

Road safety management organization in Nigeria, measures and analysis of constraints

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Abstract

Key words: Road safety, Organisational challenges

Background

Safety is one consideration for transportation, and every transport stakeholder has responsibility in various degree. Nigeria with a large population in Africa generates a high road traffic volume of about 90% reliance on the road transport system across the country. This has made road hazard increased in number and various agencies have been commissioned in varied capacity to develop, maintain and manage various sectors in the safety of road transportation system in the country. The operation of these agencies of government and private bodies operating at different levels and capacity is a welcome development in road safety management. It should also be noted that road crashes across the country is still reported daily in various media publications and government documentations as some may not be well appropriately reported. The need to ensure the safety of this means of transport is not only important to the economy of the nation but also the security, social and political survival of the Nation. Road safety is a complex and comprehensive concept that commence at the policy level and has various level and dimensions.

The Nigerian nation being a federation has recognized the need for road safety agency at the national level and established agencies such as the Federal Road Safety Corps (FRSC) in 1988 for Road safety administration (as the lead road traffic safety agency), and the National Emergence Management Agency of Nigeria (NEMA) both operating at the national level, At the regional level known as the state, Difference state has its management agencies among the very prominent state agencies are the Lagos State Traffic Management Authority (LASTMA) at Lagos state among other, At the local government level which is the third tier of governance, most local government have traffic department, officers and unit that also help with road traffic safety. These are welcome in the space of the need to ensure the safety of road transportation system. It should also be noted that some private initiative also have organizations that have its mandate as helping with road safety concern, either via education, voluntary support and sometimes provision of road safety initiatives.

However, much can still be done as these various organization are overwhelmed with multiple constrains over time as the nation is still recording various degree of road traffic crash reported daily ranging from car crashes, truck overturn and various conflict of vulnerable road users with motorized transport on a daily basis. The various agencies are doing a lot but there is a need to review their operation and assess the challenges of operations for these agencies.

Aim

The aim of this study is to assess the constraints of Nigeria's road safety agencies, measures and constraints that has not aided the optimum performance of these agencies to bring the road safety in the country to achieve the UN decade action for road safety. With the objective of identifying the road safety agencies and their responsibilities, functions in recent years, and constraints of the various agencies identified.

Methodology

The study shall be conducted using secondary data based from governmental, private and academic publications. Selected interviews and conference proceeding will also be selected to extract the challenges and other relevant information needed for the study.

Expected finding and analysis

The expected finding will be to identifies the various road safety organisations along with their vision and assess their operational challenges ranges from lack of strategic policy (information) to all the rank and file within the various organisations, Lack of implementation of strategic action plan, multiple government agencies interference and conflict, quality manpower retention, funding, Demography issues, paucity of data and resources, societal factors, poor infrastructure. Non-governmental safety organization also are faced with stringent bureaucratic processes and over infatuation of it operation processes

Recommendations / Conclusions

Solutions to the challenges of road safety organization needs to be a practical, systematic and multidimensional approach to aid the UN development goal. Some other empirical solution will be highlighted.