

ROAD SAFETY & SUSTAINABLE TRANSPORT SYSTEMS



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Introduction

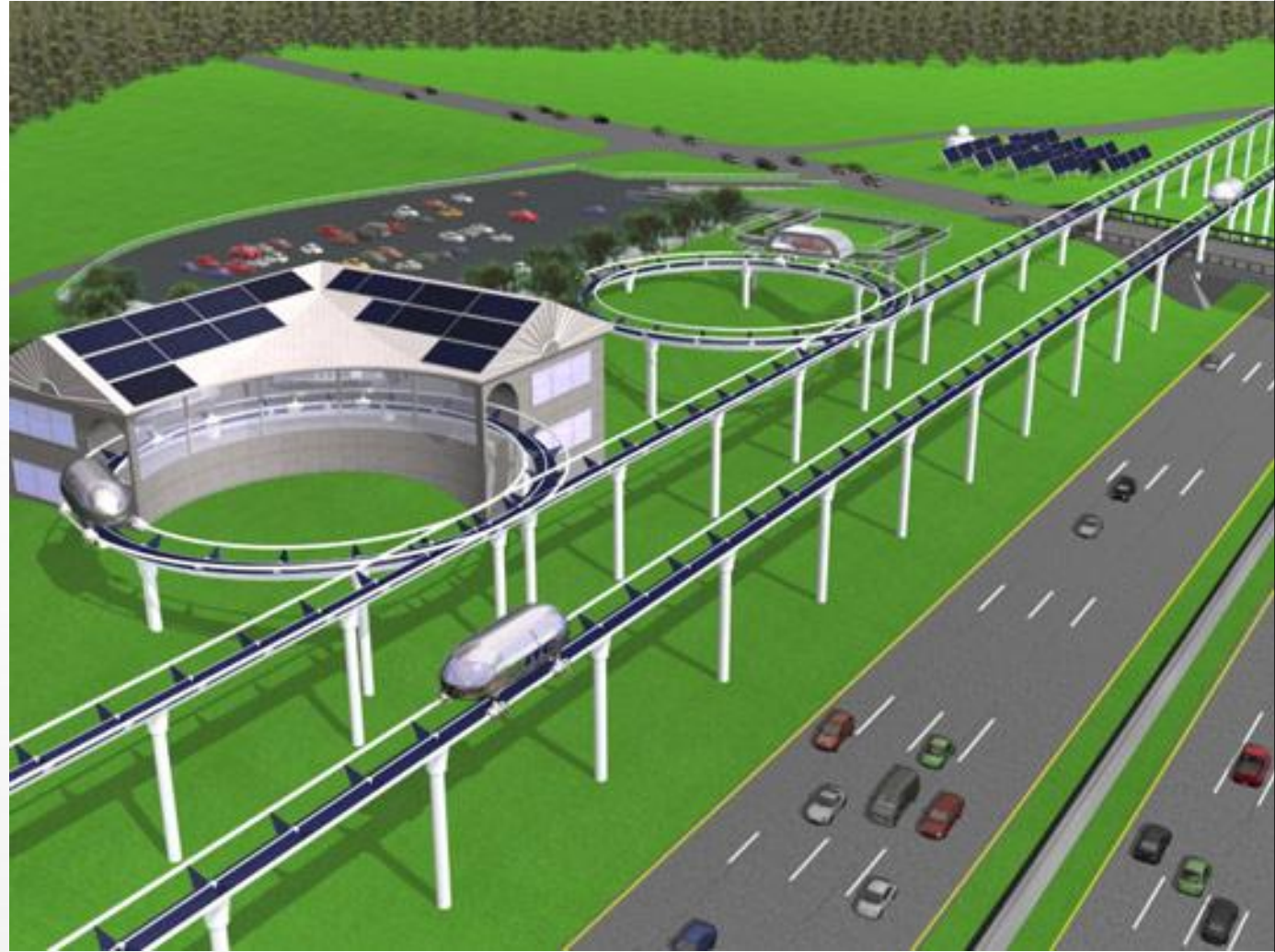
- Nothing is more important to civilization than **transportation**
- Nothing is more harmful to the well-being of a society than an **irrational transportation system**



**A well
functioning
and
integrated
Transport
System
amongst
other
things:**

- Stimulates national development and enhances the quality of life for all
- Allows markets to operate by enabling the seamless movement of goods and people
- Provides vital links between spatially separated facilities and enables social contact and interaction
- Provides access to employment, health, education and services
- Alleviates regional inequality and fosters national integration
- Increases access to markets and links local, regional, national and international markets; and
- Promotes economic development by increasing access to labour and physical resources thus facilitating the realization of a country's, comparative advantages

Safe transport system ensures that all reasonable standards are set and actions taken to prevent accidents and minimize the number of potential victims and the destruction of property



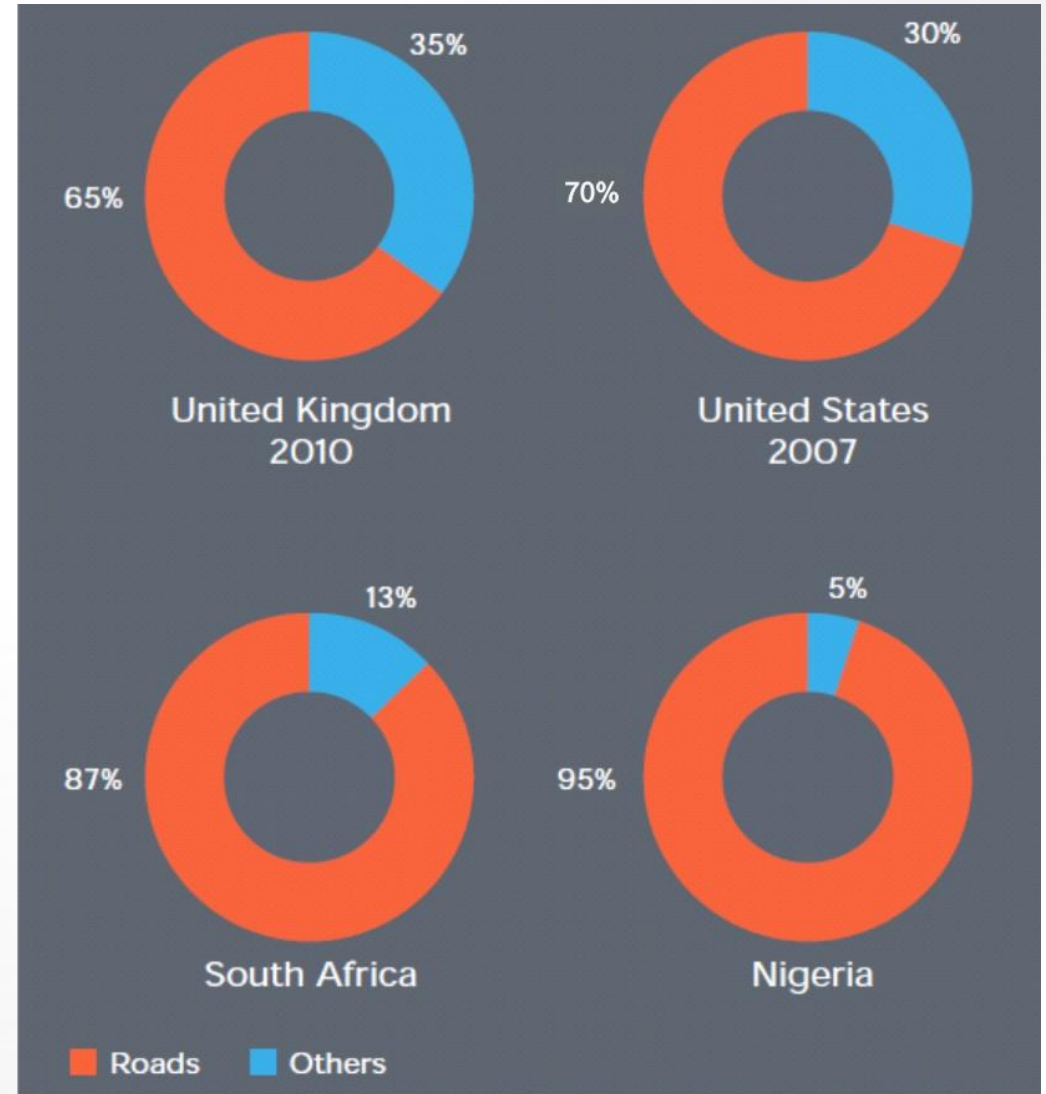
Transport in Nigeria

The most common form of human transportation available are:

Air, Water, Rail and Road



Road transportation
accounts for nearly
95% of all modes of
transport compared
with other developed
economies such as
South Africa,
UK and US



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



The preference for road mode in Nigeria is largely due to its large coverage and flexibility



It has the ability to provide door to door services accounting for over 70% of all human mobility needs in Nigeria



Passengers and Vehicles travelled data collated from major terminals in Nigeria also emphasizes the importance of the road mode

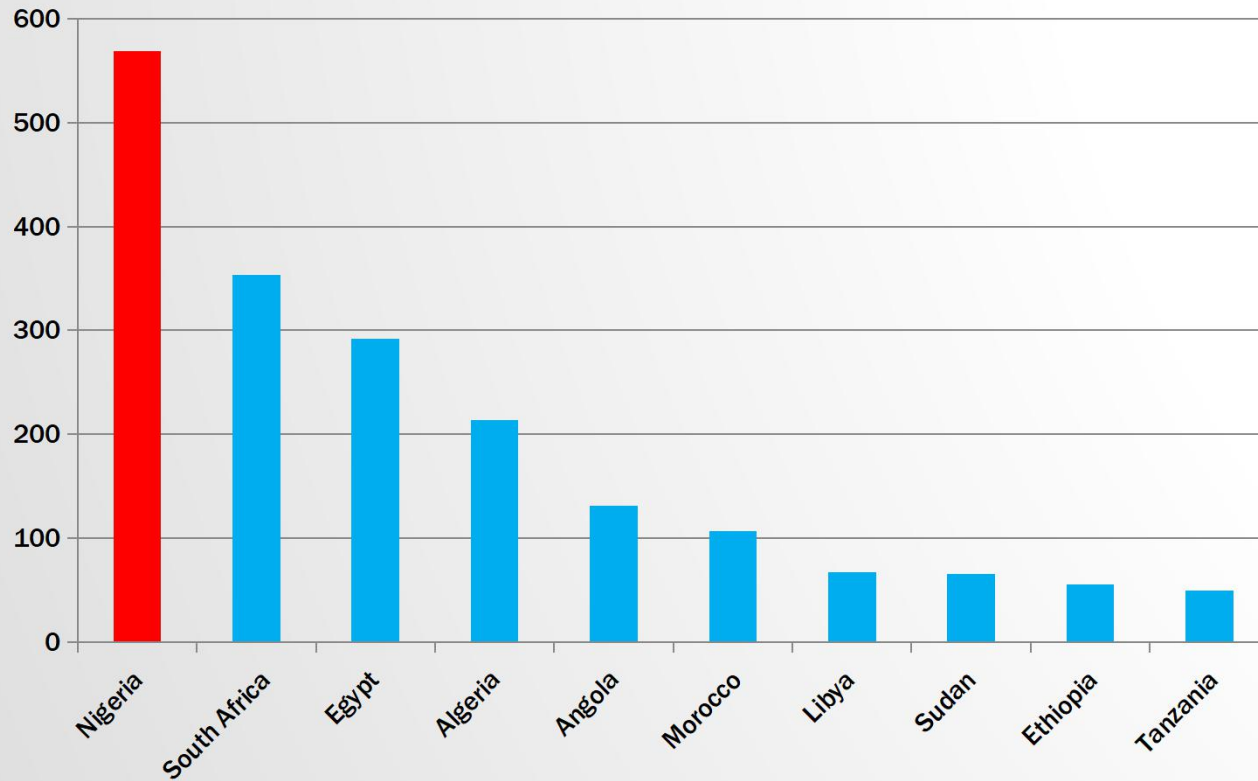
ROAD USE PARAMETER	CUMULATIVE			
	YEAR 2013	YEAR 2014	YEAR 2015	YEAR 2016
PASSENGERS TRAVELLED	99,127,778	97,137,228	102,924,404	106,274,093
LUX BUS TRAVELLED	55,369	69,939	57,616	46,019
VEHICLES TRAVELLED	9,099,562	7,959,680	8,801,228	9,713,078

The disproportionate distribution of road networks which is in relation to transport demands exert enormous pressure on the roads and it presents associated risks



Transport and Nigeria's economy

TOP 10 AFRICAN COUNTRIES: GDP (\$ Billion)-2014



Nigeria's economy is vibrant and would depend largely on an effective and sustainable transport system to thrive


S/N	Country/Economy	2016 GDP (\$billions)	Global Ranking
1	United States	18,561.93	1
2	China	11,391.62	2
3	Japan	4,730.30	3
4	Germany	3,494.90	4
5	United Kingdom	2,649.89	5
6	France	2,488.28	6
7	India	2,250.99	7
8	Italy	1,852.50	8
9	Brazil	1,769.60	9
10	Canada	1,532.34	10
11	Korea	1,404.38	11
12	Russia	1,267.75	12
13	Australia	1,256.64	13
14	Spain	1,252.16	14
15	Mexico	1,063.61	15
16	Indonesia	940.953	16
17	Netherlands	769.93	17
18	Turkey	735.716	18
19	Switzerland	662.483	19
20	Saudi Arabia	637.785	20
21	Argentina	541.748	21
22	Taiwan Province of China	519.149	22
23	Sweden	517.44	23
24	Belgium	470.179	24
25	Poland	467.35	25
26	Nigeria	415.08	26
27	Islamic Republic of Iran	412.304	27
28	Thailand	390.592	28
29	Austria	387.299	29
30	Norway	376.268	30

Sustainable Transport System

Largely referred to as **green transport**, it seeks to address basic human mobility needs, environmental /health concerns and the road safety problem in general



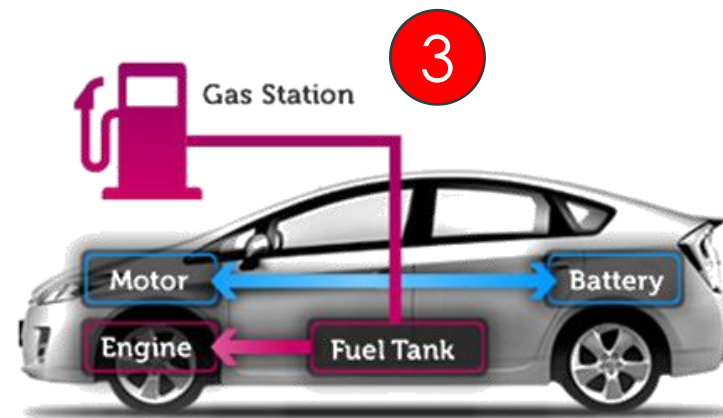
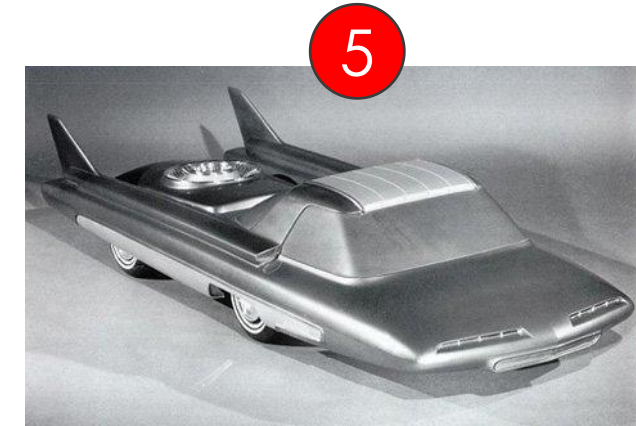
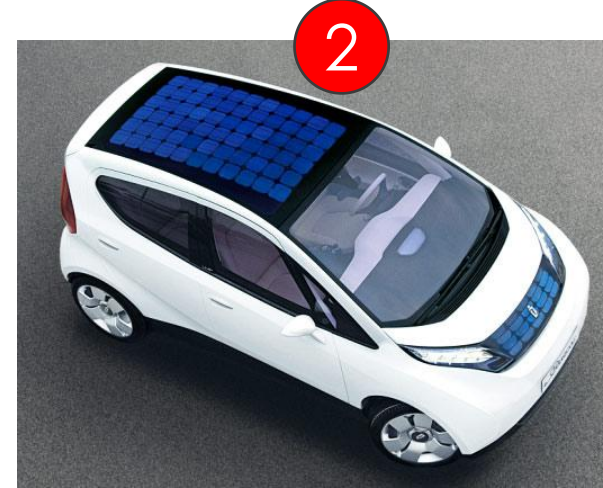
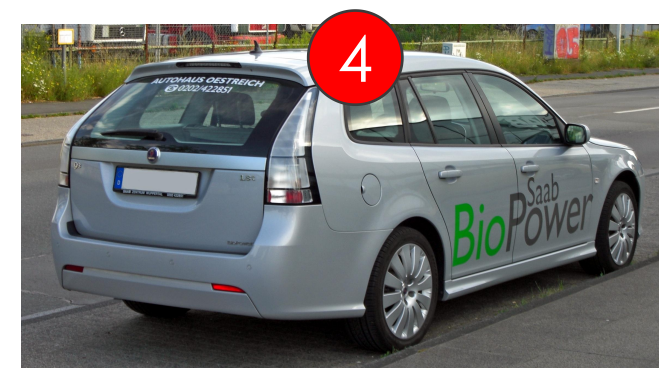
The prevailing 20th century view was to rely on fossil fuels for most of the transport needs and to ignore any consequences



In the 21st century the World have woken up to the fact that there is a need to care for the world through sustainable transport system

From Electric vehicles¹,
to Solar powered cars²,
Hybrid vehicles³, Bio fuel
powered⁴, Nuclear
energized vehicles⁵ and
cycling⁶

The sole aim is to
enhance mobility while
protecting the
environment

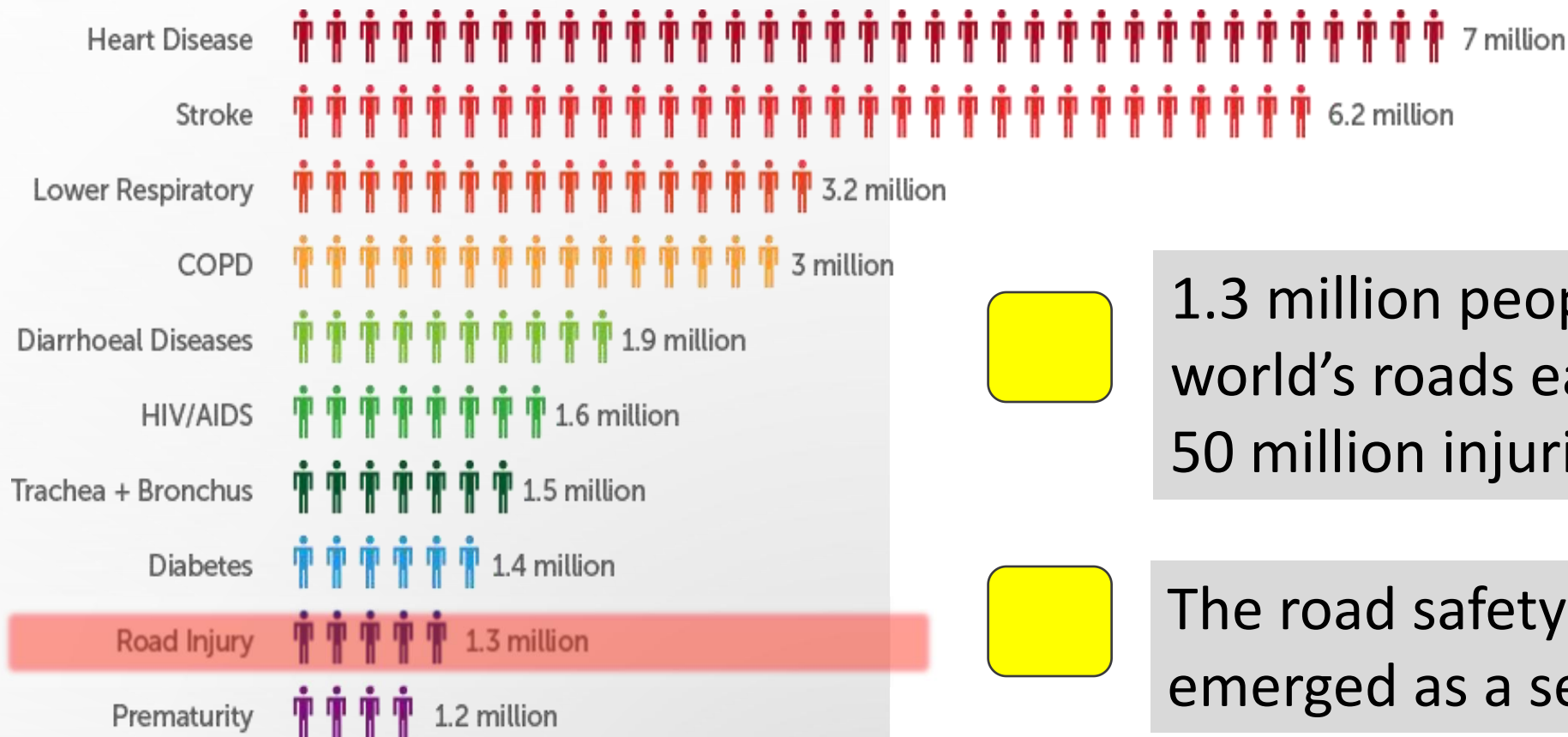




The emergence of green transport is not only sustainable but suits societies /communities with well planned road infrastructures

Nations still grappling with standard road infrastructural needs, face an uphill road safety problems

The Road Safety Problem



1.3 million people die on the world's roads each year with nearly 50 million injuries

The road safety problem has emerged as a serious health burden

Developing countries are worst hit

Road Safety Challenge in Nigeria

Nigeria being a member of the global community has had its own fair of the global road safety problem affecting virtually all sectors of life in the country



From 1960 to 2016

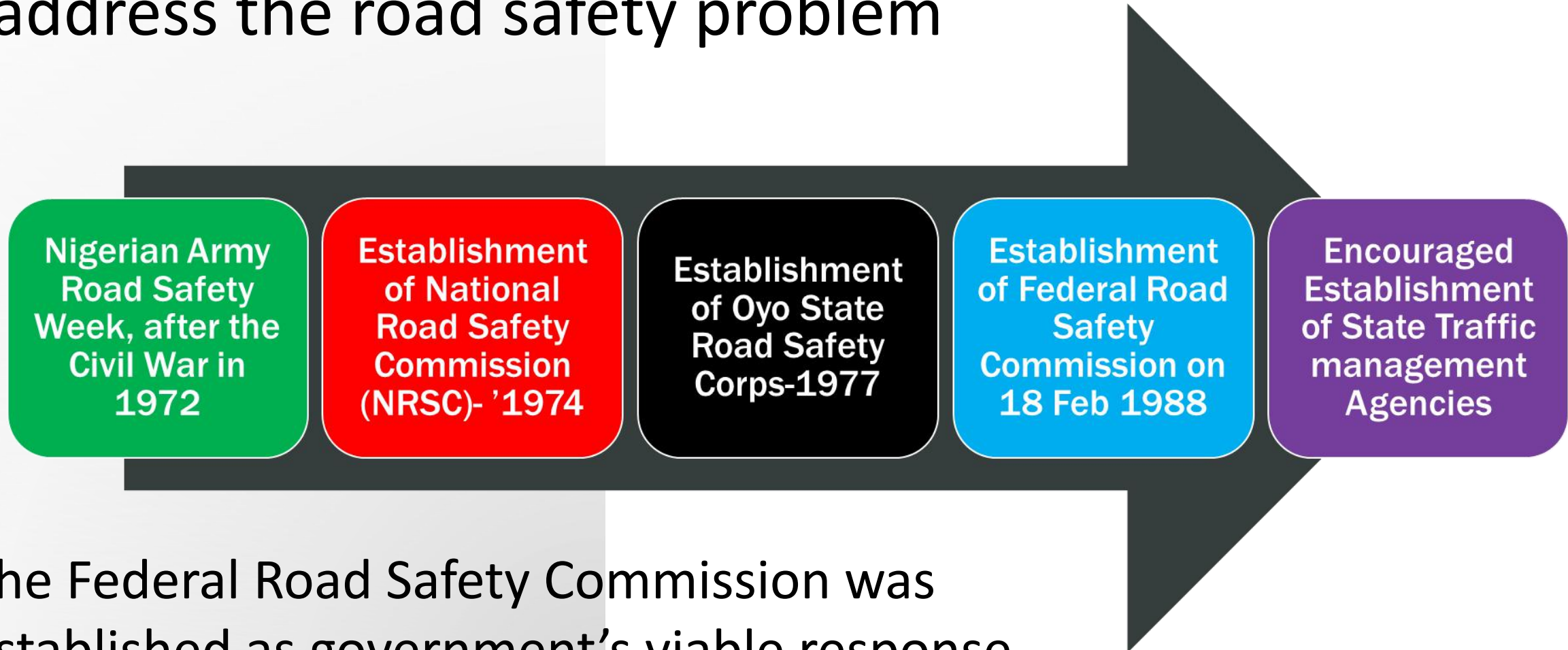
A total of **Three hundred and fifty thousand, nine hundred and seventy six (350,976)** persons have been killed

A total of **One million, two hundred and eight thousand, nine hundred and twenty four (1280,924)** persons have been injured

.....on the roads in Nigeria

Addressing the Road Safety problem in Nigeria

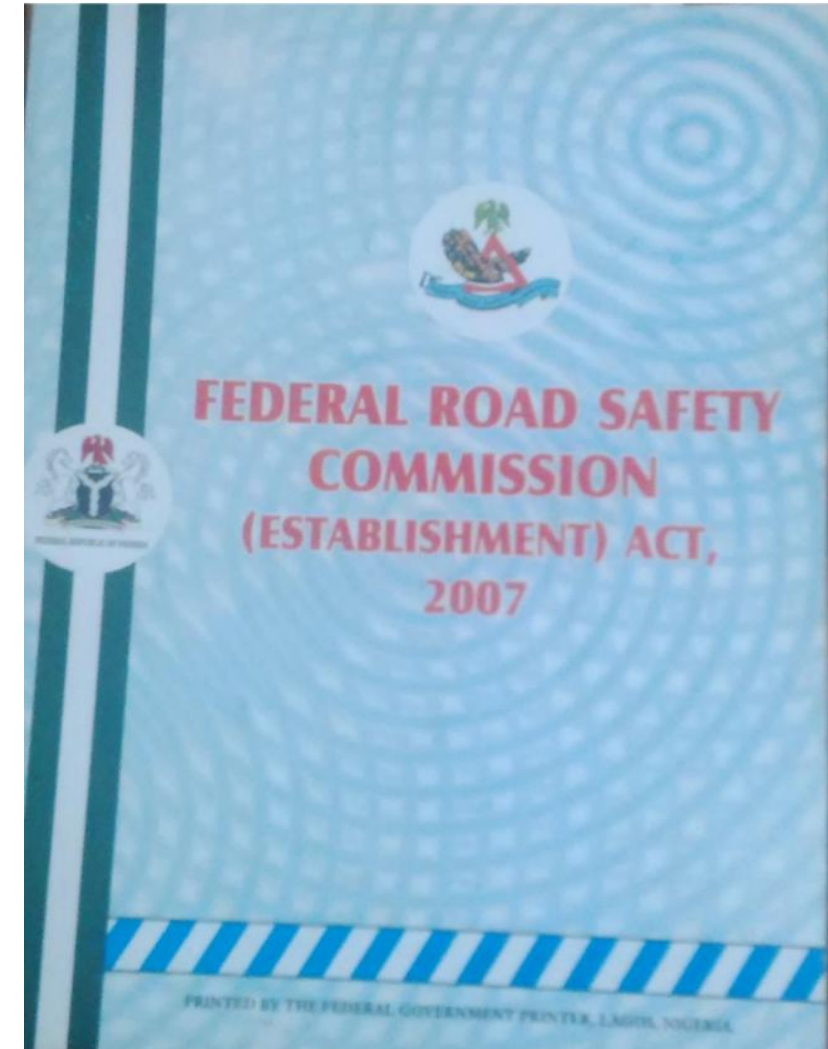
Over the years, government have undertaken measures to address the road safety problem











The Federal Road Safety Commission was established as government's viable response

FEDERAL ROAD SAFETY CORPS (FRSC)

FRSC as a Para-military Organization and a Lead Agency in Road Traffic Administration and Safety Management in Nigeria was established by the Federal Government of Nigeria in February 1988 with the enabling Decree No 45 of 1988 as amended by Decree 35 of 1992, now Federal Road Safety Commission (Establishment) Act, 2007



STATUTORY FUNCTIONS

-  Prevent or minimize accidents on the highways
-  Clear obstructions on the public highways
-  Educate all road users on the proper and safe use of the highways
-  Provide prompt rescue services to road traffic accident victims
-  Conduct research on causes and prevention of Road Traffic Accident and implementing results of such researches
-  Determine and enforce speed limits to all categories of vehicles according to the classes of roads
-  Cooperate with and appreciate the views of other corporate bodies, agencies, and groups engaged with road safety management locally and internationally
-  Any other duties that the Federal Government may assign from time to time

VISION

To eradicate road traffic crashes and create safe motoring environment in Nigeria

MISSION

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

- **Sustained public enlightenment**
- **Promotion of stakeholders cooperation**
- **Robust data management**
- **Improved vehicle administration**
- **Prompt rescue services**
- **Effective patrol operation**

FRSC-MANPOWER

1

Regular
Marshals



2

Special
Marshals



3

Road
Safety
Clubs



AUTO-LOGISTICS

With substantive human and logistics deployment, the nation's roads are constantly monitored

Infractions and traffic law violations are handled to ensure continual safety on our roads

Patrol cars



Ambulances



Tow Trucks



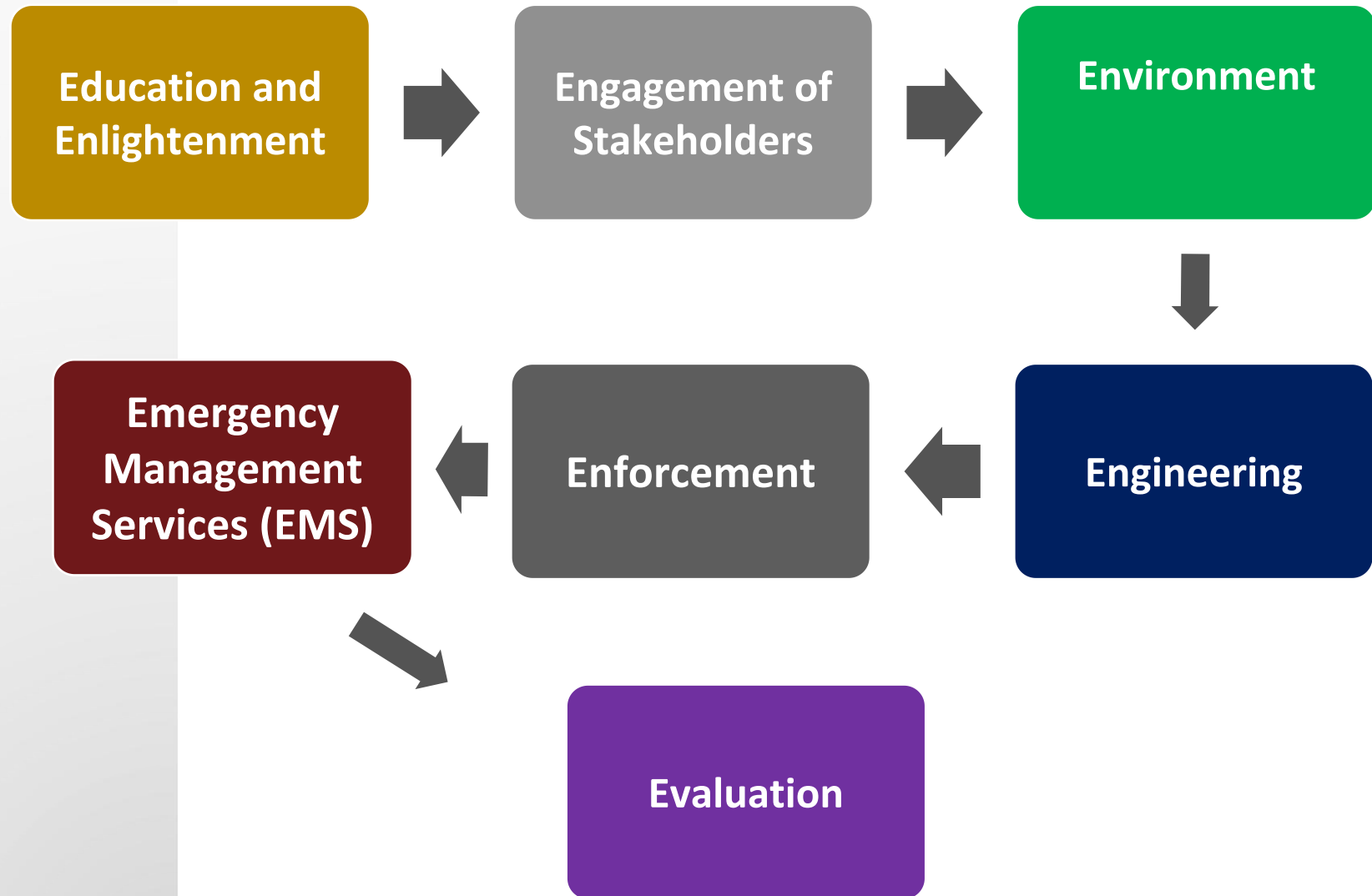
Power Bikes



STRATEGIES FOR IMPROVED ROAD SAFETY- 7Es

To ensure that road safety progressively improves in Nigeria, global best practices must be applied

The 7 Es approach addresses all aspects of road safety in Nigeria



EDUCATION AND ENLIGHTENMENT

Integrating road safety education into the formal educational setting was achieved in 2010

The Federal Executive Council approved road safety education in Primary and School schools curriculum

It is golden to teach our children to imbibe safe road safety practices for the good of the country in the future



EDUCATION AND ENLIGHTENMENT

→ Motor Park Rallies

→ Media Campaigns

-Traditional media

-Modern /Social media

→ Lecture Series

→ Workshops

→ Conferences

→ Seminars

→ Billboards/ Posters/ Handbills

→ Public Fora

→ Periodic Review of the Highway Code

Public enlightenment is as old as the Corps as addressing Human factor in the road traffic crash triangle is key



ENGAGEMENT OF STAKEHOLDERS



Ensuring road safety is the business of all

Achieving safer Roads in Nigeria rests on concerted and cohesive partnership and engagements

The Corps leverages on the overwhelming positive influence of traditional, Religious and Executive leadership on subjects to secure buy-in on road safety ideals for expanded enlightenment

ENVIRONMENT



The Corps undertakes Road Safety Audit (**RSA**) at all levels of government during pre and post road design and construction phases to identify safety gaps and make necessary recommendations

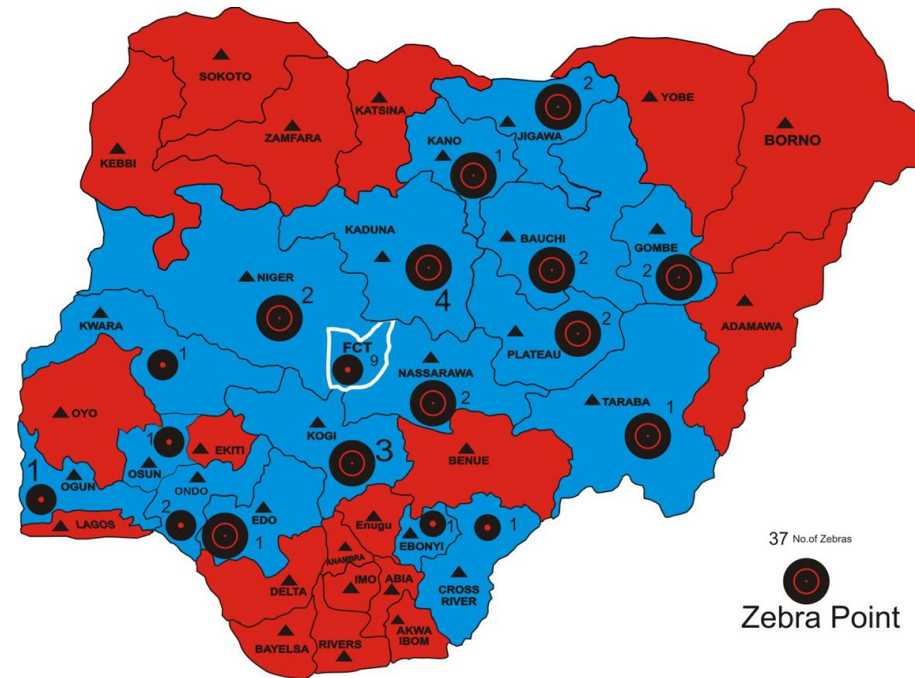
YEAR	NO. OF RSA CONDUCTED
2009	10
2010	5
2011	9
2012	7
2013	9
2014	6
2015	10
2016	15
TOTAL	71

EMERGENCY MANAGEMENT SERVICE

The first hour of crash (golden hour) within which a crash victim risks death if not attended to is of great essence to the FRSC



There are 37 Mobile Emergency Ambulance Points (Zebras) to respond to traffic crash emergency with coordination with the FRSC Call Centre



26 Road Side Clinics/ Help Areas have also been developed. These facilities often render basic health services to the host communities and are being considered for upgrade to Primary Health Centres

EMERGENCY CALL CENTRE-122

(0700-CALL-FRSC)

The Toll-free emergency Centre runs a 24/7 service and coordinates emergency calls from any part of Nigeria with precision directed to the nearest Zebra without delays

This has improved response time on the average nationwide



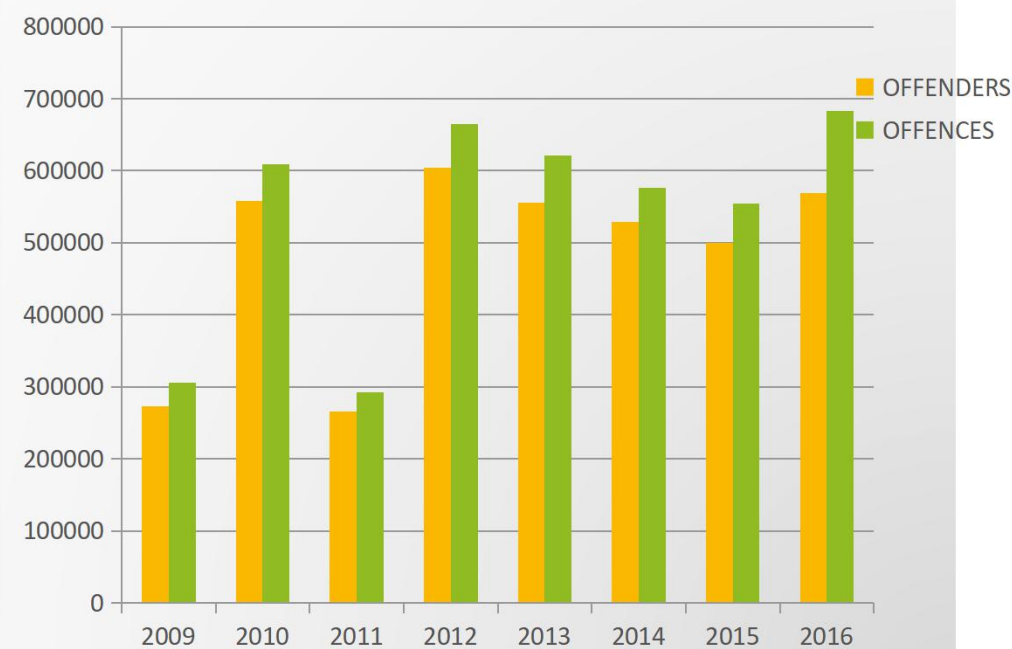
ENFORCEMENT

Enforcement of traffic regulations is critical

As Nigeria yearns to be in the top list of the world's 20 safest roads by 2020, road users compliance to road safety laws is key



Stepped up enforcement has resulted in increased compliance to traffic regulations nationwide with steady decrease in offender/offences ratio particularly from 2012 till 2015



YEAR	OFFENDERS	OFFENCES
2009	272,949	305,606
2010	558,234	609,351
2011	266,169	293,007
2012	604,038	665,317
2013	555,447	621,138
2014	529,557	576,557
2015	499,861	555,001
2016	568,492	628,940

ENGINEERING

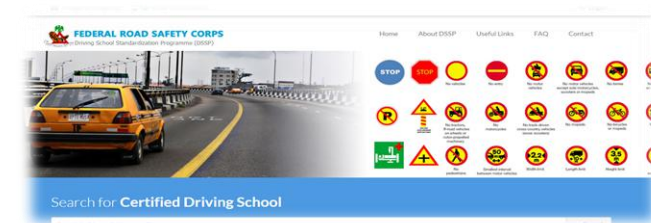
A blend of conventional technology and emerging smart solutions are constantly deployed to improve road safety in Nigeria

Currently, 26 e-applications run 24/7 service providing an integrated infrastructure to support other systems like:

Speed Limiting Device Programme (SLD)



Driving School Standardization Scheme (DSSP)



Road Transport Safety Standardization Scheme (RTSSS)



EVALUATION

Adequate measures have been put in place to monitor performance and track changes

- ☒ **Excellent**
- ☐ **Very good**
- ☐ **Good**
- ☐ **Fair**



Gaps or deviations identified are usually addressed during strategy and performance review sessions on a regular basis

Q1

Q2

HALF-YEAR

Q3

Q4

ANNUAL

OUTCOME OF YEARLY PERFORMANCE

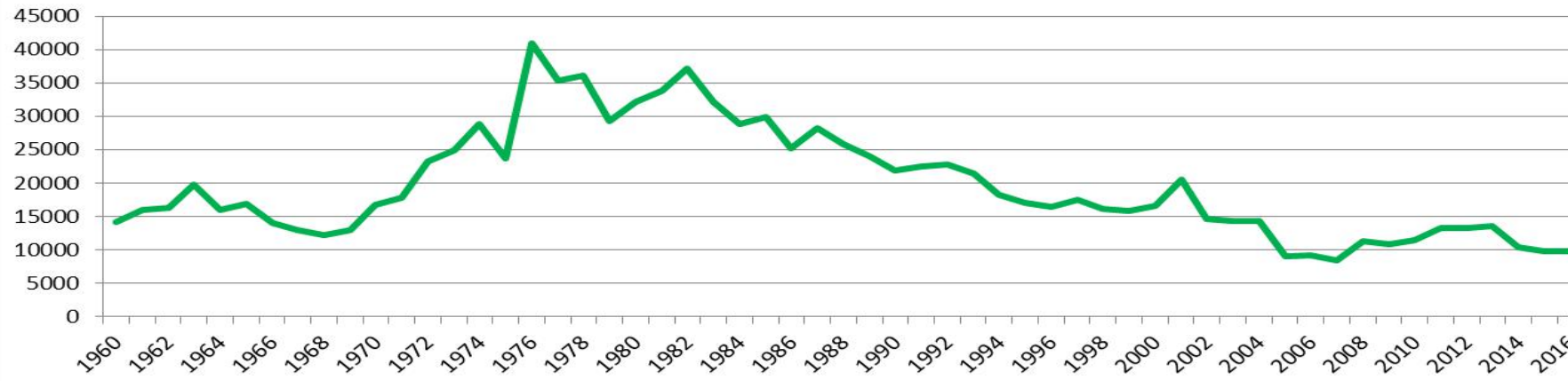
Since year 2010 when annual target setting became a part of performance measurement, tracking in road crashes and fatalities changes have been observed

Year	Total Fatality	Total RTC	Fatality Reduction Target (%)	RTC Reduction Target (%)	Fatality Reduction Attained (%)	RTC Reduction Attained (%)
2011	6,054	13,196	-20.00	-30.00	0.03	15.9
2012	6,092	13,262	-20.00	-30.00	0.05	0.6
2013	6,523	13,583	-30.00	-20.00	7.42	2.42
2014	5,991	10,380	-25.00	-15.00	-8.16	-23.6
2015	5,440	9,734	-30.00	-20.00	-9.27	-6.22
2016	5,068	9,707	-25.00	-15.00	-6.84	-0.28%

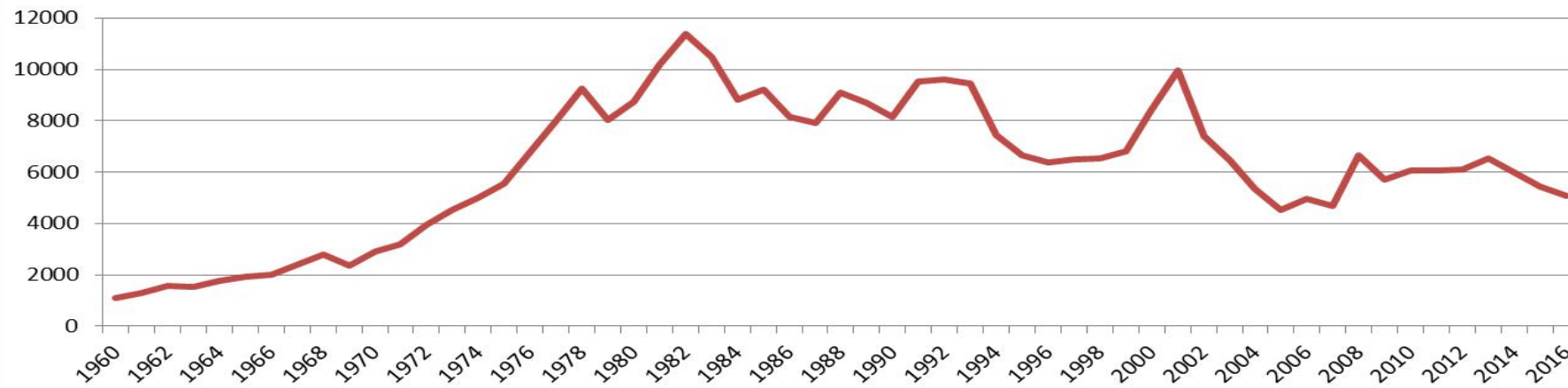
: -8% and -9% (reduction) in total number of persons killed;
-24% and -6% (reduction) in total road traffic crashes were achieved in 2014 and 2015 respectively while 6.84% fatality reduction was recorded in year 2016 over 2015

TRENDING DOWN OF RTCs AND FATALITY IN NIGERIA

**LINE GRAPH OF TOTAL NO. OF ROAD TRAFFIC CRASHES IN NIGERIA:
1960-2016**



**LINE GRAPH OF TOTAL NO. KILLED OF PERSONS KILLED IN ROAD TRAFFIC
CRASHES IN NIGERIA: 1960-2016**



ROAD SAFETY IN SUSTAINABLE TRANSPORT SYSTEM

1

Safe Systems Approach
to road safety

2

Full Implementation of
specific goals and
targets in the Global
Goals (a.k.a SDGs)



SAFE SYSTEMS APPROACH



Tolerable road designs, In-vehicle safety systems, Anti-collision/ obstruction avoidance systems and distracted-driving prevention mechanism are some of the foundations of the Safe Systems Approach

Development and implementation of a **National Road Safety Strategy (NRSS)** is fundamental to implementing Safe Systems Approach

Low and middle income countries worst hit by road traffic crash need a workable **NRSS**

NRSS IN NIGERIA

The Nigeria Road Safety Strategy (NRSS) has been approved by the Federal Executive Council (**FEC**) and endorsed by the National Economic Council (**NEC**)

The National Road Safety Advisory Council (NaSARC) chaired by the Vice President of Nigeria has been inaugurated (16 February, 2017)



NIGERIA ROAD SAFETY STRATEGY
(NRSS)

2016-2020



INAUGURATION OF NaRSAC



Strict and successful implementation of the National Road Safety Strategy in Nigeria would Fast-track Safe Systems on Road Safety and make the identified Sustainable Development Goals/ Targets achievable and seamless

NIGERIA's NRSS ADDRESSES

- Active Roles/ delineation of functions
- All inclusive participation and commitments including funding
- Ownership

THE SUSTIANABLE DEVELOPMENT GOALS (SDGs)



Goal 3: Ensure healthy lives and promote well being for all at all ages



Target 6: By 2020, halve the number of global deaths and injuries from **road traffic accidents**

Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable



Target: 2

By 2030, provide access to safe, affordable, accessible and sustainable **transport** systems for all, **improving road safety**, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons

OTHER WAYS TO ACHIEVING SAFER TRANSPORT SYSTEM

Promote effective inter-modal transport system

Ensure road designs that provides for and protects exposed road users

Promote the use of bicycles as an alternative means of transport



BICYCLE TRANSPORT IN NIGERIA

Notable government officials and individuals have demonstrated the potentials of bicycle transportation in Nigeria

FRSC champions this course with instituting Bicycle week programmes annually

Bicycle Transport:

- Promotes health and well-being
- Saves the environment
- Cost savings to individuals

However, the absence of dedicated bicycle lanes on our road poses great danger



Late Chief Ojo Maduekew and Former Aviation Minister, Osita Chodoka during the Bicycle Week of FRSC



Kwara State Governor, Abdulfatah Ahmed Rides Bicycle

RECOMMENDATIONS



CONCLUSION

The Federal Road Safety Corps (FRSC) is Nigeria's response to the road traffic crash pandemic and has consistently made efforts at implementing safe systems approach on road safety even before the commencement of the Decade of Action programme for road safety by the UN especially in Lead Agency and Road Safety Management

The Corps remains focused on its deliverables on road safety in Nigeria and the West African Region



Safety starts with
you

THANK YOU

Phone Only



SMS Only



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