

Review of Public Policy and Practices on Road Safety Along National and African Regional Corridors



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Introduction

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A major public safety challenge governments across the world are working to address is establishing and maintaining a reasonable level of road safety along the roads and highways. The creation of a safe and predictable driving environment would lead to reduction in the number of avoidable or preventable road traffic collisions, injuries and deaths.

Road Traffic Collisions and Deaths

The number of global deaths as a result of road traffic crashes are far too many to ignore.



Source: Global Status Report on Road Safety 2015

Global Actions on Road Safety

Following the need to upturn the curve of road safety mishaps especially as it affects human safety and general societal development including national economy, a number of policies and practices emerged from different road safety intervention forums. {past, present and prospective}



1st Ministerial Conference on Road Safety: Russia, 2009



2nd Ministerial Conference on Road Safety: Brazil, 2015



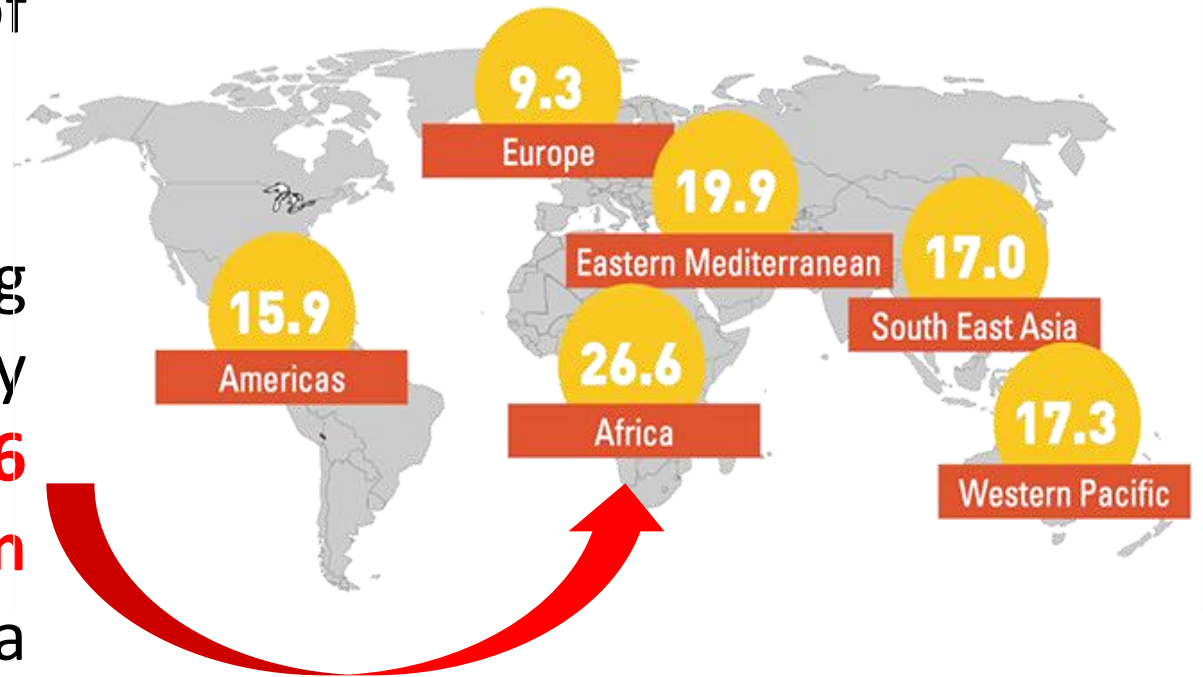
3rd Ministerial Conference on Road Safety: Sweden, 2020

Road Traffic Situation in Africa

Africa being a member of the global community is highly affected by road traffic crashes due to the level of development.

The continent is categorized among regions in the world with high fatality index, noted as the highest with **26.6 fatality per 100,000 human population** ahead of Eastern Mediterranean, Asia Pacific and the Americas.

The chance of dying in a road traffic crash depends on where you live



The Need for Public Safety Policies and Practices on Road Safety in Africa

Going by the development, countries in Africa and indeed Regional Corridors needed to evolve public policies on road safety to enhance trans-border activities and economic transactions that thrives on road transportation.

For example in West Africa and indeed the whole of Africa, the road sub-sector which is the most utilized, is now witnessing tremendous development.

The principal activity in the roads sector is the continued implementation of national/regional road transport and transit facilitation programmes.

The Need for Public Safety Policies on Road Safety in Africa (Cont'd)

Under the programme, emphasis is placed on the ECOWAS Joint Border Posts (JBP) programme which has seen the construction of Joint Border Posts in Seme/Krake (Nigeria/Benin) and Noepe (Ghana/Togo) and the drafting of the Legal Framework and Operational Manuals for the JBP which will guide the operation of the various JBP facilities.

There is also the Axle Load Harmonization Policy, the Road Transport Observatory and the Nigeria-Cameroon Multinational Highway and Transport Facilitation Programme developed as part of the Trans-Africa Highway programme under which harmonization of norms, standard, vehicle size, axle load limit between Nigeria (in ECOWAS) and Cameroon in the Economic Community of Central African States (ECCAS) is being studied to be followed by implementation.

The Need for Public Safety Policies on Road Safety in Africa (Cont'd)

Also, the Lagos-Abidjan Corridor Development Programme as well as the Trans-Gambia Transport Corridor have been established as part of an extended corridor programme in West Africa.



Some Public Policies on Road Safety in Africa and Nigeria

A number of public policies on improving the road safety landscape of Africa has been developed. The policies include;



Brief Review of the Policies – African Road Safety Charter

Africa Road Safety Charter serves as a policy framework and an advocacy tool for Road Safety improvement on the Continent aimed at facilitating the creation of an enabling environment to drastically reduce the road traffic crashes.

Objectives:

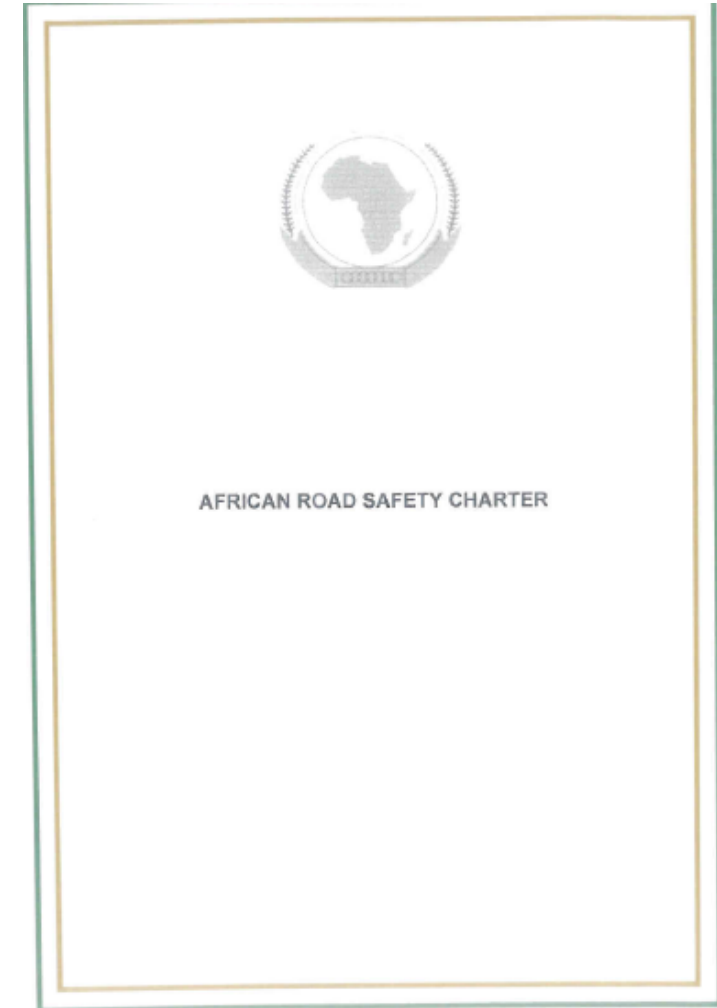
- a) Facilitate the formulation of comprehensive Road Safety policies at country level;
- b) Speed-up implementation of national, regional and continental Road Safety programs;
- c) Contribute to the coordination of Road Safety in the Continent;
- d) Promote better coordination of interventions by Development Partners in the Road Safety area;
- e) Enhance Private sector, Civil Society Organizations, Non-Governmental Organizations participation in Road Safety issues;
- f) Promote the harmonization of the collection, treatment and dissemination of Road Safety data.

African Road Safety Charter – Areas of coverage

The African Road Safety Charter outlined three (3) main areas for road safety intervention by member nations and signatories to the Charter:

- **Road Safety Management**
- **Safer Road User and Mobility**
- **Financing, Monitoring and Evaluation**

The implementation of the provisions need fast tracking.



Brief Review of the Policies – Axle Load Policy

The axle weight load policy is aimed at limiting the amount of cargo loaded onto a truck to a maximum load limit.

The policy which is adopted by ECOWAS is among other things designed to safeguard the roads from early deterioration and also prevent road traffic crashes.



Challenges on the Axle Load Policy

- The absence of axle load scales on most of the road corridors does not allow for a systematic control of axle load capacity. The consequence of the situation is that transporters systematically overload vehicles as a compensation for the several instances where they are often not allowed to load goods in the country of destination and therefore make empty return trip.

A Single Vehicle with 2 axles Max. Allowed Gross Weight: 21 T 7.5T 13.5T	B Single Vehicle with 3 axles Max. Allowed Gross Weight: 30.5T 7.5T 23T	C Single Vehicle with 4 axles Max. Allowed Gross Weight: 37.5T 7.5T 30.0T
D Articulator with 3 axles Max. Allowed Gross Weight: 34.5T 7.5T 13.5T 13.5T	E Articulator with 4 axles Max. Allowed Gross Weight: 44 T 7.5T 13.5T 23T	F Articulator with 4 axles Max. Allowed Gross Weight: 44 T 7.5T 23T 13.5T
G Articulator with 5 axles Max. Allowed Gross Weight: 50.5 T 7T 13.5T 30T	H Articulator with 5 axles Max. Allowed Gross Weight: 53.5 T 7.5T 23T 23T	I Articulator with 6 axles Max. Allowed Gross Weight: 60 T 7.5T 23T 30T
J Articulator with 7 axles Max. Allowed Gross Weight: 67 T 7T 23T 30T	K Articulator with 7 axles Max. Allowed Gross Weight: 76 T 7T 23T 23T 23T	L Articulator with 7 axles Max. Allowed Gross Weight: 70 T 7T 23T 40T
M Articulator with 8 axles Max. Allowed Gross Weight: 77 T 7T 30T 40T	N Articulator with 8 axles Max. Allowed Gross Weight: 83 T 7T 23T 30T 23T	O Articulator with 9 axles Max. Allowed Gross Weight: 90 T 7T 23T 40T 40T

Important Note: A different truck trailer formula of select vehicles defined at the KAPC Gate will be dealt across into the Terminal for loading

Challenges on the Axle Load Policy

- There are no sanctions for overload or non-compliance with the rules, by way of discharging the extra load or payment of fines, despite the fact that States all adopted Rule N°14/2005/CM/UEMOA on the harmonization of standards and procedures for vehicle size, tonnage and axle load control of heavy transport vehicles in WAEMU member states.
- The surface area where the load scales are located in most of the warehouses was not planned to cater for the excess load that will materialize after weighing.

Brief Review of the Policies – Draft National Transport Policy

The fundamental goal of the National Transport Policy is to develop

- an adequate,
- safe,
- environmentally sound,
- efficient,
- affordable,
- preferred and
- integrated transport system

The purpose of the National Transport Policy is to establish a framework that can guide the planning and development of transport activities in a systematic and sustainable manner for the social and economic development of Nigeria.

Policy Goals and Objectives of the National Transport Policy

- i) Design a transport system that will deliver economic prosperity, social and economic inclusion, environmental sustainability, integration of transport and land use planning, efficiency, safety and security, coordination and reliability.
- ii) Make Nigeria globally competitive, connected and build capacity to satisfy the high transport demand generated by high economic growth.
- iii) Develop a transport system which promotes effective participation of all regions in the economic development and pays special attention to integrating rural/remote regions into the economic mainstream.

Policy Goals and Objectives of the National Transport Policy

- iv) Build a transport network that connects businesses to markets, people to places, and efficient end-to-end supply chains for the country's most important strategic industries and markets.
- v) Support for States, the Federal Capital Territory and Local Governments in the development and promotion of urban transport systems and connectivity to rural communities.
- vi) Capacity augmentation, quality and productivity improvements through technology and modernization of transport infrastructure.
- vii) Maintenance to be given priority with increased emphasis on higher maintenance standards, continuous upgrading of transport infrastructure and services to reduce need for frequent reconstruction.
- viii) Increased generation of internal resources and other mechanism for funding and financing of transport infrastructure.

Policy Goals and Objectives of the National Transport Policy

- ix) Enhance local, international market access and overall economic efficiency through competitive principles and pricing in provision and maintenance of transport infrastructure and services.
- x) Promote sustainable transport system with increased emphasis on safety, security, energy efficiency, environment conservation and social impact.
- xi) Increase personal and business choices by promoting the use of public transportation and strategic reduction in the use of personal cars;
- xii) Stimulate growth of tourism, recreation and sports and use of non-motorized transport.
- xiii) Establish and strengthen institutions and agencies that will set standards, monitor and manage the transport system.

Policy Goals and Objectives of the National Transport Policy

- xiv) Promote collaboration and cooperation at all levels - inter-government, Public Private Partnership (PPP), transport operators and users, and other related critical stakeholders in the transport sector.
- xv) Encourage and remove all barriers towards private sector participation in the development, provision, maintenance, operation, and upgrading of transport infrastructure and services;
- xvi) Continuously engage in sustainable research capable of sustaining and improving transport education, operation and services;
- xvii) Promote integrated and inter-modal transportation system;
- xviii) Open and maintain transport linkages within the West and Central African countries.

Challenges on National Transport Policy (**Road**)

- i) Misuse, particularly from axle overloading.
- ii) Neglect of periodical and routine maintenance.
- iii) Inadequate design and construction.
- iv) High cost of rehabilitation and improvement programmes
- v) Poor funding
- vi) Overdependence on road transport.
- vii) Non-rehabilitation and maintenance of roads and bridges.
- viii) Absence of road infrastructure like transit parks for trucks, etc.
- ix) Large number of small-scale operators of goods and passenger vehicles, with limited professional and business capacity, resulting in inefficient and unsafe services;
- x) Uncoordinated activities and services;
- xii) Low compliance with traffic regulations.

Brief Review of the Policies – Nigeria Road Safety Strategy (NRSS)

The Nigeria Road Safety Strategy (NRSS) 2014-2018 is a medium-term plan on Road Safety Management developed as a response to:

- ◆ The UN Decade of Action Declaration for Road Safety (2011-2020) which demands that member countries should develop a strategy to provide a direction towards achieving the vision for road safety using the Safe System's Approach. This is anchored on the five pillars identified in the Declaration
- ◆ The gaps identified in the Country Capacity Review (CCR) conducted by the World Bank in 2010 to measure Nigeria's capacity to deliver on road safety.



Brief Review of the Policies – Nigeria Road Safety Strategy (NRSS)

The objectives of the NRSS are to establish an integrated national approach through the following:

1

Engender
higher road
safety standard

2

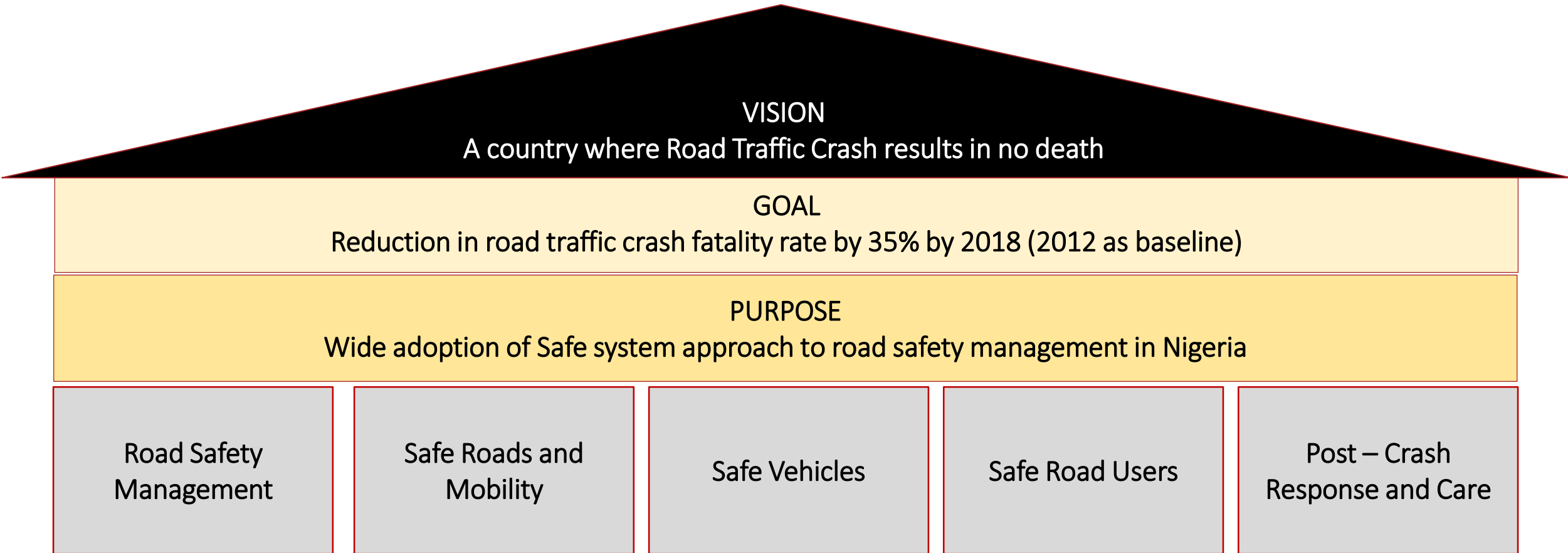
Harmonise the
different road safety
efforts by
emphasising the
vision, goal, purpose,
output, outcomes as
well as the initiatives
for road safety in
Nigeria

3

Provide a 5-
year plan of
action
towards the
achievement
of established
targets

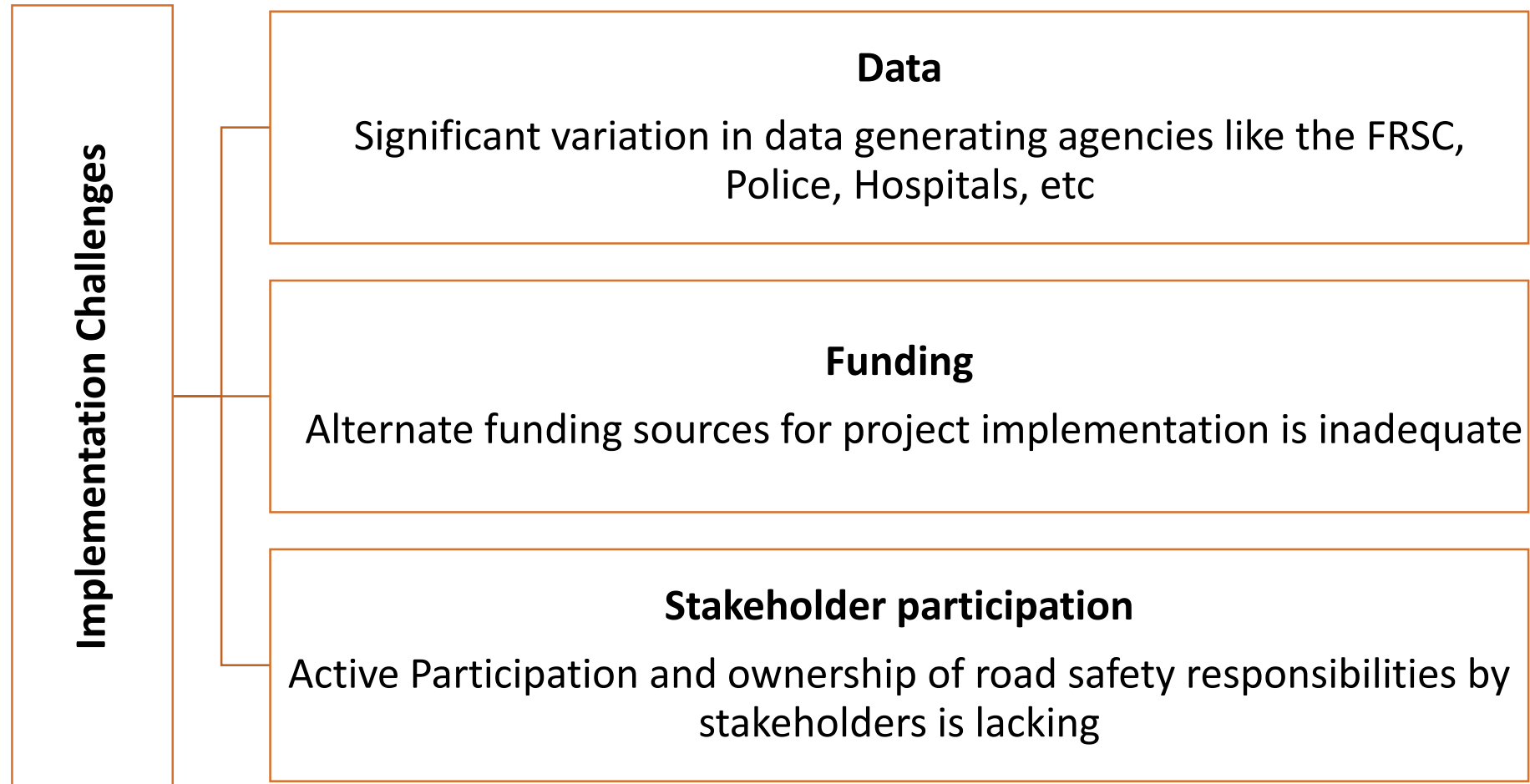
Brief Review of the Policies – Nigeria Road Safety Strategy (NRSS)

KEY ELEMENTS OF THE NRSS IN RELATION TO THE 5 PILLARS



Source: Nigeria Road Safety Strategy (2014-2018)

Challenges on the Implementation of the NRSS



Conclusion



The existence of laws with detailed provisions, designed to regulate road traffic, and the establishment of a specialized road safety agencies to enforce those provisions, indicates that government realizes the importance of road safety in view of its socio-economic and quality-of-life implications, and in its vital role in the establishment of public order.

In this context therefore, the review of public policies and practices on road safety along national and African regional corridors to which this paper has addressed underscores the needed to close up the identified gaps and challenges in its implementation processes.

Thank you

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