

TRANSPORTATION AND ROAD SAFETY MANAGEMENT: ACHIEVING THE SUSTAINABLE DEVELOPMENT GOALS (SDGs) IN NIGERIA



First School of Transport (SOT) Distinguished Lecture Series

Lagos State
University
(LASU)
Lagos State
Nigeria

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Background

Background

The transport sector is an important component of the Nigerian economy, impacting on development and welfare of the people and it is a major prerequisite for the development of the nation.

According to the World Health Organization (2009), road transportation provides benefits to nations and individuals by facilitating the movement of goods, people and services, thereby enabling increased access to jobs, economic markets, education, recreation and healthcare.

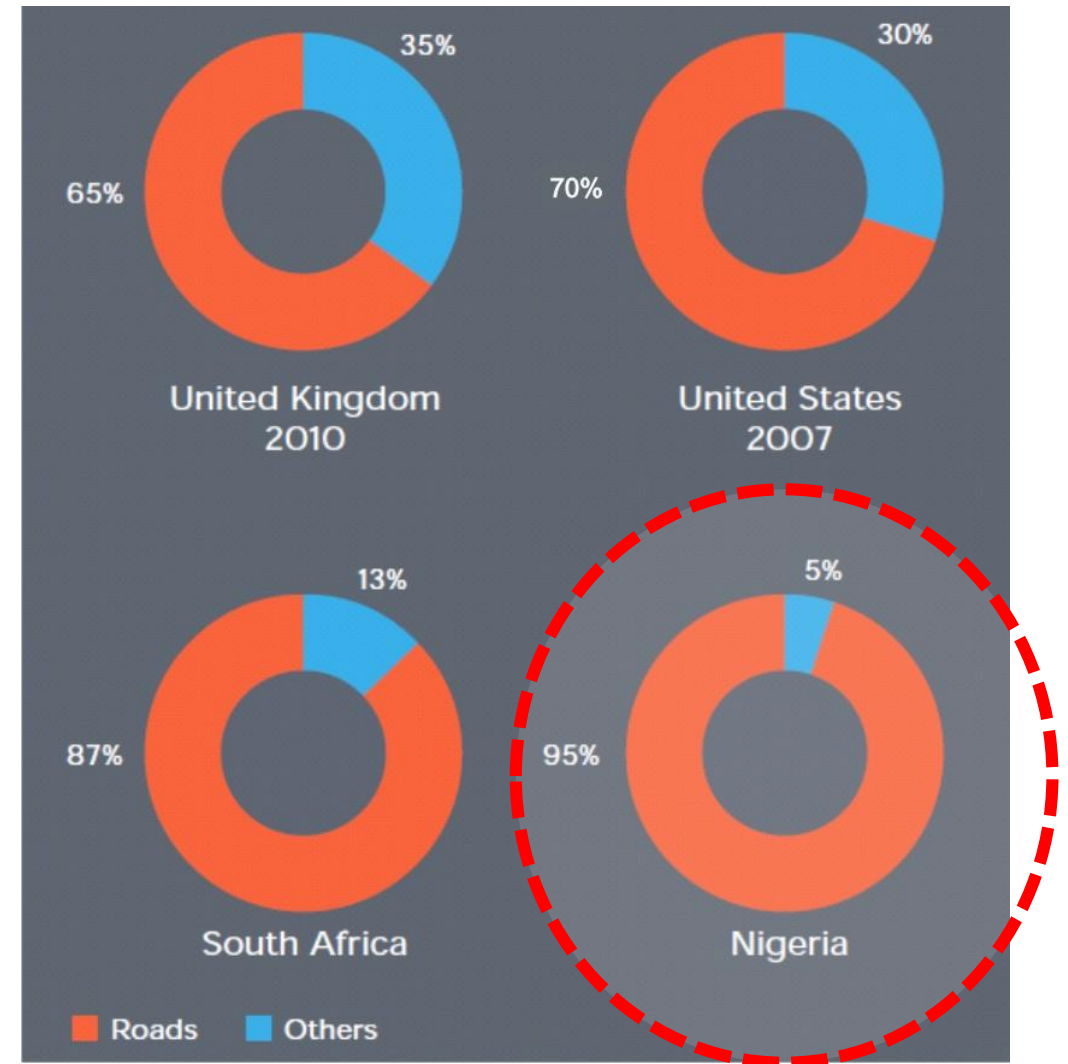
Background...(Cont'd)

Continued growth in population, employment and trade have led to the placement of increasing demand on road transportation system; challenging the efficiency of road network.



Road Transportation : A dominant mode in Nigeria

- The situation in Nigeria has been exacerbated by the near absence of alternative modes of transportation .
- Estimated 90% of passengers and freight in Nigeria rely on the road network, with the attendant challenge of increased number of RTCs.



Source: Compendium of reports on road infrastructure & related development in Nigeria - an investor's manual, 2013

Road Transport : A dominant mode in Nigeria...ii

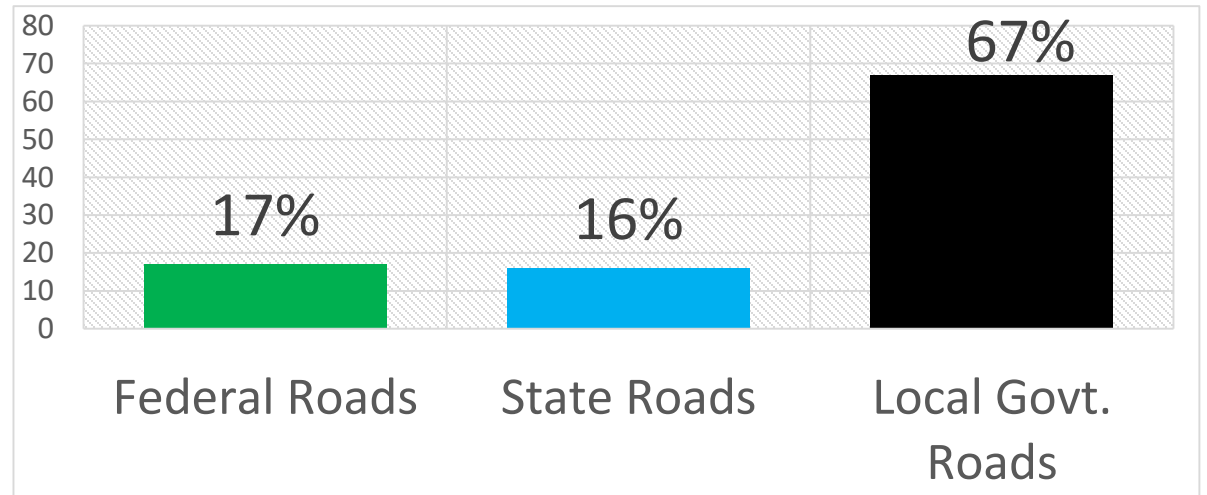
The road accounts for **90%** of transportation's contribution to the nation's GDP



Contemporary Road Transport Situation in Nigeria



Road Transportation serves as the predominant means for movement of people, goods and services in Nigeria with 204,200km of roads network. Local Gov't Roads account for a majority of this number



Contemporary Road Transport Situation in Nigeria...ii

The advantages of the road over the other means of transportation has led to greater focus by the Government to expand on the existing road infrastructure across the country.



Construction of new roads

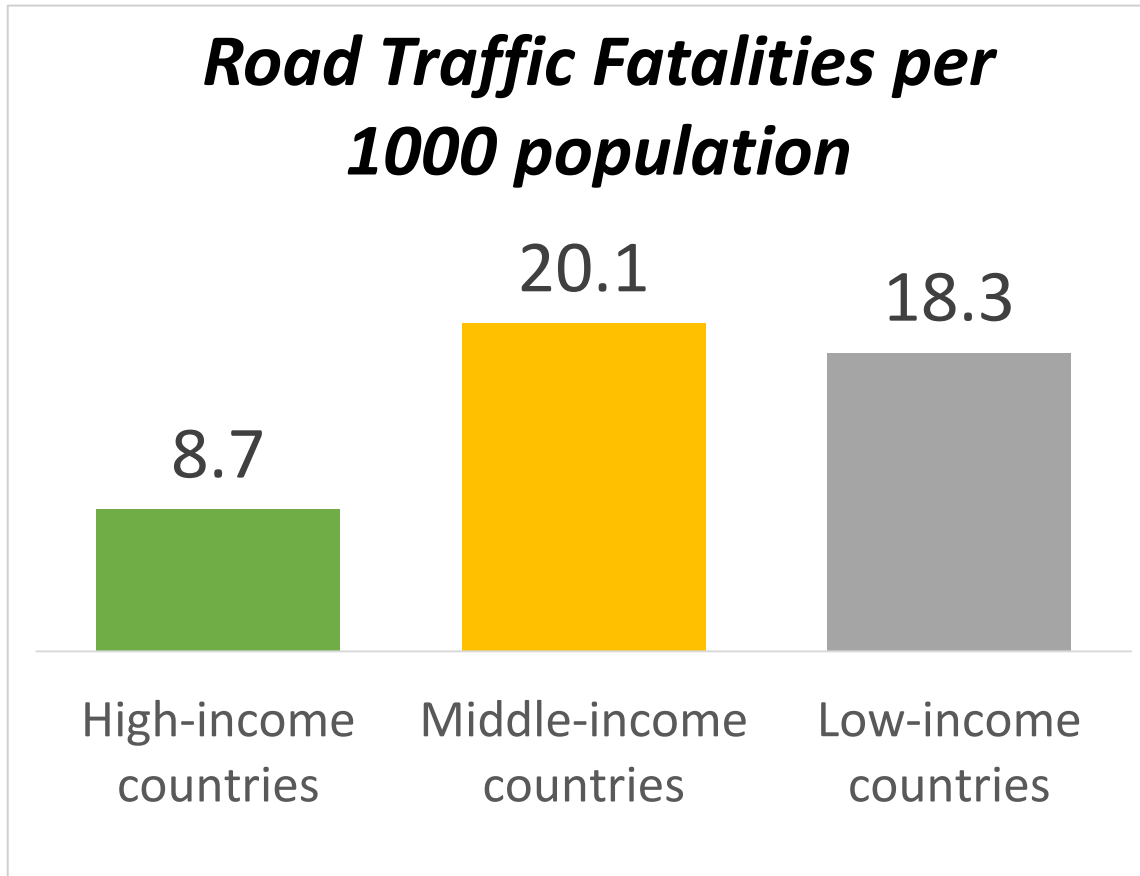


Road Repair Works by FERMA



Road Traffic Crashes (RTC)

Road Traffic Crashes (RTC) an “epidemic”.

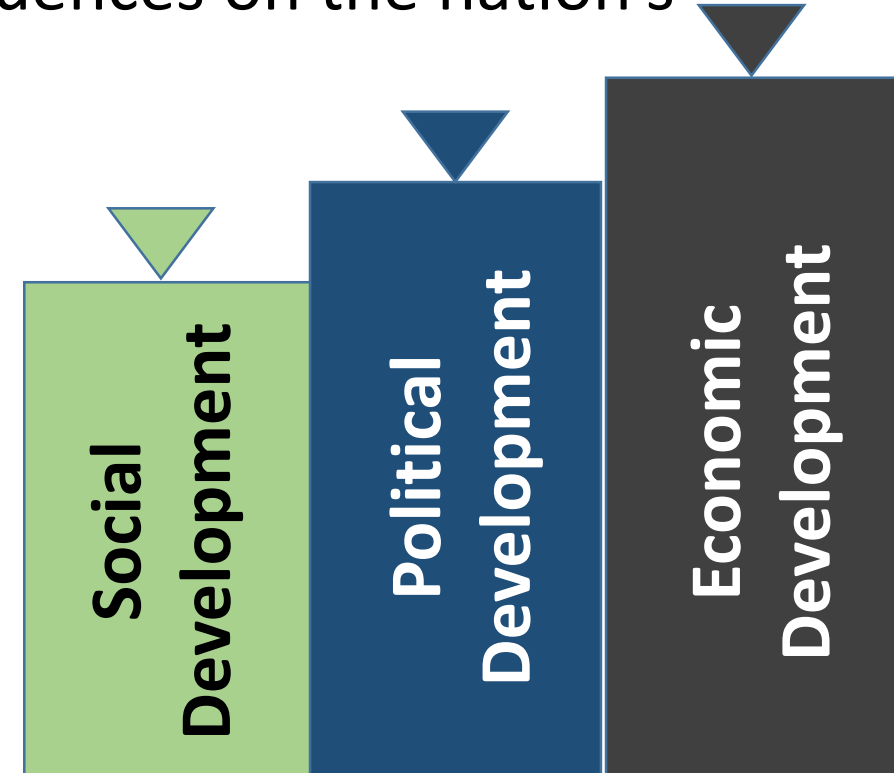


Source: <https://www.slideshare.net/AlexanderBardis/the-economic-impact-of-accidents-on-health-care-system>

Rising trend in morbidity and mortality rate due to Road Traffic Crashes (RTCs) in low and middle income countries has led the WHO to declare road traffic crashes an “**epidemic**”.

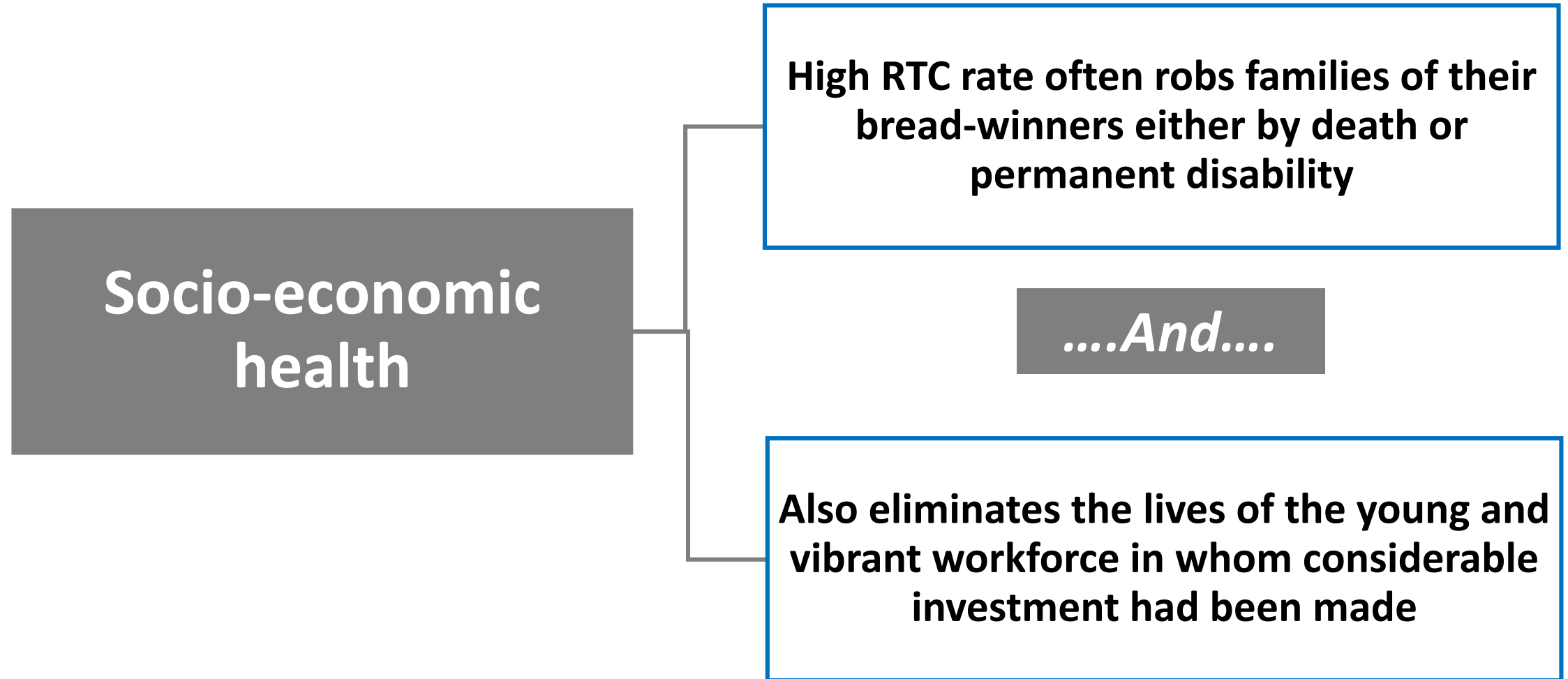
Road Traffic Crashes (RTC)

Road Crashes have serious negative consequences on the nation's -



Inefficient movement of people and goods reduces productivity, wastes energy, increases emission, compromises safety and threatens the quality of life.

Negative Impact of RTCs in Nigeria



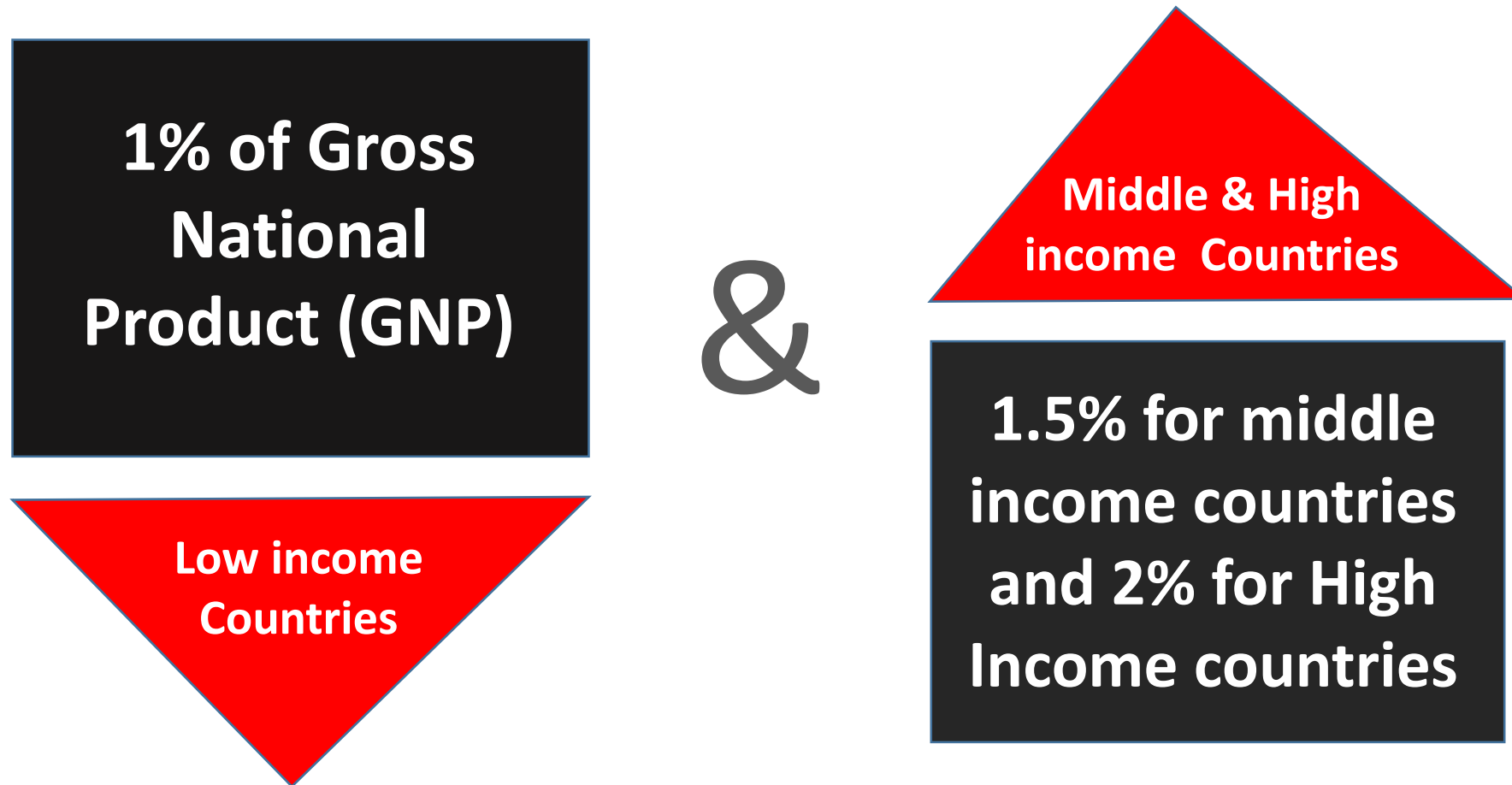
Negative Impact of RTCs in Nigeria...ii

There is also substantial loss of goods being transported leading to rising cost of these goods; with its attendant negative impact on the economy of the country



Economic Cost of RTCs

The economic cost of RTCs has been estimated as -



Emerging Road Safety Challenges from Automobiles

A major public safety challenge since the introduction of the automobile as the major form of mass transportation globally is how to establish and maintain road safety on the highways.



Road Traffic Crash Report in Nigeria (1/4)

The FRSC reported at least 229,524 RTCs between 2000 and 2018 (about 12,080 annually).

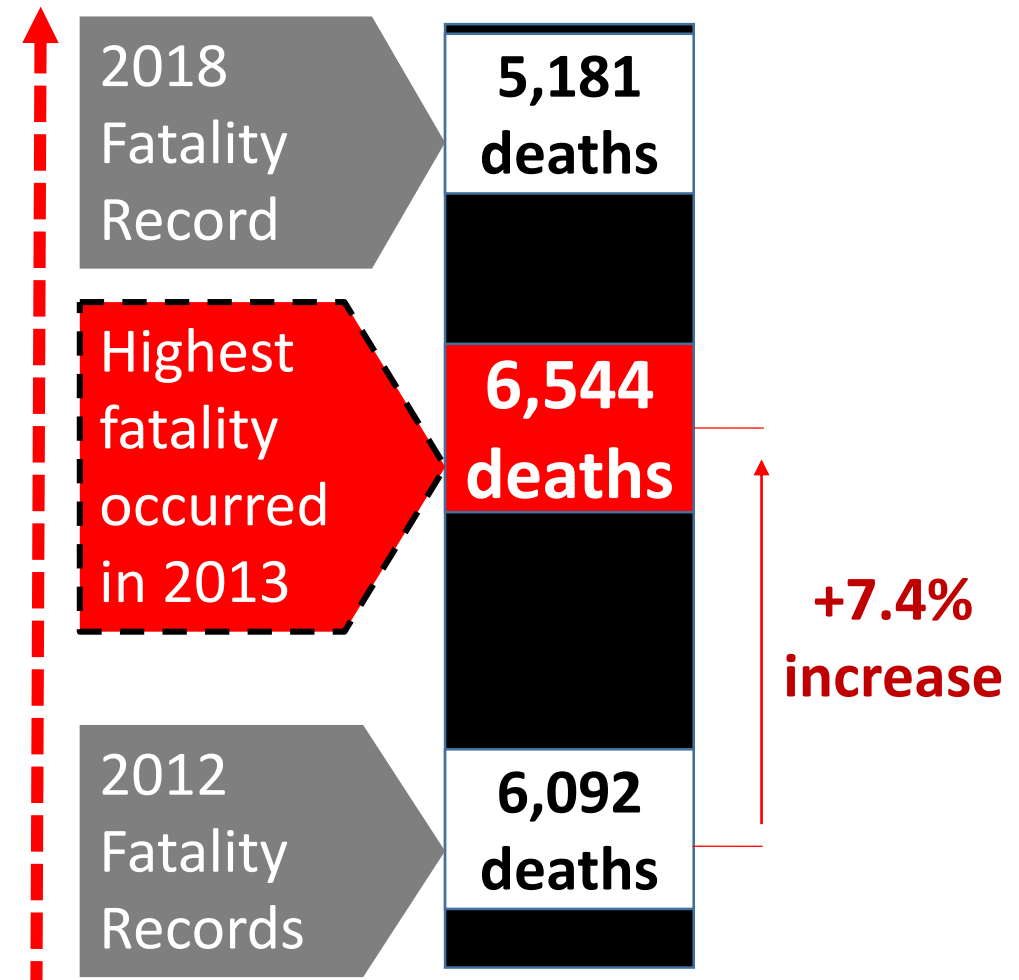
This is typical of other developing countries, such as India, Sri Lanka, Paraguay and others, where studies indicated low standards of road and safety infrastructure and urbanization has not been supported with adequate infrastructure.

Year	Total Reported Cases of Road Traffic Crashes
2000	≤ 229,524
2018	

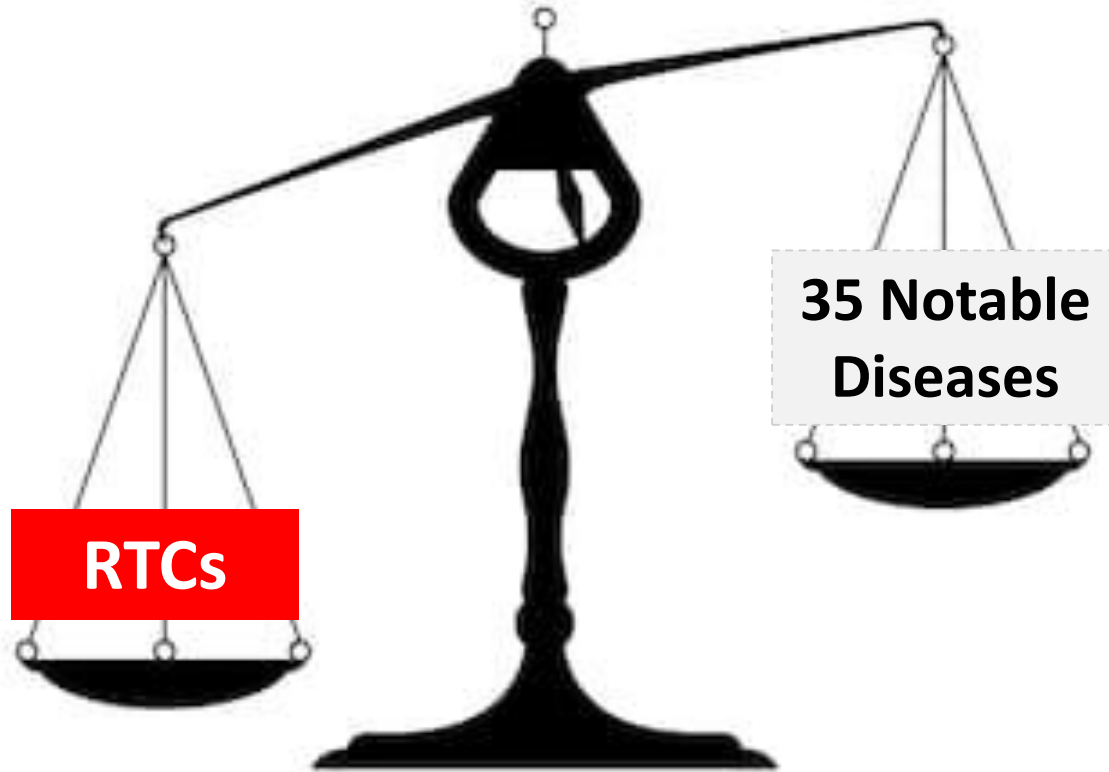
Road Traffic Crash Report in Nigeria (2/4)

Analysis of Road Traffic crashes data in Nigeria shows that the year 2013 had the highest fatality rate from RTC.

Year	Total RTC	Total Casualty	No. Killed	No. Injured
1960	1,013,471	1,179,642	292,703	866,939
2006				
2006	140,144		73,504	
2018				



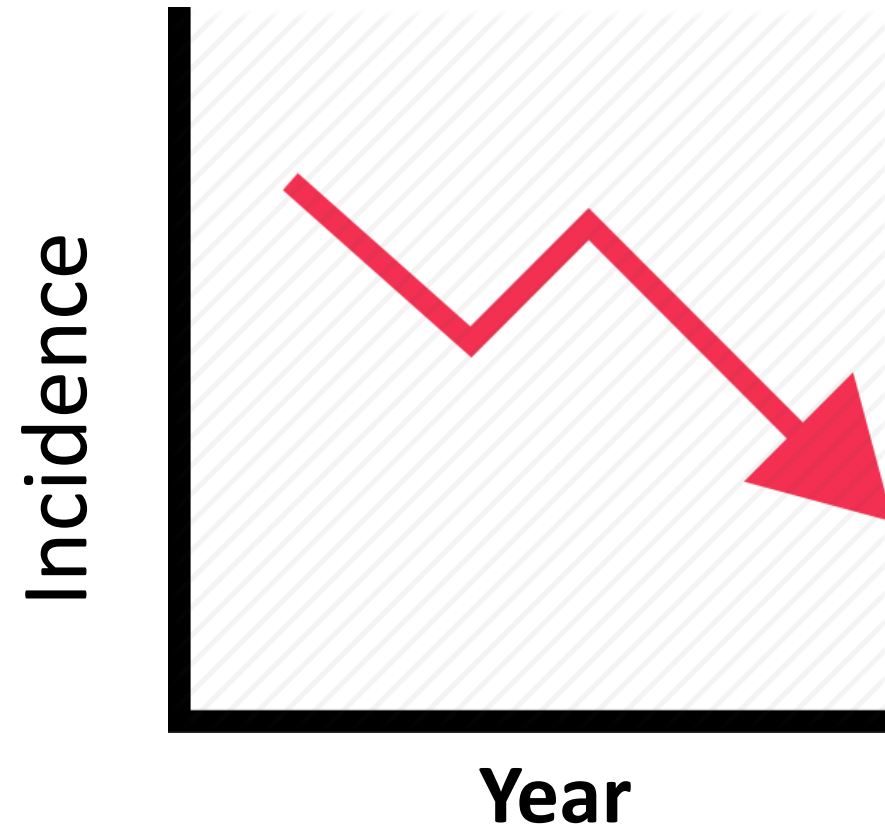
Road Traffic Crash Report in Nigeria (3/4)



A comparative assessment of the causes of deaths in Nigeria has placed road crashes as the major killer of Nigerians, than a combination of 35 notable diseases including malaria and HIV/AIDS.

Road Traffic Crash Report in Nigeria (4/4)

- These figures on RTCs and casualties are under-estimations of the realities on Nigerian roads, as there had been under-reporting.



Road Traffic Crash Report in Africa



The quarterly report of the African Development Bank (AfDB, 2014) indicated that RTCs caused 25% of all injury related deaths in Africa and recorded higher rate of human morbidity than diseases.

In Nigeria, about 34 deaths are recorded annually in 100,000 population, while more people with different degrees of injuries are often unaccounted for.

Challenge with Maintaining RTC Data

Gaps exist in RTC records due to :

- Vast road network.
- Limited coverage especially State roads by FRSC.
- Issues of data harmonization with other data collection agencies.



Addressing these gaps...

...However, this is being addressed through a harmonized collaborative forum known as **National Crash Reporting Information System** (NACRIS) and deployment of appropriate technology.



Establishment of FRSC

In order to reduce the monstrous rate of RTCs in the Country, which was fast decimating the nation's resources, the Federal Government established the Federal Road Safety Commission (FRSC) in February 1988 vide decree No. 45 of 1988 as amended by Decree 35 of 1992. The law enumerated its duties/obligation aimed at making the roads safe.





Introduction

Goal of the Paper

To show-case the pivotal role of safety in road transport towards achieving the overall purpose and goals of transportation and, by extension, its contribution to achieving socio-economic development of the nation as mirrored through the UN Sustainable Development Goals (SDGs), which is a landmark for member nations to achieve within the space of 2016 – 2030.

Objectives of the Paper

- a) Highlight the place of road transport in the Nation's economic development.**
- b) Highlight issues in road transport system requiring amelioration in order to facilitate full benefits of the transport mode.**
- c) Highlight contemporary road safety management strategy towards ensuring safety on the Nigeria's highways.**

Objectives of the Paper (Cont'd)

- d) Advance the role of FRSC in achieving the Sustainable Development Goals (SDGs) in Nigeria, and;**
- e) Create awareness among Nigerians about the various modalities available to accomplish the targets of the SDGs.**
- f) To inculcate a sense of responsibility toward spreading the message of Sustainable Development as good citizens of Nigeria.**

Limitations of the Lecture

- a) Espousal of some advantages of road transport and not transportation in general.**
- b) The FRSC experience in road safety management and road transport administration in Nigeria particularly targeting only eight (8) out of the seventeen (17) SDGs (i.e. Goals 2, 3, 4, 8, 11, 13, 16 & 17).**
- c) It is a limited narration of road safety in its entirety.**

Literature Review

Conceptual Issues (1/5)

Transportation is a major catalyst in the changing process of economic growth and development of any economy. It plays a recognizable role in the various sectors of the economy.

Every stage of development requires a certain level of transportation infrastructure in order to maximize its potentials.

Transportation is an indispensable tool used in facilitating economic activities.

Literature Review

Conceptual Issues (2/5)

Transportation infrastructure development constitutes an important aspect of the socio economic development and road infrastructure in particular represents if not the engine, the wheels of economic activities in most developing countries, Nigeria inclusive.



Literature Review

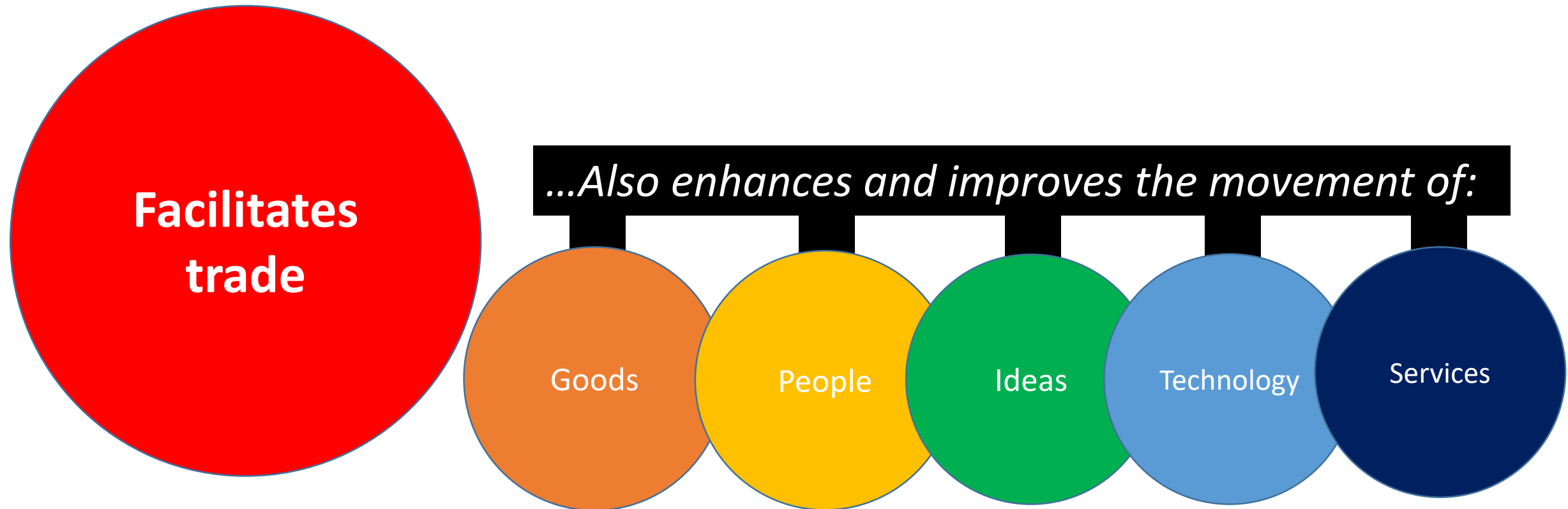
Conceptual Issues (3/5)

Transportation is so vital that it has been likened to the human blood circulatory system which healthy functioning is a necessary condition for sustenance of life.



Conceptual Issues (4/5)

In modern economy, the role of transport is very strategic because it



Literature Review

Conceptual Issues (5/5)

Traffic or road accident problem dates back to 1863 when J.J. Lenoir built the first car in Paris, France, though, it was not until after 1896 that the first motoring fatality was

Chronology of First Road Traffic Crash

Country	Year of Crash
England	1869
United States of America	1899
Nigeria (In Lagos)	1906



Literature Review

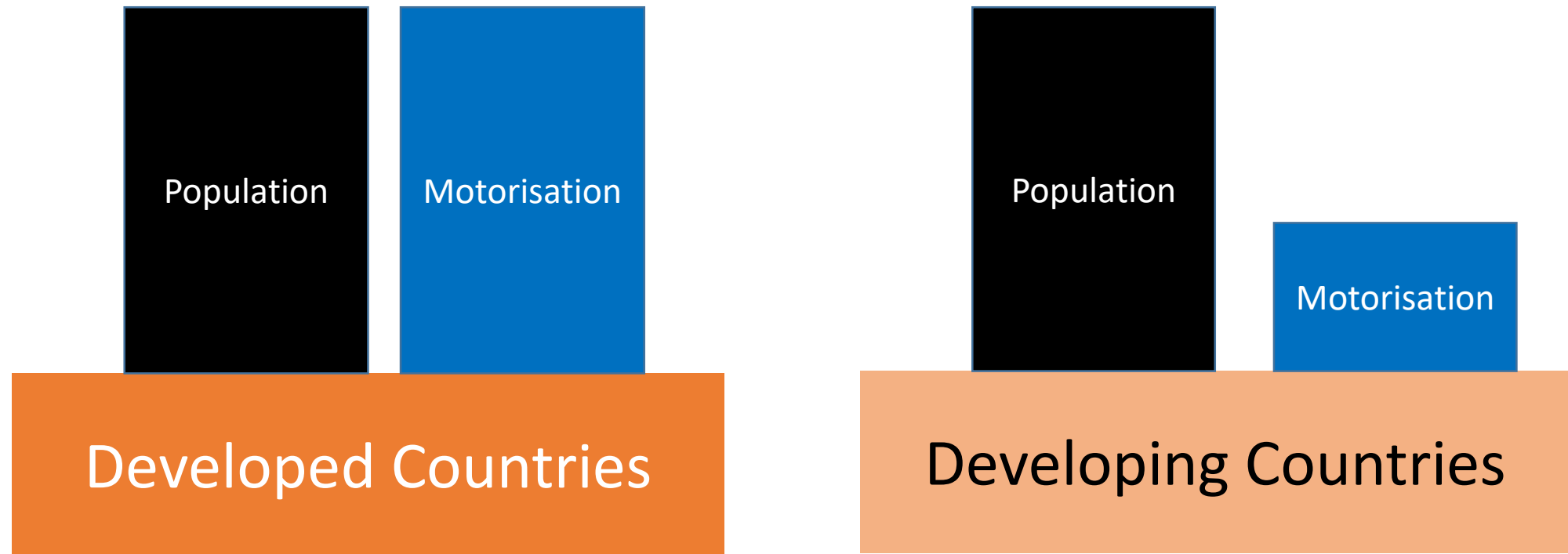
Half a century after the first recorded RTC, The RTC rates in Nigeria remained low due largely to low vehicular population.

However, from the 1970s, following the economic prosperity in the country as a result of the oil boom, RTC rate has witnessed a significant increase till date.



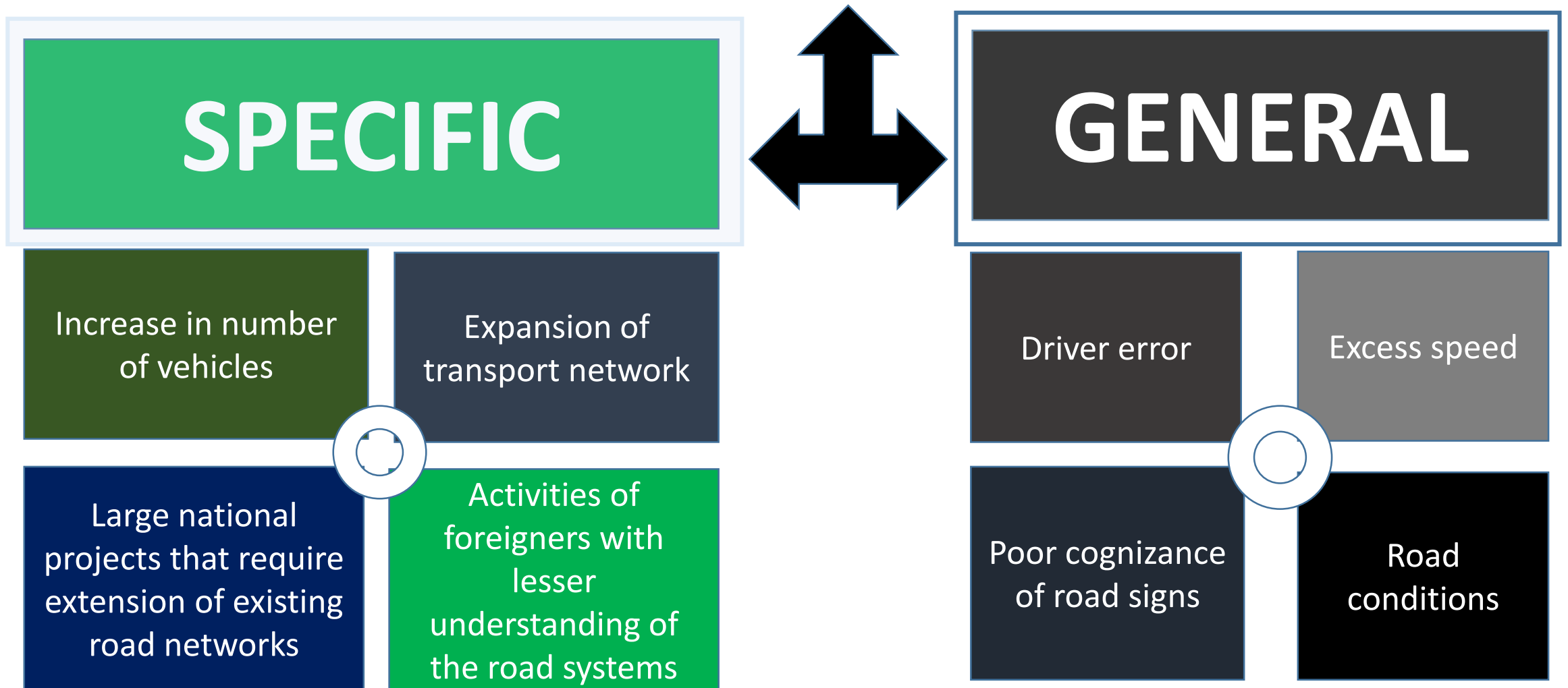
Literature Review

Population & Motorisation



It has been shown, for instance, that RTCs in developing countries accounts for almost one percent of these countries' annual Gross National Product, utilising scarce financial resources they can ill-afford to lose.

Causes of RTC (1/2)



Literature Review

Causes of RTC (2/2)

Alternatively, the causes of RTCs are categorized majorly into three:

1

Human
Factor

70%

2

Technical or
mechanical Factor

3

Environmental
Factor





THE SUSTAINABLE DEVELOPMENT GOALS (SDGs)

UN General Assembly on Sustainable Development Goals (SDGs)

The SDGs 2016 – 2030 (or Global Goals for Sustainable Development or 2030 Agenda) were born at the UN Conference on Sustainable Development in Rio de Janeiro in 2012.

The collection of the 17 global goals is part of **Resolution 70/1** of the United Nations General Assembly:

"Transforming our World: the 2030 Agenda for Sustainable Development."



UN General Assembly on Sustainable Development Goals (SDGs)...ii

- It is an outcome of a set of universal goals that meet the urgent environmental, political and economic challenges facing our world.
- The SDGs replaced the Millennium Development Goals (MDGs), which started a global effort in the year 2000 to tackle the indignity of poverty.

The Millennium Development Goals (MDGs)

The MDGs established measurable, universally-agreed objectives for tackling:



The legacy and achievements of the MDGs (2000–2015) provide us with valuable lessons and experience.

The Sustainable Development Goals (SDGs)

The SDGs are the one ultimate objective that the United Nations has undertaken to urge member nations to achieve by 2030



The Sustainable Development Goals (SDGs)

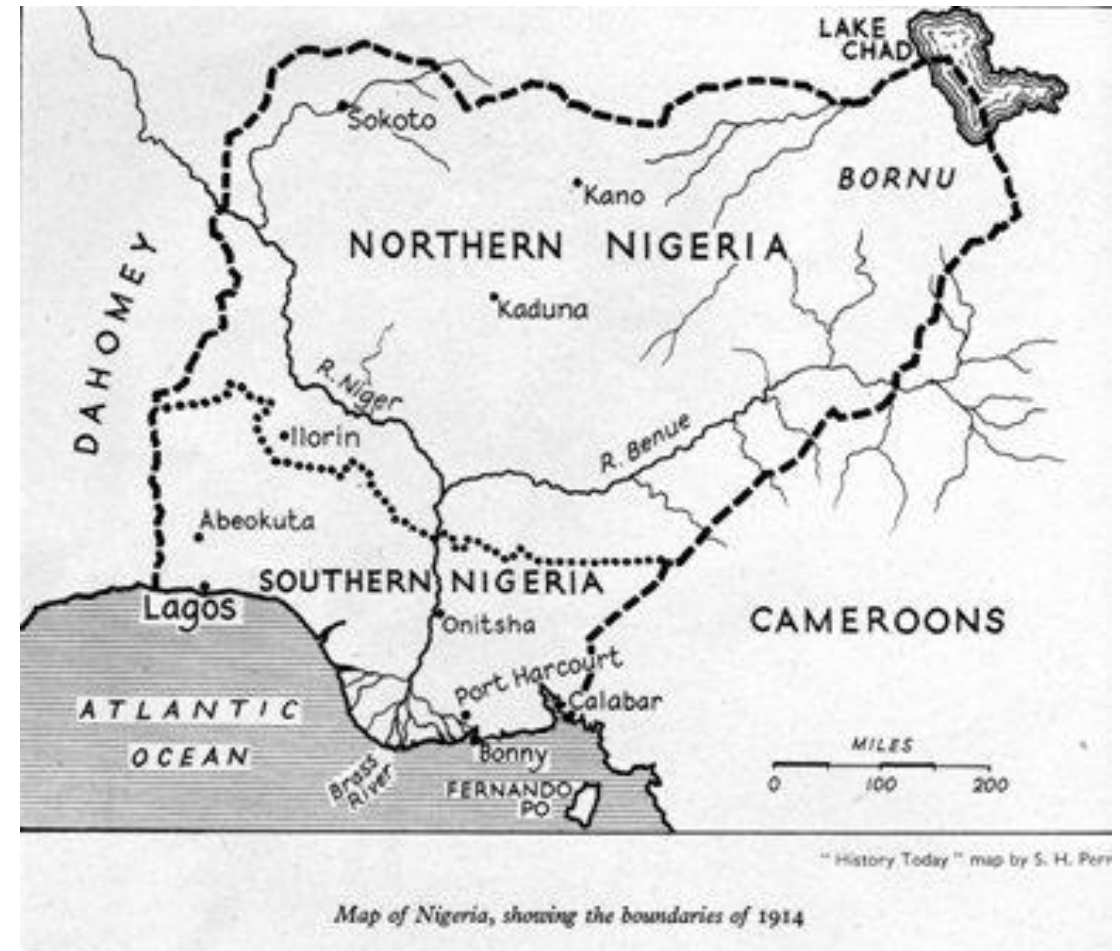
Significantly, it is an inclusive effort to bring about a progressively sustainable, more secure, increasingly prosperous planet for all mankind. Safe road transport system is a vital part which is embedded in several of these goals.

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Road Safety in Nigeria

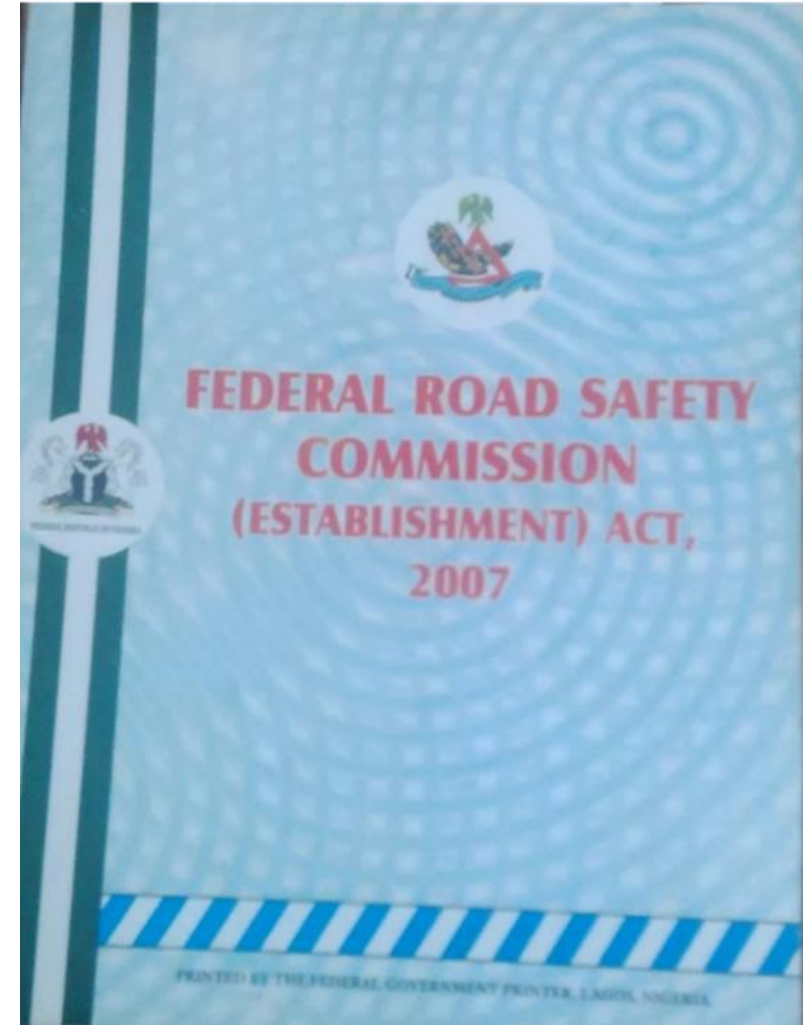
Historical Perspective of Road Safety in Nigeria

Nigeria's efforts at tackling the challenges of safety on the roads commenced in 1913 with the promulgation of the first transport law –the Highway (Motor Traffic) Ordinance with the main objective of “reducing the incidents of road traffic accidents to the barest minimum” in the Southern Protectorate.



Historical Perspective of Road Safety in Nigeria...ii

In February 1988, the Federal Government established the Federal Road Safety Commission (FRSC) through Decree No. 45 of 1988 as amended by Decree 35 of 1992 now referred to in the statute books as the FRSC Act cap 141 Laws of the Federation of Nigeria (LFN); passed by the National Assembly as Federal Road Safety Commission (Establishment) Act, 2007.



Professor Wole Soyinka and Road Safety in Nigeria

Prof Wole Soyinka was one of the founding fathers of Road Safety serving as its First Chairman of FRSC.



- Deeply mindful of the gravity of the almost unrestrained loss of University of Ife Students along the Ile Ife – Ibadan highway almost on daily basis in the 1970s
- Realized the multiple repercussions with stunting of national development and the inevitable need to take decisive steps to address the problem of carnage on the road.

Road Safety Situation in Nigeria

The enactment of laws with complementary agencies to regulate and enforce the laws indicate that government realized the importance of road safety in view of its economic and social implications and its vital role in the establishment of public order.



Responsibilities of the FRSC (1/7)

The responsibilities of the FRSC include:

A

Make the highway safe for motorists and other road users;

B

Recommending work and devices designed to eliminate or minimize accidents and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on the localities where such works and devices are required.

C

Educating motorists and members of the public on the importance of discipline on the highway.

Responsibilities of the FRSC (2/7)

In Particular, the Corps' responsibilities include:

- (a) Preventing or minimizing accident on the highways;
- (b) Clearing obstruction on any part of the highways;
- (c) Educating motorists and other members of the public generally on the proper use of the highways;
- (d) Designing and producing the driver's license to be used by various categories of vehicle operators;

Responsibilities of the FRSC (3/7)

- e) Determining from time to time, the requirements to be satisfied by an applicant for a driver's license;
- f) Designing and producing vehicle number Plates;
- g) The standardization of highway traffic code;
- h) Preventing or minimizing accidents on the highways

Responsibilities of the FRSC (4/7)

- i) Giving prompt attention and care to victim of accidents;
- j) Conducting researches into causes of motor accidents and method of preventing them and putting into use the result of such researches; establishment, functions, etc. of the Federal Road Safety Corps.
- k) Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device;
- l) Co-operating with bodies or agencies or groups engaged in the road safety activities or in the prevention of accidents on the highway;

Responsibilities of the FRSC (6/7)

- m) Making regulation in pursuance of any of the functions assigned to the Corps by or under this Act;
- n) Regulating the use of sirens, flashers or beacon lights on vehicles other than Ambulance and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-Military Agencies;
- o) Providing Roadside and mobile clinics for the treatment of accident victims free of charge;

Responsibilities of the FRSC (7/7)

- p) Regulating the use of mobile phones by motorist;
- q) Regulating the use of seat-belts and other safety devices;
- r) Regulating the use of motorcycles on the highways;
- s) Maintaining the validity period for driver's licences which shall be three years subject to renewal at the expiration of the validity period; and
- t) Performing such other function as may, from time to time, be assigned to the Corps by the Commission.

Key Strategies for effective implementation of FRSC Mandate

VISION

To **eradicate** Road Traffic Crashes and create safe motoring environment in Nigeria.



Key Strategies for effective implementation of FRSC Mandate

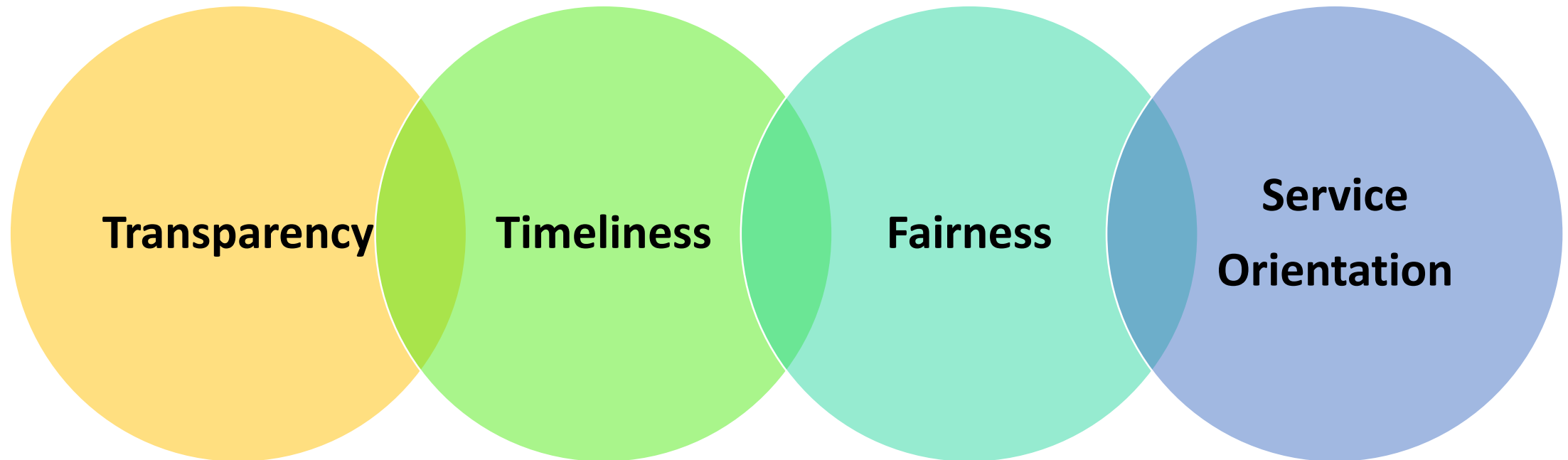
MISSION

Regulate, Enforce
and Coordinate
Road Traffic and
Safety Management
activities through:

- 
- Sustained Public Enlightenment.
 - Promotion of Stakeholder Cooperation.
 - Robust Data Management.
 - Improved Vehicle Administration.
 - Prompt Rescue Services.
 - Effective Patrol Operations.

Key Strategies for effective implementation of FRSC Mandate

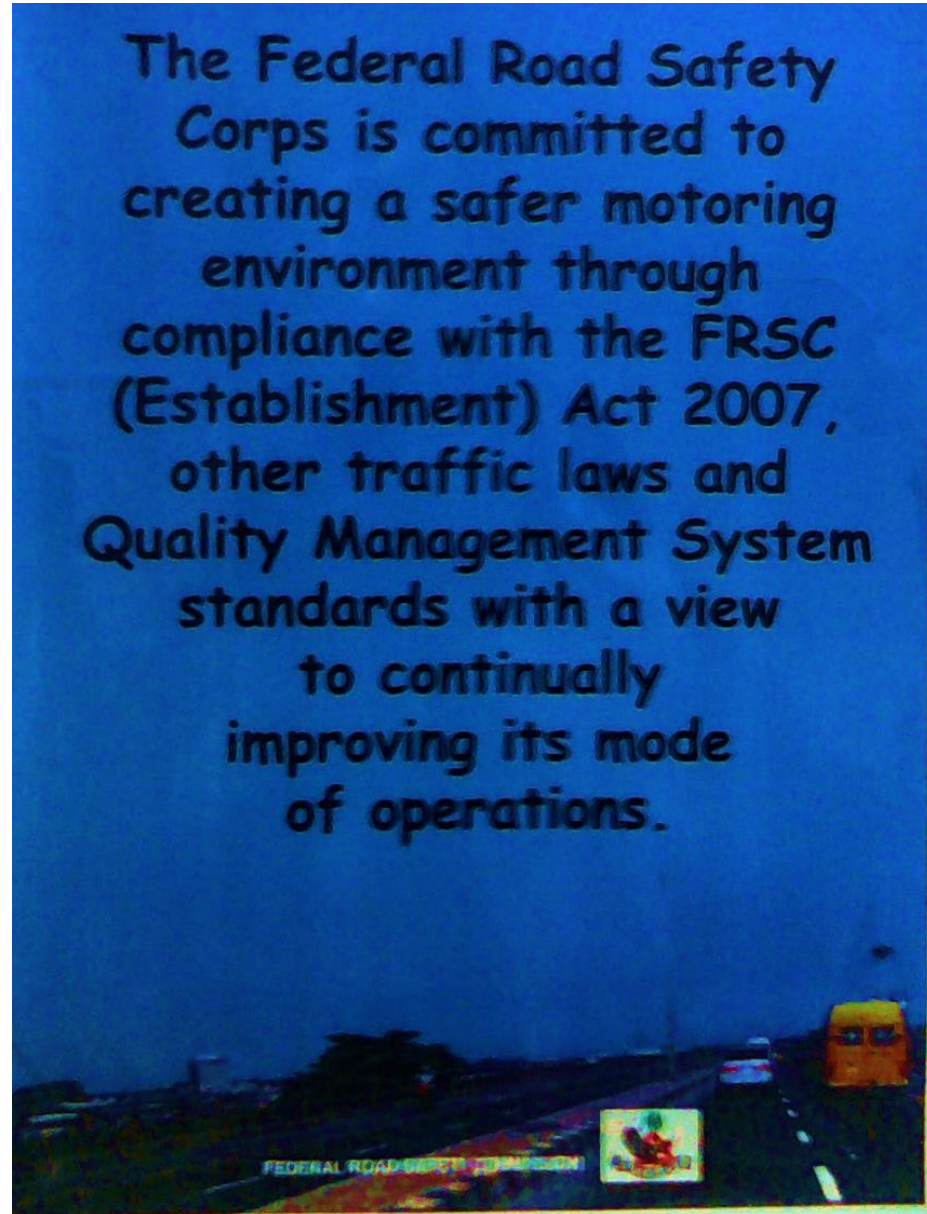
CORE VALUES



Key Strategies for effective implementation of FRSC Mandate

QUALITY POLICY

The Federal Road Safety Corps is committed to creating a safer motoring environment through compliance with the FRSC (Establishment) Act 2007, other traffic laws and Quality Management System standards with a view to continually improving its mode of operations.



Contemporary global and local alignment in Road Traffic Administration and Safety Management in Nigeria (1/4)

The FRSC, by virtue of its place and responsibilities, has since taken up the Nigeria road safety challenges and recorded some modest achievements over the years.



Contemporary global and local alignment in Road Traffic Administration and Safety Management in Nigeria (2/4)

It has equally been effectively and jointly involved in execution of all global Conventions and Agreements on road safety and related matters to which Nigeria acceded as well as National Development Plans, including:

	Global / International
A	Vienna Convention on Road Traffic of 1949
B	Geneva Convention on Road Signs and Signals of 1968
C	Convention on Road Signs and Signals, of 1968 (Vienna Convention)
D	Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles equipment and parts which can be fitted and or be used on wheeled vehicle
E	Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspection

Contemporary global and local alignment in Road Traffic Administration and Safety Management in Nigeria (3/4)

	Global / International (Çont'd)
F	Agreement Concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles Equipment and Parts which can be Fitted and or be Used Wheeled.
G	1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).
H	Millennium Development Goals (MDGs), 2000-2015
I	Decade of Action for Road Safety, 2011–2020
J	Safe System Approach to Road Safety Management
K	Accra declaration, 2007-2015
L	Sustainable Development Goals (2016-2030)

Contemporary global and local alignment in Road Traffic Administration and Safety Management in Nigeria (4/4)

	National
A	Transformation Agenda, 2011-2015
B	Vision 20:2020
C	Economic Recovery and Growth Plan, 2017-2020



Achieving The Sustainable Development Goals (SDGs) Through Road Transport Safety Management In Nigeria

Role of FRSC in the SDGs (1/2)

FRSC vision was hinged on two broad objectives of optimizing human and natural resources to achieve rapid economic growth, and translating the growth into equitable social development for all citizens.

Presently, these broad objectives can be situated within eight (8) of the seventeen (17) SDGs, namely Goals:

Role of FRSC in the SDGs (2/2)



expected to be achieved by UN member nations by 2030.

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 2:

End hunger, achieve food security and improved nutrition, and promote sustainable agriculture

- Ensure swift and unhindered movement of farm produce off the farms to consumers ensures that the full values of produce is retained and such renders best nutritional value to consumers
- Ensure that the nation's roads are safe at all times such that it would enable harnessing the nation's potentials in agricultural production.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 2: (Cont'd)

- The Corps is working with relevant partners on easing movement of farm produces across the nation's road network to the markets, thereby reducing losses associated with value degeneration of produces which in turn impacts on profitability.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 2: (Cont'd)

- Conduct of periodic Road Safety Audit and the outcome forwarded to the responsible authorities for amelioration
- Specific attention is focused on driver's training and license issuance for agricultural vehicles operators to eliminate undue delays and bottlenecks in the licensing process

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3:

Goal 3: Ensure Healthy Lives and Promote Well-being for all at all Ages

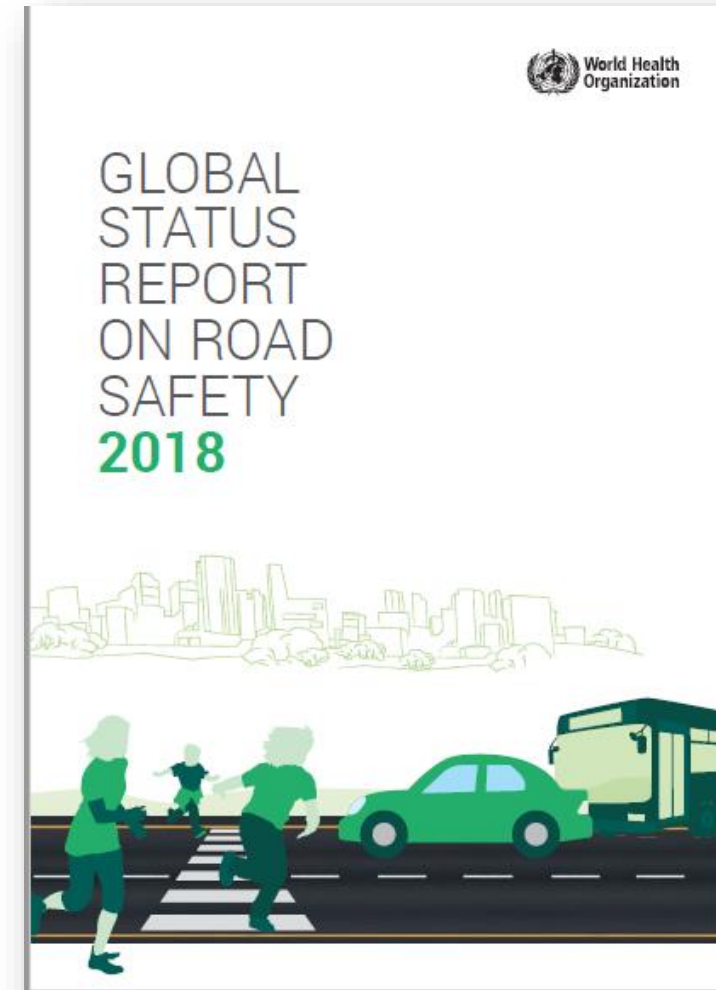
- The desire to attain healthy lives and promote well-being for people of all ages in the Sustainable Development Goals circumspectly looked into ways of tackling the main causes of death worldwide including child and maternal health issues, malaria, tuberculosis, Road Traffic Crashes and others.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

- Deaths and injuries from road traffic crashes have risen to become a serious health concern worldwide with annual estimates of about 1.35 million deaths and 50 million injured.
- “Road Traffic Injuries arising from crashes have emerged as an important **public health issue** which needs to be tackled by a multi-disciplinary approach.



1.35 million deaths annually

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

The World Health Organization (2018) outlines the facts of the global situation thus;

- ☐ “Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.
- ☐ Road traffic crashes cost most countries 3% of their Gross Domestic Product (GDP).
- ☐ Nearly half of those dying on the world’s roads are “vulnerable road users”: pedestrians, children, cyclists, and motorcyclists.

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

- ☐ 90% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 54% of the world's vehicles.
- ☐ Road traffic injuries are the leading cause of death among people aged between 15 and 29 years.
- ☐ More than 1.35 million people die each year as a result of road traffic crashes''.

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

Frameworks and mechanisms for improved response time to road traffic crash scenes and all other traffic distresses:



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

National Community Post Crash Care Initiative (NCPCCI)

- NPCCI empowers residents of communities along critical corridors with basic and requisite first aid and recovery skills to complement FRSC rescue efforts.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 3: (Cont'd)

Emergency Ambulance Service Scheme (EASS)-Zebra

RTCs have been reduced through a robust post-crash architecture under a unique Emergency Ambulance Service Scheme (EASS), otherwise referred to as “Zebra”.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 4:

Goal 4: Ensure Inclusive and Equitable Quality Education and Promote Lifelong Learning Opportunities for all.

- In the context above, FRSC has evaluated the impact of the effect of loss of lives weighed against the level of citizen education and enlightenment relative to continuous loss of lives and valuable property on the nation's highways and has developed a number of approaches to make considerable contribution to address the situation within possible spheres.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 4: (Cont'd)

In direct provision of opportunities for schools access, the Corps is currently in the process of upgrading its Academy in Udi, Enugu State to a degree awarding institution and Centre of excellence in road safety management studies in Africa.

Similarly, the FRSC Training School is also undergoing accreditation to the status of Certificate and Diploma awarding institution.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 4: (Cont'd)

Infusion of Road Safety into the nation's basic education school's curriculum (primary and Junior Secondary Schools)

The benefits of this approach have translated to adjusted safety life styles in younger Nigerians who will become future leaders and affect the society positively.

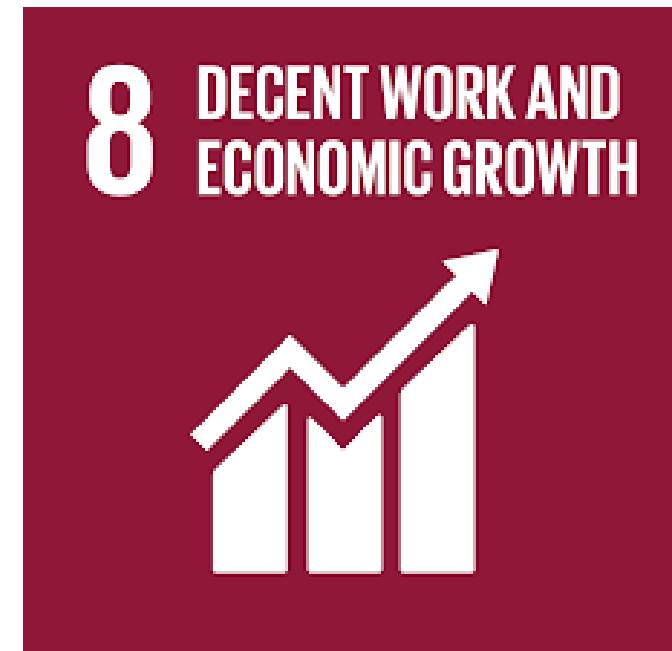


Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 8:

Promote Sustainable, Inclusive and Sustainable Economic Growth, full and Productive Employment and Decent Work for all

- The FRSC has contributed towards economic growth by creating employment opportunities for Nigerians.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 8: (Cont'd)

Such opportunities through:

- ❖ The Road Transport Safety Standardization Scheme (RTSSS),
- ❖ Driving School Standardization Programme (DSSP) and.
- ❖ Influencing industrialization relating to uplifting of the road transport sub-sector in Nigeria.

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 11:

Make Cities and Human Settlements Inclusive, Safe, Resilient and Sustainable

- The FRSC, in conjunction with the Federal Ministry of Power, Works and Housing have made considerable headway in road signage and regulation of speed in various traffic zones to ensure that posted speed is not violated.

The Corps does enforcement and special operations to ensure compliance.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 11: (Cont'd)

The Corps is further pushing through, in conjunction with stakeholders, including the Society of Town Planners, that schools and markets as well as all other human activities conflicting with the road or traffic are eliminated in order to make our cities and human settlements safer for all to enjoy fuller lives.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 13:

Take Urgent Action to Combat Climate change and its Impacts

- Global warming and its effects on human life and the environment are consequences of our actions directly and indirectly impairing on uncontrolled production or release of Greenhouse Gases to the atmosphere.

13 CLIMATE
ACTION



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 13: (Cont'd)

The Corps is partnering with the National Automotive Design and Development Council (NADDC) on various measures aimed at regularizing, stabilizing and ultimately reducing carbon emission levels in internal combustion engines.

Chief among the steps taken in this direction is the Vehicle Type Approval (VTA) policy which compels foreign imported automobiles and local assembly plants to comply with tolerable limits on carbon emission in line with global practice.

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 13: (Cont'd)

Encouraged improved vehicle testing procedure to eliminate old and un-roadworthy vehicles that emit excessive smoke through capacity development of Vehicle Inspection Officers (VIOs) and acquisition of digital testing devices.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 13: (Cont'd)

The Corps is also promoting bicycle transportation, particularly within cities as alternative to the use of automobile to curtail the impact of carbon monoxide emission and road congestion.



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 16:

Promote Peaceful and Inclusive Societies for Sustainable Development

- The Corps promotes equity and justice through a system that ensures;
- a. Upholding of the Principles of Rule of Law in all operations:
 - Supremacy of Law
 - Equality before the Law
 - Individual Rights



Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 16: (Cont'd)

- b. Synergizing with the States' Judiciary on establishment of Mobile Courts to prosecute traffic offenders.
- c. Availing offenders the option of waiver of rights to fines payment.
- d. Alternative Dispute Resolution through various intra-transport Unions and FRSC-transport Unions

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 16: (Cont'd)

- e. Receptiveness to public opinion and inputs through:
 - Dynamic and informative website and social media platforms
 - FRSC SERVICOM Charter.
 - Domestication of Executive Order 001 (Ease of Doing Business in Nigeria)
 - Implementation of Penalty Point System that discourages serial traffic regulations infringement.

- f. Stakeholders' consultation, buy-in and conformity, including State and Local Government Road Safety Advisory Committees (SACORS & LACORS)

Achieving the Sustainable Development Goals through Road Transport Safety Management

Goal Number 17:

Strengthen the Means of Implementation and Revitalize the Global Partnership for Sustainable Development

- Global partnership has continued to play significant roles in the advancement of road traffic management, and Nigeria is not an exception.
- Road Safety/FRSC partnerships cut across
 - ☐ Internal Agency,
 - ☐ Pan-Nigeria,
 - ☐ Pan-African and global synergy;
 - ☐ World Bank and
 - ☐ The United Nations inclusive.





Conclusion

Conclusion/Way Forward



- It must be on record here that President Mohammadu Buhari, GCFR has always facilitated and ensured that Nigeria lives up to its commitments to the UN and other international obligations on road traffic.

Conclusion/Way Forward (Cont'd)

Road traffic death and injury have become a global health issue, necessitating concerted global intervention, particularly championed by the UN and WB. Other local country measures have equally followed suit in adaptive forms to ensure sustainable socio-economic development.

Nigeria has not lagged behind in this quest, both in developmental policy pronouncements as well as practical interventions through the various relevant Ministries, Departments and Agencies, FRSC inclusive.

Conclusion/Way Forward (Cont'd)

- The FRSC, as the Lead Agency on Road Traffic Management and Safety Administration in Nigeria, was charged with responsibilities relative to road safety.
- The Corps has continued to diligently deliver on its charges, the various handicaps relating to funding and other environmental indices notwithstanding.
- The Corps takes compliance to all global agreements to which the country acceded to seriously and has gone ahead to play prominent roles at the global levels with huge appreciation and recognition.

Conclusion/Way Forward (Cont'd)

- While it is true that road transport administration, including regulation is still not satisfactory, the Corps is not resting on its oars but constantly searching for solutions to all contemporary issues in road transport in Nigeria, particularly on safer road use.
- As the paper has indicated that no society advances with its road transport system in shambles, efforts are being made consistently to make road safety a collective responsibility of all, thus jointly shouldering our development ambitions.
- It is also important to note that no nation develops when its developmental policies are coined and presented in discordant tunes, its clarity and implementable reality may be lost in the melee that may trail interpretation.

Conclusion/Way Forward (Cont'd)

It is also instructive to note that in attaining any positive goal at all, the nation's university system, including LASU, matters a lot because it is a veritable Center of Excellence in learning and character development of all who come in contact with it.



Conclusion/Way Forward (Cont'd)

- The system must, therefore, be more tuned to the dynamic requirements of the society. It should avoid corporate indifference in the nation's continuous search for a way out of the socio-economic woods.
- It must engage in relationship development and purposeful networking such that it will enable accrurement of all derivable advantages to this great nation.

Conclusion/Way Forward (Cont'd)



Conclusion/Way Forward (Cont'd)

Furthermore, the manifestation of the system's value on all those who come in contact must be positive, visible and measurable. It is in this way that it will equally rob off on road traffic behaviour which currently, is the most single causal factor in road traffic crashes and attendant consequences.

It may interest you to know that about 75% of road traffic crashes are caused by human error. These errors could have been averted thereby preventing loss of mostly young lives that could have contributed to socio-economic development of the nation and valuable property (vehicles, houses, other possessions) thereby setting many back and stunting national gains. Maiming of several other people also depletes their potential to contribute to the social and economic capacity of the nation.

Conclusion/Way Forward (Cont'd)

The residual effect of road crashes on families and the society in general includes the fact that it has the potential to create fertile grounds for criminality and other negative multiplier effects on dependants of crash victims whose bright future may be irreversibly truncated.

Also, as stated in the limitations earlier and to further expatiate on its stand, this paper fronts for road safety input in achieving some of the Sustainable Development Goals.

Conclusion/Way Forward (Cont'd)

By the implication of the above, there should be proper funding of all rural access roads to ensure accessibility to farmsteads.

Arising from the overburden on the road as the dominant mode of transport and the need to considerably free it from traffic and reduce the attendant negative occurrences, the Federal Government should pay adequate attention to the development of the other modes even as it continues to improve on roads and road infrastructure.

In the first instance, the railways should link all states capital and later the rural areas and made safe for the nation to enjoy its carriage capacity both in human and goods. This should be developed side by side the light train/tramps by the State governments.

Conclusion/Way Forward (Cont'd)

Secondly, the Federal Government should rekindle its interest in the development of Dry Ports and translate them to veritable inland intermodal terminals; connected by road or/and rail to seaports from where there can be transshipment of goods/cargos for onward delivery to the hinterlands; without prejudice to its human traffic advantage too.

Thirdly, the nation's Airports should also be developed to global standards and air services made better and cheaper to attract patronage.

Lastly the nation's pipeline transportation should be resuscitated fully in order to reduce transportation of dangerous/inflammable goods by road. It is, however, important that the intermodal system recommended for the nation should be sustainably operational.

Conclusion/Way Forward (Cont'd)

To further ensure success, government must curb all factors that are capable of derailing achievement of all the goals.

Some of these factors include insurgency, kidnapping, flooding, armed robbery, ethnic clashes and religious intolerance. These are monsters in the current Nigerian dispensation.

Conclusion/Way Forward (Cont'd)

Permit me to close by saying that FRSC recognizes the complexities of modern road traffic administration globally, and in Nigeria particularly, where issues demand more cognitive presence and technology as veritable vehicles for intervention and more team based collaborative approaches to achieve desired goals in the shortest time possible.

FRSC is thus committed to advancing achievement of the SDGs in whatever area falls within its purview. The Corps will further develop relationships and networks and avoid corporate indifference to national development in recognition that a country's achievement is derived from the aggregate efforts of Ministries, Departments, Agencies and indeed all strata of the society. We are constantly reminded that:

“Preventive Measures cost less than Penalties for Neglect”

-Prof. Wole Soyinka

3rd August, 1988

Conclusion/Way Forward (Cont'd)

I thank the Management of this great University and particularly the School of Transport for the recognition of the FRSC and my humble self to deliver the first distinguished lecture of the School.

I appreciate the privilege and your kind attention as we ensure global best road safety practice in Nigeria.

God bless you all.

THANK YOU

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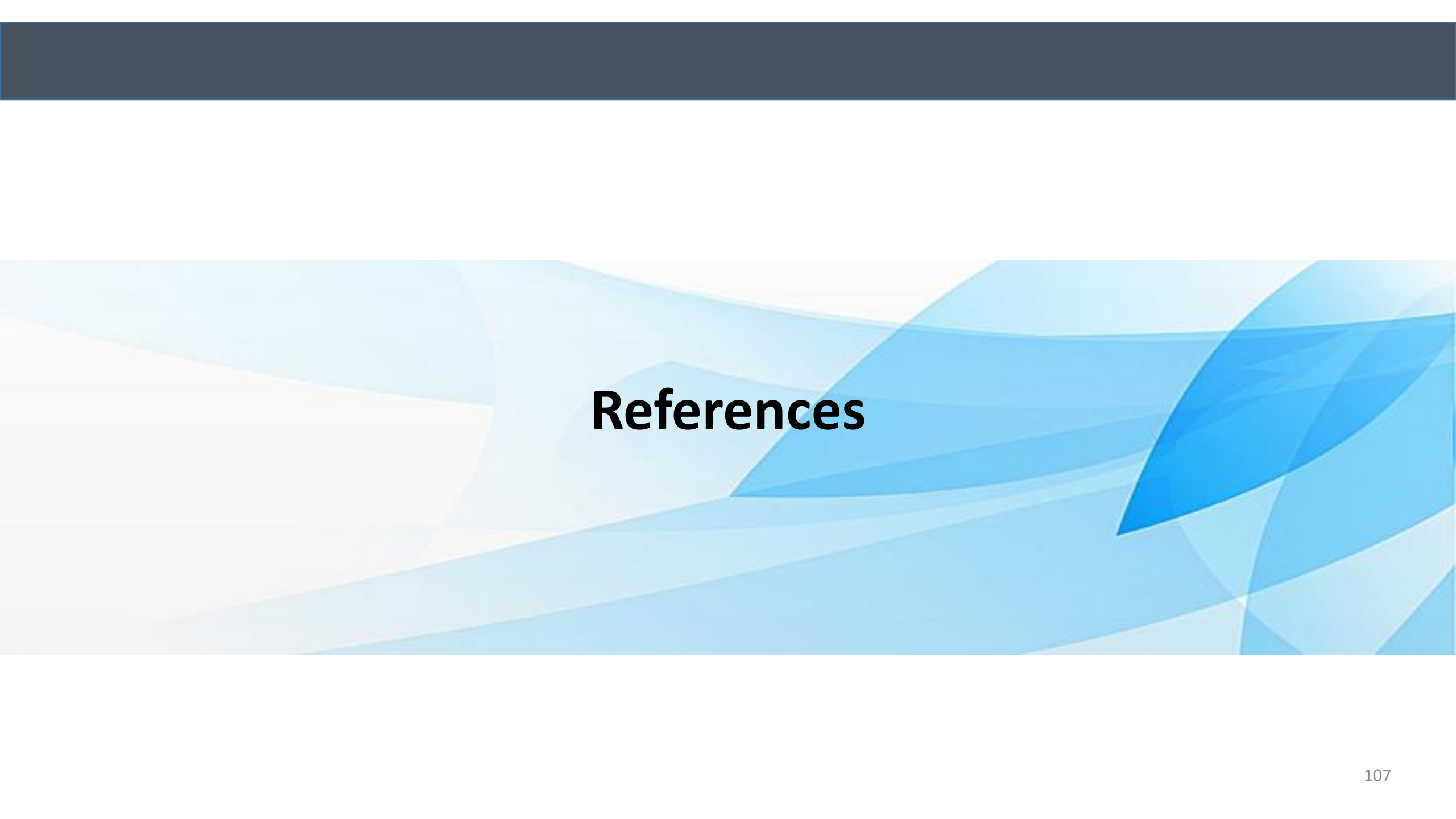
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The background of the slide features a dark blue horizontal bar at the top. Below it, the main area is filled with an abstract pattern of overlapping, semi-transparent geometric shapes in various shades of blue and white, creating a layered, wave-like effect.

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