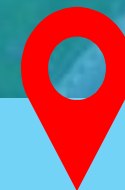# Management of Road Transportation and National Security in Nigeria : Challenges and Prospects

24.06.2020

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Abuja

- ✓ Introduction

- ✓ Road Transportation and its contributions to socio-economic development of a country.

- ✓ General Challenges to Road Transportation in Nigeria

- ✓ Isolation of Issues related to Security Challenges

- ✓ The FRSC Interventions in the Challenges

- ✓ FRSC Interventions in Road Transport Management

- ✓ Prospects

- ✓ Conclusion

- ✓ Recommendations and Implementation Strategies.

The convergence of other modes of transportation and the resultant need of road transport for socio-economic activities present several issues including National Security concerns.

Generally, in countries where the connection of inter-modal-transport system is yet to be seamless, the road transport mode becomes highly over burdened thereby resulting in:

- Traffic Congestion due to high travel demand
- Traffic Collisions and Consequential Effects
- Damage to the Road Systems
- Over-stretching of the Road Regulatory System
- The Roads becoming a beehive of Crime and Criminality

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Despite these realities, the road transport mode continues to be the major driver for economic development and other socio-economic activities in the country.

MANAGEMENT

The coordination and administration of tasks to achieve a goal. Also, it is the act of getting people together to accomplish desired goals and objectives using available resources efficiently and effectively

https://www.indeed.com/career-advice/career-development/what-is-management | https://courses.lumenlearning.com/boundless-business/chapter/an-introduction-to-management/

ROAD

A thoroughfare, route, or way on land between two places that has been paved or otherwise improved to allow travel by foot or some form of conveyance, including a motor vehicle, cart, bicycle, or horse.

TRANSPORTATION

The movement of goods and persons from place to place and the various means by which such movement is accomplished.

https://www.britannica.com/technology/transportation-technology

NATIONAL SECURITY

The security and defence of a nation state, including its citizens, economy, and institutions, which is regarded as a duty of government.

CHALLENGES

Something new and difficult which requires great effort and determination

https://www.collinsdictionary.com/dictionary/english/challenge

PROSPECTS

The possibility that something might happen in the future, especially something good.

https://dictionary.cambridge.org/dictionary/english/prospect

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The Road In Nigeria: What it means (1/3)

"Roads" in Nigeria have several meanings and implications depending on what perspective the view is targeted at.

It is a major **INSTITUTION** in Nigeria

The Road In Nigeria: What it means (2/3)

In Politics

It is a "barometer" for assessing political achievements of administrations or individuals

In Social Parlance

It is the meeting point for all. Both the Rich and the Poor

Economically

The most utilized access for moving goods and services from the farms or ports to the markets

The Road In Nigeria: What it means (3/3)

Society

It is a measure of the pulse of **life** in the society or communities.

Deserted streets mean a lot

Public Expression

Protesters and students use the road to express their views mildly or violently

Vices

The preferred channel for criminals to perpetrate evil

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Types of Roads In Nigeria

Nigeria has a total of 204,000 Km of road network proportionated as follows:

Federal	State	Local Govt.
17%	16%	67%

The management of these roads is based on the level of autonomy.

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Road Transportation in Nigeria is so vital that it is likened to the human blood circulatory system without which socio-economic activities cannot thrive.

The Road Transport sector is very strategic in so many ways in that it;

Facilitates trade

...it also enhances the movement of:

Goods

People

Ideas

Services

The preference of the road mode in Nigeria is due to its large coverage, flexibility accessibility and affordability.

It is very important to note here that, it has the ability to provide door to door services making it have a competitive advantage over other modes.

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Owing to its importance, government continues to invest in road transport infrastructure to expand the economic spheres of business transactions and interactions through the years.

6,500 km in 1960

10,000 km in 1970

29,000 km in 1980

204,000 km in recent years

Source(s): Draft National Policy on Transport, 2010
http://www.unilorin.edu.ng/publications/abdulkareemya/ROAD-MAINTENANCE-AND-
NATIONAL-DEVELOPMENT.pdf

Due to over reliance on the Road transport system which accounts for nearly 95% of all modes of transport, key challenges manifest in the form of traffic crashes and infrastructure decays.
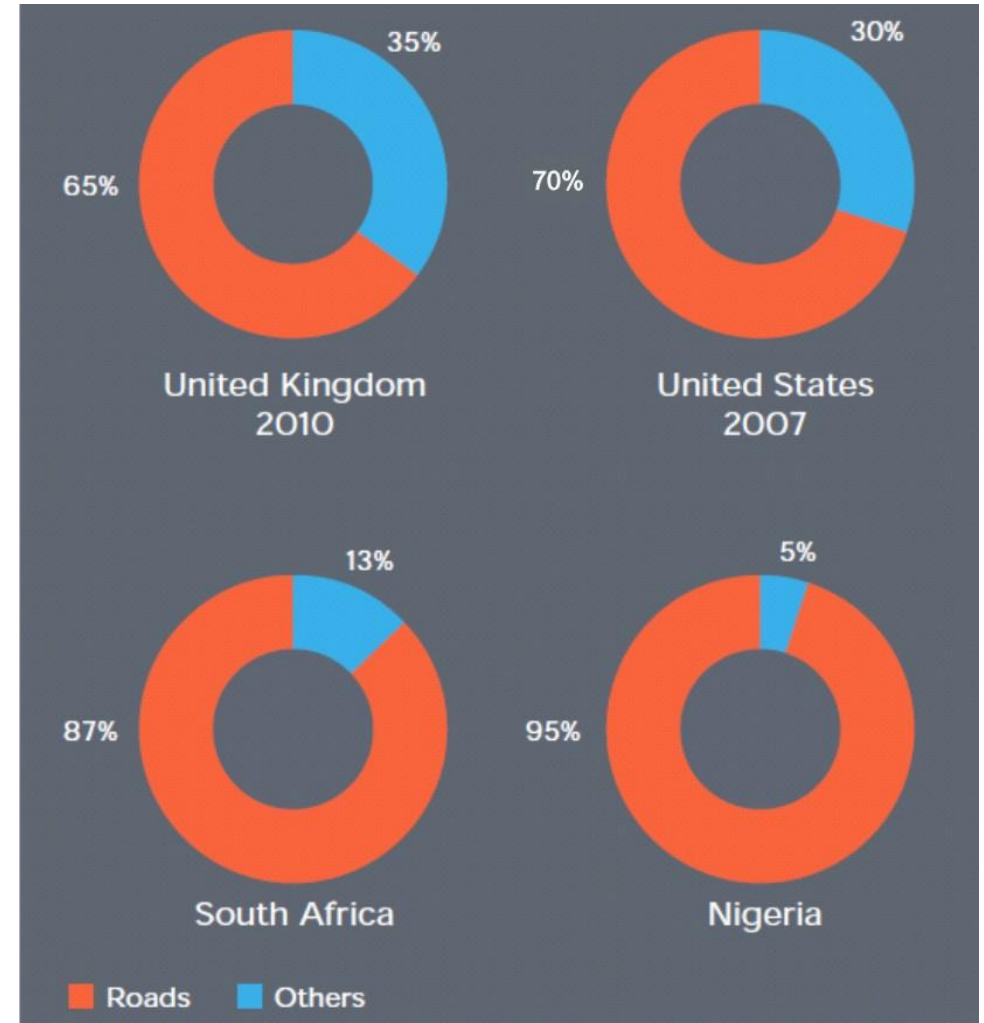
Source: Compendium of reports on road infrastructure & related development in Nigeria - an investor's manual, 2013.
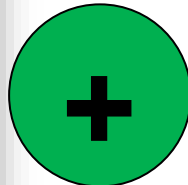
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A global trend analysis shows that Road Traffic Crashes (RTCs) and Injuries are on the rise. The global picture is however a reflection of the situation at individual country level.
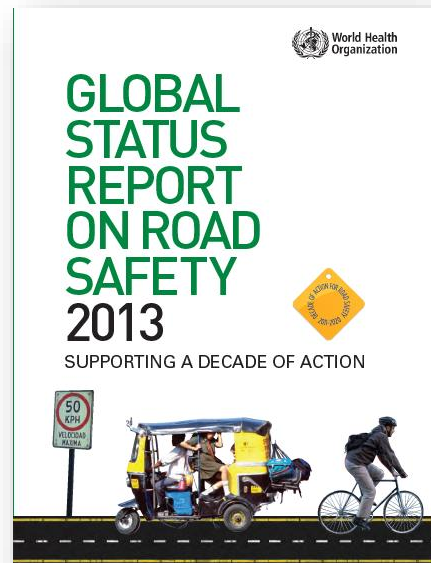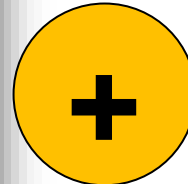
WHO Traffic Injury Prevention Report, 2004

WHO Global Status Report 2013
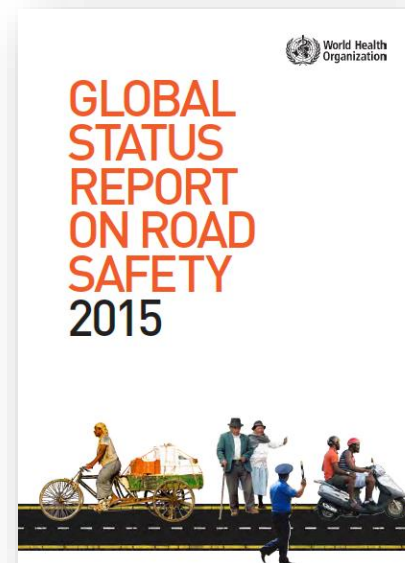
WHO Global Status Report 2015

WHO Global Status Report 2018

1.20 million deaths annually

1.24 million deaths annually

1.25 million deaths annually

1.35 million deaths annually

Source: World Health Organization (WHO)
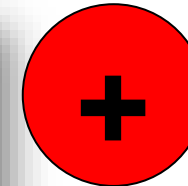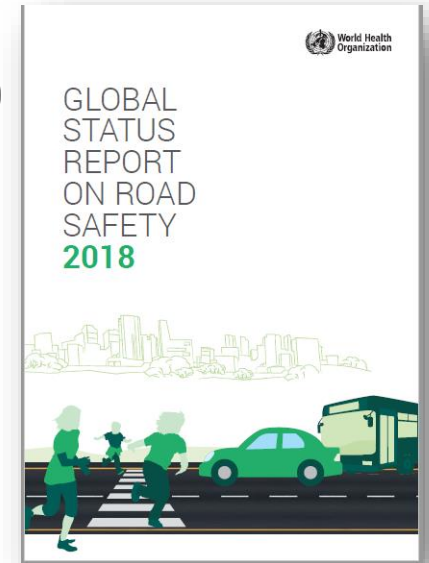
The Nigerian experience on Road Traffic Collisions has been promising as escalations in human population and motorization has not proportionally dictated the path of the RTC curve over the years.

Notably, the comparative RTC index per 100,000 human population is not gloomy (2.74 in December 2019)

2019 Fatality Record

5,483 deads

-16.2% increase

Highest fatality occurred in 2013

6,544 deaths

2012 Fatality Records

6,092 deaths

+7.4% increase
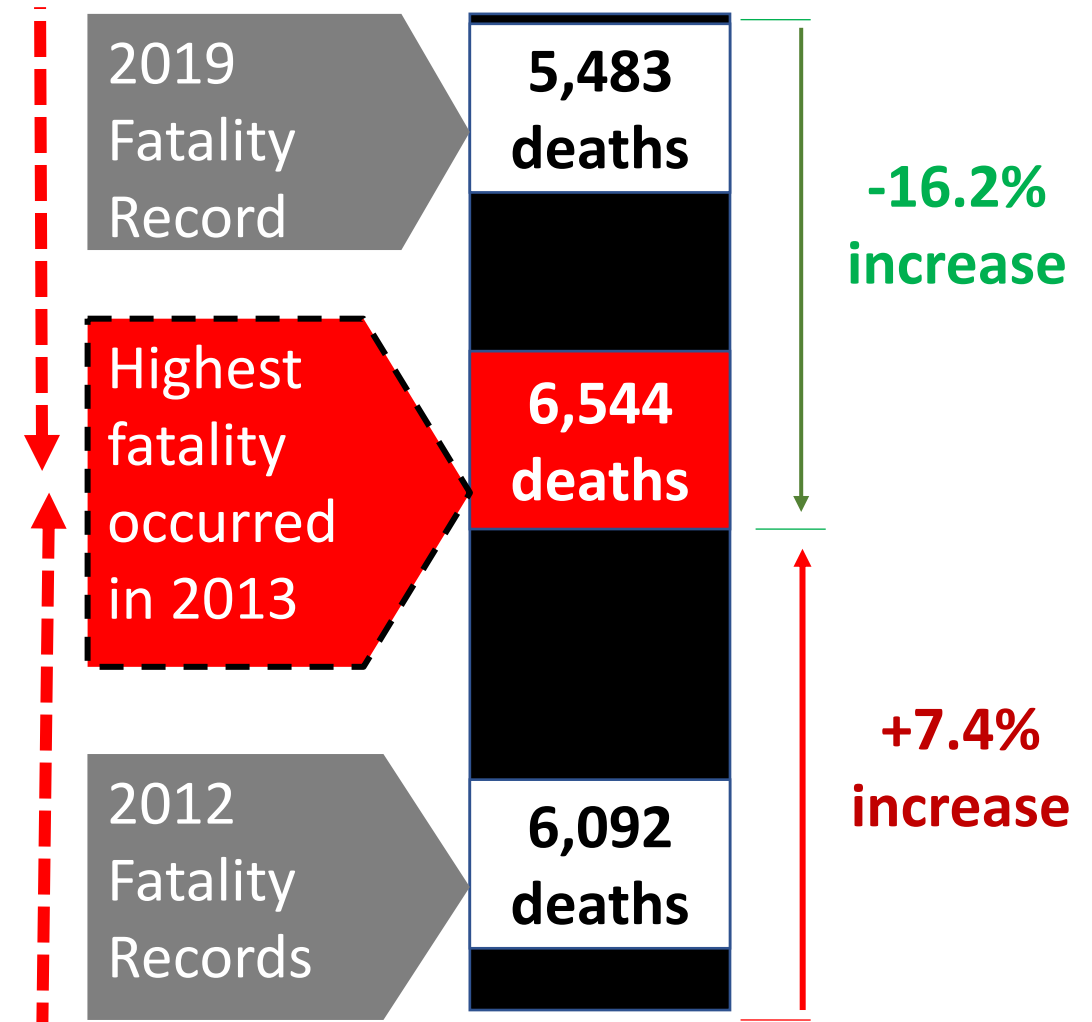
Source: FRSC Infographic Analysis

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These challenges however emerge out of improper management and administration of human and societal needs of the road system. A typical example of is Road Traffic Crash (RTC) and their causes.

Causes of RTC

GENERAL

Increase in number of vehicles

Expansion of transport network

Large national projects that require extension of existing road networks

Activities of foreigners with lesser understanding of the road systems
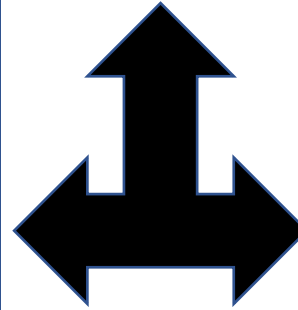
SPECIFIC

Driver error

Excess speed

Poor cognizance of road signs

Road conditions

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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

Inappropriate road use behaviours have also significantly contributed to the challenges of road transportation in Nigeria.

The lack of a substantive Transport Policy for the Country for effective planning and strategic intervention is a major draw-back as far as Road Management is concerned in Nigeria.

Federal Government of Nigeria

Draft National Transport Policy

August, 2010

Federal Government of Nigeria

Reviewed National Transport Policy, 2016

The Draft Transport Policy underscores the pivotal roles of transport in the political and social development of Nigeria. The document notes that all the transport sub-sectors suffer from the effects of low investment in infrastructure and inadequate maintenance. It also pointed out that, the lack of road maintenance in the road transport sub-sector, often necessitates subsequent reconstruction.

The expansive road network in Nigeria and the multi-role administration involvement of stakeholders have presented some challenges which has been explored to negative advantage thus impacting unfavourably on national security. These includes:

1

Armed Robbery

The limited security presence on some sections of the nation's road network either good or bad spots have become a vantage position for nefarious activities. This is a major national security concern.

2

Traffic in Persons

The roads have become the easiest transit routes for traffic in persons in Nigeria as syndicates involved in these acts perfect plans on beating security checks or navigating remote roads that are not covered by adequate security. The business sometimes transit national boundaries. It is not limited to child trafficking.

3

Drugs and Arms Transportation

The roads have become the easiest mode of transporting illegal arms, drugs, contrabands and other narcotic substances. Some even conceal fire arms in foodstuff and farm produce to beat security checks.

4

Compromise on the part of Security Agents

Collection of bribes and extortions by some security personnel along the roads is a major stumbling block to achieving the desired level of national security. This practice aids rogues in the free transportation of illegal goods.

5

Lack of Cooperation among Security Agents

Rivalry, disruption of traffic, assault by some security agencies heat the polity thus making inter-agency cooperation very difficult. This loop-hole provides an avenue for crime to progress.

6

Ineffective Implementation of Policies at the State Level

Major road transportation policies in the country lack effective implementation especially at the **State** level.

The ineffective implementation of policies like the Road Transport Safety Standardization Scheme (RTSSS), Driving School Standardization (DSSP) and Safe-To-Load Programme at the Tank Farms make sharing vital security information difficult.

The challenges affecting the road transport sector are borne out of human and societal needs. Therefore, it is required that effective administration and management of the sector is needed to bring about changes that will improve the economic environment and enhance national security.

This is the very essence for the establishment of the Federal Road Safety Corps by the government to provide Policy Advice and pivot Road Traffic Administration and Safety Management in Nigeria.

Understanding the borderless link between Road Transport Management and National Security, the Corps' mandate anchored on a **Vision** of "**Eradicating Road Traffic Crashes and creating a Safe Motoring Environment in Nigeria'** pursues specific oriented policies that is Safe Systems in approach and all-inclusive in dimension.
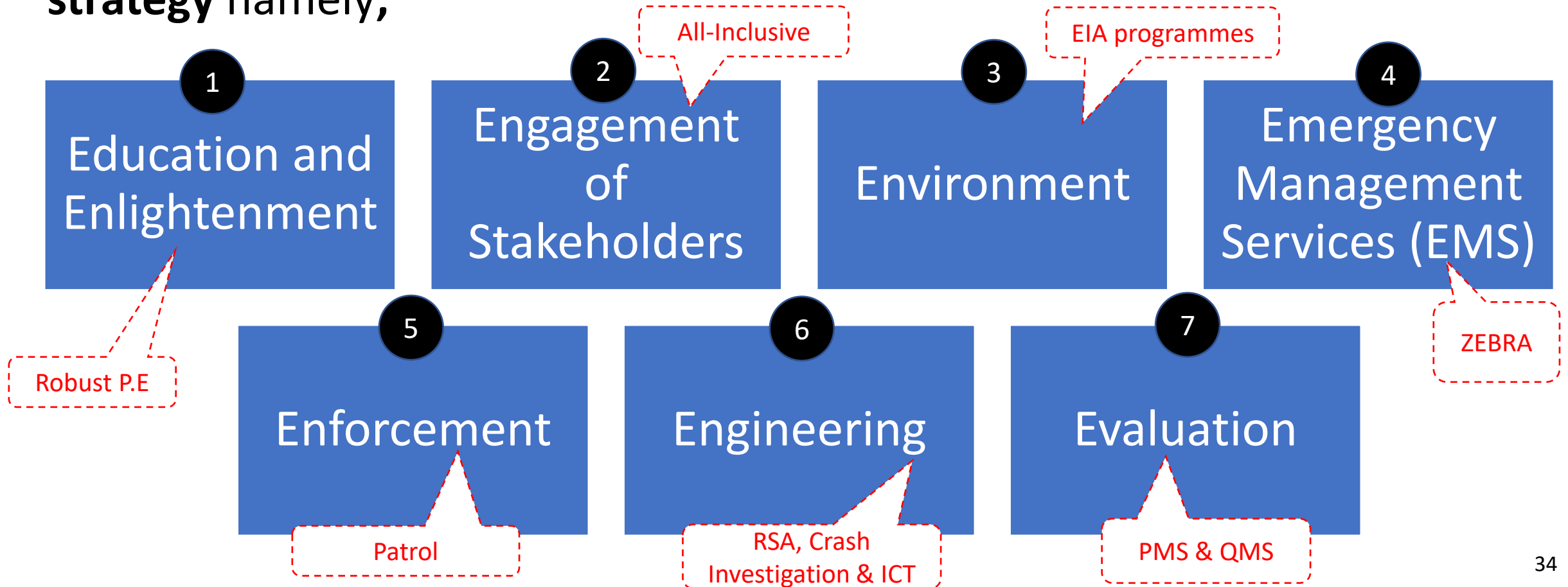

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The Corps has the following **Mission** to actualize its **Vision:**

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.

Based on a Global Framework Plan of Action (GFPA) approach, the Corps address issues on Road Transport Management in Nigeria through a **7E strategy** namely;

1 Education and Enlightenment

Robust P.E

2 Engagement of Stakeholders

All-Inclusive

3 Environment

EIA programmes

4 Emergency Management Services (EMS)

ZEBRA

5 Enforcement

Patrol

6 Engineering

RSA, Crash Investigation & ICT

7 Evaluation

PMS & QMS

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Key programmes of the Corps that has brought about improvement in Road Safety Transport Management in the country includes:

Motor Vehicle and Driver Licence Regulations

Fleet Operations Regulation and Administration

Driving School Regulation

Cutting Edge Technology

Road Transport Safety Standardization Scheme (1/2)

The Road Transport Safety Standardization Scheme (RTSSS) addresses the fleet and public transport safety in the following ways:

Road Transport Safety Standardization Scheme (RTSSS)

- Operators' Standards

- Vehicles' Standards

- Drivers' Standards

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Road Transport Safety Standardization Scheme (2/2)

Through RTSSS activities and data analysis, unusual traffic movements or concentration are extracted for planning purposes or national security.

FLEET ACTIVITIES
FLEET OPERATORS REGISTRATION
PASSENGERS TRAVELLED
LUX BUS TRAVELLED
VEHICLES TRAVELLED
VEHICLES KILOMETRE COVERAGE

Driving School Standardization Programme (DSSP) – (1/2)

The Driving School Standardization Programme (DSSP) is geared towards regulating driving schools in Nigeria to ensure quality driver's training and better implementation of Enhanced Graduated Drivers Training.

Driving School Standardization Programme (DSSP) – (2/2)

Data and other useful information harvested along the line of DSSP implementation are stored and shared across board as appropriate.

Nationwide integrated IT-based operations (1/4)

❑Online Information verification platforms

❑Nationwide network computerized call centers for emergencies

Other IT based road safety management initiatives:

❑Points system to encourage appropriate road behaviour and rule of law

❑Use of number plate information capturing devices

❑Real-time data processing

Nationwide integrated IT-based operations : e-Applications (2/4)

S/N	Application	Purpose	Type
1	FRSC Intranet	Internal data sharing and communication	Web Application
2	PSS	Post Service Scheme	Web Application
3	FRSC Insight	Virtual Online Magazine	Web Application
4	SMP	Special Marshals Platform	Web Application
5	Cooperative	Staff Cooperative portal	Web Application
6	IVP	Information Verification	Productivity Tools
7	Duty Room	Duty Room Information System	Web Application
8	Driving School	Driving School Standardization Programme	Web Application
	Unified Field Operating System (UFOS)		
9	RTCIS	Road Traffic Crash Information System	Web Application
	Offender's System	Online system for traffic violations	Web Application
	e-Payment	Online Payment /records	Productivity Tools
	VSC	Vehicle Safety Checks	Productivity Tools

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Nationwide integrated IT-based operations : e-Applications (3/4)

S/N	Application	Purpose	Type
		Fleet Operating Systems (FOS)	
10	RTSSS	Road Transport Safety Standardization Scheme	Web Application
	Speed Limiter	Speed limiter regulation	Web Application
11	NDL	National Driver License	Web Application
12	FRSC Website	FRSC official web portal	Web Application
13	NVIS	National Vehicle Identification Scheme	Web Application
14	DLC Monitor	Monitoring activities at Driver Licensing Centers	Productivity Tools
15	FM Tracker	File Mail Tracker	Productivity Tools
16	e-Library	Online Library	Productivity Tools
17	SharePoint	Document sharing App.	Productivity Tools
18	Aper	Annual Performance Evaluation Report	Productivity Tools
19	Vehicle Tracking System	Tracking of FRSC vehicle	Productivity Tools
20	SAP	Systems Application Product	Productivity Tools

Nationwide integrated IT-based operations : e-Applications (4/4)

With IT support, the Corps operates a nationwide Toll-Free line ('122') for road traffic emergencies and other information sharing through its Call-Centre.

YEARS	CRASHES	TRAFFIC CONGESTIONS	ENQUIRIES	COMPLAINTS	INFORMATION	OTHER INCIDENTS	TOTAL
2015	2526	273	6202	550	239	523	10,313
2016	2660	236	7896	490	337	418	12,037
2017	3103	288	12464	211	216	637	16,919
2018	3671	292	10867	5282	455	477	21,044
TOTAL	11960	1089	37429	6533	1247	2055	60,313

Recognizing the immediate and long term impact of ineffective road traffic management on national security, the Corps implements other programmes to address identified challenges.

The Socio-economic impact of road traffic crashes in the country includes

1 — Loss of Bread-winners

2 — Permanent Disability

3 — Increase in social vices

4 — Loss of 3% GDP

5 — Damage to public property

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Road Safety Biometrics to drive National Security (1/4)

Motor vehicles are a major arsenal for perpetrating violent crimes in the country. Therefore, proper administration will enhance national security. For example;

- Terrorists use vehicles for their attacks {e.g Eagle Square and Force Headquarters bombings}

- Insurgents target motor parks and passengers {e.g Nyanya Motor Park bombing}

- Trans-border crimes are facilitated with stolen vehicles

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Biometrics to drive National Security (2/4)

Vital biometrics from National Driver's Licence and Vehicle Plate databases have been harnessed and applied to other networks for synergy on national security matters. This is particularly manifest in recovery of stolen vehicles throughout the country.

SUMMARY OF RECOVERED STOLEN VEHICLES (2012-2018)

YEAR	2012	2013	2014	2015	2016	2017	2018	TOTAL
NO. OF RECOVERY	0	1	4	18	53	90	69	235

46

Biometrics to drive National Security (3/4)

The various FRSC IT platforms have been helpful in rooting out identity theft matters which is key in national security.

Biometrics to drive National Security (4/4)

Shared information via the Information Verification Portal (IVP) with relevant Security Agencies have been purposeful in the arrest of suspects for appropriate actions.

Regulation on Haulage Operations

Strict administration on haulage and articulated vehicle operations have helped to check excesses that could lead to tankers being used for security attacks or economic sabotage.

Extended FRSC Command Presence

To harvest useful information in remote locations or sections of the nation's highway where security presence is low, the Corps continually expands its Command presence to provide government's presence aimed at deterring crime.

- It is evident that the link between Road Transport Management and National Security is both linear and cross-tabulated with immediate and long term effects.

- Recognizing that Nigeria's over-dependence on road transportation as viable for most economic activities comes with a price, it is therefore logical to look inwards on ways of improving the management of the road transport sector to enhance the security of the country.

The experience of the Corps in the last three (3) decades reveal that consistency in implementation of innovative ideas and strategy leads to improvement in the road transport sector as far as safety is concerned.

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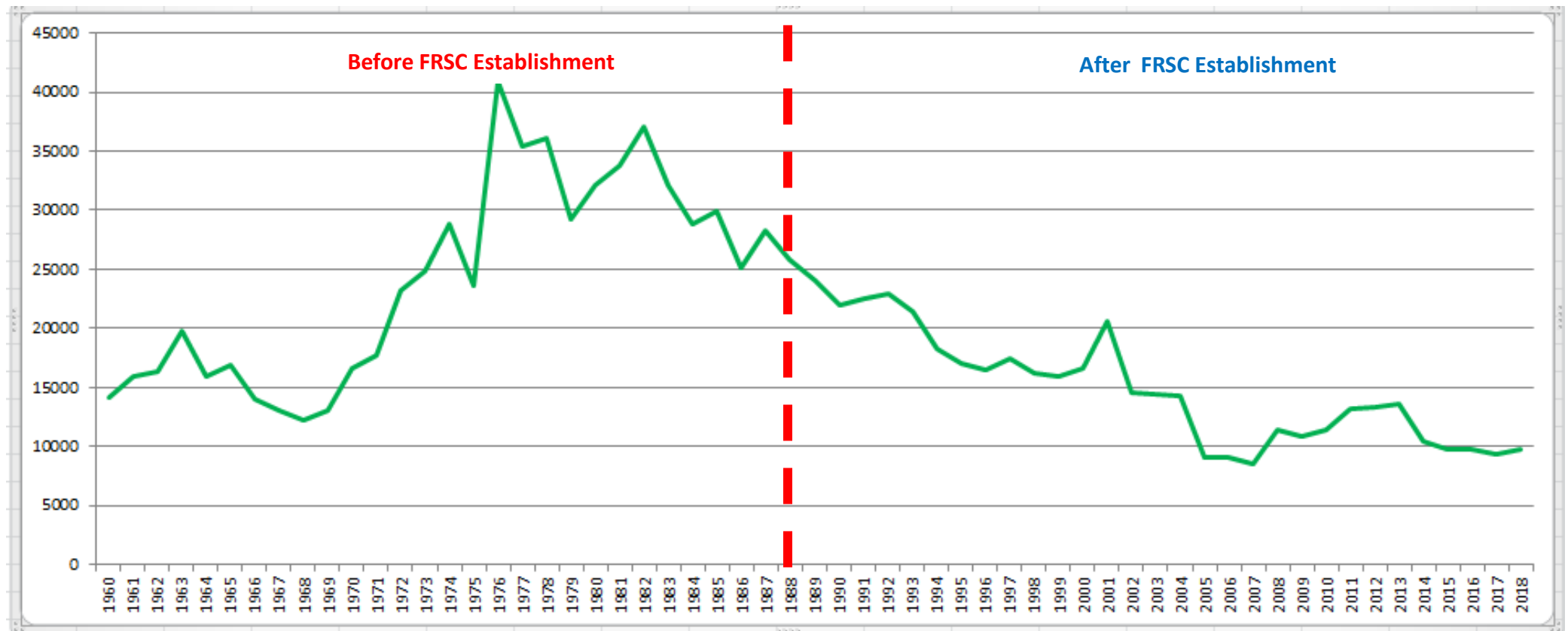
Looking Ahead…..

Swift implementation of Road Safety roles in the National Security Strategy and that of the Nigeria Road Safety Strategy (NRSS)

Greater Collaboration for implementation of key Road Transport Policies that affects National Security by State Governments and Critical Stakeholders

Leveraging on existing technical infrastructures and sharing relevant information is paramount in curtailing security breaches.

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- Road Transport Management is multi-faceted. It requires high skill sets and expertise to bring about meaningful outcome. Its relationship with National Security has made it imperative for Regulators in the road transport sector to adopt holistic measures and strategies aimed at advancing general improvement.

- It must be stated here that, the inter-twining factors that come into play when the subject of National Security is being discussed must be addressed collectively and sincerely by all Stakeholders especially those involved in the internal National Security Architecture of the county.

RECOMMENDATIONS

- Provide for the country a functional Transport Policy that can provide strategic path for short, medium and long-term planning purposes.

- Review the existing structures, framework and funding of Roads in the country to ensure good state of roads at all times and in every locality.

- Government to provide " safety net" for victims who become indigent and impoverished as a result of RTC so as to curb their inclination to social vices.

- A robust approach to policing every inch of the nation's highways to be established with timely, seamless exchange of vital information on security shared across all security sectors and platforms.

IMPLEMENTATION STRATEGIES FOR THE RECOMMENDATIONS

- Stakeholders in the Road Transport Sector in Nigeria should harmonize efforts and provide the country with a Transport Policy.

- Greater autonomy should be granted to the Ministry of Works at Federal, State and Local Government levels on road maintenance. Alternative and more viable P-P-P arrangements on road maintenance to be explored for the good of the country.

- The FRSC and State Traffic Management Agencies to develop database for critical victims of RTC so as to be able to access Government Social Security provisions.

- A joint operational centre for road surveillance armed with state-of-the-art technology to manned by all relevant security agencies to be developed and deployed.

Thank you

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