ROAD SAFETY MANAGEMENT POLICY AND STRATEGY DEVELOPMENT: THE NIGERIAN EXPERIENCE

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Road traffic fatalities and injuries have emerged as a challenge in the country. Nigeria has been addressing the problem over time. The dearth of an effective road safety policy and strategy for country as well as dyssynergy amongst relevant agencies have compounded the road crash pandemic in Nigeria over the years.
RTCs not only affect the productive population of the country, it significantly shrinks the National Gross Domestic Product (GDP) by 3% per annum and impedes growth and development generally.
• We realised that there was the need to chart a policy framework that would place Nigeria in the league of nations with the safest roads in the world and also follow global best practice.
In time past, different agencies and organizations in Nigeria executed road safety programmes and activities without specific and documented policies, thereby relying on ‘rule of thumb’ and instincts of leaders or individuals.

As a result, there was observed job duplication and overlap of functions, which – to a large extent – did not significantly advance the road safety course of the country.
Policies and strategies based on the safe systems approach have been introduced to mainstream and integrate various elements of road safety efforts into actualizing a safe motoring environment in Nigeria.
The goal of the safe systems approach is to ensure that even when crashes occur, they do not result in serious injury or death.
It is an inclusive approach that caters for all groups using the road system, including drivers, motorcyclists, passengers, pedestrians, cyclists, and commercial/heavy vehicle drivers.
SAFE SYSTEMS APPROACH IMPLEMENTATION FRAMEWORK

5 Pillars of the Decade of Action

1. ROAD SAFETY MANAGEMENT
2. SAFE ROADS & MOBILITY
3. SAFE ROAD USERS
4. SAFE VEHICLES
5. POST-CRASH RESPONSE
Implementation require:

- Laying foundation for strategic implementation and
- Evaluation

Many nations of the world including Nigeria have developed their respective National Road Safety Strategy
It is proven that countries with Road Safety Strategy have better road safety records than those without a strategy.
<table>
<thead>
<tr>
<th>Argentina</th>
<th>Austria</th>
<th>Czech Republic</th>
<th>Japan</th>
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<tbody>
<tr>
<td>Korea</td>
<td>Sweden</td>
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<td>United kingdom</td>
<td>United States of America</td>
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Some countries in Africa have funded national road safety strategy that set targets for reduction of deaths & injuries.

<table>
<thead>
<tr>
<th>Ghana</th>
<th>Burkina Faso</th>
<th>Central African Republic,</th>
<th>Côte d'Ivoire</th>
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<td>Guinea</td>
<td>Kenya</td>
<td>Lesotho</td>
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<td>Mauritius</td>
<td>Namibia</td>
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& Nigeria........
The Nigeria Road Safety Strategy (NRSS) 2014-2018 is a medium-term plan on Road Safety Management in Nigeria.
The NRSS was developed as a response to the recommendations of:

1. 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.

2. The Country Capacity Review (CCR) conducted by the World Bank in 2010 to measure Nigeria’s capacity to deliver on road safety.

3. The country’s resolve to fulfil its long held desire to combat Road Traffic Crashes and attendant negative consequences over time.
Relevant stakeholders at the Federal and State levels were actively involved

Process adopted for the development of the NRSS

The “Safe Systems Approach” was adopted

FRSC played pivotal role
OBJECTIVES OF NRSS

1. To engender higher road safety standard

2. To harmonize the different road safety efforts by emphasising the vision, goal, purpose, output, outcomes as well as the initiatives for road safety in Nigeria

3. To provide a 5-year plan of action towards the achievement of established targets
## Key Elements of the NRSS in Relation to the 5 Pillars of the Decade of Action on Road Safety

### Purpose
Wide adoption of Safe System Approach to road safety management in Nigeria

<table>
<thead>
<tr>
<th>Safe System Pillars</th>
<th>Strategic Initiatives</th>
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<tbody>
<tr>
<td>Safe Road Safety Management</td>
<td>Non-standardised road traffic data templates</td>
</tr>
<tr>
<td>Safe Roads and Mobility</td>
<td>Undefined Lead Traffic Agencies in some states</td>
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<tr>
<td>Safe Vehicles</td>
<td>Limited coverage of the RTSSS</td>
</tr>
<tr>
<td>Safe Road Users</td>
<td>Poor compliance with traffic rules</td>
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<tr>
<td>Post - Crash Response and Care</td>
<td>Insufficient rescue ambulance and equipment</td>
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<table>
<thead>
<tr>
<th>Pre-</th>
<th>Post-</th>
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<tr>
<td>Develop and utilize standard templates to capture and report road traffic data</td>
<td>Implement design standards for all road types</td>
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<tr>
<td>Conduct road safety audit and safety impact assessments</td>
<td>Expand RTSSS to cover all commercial vehicles that ply interstate roads</td>
</tr>
<tr>
<td>Encourage Public Private Partnership for establishment of VICs</td>
<td>Implement road user insurance scheme to finance victim rehabilitation</td>
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### 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)
Following approval of the NRSS by Federal Executive Council (FEC) in 2013 and endorsement by National Economic Council (NEC) on 21 April 2016 a National Road Safety Advisory Council (NaRSAC) was inaugurated (16 Feb 2017) to oversee the implementation of the NRSS under the Chairmanship of the Vice President of the Federal Republic of Nigeria.

A Technical Working Group (TWG) which is the implementation arm of NaRSAC was inaugurated (3 Aug 2017).
<table>
<thead>
<tr>
<th>Role</th>
<th>Name</th>
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<tbody>
<tr>
<td>Vice President, Federal Republic of Nigeria - Council Chairman</td>
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<tr>
<td>One Governor each from the six geo-political zones</td>
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<tr>
<td>Secretary to the Government of the Federation</td>
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<tr>
<td>Honourable Minister of Transport</td>
<td>Honourable Minister of Transport</td>
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<td>Honourable Minister of Works</td>
<td>Honourable Minister of Works</td>
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<td>Honourable Minister of Health</td>
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<td>Honourable Minister of Justice</td>
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<td>Honourable Minister of Education</td>
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<td>Honourable Minister of Finance</td>
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<td>Honourable Minister of Environment</td>
<td>Honourable Minister of Environment</td>
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<tr>
<td>National Security Adviser</td>
<td>National Security Adviser</td>
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<tr>
<td>President, Association of Local Governments of Nigeria (ALGON)</td>
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<tr>
<td>President, Nigerian Society of Engineers</td>
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<tr>
<td>Chairman, Federal Road Safety Commission</td>
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<td>Corps Marshal, Federal Road Safety Corps, Mem/Sec</td>
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Key Responsibilities of NaRSAC

1. Set National Road Safety Strategy target(s)
2. Ensure co-ordination between Federal, States and Local Governments in achieving Road Safety targets
3. Drive the implementation of the NRSS via:
   a. Requests for progress reports from relevant agencies
   b. Invitation of relevant agencies to defend proposed activities and road safety efforts on a quarterly basis
   c. Evaluation of outcomes of National road safety initiatives
   d. Development of a funding plan for strategic initiatives
   e. Fund sourcing for implementation of strategic initiatives
   f. Endorsement of disbursement of pre-approved funds for strategic initiatives
   g. Monitoring of funds disbursement for strategic initiatives
Key Responsibilities of NaRSAC (cont.)

4. Review monitoring and evaluation reports (as submitted by FRSC) for effective coordination of road safety programmes
5. Report to the FEC on progress made on the NRSS
6. Perform annual review of the NRSS
7. Oversee aspects that relate to road safety enforcement of 10 per cent of the National Road Fund
8. Endorse subsequent NRSS prior to submission to the FEC
MEMBERSHIP OF TWG

- FRSC - NaRSAC Secretariat
- Federal Ministry of Works
- Federal Ministry of Health (Focal Point on the UN Decade of Action)
- Ministry of Interior
- National Planning Commission
- National Security Adviser (NSA)*
- National Bureau of Statistics (NBS)
- National Environmental Standard Regulatory and Enforcement Agency (NESREA)
- Nigeria Police Force
- State Governments/State Traffic Management Agencies constituting State Traffic Management Agencies and Vehicle Inspection Offices
### ASSOCIATE MEMBERSHIP OF TWG

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<thead>
<tr>
<th>Association Name</th>
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<tbody>
<tr>
<td>Nigerian Medical Association (NMA)</td>
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<tr>
<td>Nigeria Society of Engineers (NSE)</td>
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<tr>
<td>Nigeria Bar Association (NBA)</td>
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<tr>
<td>Guild of Editors</td>
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<tr>
<td>National Council of Women Societies (NCWS)</td>
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<tr>
<td>Standards Organisation of Nigeria (SON)</td>
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<tr>
<td>The Nigeria Institute of Town Planners (NITP)</td>
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<tr>
<td>Human Rights Organisations</td>
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<tr>
<td>Chartered Institute of Logistics and Transport (CILT)</td>
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<tr>
<td>The Nigeria Institute of Safety Professionals (NISP)</td>
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<tr>
<td>National Association of Road Transport Owners (NARTO)</td>
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</table>
Key Responsibilities of TWG

1. Adopt for implementation, uniform standards on:
   - Traffic enforcement
   - Vehicle inspection
   - Road signs and marking
   - Personnel training

2. Make recommendations to FRSC on issues that require national regulation and standards

3. Prepare annual budget for the Nigeria Road Safety Fund

4. Submit proposals for specific intervention funding

5. Perform assigned strategic activities

6. Prepare and present progress reports on assigned strategic activities for NaRSAC’s consideration

7. Conduct annual review of the NRSS

8. Mainstream assigned strategic activities into operational processes and procedures

9. Review and adopt future NRSS documents
As a Strategy based on the Safe System Approach, there are specific and defined implementation roles for States and MDAs in the country.
THE ROLE OF STATES IN NRSS IMPLEMENTATION

State Governments are required to:

- Mobilise support for the successful implementation of the NRSS country-wide;
- Cascade the NRSS to the Local Government level, by institutionalising the process in their respective States;
- Make adequate budgetary provision for the NRSS as it concerns their implementing Agencies from 2014;
- Liaise with FRSC to organise workshops to validate the targets set for them in the NRSS document;
- Reposition their States Bureau of Statistics to facilitate the collation of all relevant data;
- Establish the state Motor Vehicle Administration Authority to carry out the
Ministries Departments and Agencies are required to:

- Mobilise support for the successful implementation of the NRSS at the National level;

- Cascade the NRSS to the Directorate, Section and Unit level, by institutionalising the process in their respective MDAs;

- Make adequate budgetary provision for the NRSS as it concerns their implementing Directorates and sub Units from 2014;

- Liaise with FRSC to organise workshops to validate the targets set for them in the NRSS document;

- Reposition their Directorate of Policy, Research and Statistics to facilitate the collation of all relevant data.
To ensure successful implementation of the NRSS, the hybrid approach on *Planning, Implementation and Monitoring* is adopted.
ADVANTAGES OF NRSS

a. It is a way of mainstreaming Road Safety.
b. Ensure provision of adequate resources.
c. Eliminate duplication of functions.
d. Implementation of global and regional road safety action plans.
e. Bring on board all road safety stakeholders.
f. Definition and itemising of roles and responsibilities of all stakeholders.
g. Monitor and evaluate performance of all assigned tasks and stakeholders.
h. Effective disbursement and channelling of resources.
Enhanced road safety environment that will attract Foreign Direct Investment

1. Attainment of UN Decade of Action goals
2. Road safety as a top priority of government
3. Increased citizens responsibility and ownership
4. Speedy realization of SDGs in Nigeria - Goals {3, 6 and 11, 2}
5. Nigeria being in the top 20 safest roads in the world by year 2020
6. Enhanced road safety environment that will attract Foreign Direct Investment
Implementation Challenges

Data

Multiplicity of data sources and significant variation in data generating agencies like the FRSC, Police, Hospitals, etc.

Funding

Alternate funding sources are required to avoid putting additional pressure on available budgetary resources by Federal and State Governments.

Stakeholder

Every individual has a role to play towards achieving road safety in Nigeria. Improvement is required in Responsibility, Accountability and Autonomy by all stakeholders.
CONCLUSION

• It is imperative to note that the absence of a policy and strategic framework in time past for addressing Nigeria’s road safety issues have cost the nation significant losses in human and economic terms.

• Several efforts have been made to address the road traffic pandemic at different levels using various models and approaches.

• The development and deployment of the Nigeria Road Safety Strategy (NRSS) has provided for the country a structure and path for dealing with the problem holistically and definitively.

• Nigeria is working assiduously to sustain the tempo of the recorded achievements based on the set targets in the NRSS
Safety starts with you
THANK YOU

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WHO Report on Road Traffic Injury Prevention 2004
WHO Global Status Report-2013
Road Safety In the WHO African Region-the Facts 2013
Nigeria Road Safety Strategy (2014-2018)
WHO Global Status Report-2015
Irtad Road Safety Annual Report-2015
FRSC Annual Report-2016