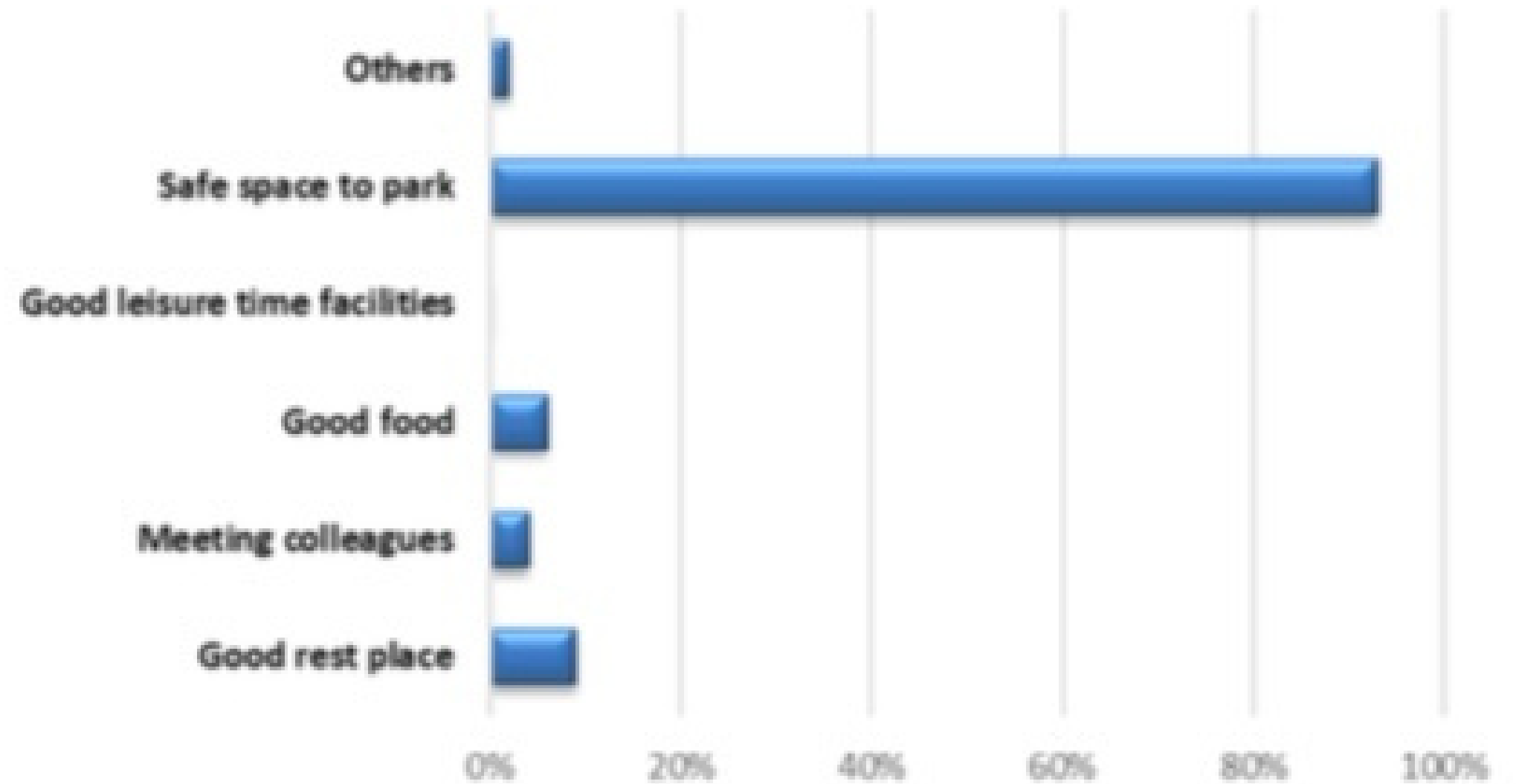
TRUCKING PARKING

- Truck parking facilities are key to providing a place where drivers can take longer breaks including overnight rest for drivers who have reached the end of their driving day.
- PK12 (Point Kilo meter 12) is a holding area for trucks about 12 km inland from the Djibouti ports on the road to Galafi.

PARKING PATTERNS AND PREFERENCES



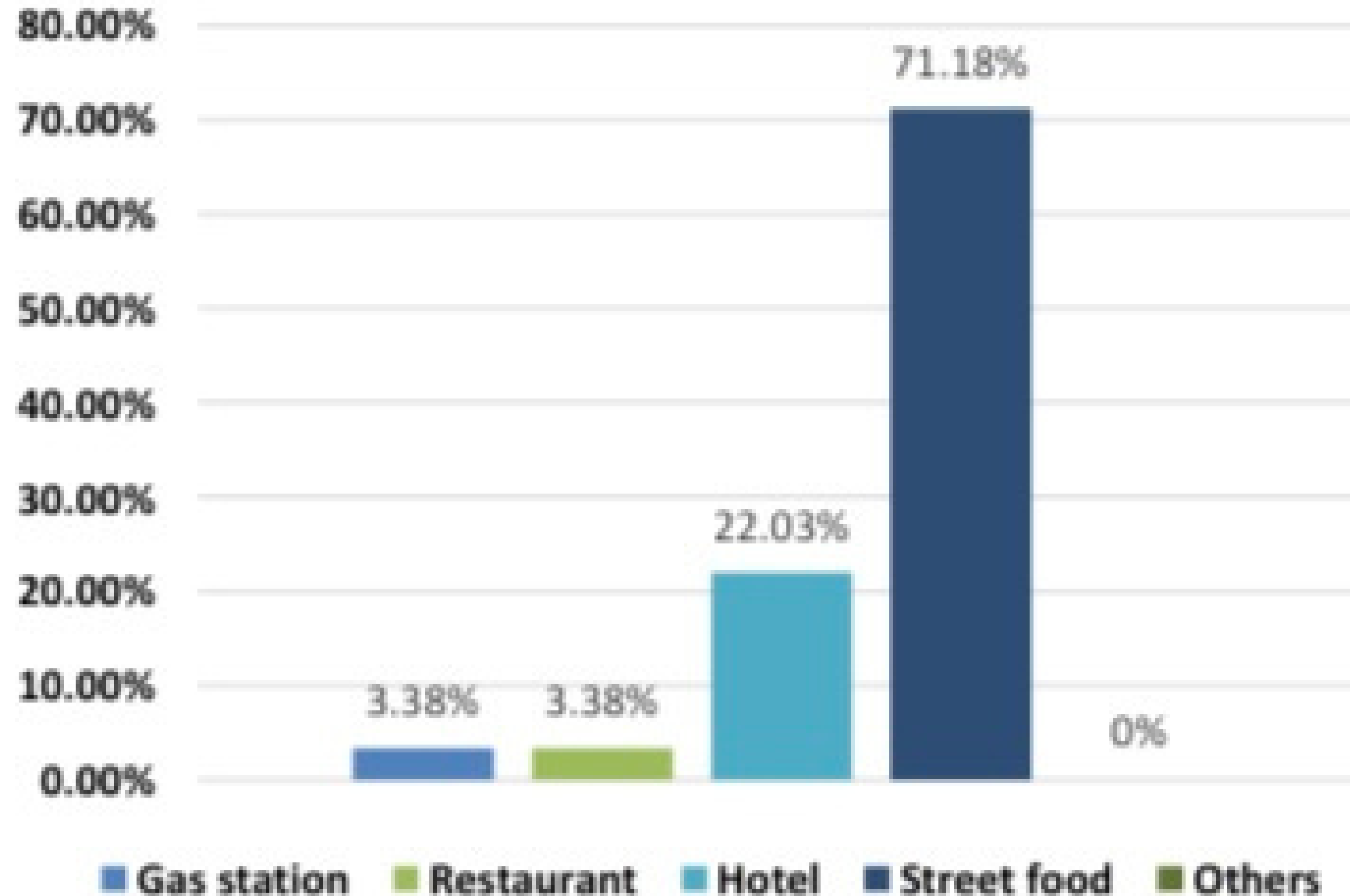
PREFERRED LOCATION



SERVICES AND FACILITIES

Why a driver's park for purposes other than resting	Gas station	Hotel/Pension	In the truck	On the street	Other
To bath	0%	18%	0%	60%	2%
To use restrooms	2%	64%	2%	33%	21%
To dine	3%	25%	0%	71%	0%

WHERE DO YOU MOSTLY EAT WHEN YOU ARE ON THE ROAD?



Restrooms, fuel, food, security/lighting, and proximity to route are amenities most cited by drivers when considering where to park.

SAFETY & SECURITY

Place	Hotel/ Guest House	Inside the Truck	Others
Percentage	28.46 %	69 %	2.38 %

The reason most truck drivers spend the night in the truck is to guard the cargo and the truck itself. They have also mentioned that they also deal with a lot of threats that may vary from opportunist theft to highly organized criminal gangs.

KEY FINDINGS

- The paramount concern of almost all drivers besides road safety is the problem of road breakdown and lack of vehicle parking facilities.
- 85% expressly claimed that the roads from Galafi to Dikil are in terrible condition, while 15 % explicitly stated that the road from Galafi to Dire Dawa Turn-off severely deteriorates.
- It was found that the bad natures of roads had greatly increased vehicle maintenance and repair costs consequently leading to increase of logistics cost
- Restrooms, fuel, food, security/lighting, and proximity to the route are amenities most cited by drivers when considering where to park.
- Drivers are also being brutally murdered by bandits for the purpose of theft and freight crime

RECOMMENDATION

- The government must pay close attention to corridors since they serve as entrance points for importing and exporting commodities. and must set aside a sufficient budget to keep the road in good condition.
- Routine monitoring and evaluation can be built into road infrastructure investment policies to ensure that roads construction carried out on the corridor are properly done.
- It is the clear belief of the study constructing a truck parking are is a necessity and thereby increasing the wellbeing of drivers, security goods and trucks.
- Another attribute is having a robust stakeholders engagement program which is required for identifying and developing truck parking locations.