

VISION ZERO



INITIATIVE ON ROAD SAFETY IN NIGERIA

26-28 June, 2018

Boboye O. Oyeyemi, Ph.D

MFR,mni,NPoM,FNIM,FCIPM,FCILT

Corps Marshal

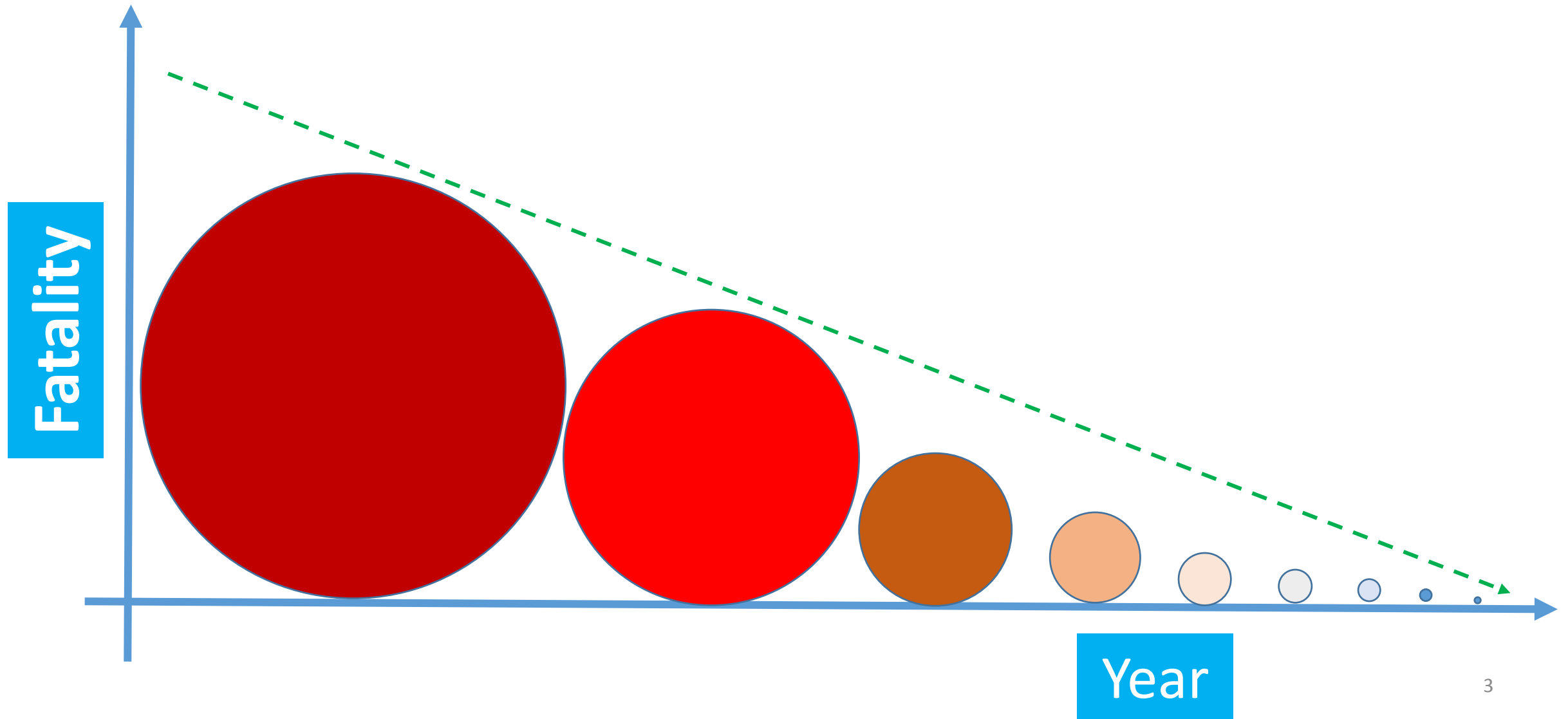


Source: <https://www.austinchronicle.com/news/2016-07-08/no-kill-for-traffic/>

Vision Zero road safety initiative came into being on the consideration that “every human life” **counts**.

The concept recognizes the need to evolve policies/actions in addressing road traffic fatalities.

Ultimate view of Vision Zero



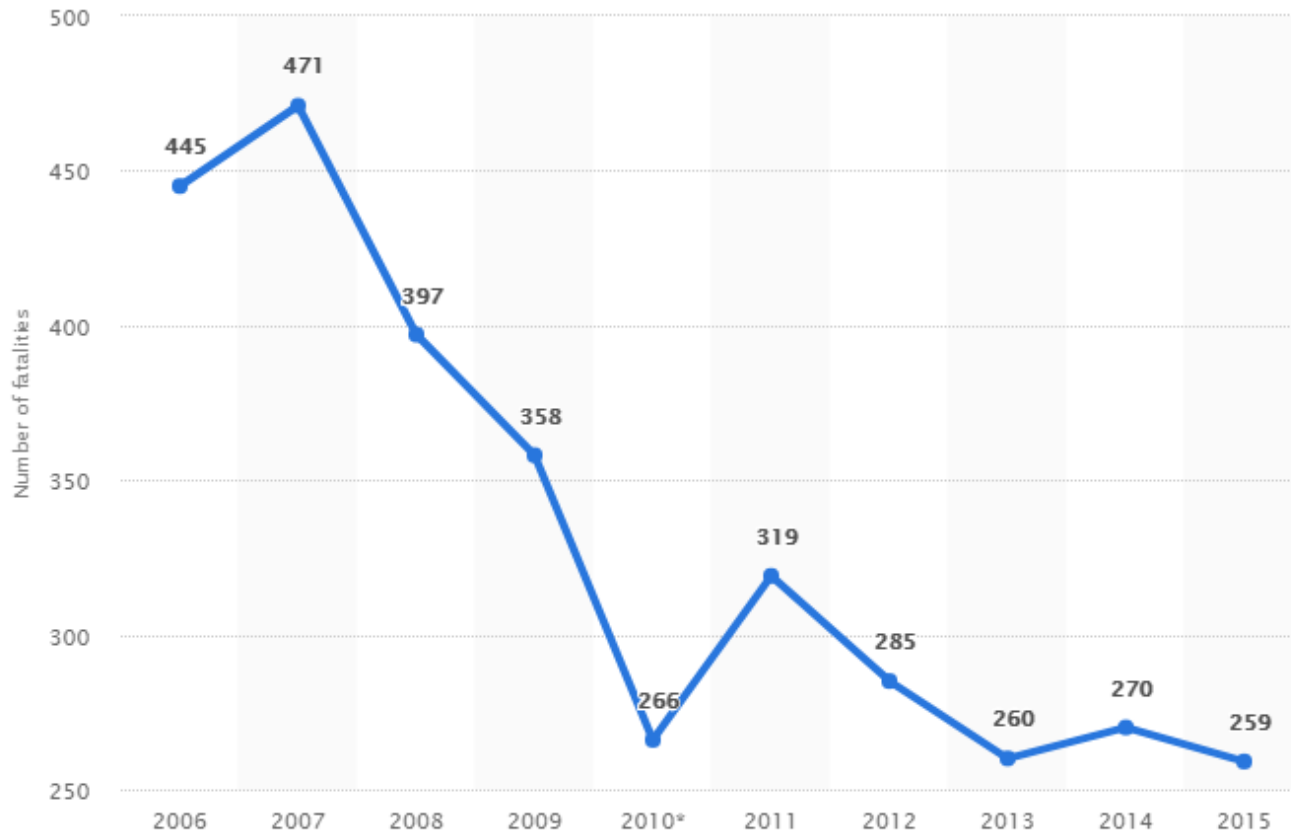
Origin of Vision Zero



Vision Zero is a Swedish policy innovation. It received strong political support at an early stage of its development and became widely established as a result of cooperation between the various players in the road safety sector.

Source: <https://www.trafikverket.se/en/startpage/operations/Operations-road/vision-zero-academy/Background-Vision-Zero/>

Sweden Vision Zero Trajectory



Efforts by Sweden to attain Zero Road Traffic Fatality by 2020 is on course.

From 445 deaths in 2006, there has been a drastic decline to 259 in 2015 (42% reduction in 10 years)

Source: <https://www.statista.com/statistics/438009/number-of-road-deaths-in-sweden/>

Commitment to Vision Zero by other Countries / Cities

Quite a number of countries and cities have embraced the Vision Zero concept with concrete steps taken on achieving set targets.



Nigeria's Vision Zero Approach

Nigeria has keyed-into the “**zero-deaths**” initiative.

Aligned to a number of continental and global road safety reduction targets such as:

- *Accra Declaration* (50% fatality reduction by 2015)
- *UN Decade of Action for Road Safety* (50% fatality reduction by 2020)
- Nigeria Road Safety Strategy (NRSS) 2014-2018, the Nigeria initiative.

Accra Declaration (2007—2015)

The declaration focused on setting and achieving measurable national target for road safety and traffic injury prevention in Africa by 2015.

It required African nations to designate a Lead Road Safety Agency with legal backing and adequate and sustainable financial resources to ensure the achievement of the targets

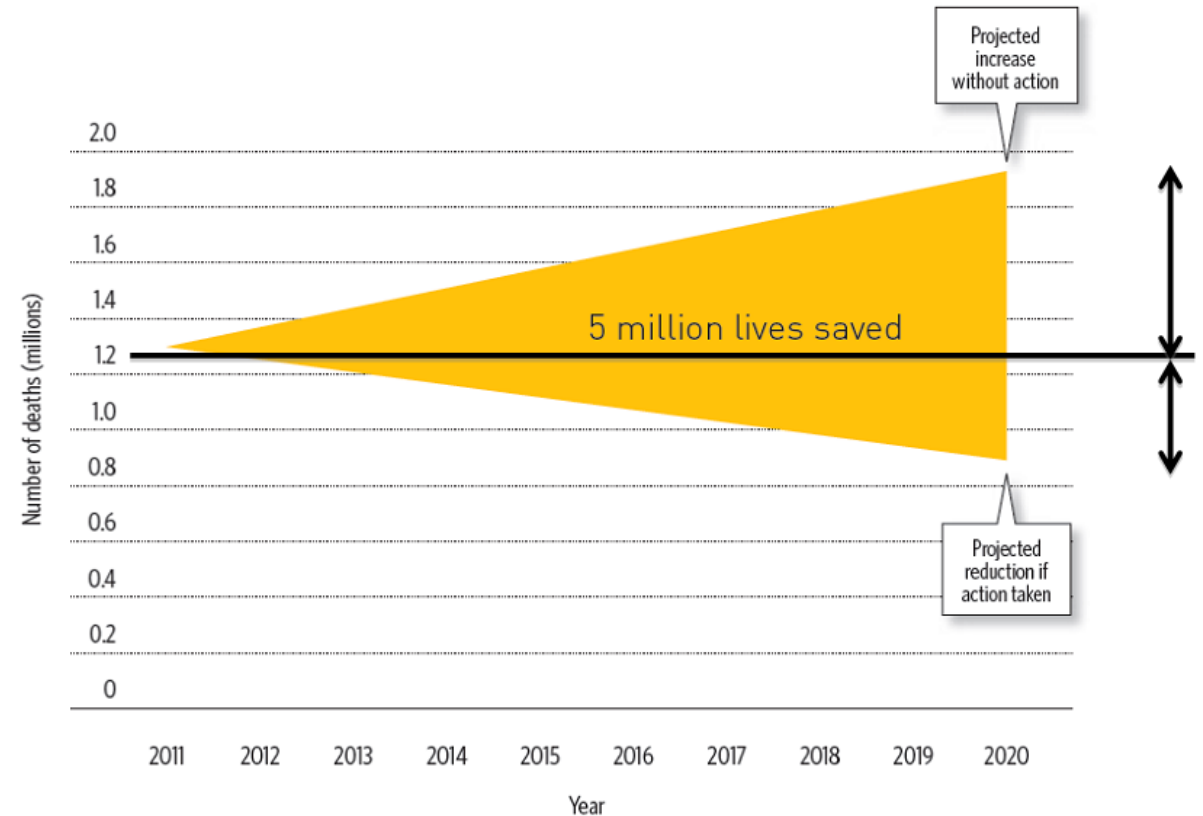


**Ministerial Round Table
African Road Safety Conference
Accra, Ghana
8 February 2007**

Accra Declaration

UN Decade of Action for Road Safety 2011-2020

- Decade of Action for Road Safety 2011-2020 was officially proclaimed by the United Nations General Assembly in March 2010.
- Its goal is to stabilize and reduce the forecast level of road traffic deaths around the world.
- It is estimated that 5 millions lives could be saved on the world's roads during the decade.



Nigeria's Vision Zero Approach

With a vision of creating a safe motoring environment in Nigeria and making the country's roads one of the safest to travel on by year 2020, several steps have been taken in this quest.



Nigeria's Vision Zero Approach:

Vision 2020:20 Framework

Articulated by the Nigerian government to launch the nation onto a path of sustained social and economic progress and accelerated emergence of a truly prosperous and united Nigeria, placing her among the top 20 economies in the world by the year 2020.



Nigeria's Vision Zero Approach:

Vision 2020:20 -20th safest roads in the world

The Road Safety perspective of the Vision 2020:20 views Nigeria roads as being among the top 20 safest roads to travel on in the world



PASOMAGE 2013

Nigeria's Vision Zero Approach:

World Bank Safe Corridor Project

Collaboration with the World Bank/Road Sector Development Team (RSDT) under the Federal Roads Development Programme (FRDP) to upgrade selected highways to 'Safe Corridors' model from June 2008.

The interventions focused on six (6) selected corridors considered as high priority areas for road safety actions.



- Mokwa-Bida-Lambata-Suleja
- Enugu-Abakaliki-Ikom-Mfun (Cameroon Border)
- Benin-Ifon-Owo-Ilesa
- Jos-Bauchi-Gombe
- **Abuja-kaduna-Kano**
- Abuja Metropolis

Nigeria's Vision Zero Approach:









Operation Zero Tolerance

Targeted at reducing road traffic carnages due to increased vehicular and human movements during yuletide periods (Dec-Jan) , massive operational materials and human resources are usually deployed to all critical road corridors in the country.

Nigeria's Vision Zero Approach:

Operation Zero Tolerance Data

| S/N | DESCRIPTION | YEAR | | DIFFERENCE | |
|------------------------|-------------------------------|-------|-------|------------|---|
| | | 2016 | 2017 | NUMBER | PERCENTAGE |
| 1 | TOTAL CRASHES | 781 | 540 | -241 | 31%  |
| 2 | NUMBER INVOLVED | 5993 | 4418 | -1575 | 26%  |
| 3 | NUMBER KILLED | 454 | 338 | -116 | 26%  |
| 4 | NUMBER INJURED | 2848 | 2040 | -808 | 28%  |
| 5 | NUMBER RESCUED WITHOUT INJURY | 2691 | 2041 | -650 | 24%  |
| OFFENCES AND OFFENDERS | | | | | |
| S/N | DESCRIPTION | YEAR | | DIFFERENCE | |
| | | 2016 | 2017 | NUMBER | PERCENTAGE |
| 6 | TOTAL OFFENCES | 31284 | 22987 | -8297 | 26%  |
| 7 | TOTAL OFFENDERS | 28224 | 20371 | -7853 | 28%  |

Nigeria's Vision Zero Approach:

Nigeria Road Safety Strategy (NRSS)

Adjudged perhaps as the most visionary and concrete step towards realizing a zero traffic crash situation in the country, the NRSS was designed to achieve a ***Nigeria where road traffic crashes result in no death.***



NRSS: Summary

ROAD SAFETY VISION
A country where Road Traffic Crash results in no death

GOAL
Reduction in road traffic crash fatality rate by 35% by 2018 (2012 as baseline)

PURPOSE
Safe system approach to road safety management widely adopted in Nigeria

**DESIRED
OUTPUTS**

A cohesive and efficient road safety administrative system

Improved road infrastructure for all road users

General compliance with vehicle and other road machinery standards

A culture of personal responsibility for safe road use

Prompt and effective emergency response and care

GAPS

Absence of standard template for reporting road traffic incidence

Construction of Roads without specific standards

Limited (vehicle) coverage of the RTSSS

Poor compliance with road traffic rules and regulations

Insufficient rescue ambulance and rescue equipments

Undefined Lead Agencies for traffic administration in some states

Failure to perform safety audits on roads

Insufficient vehicle inspection centres operated by PPP

Inadequate monitoring of learners in driving schools

Poor implementation of road user insurance scheme

**STRATEGIC
INITIATIVES**

Develop and utilize standard templates to capture and report RTCs and other relevant traffic data

Implement design standards for all road types including the provision of rest-stops, weighbridges, vehicle parking areas at regular intervals on highways.

Expand RTSSS coverage to include all commercial vehicles that ply interstate roads

Develop and implement awareness campaigns on proper road use

Provide additional medical equipment and emergency rescue ambulances

Legislate the establishment of Motor Vehicle Administration Agencies at state levels

Conduct road safety audit and safety impact assessments

Encourage Public Private Partnership for establishment of VICs

Develop and implement training programmes based on vehicle license category

Implement road user insurance scheme to finance rehabilitation of crash victims

**PERFORMANCE
INDICATORS**

100% utilisation of standard templates

100% compliance of newly constructed roads with defined standards

90% coverage of commercial vehicles in the RTSSS

50% decline in number of road traffic law violations

Average crash response time not exceeding 15 minutes

Existence of motor vehicle administration agencies in all States

80% coverage of all road in AAP

Ratio of Government to privately owned VICs not more than 2:1 per State

50% decline in number of RTCs

80% achievement of scheme

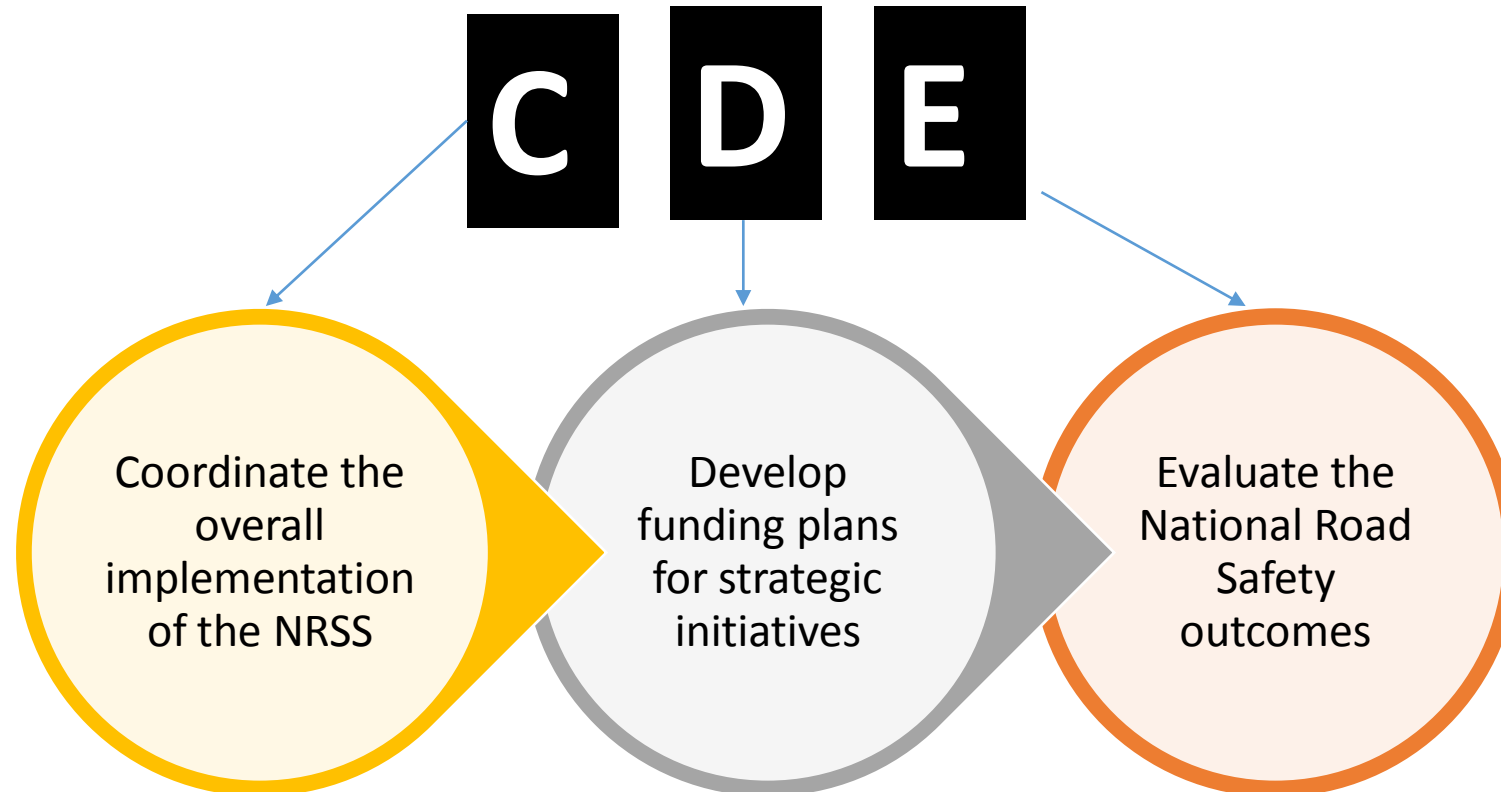
Operationality of the NRSS

The NRSS has become fully operational after its approval and endorsement with adequate representation from all geo-political zones of the country.

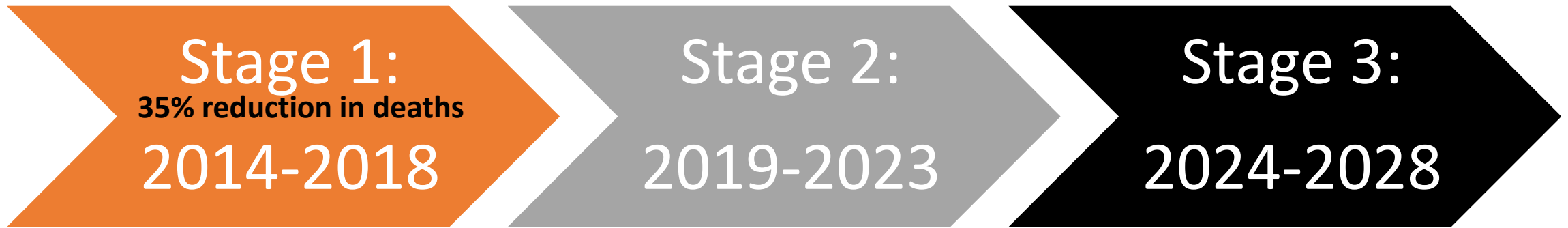


Framework for Achieving Zero Crashes through NRSS

Functional modalities and structures have been put in place by the NRSS to achieve meaningful road safety outcomes through:



Stages of the NRSS

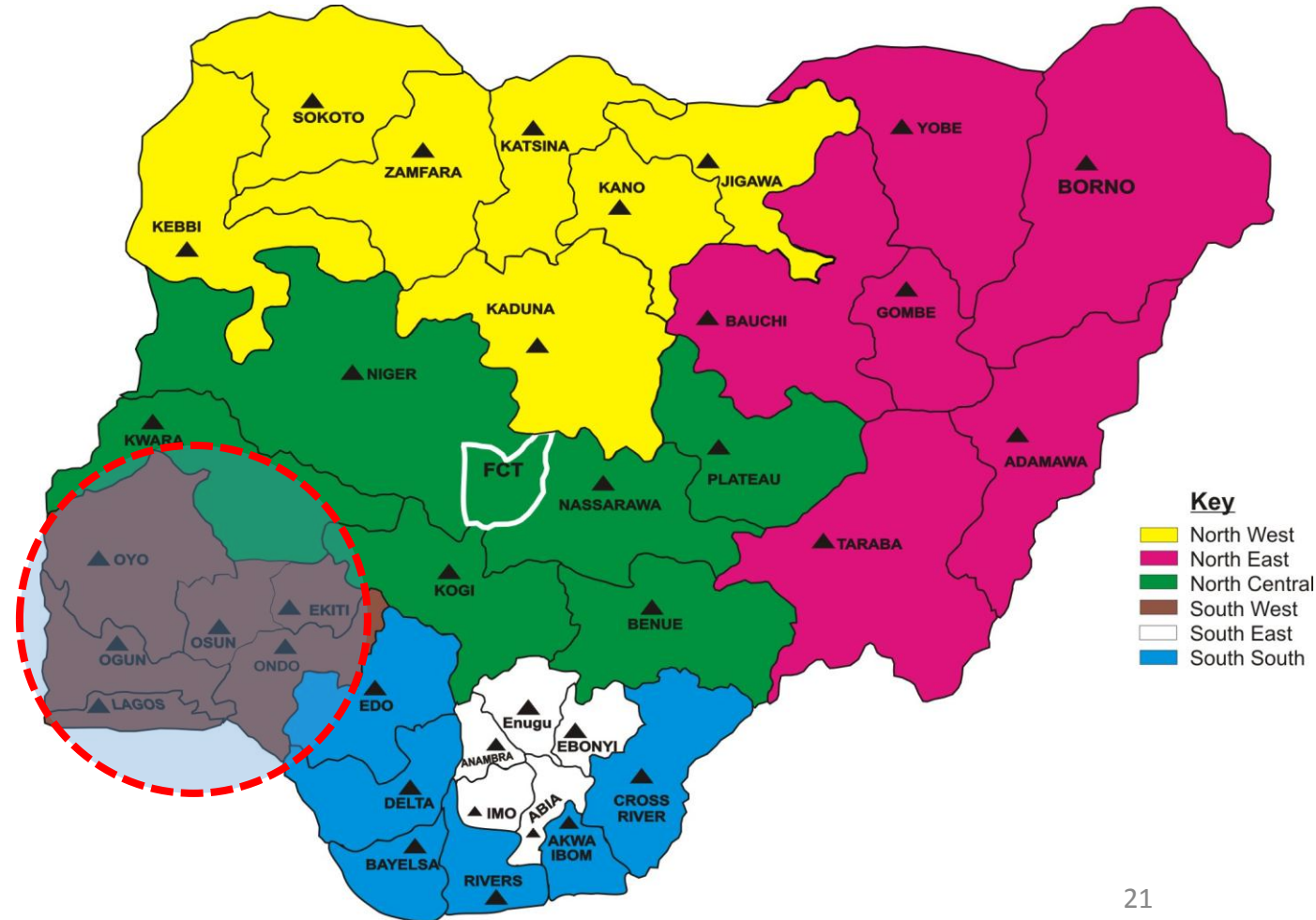


Designed as a medium term programme, each stage has a specific crash fatality reduction target and all energy and resources directed to it as the need arises.

Geo-Political Approach to NRSS

The geo-political zone approach is added to evaluate the level of development.

A tremendous progress has been observed in the South-West Region with Lagos State playing the key role.



NIGERIA VISION ZERO INITIATIVE: DATA TRENDS

From 1960 to date, the RTC profile of the country gradually is heading to Zero

| YEAR | FATAL | SERIOUS | MINOR | TOTAL CASES | NO. KILLED | NO. INJURED | TOTAL CASUALTY |
|------|-------|---------|-------|-------------|------------|-------------|----------------|
| 1960 | 826 | 9065 | 4239 | 14130 | 1083 | 10216 | 11299 |
| 1961 | 193 | 9982 | 5788 | 15963 | 1313 | 10614 | 11927 |
| 1962 | 1263 | 9159 | 5895 | 16317 | 1578 | 10341 | 11919 |
| 1963 | 967 | 6918 | 11950 | 19835 | 1532 | 7771 | 9303 |
| 1964 | 911 | 7371 | 7645 | 15927 | 1769 | 12581 | 14350 |
| 1965 | 1029 | 7762 | 8113 | 16904 | 1918 | 12024 | 13942 |
| 1966 | 1680 | 5600 | 6270 | 14000 | 2000 | 13000 | 15000 |
| 1967 | 1560 | 5200 | 6240 | 13000 | 2400 | 10000 | 12400 |
| 1968 | 459 | 5865 | 5839 | 12163 | 2808 | 9474 | 12282 |
| 1969 | 1559 | 5199 | 6230 | 12998 | 2347 | 8804 | 11151 |
| 1970 | 1999 | 6666 | 7991 | 16666 | 2893 | 13154 | 16047 |
| 1971 | 129 | 8098 | 8518 | 17745 | 3206 | 14592 | 17798 |
| 1972 | 2782 | 9275 | 11130 | 23187 | 3921 | 16161 | 20082 |
| 1973 | 2981 | 9275 | 11925 | 24844 | 4537 | 18154 | 22691 |
| 1974 | 3467 | 11557 | 13869 | 28893 | 4992 | 18660 | 23652 |
| 1975 | 2834 | 9446 | 11331 | 23651 | 5552 | 20132 | 25684 |
| 1976 | 905 | 17352 | 19624 | 40881 | 6761 | 28155 | 34916 |
| 1977 | 4242 | 14140 | 17334 | 35351 | 8000 | 30023 | 38023 |
| 1978 | 4333 | 14444 | 17334 | 36111 | 9252 | 28854 | 38106 |
| 1979 | 3513 | 11708 | 14050 | 29271 | 8022 | 21203 | 29225 |
| 1980 | 1856 | 14855 | 15427 | 32138 | 8736 | 25484 | 34220 |
| 1981 | 4053 | 13510 | 16214 | 33777 | 10202 | 26337 | 36539 |
| 1982 | 4451 | 14838 | 17805 | 37094 | 11382 | 28539 | 39921 |
| 1983 | 3853 | 12844 | 15412 | 32109 | 10462 | 26866 | 37328 |
| 1984 | 4467 | 10557 | 13868 | 28892 | 8830 | 23861 | 32691 |
| 1985 | 3597 | 11991 | 14380 | 29978 | 9221 | 23853 | 33074 |
| 1986 | 3022 | 10075 | 12091 | 25188 | 8154 | 22176 | 30330 |
| 1987 | 3385 | 11286 | 13544 | 28215 | 7912 | 22747 | 30659 |
| 1988 | 4127 | 11091 | 10574 | 25792 | 9077 | 24413 | 33490 |

NIGERIA'S VISION ZERO INITIATIVE: DATA TRENDS (CONTD)

| | | | | | | | |
|-------|---------|---------|---------|-----------|---------|-----------|-----------|
| 1989 | 3838 | 10314 | 9835 | 23987 | 8714 | 23687 | 32401 |
| 1990 | 6140 | 8796 | 6998 | 21934 | 8154 | 22786 | 30940 |
| 1991 | 6719 | 8982 | 6845 | 22546 | 9525 | 24508 | 34033 |
| 1992 | 6986 | 9324 | 6554 | 22864 | 9620 | 25759 | 35379 |
| 1993 | 6735 | 8443 | 6281 | 21459 | 9454 | 24146 | 33600 |
| 1994 | 5407 | 7522 | 5275 | 18204 | 7440 | 17938 | 25378 |
| 1995 | 4701 | 7276 | 5053 | 17030 | 6647 | 14561 | 21208 |
| 1996 | 4790 | 6964 | 4688 | 16442 | 6364 | 15290 | 21654 |
| 1997 | 4800 | 7701 | 4987 | 17488 | 6500 | 10786 | 17286 |
| 1998 | 4757 | 7081 | 4300 | 16138 | 6538 | 17341 | 23879 |
| 1999 | 4621 | 6888 | 4356 | 15865 | 6795 | 17728 | 24523 |
| 2000 | 5287 | 6820 | 4499 | 16606 | 8473 | 20677 | 29150 |
| 2001 | 6966 | 8185 | 5379 | 20530 | 9946 | 23249 | 33195 |
| 2002 | 4029 | 7190 | 3325 | 14544 | 7407 | 22112 | 29519 |
| 2003 | 3910 | 7882 | 2572 | 14364 | 6452 | 18116 | 24568 |
| 2004 | 3275 | 6948 | 4051 | 14274 | 5351 | 16897 | 22248 |
| 2005 | 2299 | 4143 | 2620 | 9062 | 4519 | 15779 | 20298 |
| 2006 | 2600 | 5550 | 964 | 9114 | 4944 | 17390 | 22334 |
| 2007 | 2162 | 4812 | 1503 | 8477 | 4673 | 17794 | 22467 |
| 2008 | 3024 | 5671 | 2646 | 11341 | 6661 | 27980 | 34641 |
| 2009 | 2460 | 6024 | 2370 | 10854 | 5693 | 27270 | 32963 |
| 2010 | 2388 | 6815 | 2182 | 11385 | 6052 | 35691 | 41743 |
| 2011 | 2840 | 8357 | 1999 | 13196 | 6054 | 41165 | 47219 |
| 2012 | 2935 | 8277 | 2050 | 13262 | 6092 | 39348 | 45440 |
| 2013 | 3294 | 8589 | 1700 | 13583 | 6544 | 40057 | 46601 |
| 2014 | 3117 | 6356 | 907 | 10380 | 5996 | 32063 | 38059 |
| 2015 | 2854 | 6039 | 841 | 9734 | 5440 | 30478 | 35918 |
| 2016 | 2638 | 5633 | 1423 | 9694 | 5053 | 30105 | 35158 |
| 2017 | 2587 | 5456 | 1340 | 9383 | 5121 | 31094 | 36215 |
| TOTAL | 188,602 | 503,167 | 438,173 | 1,134,760 | 356,082 | 1,239,984 | 1,596,066 |

Conclusion



The realization of Nigeria's Vision Zero goal hinges on implementing the various tasks highlighted in the NRSS with all Stakeholders making commitments and taking actions that reflects the view of road safety being a shared and collective responsibility.

This can be achieved when Policy makers, automobile manufacturers, road designers/construction companies, law enforcers and individuals resolve to make meaningful contributions and resolve to work as a team in achieving **Vision Zero** in Nigeria.



Thank you

Phone Only



SMS Only



Call toll free on: 122
0700 - CALL - FRSC
0700 - 2255 - 3772

080 7769 0362

www.frsc.gov.ng