

# REPORT OF THE INTERNATIONAL CONFERENCE HELD ON 18TH FEBRUARY, 2013 TO MARK THE 25TH ANNIVERSARY OF THE ESTABLISHMENT OF FEDERAL ROAD SAFETY CORPS

## INTRODUCTION

On the 18 February, 1988, Federal Road Safety Corps was established as the lead agency on traffic administration and road safety management in Nigeria. The cardinal objective of its establishment was to trend down the alarming rate of road crashes along the nation's highways. The Corps which immediately swung into action has maintained the tempo inspite of several challenges to emerge in this 25 years of meritoriously service to humanity.

The Corps and International Road Federation (IRF) in collaboration with Global Road Safety Facility (GRSF), The World Bank (WB) and Economic Commission for Africa (UNECA) hosted an international conference with the theme; "*Road Safety in Africa; the Next 25 Years*" to mark the silver jubilee. The focus was to leverage on the achievements of the Corps in the last two and half decade and chart a course for road safety management for the next 25 years, not only for Nigeria, but also for the rest of Africa. The conference was held on the 18th February, 2013 at the Transcorp Hilton Hotel Abuja, Nigeria.

## PRE-CONFERENCE ACTIVITIES TO MARK THE EVENT

There were pre-conference activities held across the Corps formations from 15th to 18th February, 2013. The series of pre-conference activities in Abuja include;

- a. **Juma'at Service** held on 15<sup>th</sup> February, 2013 at the Abuja National Mosque which was well attended by Muslim faithful across the city including the Vice President of the Federal Republic of Nigeria, Arc Namadi Sambo GCON, Ministers, other top Government officials, FRSC staff, friends and well-wishers of the Corps.
- b. **Walking and jogging exercise** which took place at about 0600hrs, on Saturday, 16th, took off from the FRSC Headquarters, No. 4 Maputo street, Zone 3 Wuse Abuja and terminated at the Tudun Wada Secondary School, Zone 4, Wuse, Abuja. The Honourable Minister of Labour and Productivity, Chief Emeka Nwugo was the Special Guest of Honour. Also in attendance were heads and members of the Nigeria Army, Nigerian Police Force, National Youth Service Corps, SERVICOM, Road Safety Officer's Wives Association, FRSC staff among others.

- c. **Inter-denominational Church Service** was held at about 1000hrs on 17th at the First Baptist Church, Area 11, Garki Abuja. Top Government Officials, Captains of industries and Christian faithfuls from across the city, came to join the FRSC staff to thank God for 25 years of meritorious service to Nigerians.

## **THE CONFERENCE**

### **ATTENDANCE**

A total of nine hundred and sixty five (965) registered delegates from nine countries participated in the conference. The countries include; USA, Australia, Belgium, UK, the Netherlands, Ethiopia, Uganda, Ghana and Nigeria. The following International organisations were also represented in the conference; the International Road Safety Organisation, (PRI), Chartered Institute of Highways and Transport, UK, National Road Safety Commission, Ghana, Economic Commission for Africa (UNECA), Ethiopia, European Cyclists Federation (ECF), Belgium, The European Union Delegation in Nigeria, World Bank, USA and members of the Diplomatic Corps, top Government Officials, Educational and Research Institutions, Non Governmental Organisations, Captains of industries, Senior FRSC Officers and the press.

The conference had three major segments, namely; The Presidential Dialogue, The Technical Sessions and the Legislative Dialogue.

### **PRESIDENTIAL DIALOGUE**

The Presidential dialogue was premised on the fact that Nigeria has been adjudged as a model in the conception and implementation of a lead agency on road safety in Africa. The formation of FRSC 25 years ago, has as its major outcome the decrease of road crashes from 25,792 in 1988 to 4,765 in 2011 thus achieving an 82% decrease. Yet the number of deaths and injuries arising from crashes remain at an unacceptable level with about 5,000 deaths and over 20,000 injured victims. Challenged by rising fatalities and attendant economic losses amounting to about 3% of GDP (\$6bn in 2010) Nigeria's effort to reduce Road Traffic Crashes (RTC) has yielded positive results.

The Transformation agenda of the Government aligned with the 2020 vision for the growth of the economy remain a positive signpost that will lead to GDP growth of \$900 billion by 2020. It is expected that the economic growth would lead to increased motorization and consequential estimate of 300% growth in vehicles and drivers.

The Presidential dialogue offered an opportunity to mainstream road safety as a key component in our drive to improve on road infrastructure, increase economic well being and ensure that our growth does not create un-intended consequence of avoidable loss of lives arising from increasing motorization.

The Presidential dialogue brought together top Government functionaries to discuss issues that will bring about better resource allocation and public engagement, Promoting liveable cities, managing urbanization, engineering safe roads, increasing enforcement, improving mass transit and efficient post-crash care that will ensure that Nigeria remains a model of visionary governance.

## **PRESIDENTIAL DIALOGUE DISCUSSANTS**

The following were members of the Presidential Dialogue:

- a. The President of the Federal Republic of Nigeria, His Excellency, Dr Goodluck Ebele Jonathan GCFR who was represented by the Secretary to the Government of the Federation Senator (Dr) Anyim Pius Anyim, GCON.
- b. General Ibrahim Badamasi Babangida GCFR (Rtd) Former President, Commander in Chief, under whose tenure the FRSC was established in 1988, who also chaired the conference, he was represented by Col. M. Shuaibu (Rtd)s
- c. Dr Emmanuel Uduaghan, Executive Governor, Delta State
- d. Dr Kayode Fayemi, Executive Governor, Ekiti State
- e. Dr Babangida Aliyu, Executive Governor, Niger state who was represented by the State Deputy Governor, Hon. Ahmed Musa Ibeto.
- f. Dr Kit Mitchell, Chartered Institute of Highways and Transport, UK
- g. Tawia Addo-Ashong, Program Coordinator, Global Road Facility, the World Bank, Warshington DC, USA
- h. Osita Chidoka, OFR, Corps Marshal and Chief Executive, Federal Road Safety Corps

## **PRESIDENTIAL DIALOGUE RAPOTUERS**

- a. Engr.(Dr) Iortyre Humphry Aondover, Senior Lecturer, Mechanical Engineering Department, Federal University of Agriculture, Makurdi, Benue State
- b. Mr Peter Aroge, Principal Lecturer, Bingham University, Abuja Keffi Road, Autabaleifi, Nasarawa State
- c. Dr Kola Gbadamosi, Centre for Transport Studies, Olabisi Onabanjo University, Ago-Iwoye, Nigeria
- d. GO Ntukiden (ACC), Federal Road Safety Corps, Headquarters, Abuja

The outcome of the discussions are outlined in the Abuja Plan of Action contained in subsequent pages.

## **TECHNICAL SESSIONS**

Five technical sessions were held each focusing on the five pillars of the United Nations Decade of Action on road safety. This is in view of the Federal Road Safety Corp's commitment to meeting the goals of the Decade of Action (2011-2020).

### **PILLAR 1: ROAD SAFETY MANAGEMENT**

**Synopsis:** Road Safety in Africa is bedevilled by the problem of multiple agencies, sometimes working at cross purposes, requiring coordination and in many cases leading to poor outcomes. The lead agency model has been advocated by the UN and the World Bank to tackle such problems.

This session examined the lead agency concept, inquire into its status among African Countries and provide a road map towards realising the lead agency model in most African countries.

**Session Chairman-** Dr Olu Agunloye, Pioneer Corps Marshal FRSC

**Session Guide;** Dr KY Olagunju (CC), Sector Commander FRSC Rivers State

#### **Rapotuers;**

- a. **Barr. John Musa (Esq)** Chairman, Senior Staff Association of Nigerian Universities, University of Jos
- b. **Dr O Ubani**, University of Nigeria, Nsukka
- c. **Dr Bolajako I Malomo**, Department of Sociology, University of Lagos

### **Paper 1A**

**TOPIC: Exploring the lead Agency concept in road safety management;** A well understood lead agency role by all stakeholders will reduce inter agency conflicts and improve service efficiency in road safety management, this was the focus of the paper

**Presenter:** Prof. Williams Ifeanyi, National Institute for Policy and Strategic Studies Kuru, Jos.

### **PAPER 1B**

**TOPIC: Improving Road Safety Strategy In Africa**

**Presenter:** Lori Mooren, Senior Research Fellow, Transport and Road Safety Research, University of NSW, Australia

### **Paper 1C**

**TOPIC: Improving road safety agencies in Africa;** In this study, Professor Kalilu looked at visual, artistic, literal and statistical data, and argued that attention to the geographic dimension in road safety issue is very important and imperative in improving road safety strategies in Africa.

**Presenter:** Prof Rom Kalilu, Ladoke Akintola University of Technology, Ogbomosho

## **PILLAR 2. SAFER ROADS AND MOBILITY**

**Synopsis:** Africa is challenged by poor road network, lack of fund for maintenance, lack of clarity on sustainability and funding methods. The challenge is increased by the absence of road furniture, inadequate consideration for other road users such as cyclists and pedestrians, lack of safety audits and weak enforcement. In the coming years, motorisation will continue to rise both as a result of economic growth and urbanisation.

This session focused on low cost and effective counter measures that enhance safer roads. It also increased awareness about the multiple users of the road and their interaction in a manner that should lead to positive outcomes.

**Session Chairman-** Joop Goos, President, PRI (International Road Safety Organisation), The Netherlands

**Session Guide;** CD Nkwonta, (CC), Head Policy Implementation Officer, FRSC HQ, Abuja.

## **Rapotuers;**

- a. **Engr Giandomenico Masari**, Managing Director, Danalec Limited, Portharcourt, Vice Chairman Rivers State Cycling Federation Portharcourt
- b. **Yonas Bekele**, Infrastructure Consultant, UNECA, Adis Ababa, Ethiopia
- c. **Mr John Baba**, Manager, JOVIC Ventures, Abuja

## **Paper 2A**

**TOPIC: Integrating National bicycle policy in promoting safer road transportation in emerging economies;** Urban transportation across the world is taking a new cycling dimension in view of the amazing benefits that cities and people derive from it. Harnessing such benefits therefore requires that the cycling policy be factored into all urban, transport, health and road safety planning processes as was x-rayed in the paper.

**Presenter:** Dr Bernard Ensink, Secretary General, European Cyclist Federation, Netherlands

## **Paper 2B**

**TOPIC: Impact of climate change on road transportation systems in Africa.** The paper looked at the effect of climate change on transport infrastructure and society and what solution or options do we have to save the environment.

**Presenter:** Dr Kit Mitchell, Chartered Institute of Highways and Transportation, London

## **Paper 2C**

**TOPIC: Best Practices in Road Safety Funding and Infrastructure Development;** Adequate funding has been the bane of road safety and efficient road infrastructure in developing countries. The paper x-rayed the need for sufficient budgetary allocation to road infrastructure and safety.

**Presenter:** Dr John Mumford OBE, International Director, International Road Assessment, Programme, London.

**TOPIC: Mainstreaming disability into safe road use;** Dr. Nnaji in this paper established that disabled people like other humans have equal rights to public facilities, denying them accessibility constitutes a breach of their fundamental human rights. It is therefore required that they be factored into transport infrastructure and facilities provision.

**Presenter:** Dr Ike Nnaji, PhD, CASp, *ADA Compliance Officer, San Francisco Bay Area Rapid Transit District (BART), Oakland, USA*

### **PILLAR 3. SAFER VEHICLES**

**Synopsis;** Increasing motorisation in Africa has led to importation of fairly used vehicles and poor quality spare parts. This problem is amplified by absence of standardised vehicle inspection mechanism, inadequate training of inspection officers and insufficient funding of this vital arm of road safety.

The development of mass transit systems, largely in nascent stages, may yet be a viable option in moving passengers in a safe and sustainable manner.

This session focused on the safety of vehicles and the promise of mass transit that meet best practices standards as a viable option in promoting safe transportation.

**Session Chairman-** Engr BG Babagana, Deputy Corps Marshal, (Rtd) fwc, Federal Road Safety Corps, Abuja

**Co- Chair-** Ambassador Greg Mbadiwe, Former Chairman, FRSC Governing Board

**Session Guide;** AA Olukoju, (DCC) Principal Staff Officer II to the Corps Marshal, FRSC HQ, Abuja

#### **Raportuers;**

- a. **Engr Abdul Aliyu**, Principal Lecturer, Kaduna Polytechnic, (Chairman, Nigeria Society of Engineers Kaduna State)
- b. **Engr Sunday Umana**, Director, Central Workshop, Federal Ministry of Works, Abuja
- c. **Mr Peter Aroge**, Lecturer, Bingham University, Abuja Keffi Road, Autabaleifi, Nasarawa State

#### **Paper 3A**

**TOPIC (i): Bus rapid transit: benefits in developing economies;** Efficient public transportation is a fundamental factor to a liveable city. The rapid bus transit system if properly understood and used will be a key to the economic prosperity of cities. The paper seeks to explore the benefits of a well developed bus rapid transit system.

**Presenter:** Prof Kayode Oyesiku, Olabisi Onabanjo University, Ago-Iwoye, Ogun State, Nigeria

**TOPIC (ii): Bus rapid transit: development and safety in developing economies;** Efficient public transportation is a fundamental factor to achieving liveable cities. The rapid bus transit system if properly introduced and used will be a key to the economic prosperity of cities. The paper explored the various steps to developing this all importation transport system.

**Presenter:** Alhaji Aminu Musa Yusuf, (FCILT), Director General, Nigerian Institute for Transport Technology, Zaria

### **Paper 3B**

**TOPIC: Emerging Technologies that enhance vehicle safety;** Moorem in this paper, looked at the Global NCAP (New Car Assessment Program) which talks about how new vehicles are tested and assessed for safety, it is intended to promote vehicle standards.

**Presenter: Tawai Addo-Ashong,** Program Coordinator, GRSF Energy, Transport and Water, Department, USA.

### **Paper 3C**

**TOPIC: Standardizing vehicle type and usage in Africa;** Standards play a critical role in determining the success or otherwise of a product, process or system. This paper discussed the need for standard vehicle policy for importation and Usage as panacea for improving road safety

**Presenter:** Engr. Dr JS Ibrahim, Senior Lecturer, Mechanical Engineering Department, Federal University of Agriculture, Makurdi, Benue State

## **PILLAR 4. SAFER ROAD USERS**

**Synopsis;** The emphasis on vehicles by road authorities and road safety organisations in developing countries has led to the increased exposure of other road users among whom are pedestrians, Bicyclist, the physically challenged, and children. The need to ensure the safety of all road users is now more urgent than ever as we work towards the UN Decade of Action.

This session focused on existing issues on vulnerable road users, inquired into the engineering method that makes our roads more inclusive, improve our planning processes that ensure liveability of our urban areas and indicate strategies that promote safety for all road users.



**Session Chairman-** Prof Maduagu Mike, NIPPS Kuru, Jos

**Session Guide;** S Oghenekharo (DCC) Head of Section Policy, PRS Department  
FRSC HQ Abuja

**Rapotuers;**

- a. **Barr. Emmanuel Oluwabiya** , Emmanuel Oluwabiya & Co, legal practitioners, Abuja
- b. **Mr Sam Abi**, Institute for Peace and Conflict Resolution, Abuja

#### **PAPER 4A**

**TOPIC: Improving road safety enforcement through road safety volunteerism;** The paper explores the FRSC concept of volunteerism where more hands are engaged in enforcing road traffic regulations and x-rays how this can be a profiting concept for developing countries

**Presenter:** Prof. Ehiedu Iweriebor, Ph.d, Professor and Chair, Department of Africana and Puerto Rican/Latino Studies, Hunter College, City University of New York

#### **Paper 4B**

**TOPIC: Regulating distracted driving (drunk driving, use of phones, etc);** Distraction has remained one of the major causes of road traffic crashes across the globe. Several efforts has been embarked upon to get drivers to concentrate more but with little success. The paper seeks to introduce new concepts to tackling the challenge of distraction.

**Presenter:** Noble John Appiah, Executive Director, National Road Safety Commission, Ghana

#### **Paper 4C**

**TOPIC: Road Safety Dashboard: Best Practice from Netherland;** The paper examined how technology, data and a well mobilised grass root volunteerism can interplay to reduce carnages on the roads

**Presenter 1:** Erik Donkers, Chief Executive Officer, Via.nl Amsterdam, The Netherlands

#### **PILLAR 5. POST- CRASH RESPONSE**

**Synopsis;** Health facilities in developing countries are facing challenges of growing population, insufficient funding and low manpower. With hospitals usually situated many kilometres from the highways and without ambulances

along critical highways, the provision of post crash care, especially within the golden hour, has remained a critical challenge. Providing for immediate, safe and professional evacuation of crash victims will require a re-think of current strategies and interventions.

This session probed into the requirements for an effective, efficient and professional emergency services for road users. It also provided a platform to discuss post crash investigation and the need for implementing the recommendations of report of such investigation.

**Session Chairman-** Prof SI Oni, University of Lagos

**Co-Chair-** Alh Adamu Waziri Maina, Former Chairman FRSC Governing Board

**Session Guide;** EP Osawe (CC) Head Safety Engineering Department FRSC HQ Abuja

**Rapotuers;**

- a. **Engr. Dr Iortyre Humphry Aondover**, Senior Lecturer, Mechanical Engineering, Federal University of Agriculture, Makurdi
- b. **Mr Isaiah A Maji**, Chief Medical Lab Scientist, Bio Royal Hospital, Abuja

**Paper 5A**

**TOPIC (a): Emergency response planning for road traffic agencies;**

Emergency responses to the challenging cases of road crash victims and other disaster require continuous planning and re-strategising by responsive agencies as explored in this paper.

**Presenter:** Dr Sydney Ibeanusi, Director/ UN contact person, Nigeria, UN Decade of action on road safety

**TOPIC (b): Emergency services for improving safety in Africa;** The need to engage strategic approaches through stakeholder collaboration for efficient emergency services was the focus of this paper

**Presenter:** DR Anthony Ayeke , Health Adviser, European Union Delegation in Nigeria, Abuja

**Paper 5B**

**TOPIC: Road transportation safety and post crash management;** Severity reduction in the event of an accident or a crash is the target of every

well-meaning traffic management agency. Professor Solagberu through this paper explored innovative approach to post crash management as concept to be imbibed.

**Presenter:** Prof. Babatunde Solagberu , Consultant Surgeon (orthopaedic & Trauma), Head, Department of Surgery , Lagos State University

### **Paper 5C**

**TOPIC: The importance of crash investigation in road safety and traffic administration;** The paper focused on the need for law enforcement officials to undertake thorough investigation into road crashes, implement reports of investigation, prosecute those found culpable and recommend stiffer sanctions for culprits

**Presenter:** Engr. Dr. Okopi Alex Momoh , Mechanical Engineering Department, College of Engineering, Kaduna Polytechnic.

## **LEGISLATIVE DIALOGUE**

Effective and efficient legislation remains a key factor to road safety and transportation in Africa. Unfortunately, conflicting road traffic legislations have contributed greatly to the inefficiency of some traffic law enforcement agencies and road safety management, in most cases resulting in the agencies working at cross purposes. This is more worrisome in view of obvious need to respond to the challenges posed by road traffic crashes which the agencies were established to curtail.

The Legislative dialogue was imperative in order to put these issues in the front burner with a view to ensuring harmonisation, enactments/re-enactments and possible review of relevant constitutional provisions.

The legislative dialogue provided an opportunity for stakeholders discussion on the legal and regulatory environment that will enhance road safety. Issues like conflicting laws, funding and Federal - State relations were probed with a view to providing a road-map for the future.

## LEGISLATIVE DIALOGUE DISCUSSANTS

The following were members of the Legislative dialogue;

- a. Senator Aweso Kuta, Chairman, Senate Committee on intergovernmental Affairs and Federal Character
- b. Hon. Chukwuemeka Nkem Ihedioha, CON, Deputy Speaker, House of Representatives, Federal Republic of Nigeria
- c. Chief Okey Wali (Senior Advocate of Nigeria), President, Nigerian Bar Association
- d. Joop Goos, President, International Road Safety Organisation (PRI), The Netherlands,
- e. Chief Emeka Ngige (Senior Advocate of Nigeria)
- f. Dr Alex Izinyon (Senior Advocate of Nigeria)
- g. Osita Chidoka, OFR, Corps Marshal and Chief Executive, FRSC HQ Abuja

## LEGISLATIVE DIALOGUE RAPOTUERS

- a. Barr. Emmanuel Oluwabiye, Emmanuel Oluwabiye & Co, Legal Practitioners, Abuja
- b. Barr. John Musa (Esq) Chairman, Senior Staff Association of Nigerian Universities, University of Jos
- c. Barr. KD Gonji, (ACC) Federal Road Safety Corps, Headquarters, Abuja
- d. V Ogunpebi (ACC), Federal Road Safety Corps, Headquarters, Abuja

## ABUJA PLAN OF ACTION

The Presidential Dialogue, the technical sessions and Legislative dialogue produced a plan of action, referred to as **Abuja Plan of Action** as can be seen;

1. As a strategy to increase the life span of road in Nigeria, it is important to construct roads that meet international standards with provision for complementary infrastructure such as pedestrian walkways, drainages and weighbridges.
2. Conscious effort should be made to encourage effective and enduring collaboration between Federal and States governments and Ministries of Works and Transport.

3. The issue of State Governments effecting rehabilitation of Federal roads in their domain was considered necessary and useful. It is however recommended that the Federal Government after due reconciliation of bills arising from such projects should reimburse the State Governments involved adequately and timely too.
4. There is need for the introduction of speed limits for convoys of Government functionaries, and any driver without appropriate form of certification should not be allowed to drive.
5. State Governments and Federal Capital Territory with support from the Federal Government should ensure that all transportation planning, road infrastructure and facility provision and funding should include cycling and pedestrian transportation especially in urban centres, the need for on-road/off road cycling lanes is long overdue
6. Parents and wealthy individuals should exercise restraint in indulging their under-age children and wards with vehicles.
7. State Governments should collaborate with the FRSC in the establishment of State traffic agencies, harmonize traffic regulations and track down offenders committing offences as street trading and over-speeding and other traffic offences.
8. The transport system in Nigeria is predominantly road-driven and this places heavy dependence on the road infrastructure resulting in high incidences of road crashes leading to injuries and fatalities and other losses.
9. There is need to adopt the "Safe - System Approach" in road safety such that a bio-mechanical unit of human body to surviving crash types up to certain impact speeds is achieved.
10. Road infrastructure determines the likelihood of an accident & protects car occupants from being severely injured/killed.
11. The Federal Government of Nigeria should encourage auto-manufacturers to maintain strong safety standards in Nigeria.

12. FRSC and officials of Federal Ministry of Works should collaborate in conceptualizing and designing of our roads to capture the needs of physically-challenged persons.
13. The legislation for the various forms of Distracting Driving is not adequate. There should be a legislative framework for adequate punishment for all categories of violators of distractive driving.
14. The envisaged National Dashboard should be able to proffer solution to numerous black spots and other unsafe situations across the country.
15. Some factors militating against effective emergency response include: Hospital rejection of road crash victims, inadequate rescue and response equipment, lack/inadequacy of information channel, poor funding and investment, insufficient political will and inadequate research and development on Road Safety.
16. For effective emergency response, planning team work with transport unions such as NARTO, NURTW is desirable and such rescue workers should be trained and re-trained.
17. A legislative dialogue considered the necessity for harmonizing the various conflicting traffic rules and regulation nationwide as panacea for ensuring sustainable road safety management. This should be in consonance with the expectation from a dedicated Lead Agency as recommended by the UN/WHO is adequately funded (including dedicating specified percentages from road tax, petroleum, telecommunications, alcohol and beverages levies) and empowered by law to coordinate road safety.

## **CONCLUSION**

The Organizers appreciate the foresight of the Federal Government of Nigeria in establishing the Federal Road Safety Corps 25 years ago and the continued commitment of the Corps which has earned it international recognition especially given the recent World Bank endorsement of Federal Road Safety Corps, Nigeria as the best example of Road Safety Lead Agency in Africa.