

sion of the two commercial buses at one of the many sharp bends on the highway.

Despite the spirited effort to rescue the occupants of the ill-fated buses by good Samaritan, six of the passengers were roasted to death, while seven others sustained varying degrees of burns and injuries.

In August 2013, 14 passengers were burnt beyond recognition on the same road at Aba Oke junction, while several others were severely injured.

It was a ghastly motor accident involving a fully load commercial bus and a Toyota saloon car, at yet another sharp bend, a feature that characterised the single lane highway.

The Unit Commander of the Federal Road Safety Corps (FRSC) Apata Unit, Mr G. Mathew said it was a fact not to be ignored that the road has witnessed unprecedented number of mishaps due to a number of factors. Among the factors listed were recklessness on the part of drivers, overloading, excessive speeding and faulty engineering design of the highway. The

dents on the highway, Mathew recalled that the Corps embarked on road safety sensitisation campaign with a view to reducing the number of accident on the road last December ahead of the festive season.

Recently, the federal government awarded the contract for the rehabilitation of the highway to alleviate the suffering of road users owing to the deplorable condition of the road.

A top official of the construction company handling the rehabilitation, Mr F. Issam who is the General Manager of Kopek Construction Company however sees the structural design of the road in a different light. To Mr. Issam, the engineering design and components of the highway have nothing to do with the occurrence of accidents.

In his opinion, the only panacea to the problem of accident on the road is to dualise it, adding that its narrowness, being a one-lane highway is one of the contributing factors to the many accidents