

ACHIEVING THE SUSTAINABLE DEVELOPMENT GOALS (SDGs) THROUGH ROAD SAFETY MANAGEMENT IN NIGERIA

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Abstract

At the termination of the Millennium Development Goals MDGs (2000-2015) the Sustainable Development Goals SDGs (2015-2030) were introduced by the United Nations to Consolidate on the gains of the MDGs. The SDGs are 17 interrelated goals aimed at transforming the world and serving as a blueprint to achieve a better and more sustainable future for all. Nigeria is not only a signatory to the UN project but has domesticated and pursuing the goals. In view of the cross-cutting agenda of the goals, a multi-sectorial and multi-dimensional approach is required and this poses a couple of conceptual, coordinating and implementation problems. The Federal Roads Safety Corps (FRSC), a lead agency on road traffic management and safety administration in Nigeria, strongly feels that through its road safety management activities significant part of the SDGs are achieved. The goal of the paper is to demonstrate the pivotal role of safety on the nation's highways towards achieving the SDGs. The paper describes in considerable detail the activities of FRSC as they relate to the achievement of goals 2,3,4,8,11,13,16 and 17 of the SDGs. Aside the conceptual clarifications; global perspectives on road safety were also attempted. Documentary research and analysis were as the methodology for the study. The paper convincingly shows that the FRSC activities contribute to the achievement of the SDGs especially in food security, promotion of well-being of the citizens, education, economic growth, safety, development and global partnership. The paper recommends, among others that data management in Nigeria should be improved for effective policy development for sustainable development

Keywords: Millennium Development Goals (MDGs), Sustainable Development Goals (SDGs), Multi-Sectorial, Multi-Dimensional, Federal Roads Safety Commission (FRSC), Road Safety Administration.

1. INTRODUCTION

Reliving his encounter with Professor Wole Soyinka in the time past March James G. (1995) submits, "After giving a lecture at the Institute of Contemporary Arts (ICA), London, in March 1990, Wole Soyinka was asked why as a creative writer he was so involved in road safety work". He further added, "In 1993 Jimmy Johnson, a well-known television actor in Nigeria, was quoted as maintaining that Soyinka should spend his time filling the National Theatre-not chasing cars."

The professor was not just creative in road safety matters but also being realistic and thus simply deeply mindful of the gravity of the almost unrestrained loss of his students and colleagues along the Ile Ife-Ibadan highway almost on daily basis in the 70s. He also realized the multiplier negative repercussion with generational stunting of national development and sees the inevitable need to take decisive steps to address it, firstly at the individual citizenship level and later at the State level, the Oyo State Traffic Marshals and finally culminated in the adoption of the Oyo State model at the Federal level, thereby giving birth to the first Lead agency in road traffic safety management in Africa, the birth of the FRSC in 1988.

It should be noted that the Wole Soyinka's action pre-dates the recognition by the UN for the need for its system to support efforts to address the global road safety crisis in 2004 in realization that Road Traffic Injuries Are a Huge Global Problem, and consequent resolution by the General Assembly inviting the World Health Organization in cooperation with the regional commissions, to act as a coordinator on road safety issues within the United Nations system. The Professor's efforts was and still is therefore to give the individual citizen the opportunity of life and live it to the fullest as well as ensuring unfretted economic development through harvested harmonized benefits of the road as modal means of transport' all in tandem with global best practice.

The general goal of this paper is to showcase the pivotal role of safety on the nation's highways towards achieving the overall purpose and goals of transportation and by extension its contribution to achieving socio-economic development of the nation as mirrored through the UN Sustainable Development Goals (SDGs), which is a base land mark for member nations to achieve within the space of 2016 – 2030. Robust documentary research and analysis were employed as the methodology in the study. This enabled us to go through FRSC documentaries, annual reports, feedbacks and actual situation on the ground.

2. CONCEPTUAL FRAMEWORK AND CLARIFICATIONS

Road Safety: Road traffic safety refers to the methods and measures used to prevent road users from being killed or seriously injured. Typical road users include: pedestrians, cyclists, motorcyclists, passengers, horse-riders and passengers of on-road public transport (mainly buses and trams).

Sustainable Development Goals: The UNDP (2018), reveals that the SDGs2015-2030 (or Global Goals for Sustainable Development or 2030 Agenda) were born at the United Nations Conference on Sustainable Development in Rio de Janeiro in 2012. The collection of the 17 global goals is part of Resolution 70/1 of the United Nations General Assembly: "Transforming our World: the 2030 Agenda for Sustainable Development." It is a production of a set of universal goals that meet the urgent environmental, political and economic challenges facing our world. The SDGs replaced the Millennium

Development Goals (MDGs), which started a global effort in 2000 to tackle the indignity of poverty”.

The MDGs established measurable, universally-agreed objectives for tackling extreme poverty and hunger, preventing deadly diseases, and expanding primary education to all children, among other development priorities. The legacy and achievements of the MDGs (2000–2015) provide us with valuable lessons and experience to begin work on the new goals. The SDGs are interconnecting, meaning success in one affects success for others. Dealing with the threat of climate change impacts, how we manage our fragile natural resources, achieving gender equality or better health helps eradicate poverty and fostering peace and inclusive societies will reduce inequalities and help economies prosper. The seventeen (17) Sustainable Development Goals are:-

Goal 1: End poverty in all its forms everywhere

Goal 2: End hunger, achieve food security and improved nutrition and promote sustainable agriculture

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

Goal 4: Ensure inclusive and equitable quality education and promote lifelong learning opportunities for all

Goal 5: Achieve gender equality and empower all women and girls

Goal 6: Ensure availability and sustainable management of water and sanitation for all

Goal 7: Ensure access to affordable, reliable, sustainable and modern energy for all

Goal 8: Promote sustained, inclusive and sustainable economic growth, full and productive employment and decent work for all

Goal 9: Build resilient infrastructure, promote inclusive and sustainable industrialization and foster innovation

Goal 10: Reduce inequality within and among countries

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

Goal 12: Ensure sustainable consumption and production patterns

Goal 13: Take urgent action to combat climate change and its impacts

Goal 14: Conserve and sustainably use the oceans, seas and marine resources for sustainable development

Goal 15: Protect, restore and promote sustainable use of terrestrial ecosystems

Goal 16: Promote peaceful and inclusive societies for sustainable development

Goal 17: Strengthen the means of implementation and revitalize the Global Partnership for Sustainable Development

3. GLOBAL PERSPECTIVES ON ROAD SAFETY

The International Road Federation (IRF), (2018) submits that, “Road safety continues to be a global challenge five years after the Decade of Action on Road Safety was proclaimed. WHO (2013) submits in the global status report on road safety, that “Approximately 1.24 million people die every year on the world’s roads, and another 20 to 50 million sustain non-fatal injuries as a result of road traffic crashes. The report estimates road traffic injuries to be the eighth leading cause of death globally, with an impact similar to that caused by many communicable diseases, such as malaria. They are the leading cause of death for young people aged 15-29 years, and as a result take a heavy toll on those entering their most productive years. Economically, road traffic injuries are estimated to cost low- and middle-income countries between 1-2 % of their gross national

product, estimated at over US\$ 100 billion a year”. Also, reports from the IRF African Road Safety Conference in Addis Ababa (2011) suggest that Nigeria loses up to 3% of its annual GDP to RTCs; a towering ballpark amount of about 8.4 billion dollars in 2012 alone with propensity to further increase if no action is taken.

Top Causes of Death among Young People:

World Health Organization(2015),in another Global status report on road safety, submitted that, ‘Reports from about 180 countries, tended that worldwide the total number of road traffic deaths has plateaued at 1.25 million per year, with the highest road traffic fatality rates in low-income countries’. It added, that ‘While there has been progress towards improving road safety legislation and in making vehicles safer, the report shows that the pace of change is too slow’. The report concluded that, ‘Urgent action is needed to achieve the ambitious target for road safety reflected in the newly adopted 2030 Agenda for Sustainable Development: halving the global number of deaths and injuries from road traffic crashes by 2020’.With the continued increase in GDP, economic activities are expected to be on the rise. This will result in an increasing need to moving around for trading and other purposes. The required infrastructure will be necessary to support this anticipated economic growth.

The submissions above underscore the role of road transport in human sustenance and general development. FHWA (2018) espousing the place of transport in economic development opines, that ‘because of its intensive use of infrastructures, the transport sector is an important component of the economy and a common tool used for development to include both positive and negative effects. Among the positive roles listed were transporting and movement options; promotion of trade and commerce through economic interactions to occur unhindered; creation of jobs and employment opportunities; generates revenue for the government and other formal and informal stakeholders operating in the transport sector; acceleration of urbanization as well as redirection in spatial growth and by implication, contribution to positive population growth; exertion of economic of scales and multiplier effect; supporting international relations and peaceful co-existence as well as encouraging socio-cultural relationship and understanding. Economic Discussion (2018), summarized the advantage road transport when compared to other modes of transportation by submitting that rail transport is usually managed by governments alone because of its capital intensity while road transport has private and public involvement. It went further to add that it helps in production of perishable goods as it facilitates distribution of goods from one place to the other. It further distinguished that unlike the air, sea and rail transports, road transport has peculiar advantages over others and that investment in the sub area is lesser and provides considerable flexibility as it affords short distance travels, including door to door shuffling and remains quite flexible in human and material conveyance around the nation, including to industries situated father away from terminus of the other modes; it thus serves as veritable link between industries and the larger populace, complementing other modes as appropriate. It also serves the purpose of conveyance of perishable farm produce from the farms to the markets. Still, its beneficial diversity includes provision of employment in smaller scale and considerably on personal service level with many

people employed directly and indirectly. To put it succinctly, Claudia (2015) submits that, "Roads are the arteries through which the economy pulses. By linking producers to markets, workers to jobs, students to school, and the sick to hospitals, roads are vital to any development agenda".

However, inspite of its numerous advantages, if not properly managed, road transport can be quite disastrous in very high proportion. Economics discussion (2018) listed the disadvantages to include frequent road traffic crashes leading to significant number of deaths and loss of property as well as inadequate roads and road infrastructure and lack of diligent road and infrastructure maintenance, safety issues, e.t.c. This then is the bane of road transport safety and the specifics of the FRSC responsibilities.

Also, National Transport Policy (NTP)(2016)reveals the contemporary road transport situation in Nigeria as ‘Road transport system is the predominant mode for movement of goods and services in Nigeria. Nigeria has about 194,200km of roads, made up of 34,179.20km of Federal roads representing 17%of the total road network, 30,489.40km of State roads representing 16% and 129,531.40km of Local Government roads representing 67%. The predominance of the Road over the other modes is not only because of its inherent advantages but because Government has until recently paid greater attention to this mode’.

The NTP (2016) also identified the banes of the road transport mode to include;

- 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) Over-dependence on road transport.
- vii) Non-rehabilitation and maintenance of roads and bridges.
- viii) No expansion of rail network.
- ix) Absence of road infrastructure like transit parks for trucks, etc.
- x) Large number of small-scale operators of goods and passenger vehicles, with limited professional and business capacity, resulting in inefficient and unsafe services;
- xi) Uncoordinated activities and services;
- xii) Poor enforcement of and non-compliance with traffic regulations.

4. ROAD TRANSPORT REGULATIONS IN NIGERIA

In February 1988, the Federal Government established the Federal Road Safety Commission (FRSC) as the Lead Agency on Road Traffic Management and Safety Administration in Nigeria through Decree No. 45 of 1988 as amended by Decree 35 of 1992 now referred to in the statute books as the FRSC Act cap 141 Laws of the Federation of Nigeria (LFN); passed by the National Assembly as Federal Road Safety Commission (Establishment) Act, 2007.

The Corps is charged generally to-

- (a) Make the highway safe for motorists and other road users;
- (b) Recommending work and devices designed to eliminate or minimize accidents and advising the Federal and State Governments including the Federal Capital

Territory Administration and relevant governmental agencies on the localities where such works and devices are required; and

(c) Educating motorists and members of the public on the importance of discipline on the highway.

In Particular, the Corps Responsibilities Include:

- (a) Preventing or minimizing accident on the highways;
- (b) Clearing obstruction on any part of the highways;
- (c) Educating drivers, motorist and other members of the public generally on the proper use of the highways;
- (d) Designing and producing the driver's license to be used by various categories of vehicle operators;
- (e) Determining from time to time, the requirements to be satisfied by an applicant for a driver's license;
- (f) Designing and producing vehicle number Plates;
- (g) The standardization of highway traffic code;
- (h) Preventing or minimizing accidents on the highways;
- (i) Clearing obstruction on any part of the highways;
- (j) Educating drivers, motorists and other members of the public generally on the proper use of the highways;
- (k) Giving prompt attention and care to victim of accidents;
- (l) Conducting researches into causes of motor accidents and method of preventing them and putting into use the result of such researches; establishment, functions, etc. of the Federal Road Safety Corps.
- (m) Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device;
- (n) Co-operating with bodies of agencies or groups engaged in the road safety activities or in the preventing of accidents on the highway;
- (o) Making regulation in pursuance of any of the functions assigned to the Corps by or under this Act;
- (p) Regulating the use of sirens, flashers or beacon lights on vehicles other than Ambulance and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-Military Agencies;
- (q) Providing Roadside and mobile clinics for the treatment of accident victims free of charge;
- (r) Regulating the use of mobile phones by motorist;
- (s) Regulating the use of seat-belts and other safety devices;
- (t) Regulating the use of motorcycles on the highways;
- (u) Maintaining the validity period for driver's licenses which shall be three years subject to renewal at the expiration of the validity period; and
- (v) Performing such other function as may, from time to time, be assigned to the Corps by the Commission.

In the exercise of the functions conferred by this section, members of the Corps shall have power to arrest and prosecute person responsible suspected of having committed any traffic offence including the following offences and serve such person with court processes or notice of offence sheet.

Key strategies initiated to ensure effective implementation of its mandate include drawing up for itself vision and mission statements as well as service quality policy and Corps values reflecting true desired to make Nigeria road transport environment safe for all and by extension contribute to socio-economic development of the nation.

4. ACHIEVING THE SUSTAINABLE DEVELOPMENT GOALS THROUGH ROAD TRANSPORT SAFETY MANAGEMENT

According to Science direct (2018), “Public transportation provides a mobility service to the user, as well as producing a wide impact on the system” It submitted that ...the hierarchy of quality determinants in public transportation in Europe, which is proposed by the European Commission as cited in the Transportation Research Board, consists of several classes, in which safety and security have been included. In that hierarchy of quality determinants, security is defined as the actual degree of safety from crime or accidents and the feeling of security resulting from that and other psychological factors,

Goal 2: End Hunger, Achieve Food Security and Improved Nutrition, and Promote Sustainable Agriculture

To accomplish this target, transportation is a key motivator. Not only is transportation a major factor but safe and sustainable one is. It is correct to say that no matter the improvement on land and soil quality, without safe road transport either to facilitate production and conveyance of farm produce to markets or end users, there would be considerable wastes en-route either through delayed journey or through other mishaps such as road traffic crashes that could ultimately lead to discouragement in agricultural production as the aggregate loss translated to loss in earning, slow down agricultural sustainability, induce hunger and impoverish the farmers. It should equally be noted that swift and unhindered movement of farm produce off the farms to consumers ensures that the full values of produce is retained and such renders best nutritional value to consumers. For example in Nigeria, the availability and accessibility of fresh and healthy farm produce in the market is also greatly hindered due to road obstructions arising from several factors such as broken down vehicles resulting from mechanical deficiencies and other causes. The situation is the same with produce movement to industries for further processing.

Also, noting the fact that agriculture is the single largest employer of labour globally estimated to provide livelihood for about 40% of the world population and providing largest source of income for mainly the rural population comprising mainly of women and children, particularly in developing nations, including Nigeria. It goes therefore to say that the nation's lead agency on road traffic and safety management must be up and doing to ensure that the nation's roads are safe at all times such that would enable full harness of the potentials in agricultural production.

In order to ensure that the nation takes full advantage of agriculture, the Corps has continued to play its road safety management roles over the years. Several strategies have been deployed to this purpose. The Corps is working with relevant partners on easing movement of farm produces across the nation's road network to the markets thereby reducing losses associated with value degeneration of produces which in turn impacts on profitability. This step has encouraged investments in agricultural produce transportation

and sustained farmers' interest in agriculture as well as preserving the nutritional value of produce for healthy consumption.

The Corps also focuses on the road itself and infrastructure. For instance periodic Road Safety Audit is conducted and the outcome forwarded to the responsibility authorities for amelioration. Such audit is in line with one of the Corps responsibility which empowers that it shall recommend work and devices designed to eliminate or minimize accidents and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on the localities where such works and devices are required;

Further to this, specific attention is focused on driver's training and license issuance for agricultural vehicles operators to eliminate undue delays and bottlenecks in the licensing process.

Goal 3: Ensure Healthy Lives and Promote Well-being for all at all Ages

The desire to attain healthy lives and promote well-being for people of all ages in the Sustainable Development Goals circumspectly looked into ways of tackling the main causes of death worldwide including child and maternal health issues, malaria, tuberculosis and others. Deaths and injuries from road traffic crashes have risen to become a serious health concern worldwide with annual estimates of about 1.3million deaths and 50 million injured. Gopalakrishnans. (2018), submits that "Road traffic accidents (RTAs) have emerged as an important public health issue which needs to be tackled by a multi-disciplinary approach...The number of fatal and disabling road accident happening is increasing day by day and is a real public health challenge for all the concerned agencies to prevent it".

The World Health Organization (2018), outlines the facts global situation relative to the problem as thus;

- 'Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.
- Road traffic crashes cost most countries 3% of their gross domestic product.
- Nearly half of those dying on the world's roads are "vulnerable road users": pedestrians, cyclists, and motorcyclists.
- 90% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 54% of the world's vehicles.
- Road traffic injuries are the leading cause of death among people aged between 15 and 29 years.
- More than 1.25 million people die each year as a result of road traffic crashes".

The enormity of the problem has resulted in a consensus by the United Nations to halve global traffic deaths and injuries by year 2020, even though the SDGs spans to 2030. The systematic approach in achieving this global target is therefore to have nations implement feasible plan of action at regional, national and local levels so that the aggregate efforts will culminate into the desired expectation.

Consequently, frameworks and mechanisms for improved response time to road traffic crash scenes and all other traffic distresses have been instituted and being practiced with the sole purpose of effectively ensuring that RTI is sustained in the domain of epidemic requiring consistent management of road traffic crash victims, including evacuation and

hospital follow-up mechanisms. Acquisition of an Air Ambulance to aid emergency evacuation and recovery of RTC victims are critical target areas of focus.

The Community First Responder Scheme known as National Post Crash Care Initiative which was launched to empower residents along critical corridor communities with basic and requisite first aid and recovery skills has been enlarged; more communities have been brought into the programme while training and development have been enhanced through partnership and support from multi-nationals in the country.

Even as the Corps strives on all fronts in its pre-crash measures and interventions, serious considerations for minimizing complications arising from mal-handling of traffic injuries that could lead to permanent disability have been made. In all, the ‘Golden’ period after Road Traffic Crash (RTC) has been effectively taken advantage of and as such that deaths arising from RTCs have been reduced through a robust post-crash architecture under a unique Emergency Ambulance Service scheme called “Zebra”.

Zebra’s operation is seamlessly supported by a system of strategically located Life Support Ambulances operated by Para-medics and controlled by a highly technologically driven intelligent tracking system operating on a toll-free national number-122.

Timely interventions through this mechanism have led to significant reduction of the overall burden placed on the national health system through injuries and deaths from road traffic collisions. The Corps in its drive to further support government gains in this aspect of the SDG have built Road Side Clinics which offer primary health care services to communities within the facility locality.

Goal 4: Ensure Inclusive and Equitable Quality Education and Promote Lifelong Learning Opportunities for all.

Education is known as one of the fundamental needs of human being because it plays crucial role in human resource development of any nation and developed human resources are the main function of education. It prepares a person to face everyday life as it avails them the tools and critical skills to provide for themselves and the society thereby creating greater opportunities to encourage and cultivate viable and sustainable economic growth.

In the context above, FRSC have evaluated the impact of the effect of loss of lives weighed against the level of citizen education and enlightenment relative to continuous loss of lives and valuable property on the nation’s highways and has developed a number of approaches to make considerable contribution to address the situation within possible spheres.

In direct provision of opportunities for schools access, the Corps is currently in the process of upgrading its Academy in Udi, Enugu State to a degree awarding institution and centre of excellence in road safety studies in Africa. The Academy upgrade, with the Federal University of Technology (FUTO), Owerri comes with opening up of the facility to the public for admission in various course of study. The FRSC Training School is also undergoing similar upgrade by the NBTE to assume the status of Certificate and Diploma awarding institution. When this is also accomplished, it will be thrown open to the public for admission in various fields of endeavour.

The two institutions are equally currently being deployed for the capacity development of personnel of State traffic management personnel across the country as the Corps contribution to upgrade their capacity to effectively discharge their duties. The

assumption is that their effectiveness will necessarily enhance achievement of the desired road culture and make Nigeria roads safer. This window is therefore a double edged sword as it turns out to be a situation of teaching the teachers.

In this regard, the Corps in year 2010, in conjunction with the Federal Ministry of education, the National Universities Commission and other relevant educational institutions/bodies the Corps achieved infusion of Road Safety into the nation's basic education school's curriculum. The benefits of this approach have translated to adjusted safety life styles in younger Nigerians who will become future leaders and affect the society positively.

In ensuring that there is improved youth enlightenment and education, the informal educational approach has been deployed by the Corps through re-modeling its road safety club programmes which have led to re-organization and revitalization of the Road Safety Clubs in the country in recent time. Many Nigerian universities also teach Road Safety at different levels of their systems. By all the aforementioned, many of the nation's teeming youths are now better oriented on road safety and so that their lives are not cut short due to negligence or inadequate information but live life to the fullest.

Other efforts of the Corps in public enlightenment and education is expected to also come through the FRSC Traffic Radio, a radio with nationwide network which will be on air 24/7 principally on road traffic safety administration and of course other programmes that would be value addition.

GOAL 8: Promote Sustainable, Inclusive and Sustainable Economic Growth, full and Productive Employment and Decent Work for all.

The current global state of unemployment can best be viewed from the perspective of the International Labour Organization (2017), which submits that even though in developing countries, the unemployment rate among youth could remain stable at 9.5 per cent in 2017 and 2018, the submission however was not with certainty because it said the large number entering the labour force yearly could upset this and further added that it may increase by half a million within the same period. Aside outright unemployment situation, It went ahead to project a grimmer situation for many young people who, it said, may experience extended periods of unemployment, which can potentially hinder their skills development, future employability and earning capacity.

Yet, the organization added another dimension when it said, "While finding employment is a major concern, the quality of jobs is just as prominent a challenge. Poverty remains pervasive among youth, who continue to exhibit consistently higher working poverty rates than their adult counterparts. It finally summed that working poverty remains pervasive among youth, "In particular, an estimated 16.7 per cent of employed youth in emerging and developing countries in 2017 are living on income below the extreme poverty threshold (US\$1.90 per day), while only around 10.6 per cent of employed adults live in such a situation".

The FRSC not only realized that economic growth heavily depend on vibrant citizens who must be necessarily kept out of the harm way also seizes the potentials within spheres of duty discharge to initiate employment opportunities for Nigerians. Some of such opportunities are the Road Transport Safety Standardization Scheme (RTSSS), Driving School Standardization Programme (DSSP) as well as influencing industrialization relating to uplifting of the road transport sub-sector in Nigeria.

In the first instance, the RTSSS which commenced in 2007 redefined fleet operation, management and regulation all relative to safety. It provides a new vista in organized commercial road transport operation and encourages employment of skilled individuals, not only as drivers but also as Safety Manager and supervisors by Fleet Operators. For instance, currently there are...1009... registered fleet operators in the country and over 4,000 jobs have been created as a result with estimated persons in allied services such as website designs, customer services, sales support and banking/other financial services flowing from the initiative. The most visible impact of these interventions is the growing number of vehicles and passengers travelling in Nigeria through patronage of registered fleet operators because of their relative safer operation.

The Driving School Standardization Programme (DSSP) is yet a scheme that has brought about employment opportunities for Nigerians. The hitherto discordance and unfair practices that characterized the operating environment of driving schools which impeded expected economic benefits have been eliminated.

Aside from the fact that it redefines driver's education, training and licensing process in Nigeria, there is a fast growing number of investors in the driving school business with a lot of innovative approaches. The number of registered driving schools have expanded to 1009 as at October 2018, unlike pre-DSSP in 2012; and this expansion has further closed the unemployment situation in the country by creating job opportunities for instructors and other service providers in that line. Currently too, 4,000 persons are on the enrolment of the driving schools, many of whom may become professional drivers, thus further advancing employment.

Job Opportunities: By implication, full and productive employment and decent work for all are achievable through continuous provision of decent job opportunities for the people who are expected to ensure economic growth and sustained development as well as preserving them from pre-mature deaths so that they can live life to the fullest. According to the World Health Organization (2015), more than 90% of road traffic deaths occur in low- and middle-income countries, Nigeria inclusive. It further underscores that even within high-income countries people from lower socio-economic backgrounds are equally more likely to be involved in road traffic crashes.

GOAL 11: Make Cities and Human Settlements Inclusive, Safe, Resilient and Sustainable

According to Johan F.(2017) "Cars and traffic have a major impact on the citizens of the city. Traffic significantly influences the quality of life and the sustainability of the city. Traffic does not only influence safety and the sense of security. It is also a source of pollution, particles and noise". He went ahead to suggest that speed of traffic should be the first priority of riddance if the society must be sustainable and quality of life benefit there from. He recommended, "Setting lower speed limits and doing speed enforcement and other measures to improve speed adherence".

The FRSC, in conjunction with the Federal Ministry of Power, Works and Housing have made considerable headway in sign-posting and regulation of speed in various traffic zones to ensure that posted speed is not violated. The Corps actually does the enforcement and goes further to do special operations to ensure compliance. As a matter of fact the FRSC Act bestows the Corps with this responsibility. Also, the Corps conducts

researches on traffic density and road users' vulnerability, from time to time. Usually, some of the outcomes are, recommendation to the appropriate authorities the need to put in certain places speed calming device, Zebra Crossing, Pedestrian Bridges e.t.c.

Further, the Corps addresses safety, resilience and sustainability values from the angle of location of housing settlements and consequent human interaction with the traffic. The planning situation of housing, no matter how affordable and resilient if is devoid of traffic safety is an effort in futility and accident already designed to happen. For instance, arbitrary citing of markets, schools, parks and holding of social functions without due consideration for traffic safety was a common phenomenon.

In providing an empirical basis for intervention, the FRSC conducted various researches on the location of motor parks, schools and markets along major traffic corridors that pose serious risks to Nigerians. The outcomes of the researches have led to recommendations to appropriate authorities on the need to relocate those facilities that posed serious risk. The Corps is equally pushing for laws to guide citing of these facilities at the State and Local Government levels. It is heartening to say that some of these identified aberrant have been relocated while we forge ahead on others.

To bring the issue more to national consciousness, the Nigeria Road Safety Strategy, 2014-2018 mandated all tiers of government to make communities safe by ensuring that location of these facilities do not cause users to unnecessarily interfere with traffic. The Corps is further pushing through, in conjunction with stakeholders, including the Society of Town Planners, that schools and market as well as all other human activities conflicting with the road or traffic are eliminated in order to make our cities and human settlements safer for all to enjoy fuller lives.

Goal 13: Take Urgent Action to Combat Climate change and its Impacts

Climate Action: Global warming and its effects on human life and the environment are consequences of our actions directly and indirectly impairing on uncontrolled production or release of greenhouse gases to the atmosphere.

Although water vapour (H₂O), Methane (CH₄), Nitrous Oxide (N₂O), Chlorofluorocarbons (CFCs) and Carbon Dioxide (CO₂) produces the greenhouse effect, Carbon dioxide (CO₂) emission, including industrial and vehicular, is increasingly becoming a concern worldwide. According to the UN Intergovernmental Panel on Climate Change (2014), a group of 1,300 independent scientific experts from countries all over the world under the auspices of the United Nations, concluded that there is more than 95 percent probability that human activities over the past 50 years have warmed the planet. The panel also concluded that there is more than 95 percent probability that human-produced greenhouse gases have caused much of the observed increase in earth's temperatures.

The repercussion of human continuous depletion of the ozone layer arising from dangerous gas emission resulting in global warming and climate change and the concern of the UN can better be comprehended through the illumination on the matter in its grimmest possible terms by Amanda M. (2016) when he submits, "Global warming is caused by all of us. We want cars, travel and better standard of living". He went ahead to say that climate change threatens to kill the Amazon, rain forest, decimate polar caps and pump the atmosphere full of carbon dioxide, a situation he said could lead to the universe eventually fade out when stars run out of energy. Concluding by envisaging an inevitable

nuclear warfare, he said, "I am convinced that human need to leave earth. If they stay, we risk being annihilated". He therefore suggests that human should abandon the sinking ship and set course to discover new worlds "Multiverse", where humans may not replicate their current mistakes. She went on to list the effects the mistakes i.e. global warming, to include:

- ❖ ‘Melting glaciers, early snowmelt, and severe droughts will cause more dramatic water shortages and increase the risk of wildfires in the American West.
- ❖ Rising sea levels will lead to coastal flooding on the Eastern Seaboard, especially in Florida, and in other areas such as the Gulf of Mexico.
- ❖ Forests, farms, and cities will face troublesome new pests, heat waves, heavy downpours, and increased flooding. All those factors will damage or destroy agriculture and fisheries.
- ❖ Disruption of habitats such as coral reefs and Alpine meadows could drive many plant and animal species to extinction.
- ❖ Allergies, asthma, and infectious disease outbreaks will become more common due to increased growth of pollen-producing ragweed higher levels of air pollution and the spread of conditions favorable to pathogens and mosquitoes’.

In Nigeria, the Corps is partnering with the National Automotive Design and Development Council (NADDC) on various measures aimed at regularizing, stabilizing and ultimately reducing carbon emission levels in internal combustion engines. Chief among the steps taken in this direction is the Vehicle Type Approval (VTA) policy which compels foreign imported automobiles and local assembly plants to comply with tolerable limits on carbon emission in line with global practice.

Furthermore, realizing that there is a gap in country vehicle testing policy implementation, the Corps did not only propose a significant change in approach to vehicle testing in Nigeria which included inspection parameters, upgrade of equipment and a unified information technology (IT) system for testing centres, the Corps went further, in 2013, to facilitate improvement in the competency of the inspectors themselves. Vehicle Inspection Officers (VIOs) were sponsored to the US on contemporary vehicle testing to enable them, back home, conduct effective conduct of comprehensive tests on vehicles to ascertain, among others, level of carbon emission and determining compliance or contravention of country emission permissibility.

Also, following up on the VIO capacity development, the Corps has collaborated with Agencies of Government at the Federal and State levels on periodic technical inspection for heavy goods vehicles following the UN Periodic Technical Inspection Rules (1997). This has been enhanced in terms of compliance and efficiency, ensuring that vehicles are at, or above, compliance with minimum safety standards at the time of test and also to be a cost-effective compliance enforcement tool. Sustained efforts in this regard have equally led to increase in establishment of computerized vehicle testing centers in the country. Periodic vehicle inspection covers vehicle identification, exhaust emissions, noise emission and other safety and environment requirements.

Going beyond pre-emission efforts, the Corps focused on vehicle Excessive Smoke Emission (ESE). The main thrust and focus of the enforcement goes beyond eradicating visibility obstructions but also reduction in destructive effects of carbon emissions generally. The Corps is also promoting bicycle transportation, particularly within cities as

alternative to the use of automobile to curtail the impact of carbon dioxide emission and road congestion.

Goal 16: Promote Peaceful and Inclusive Societies for Sustainable Development

Sponsel, Leslie E. (1996), defines a peaceful society as, “ People living in peaceful societies try as much as possible to live in harmony and avoid violence: they shun aggressive behavior and refuse to fight in wars. ... Building interpersonal harmony and avoiding violence is essential to their ways of life”. A peaceful society can thus be described as a society that finds alternative ambience to conflicts (violence and war), and one that advances socio-economically in tranquility. In its advocacy for a peaceful and inclusive societies for sustainable development, the overall consequential impact of road traffic death and injury has been considered while underscoring the role of the FRSC in conjunction with relevant bodies in the country on stalling some of the numerous apertures that affects peaceful atmosphere from the road traffic perspective, both inter-personal and at inter-group levels.

Generally, the loss of a parent, key role players in the family or “bread winners” leave behind a trail of negative effects, so do severe injury reduce the capacity of the individual to fully discharge obligations to the family such that if not properly managed lead to societal catastrophe with short, medium and long term negative effects such as increased illiteracy resulting to child drop out of school, prostitution, robbery, kidnapping, cultism and other forms of social deviance all capable of slowing down country socio-economic development. Ensuring that road fatality and injury is reduced considerably, the Corps focus remains on reduction in road traffic crashes and the negative consequences. As a matter of fact, it advocates for a country where road traffic crash result in no death. This means that even when a crash occurs, swift intervention through Corps rescue and recovery strategy should stem grave consequences that could lead to generational damnation.

Also other structures that the Corps has established to advance peaceful and inclusive societies for sustainable development are through seamless digital architecture that supports:

- a. Information dissemination and intelligence sharing
 - b. Internal reporting and feedback
 - c. Response to inquiries from members of the public and MDAs
 - d. Response to distress calls, including crashes within 20mins
- Still, the Corps promotes equity of justice through a system that ensures;
- a. Uphold Principles of Rule of Law in all operations:
 - Supremacy of Law
 - Equality before the Law
 - Individual rights
 - b. Deployment of Mobile Court
 - c. Giving an offender the option of rights of waiver in fines payment
 - d. Alternative Dispute Resolution through various intra-transport unions and FRSC – Union
 - e. Receptiveness to public opinion and input
 - f. Stakeholders’ consultation, buy-in and conformity, including State and Local Government Road Safety Advisory Committees (SACORS & LACORS)

All the aforementioned have gone a long way to reduce conflicts in road traffic law and regulations enforcement as well enhanced cooperation in many areas between the Corps and the different segments of the society leading to appreciation by both the government and members of the public.

GOAL 17: Strengthen the Means of Implementation and Revitalize the Global Partnership for Sustainable Development.

Global partnership has continued to play significant roles in advancement of road traffic management, and Nigeria is not an exception. Road Safety/FRSC partnerships cut across internal agency, Pan-Nigeria, Pan-African and global synergy; World Bank and the United Nations inclusive. Some of these are discussed here.

Agency-Agency Cooperation

The Corps regularly engages in agency-agency collaboration. Some of the areas of tremendous gains include influencing states to establish state traffic management agencies and assisting to train the personnel of the agencies at the FRSC Academy, Udi in Enugu State. So far, eighteen State Traffic Agencies have been established across the country. The Corps motivation to initiating this is multi-dimensional viz, it intended to make road safety acceptable as a collective responsibility which the states must rise to. It is also to enable the Corps transform to a core regulatory organization, giving impetus to other agencies as the Corps gradually withdraws from the metropolis to enable the agencies take effective charge while we deal with inter-city highways and other national road traffic safety management policies.

In the same vein, the Corps has facilitated capacity development of the Vehicle Inspection Officers both locally and abroad. For instance, in order to ensure that the group discharge their duties more effectively and complement in 2013, the Corps facilitated capacity development of over one hundred and eleven (111) VIOs in the United States of America in computerization and vehicle testing. Three personnel from each State of the Federation made the trip. Essentially, encounter outcome was to be measurable in the deployment of learned skills such that would bring about reduction in the number of mechanically deficient vehicles plying Nigeria highways thereby reducing the chances of road traffic crashes occurring as a result of vehicle deficiency and also nip in the bud other vehicle in-traffic safety non-conformities.

PAN Nigeria Road Safety Collaboration

Another area of significant interest is the partnership for road safety advocacy as reflected in the FRSC/Peugeot Automobile of Nigeria (PAN) Road Safety Campaign which commenced in 2013. This campaign has since remained an annual event and has expanded in scope and coverage. Its enlightenment campaigns are discharged through media (print and electronic), workshops, capacity development, rallies, strategic road shows and bill-board installations, among other. These facilities are enablement to fostering better road safety culture in Nigeria and reduction of road traffic fatality and injury. ExxonMobil has also remained another reliable partner. The Company has placed FRSC on annual grant for road safety propagation across the nation. The NNPC has also remained steadfast in collaboration with the Corps as considerable road safety activities are being facilitated annually.

Global Partnership

a. International Conventions and Agreements on Improvement in Road Traffic

Nigeria is signatory to several global agreements on road safety among which is the Geneva Convention on Road Traffic, 1949. The Convention, is a multilateral treaty designed to increase road safety and aid international road traffic by standardizing the signing system for road traffic (road signs, traffic lights and road markings) in use internationally'. The Convention was brought about in recognition of the fact that globally, there exist considerable variety in road signs and signals, including markings from one member nation to another and the need to unify them to make road use easier in all member countries, especially when in another country.

Furtherance to the nation's commitment to global best road practice, in 2017 the Corps compiled and submitted to the Federal Government the outstanding multilateral treaties designed to increase road safety and aid international road traffic by understanding the signing system for road traffic use internationally, and on 4 October, 2018, President Muhammadu Buhari signed the Instrument of Accession to two others viz;

- a. 1957 Agreement Concerning the International Carriage of Dangerous Goods by Roads (ADR). This treaty governs transnational transport of hazardous materials. The Agreement provided that with the exception of certain exceptionally dangerous materials, hazardous materials may in general be transported internationally in wheeled vehicles.
- b. 1968 Convention of Road Traffic which addresses minimum mechanical and safety equipment needed to be on board provided Identification Marks to identify the origin of a vehicle.

It is of interest that I delivered the Instrument of Accession to the Chief of The Treaty Section of the UN, Mr. Santiago Villalpando in New York on 18 October, 2018.

Currently, the UN Transport Conventions and Agreements which government has signed up to best global best practice in road traffic include the Geneva Convention on Road Traffic, 1949; Vienna Convention on Road Signs and Signals of 1968; and the Convention concerning Customs Facilities for Touring in 1954. Others are Additional Protocol to the Convention concerning Custom facilities for Touring relating to Importation of Tourist Publicity Documents and Material of 1954, and Customs Convention on the Temporary Importation of Private Road Vehicles of 1954.

Already, in the FRSC, in ensuring that the stipulated standards are adhered to, has established a Signage Plant in 2013 where standard signs and signals are currently being produced in the country and close collaboration with Federal Ministry of Power, Works and Housing, Nigeria highways are now gradually donning the new templates. Already many states of the Federation have committed to purchase the traffic furniture to install on state roads.

It is also interesting to note that FRSC became Member of the UN Expert Group on Road Signs and Signals in 2017 in recognition of its commitment to advancing global standard road traffic practices. The group's duties are general to ensuring that best practice on road traffic and road signs and signals are practiced globally.

b. United Nations Road Safety Collaboration (UNRSC)

The Corps joined the UNRSC to align with its objectives on propagating road safety in Nigeria and to share experience on a global scale. This practice has increased the level of partnership between Nigeria and other African countries on road safety especially under

the umbrella of the United Nations Economic Commission for Africa (UNECA) in which best practice serves as leading examples for knowledge sharing during regional meetings on road safety affairs.

c. World Bank (WB)

The World Bank identified the Federal Road Safety Corps as the lead agency capable of delivering road safety on the highways in Nigeria. It also followed the recommendations of the G8 in earmarking 10% of all road contract sums to road safety component by implementing a Safe Corridor Project in Nigeria. The Project was implemented on six (6) road Corridors in the country that were seen critical and that contributed significantly or disproportionately to road fatalities and injuries. Safe Corridor as a collaborative and partnership project provided safety inputs and maintenance contract for a period of 7 years.

The Safety Component of the safety corridor involves the following key activities:

- ❖ Safety Engineering based on safety audit and other baseline research.
- ❖ Enforcement
- ❖ Implementation of the Emergency Medical Services
- ❖ Public Education and Outreach
- ❖ Training, Technical Assistance and Policy Development:
- ❖ Monitoring and Evaluation

The project being an outcome of a global partnership was financed by International Bank for Reconstruction and Development- World Bank, Global Road Safety Facility, Federal Road Safety Corps, Arrive Alive Road Safety Initiative (AARSI) is an NGO funded jointly by First Bank, Diamond Bank, Zenith Bank, DHL and Chevron and, Road Sector Development Team (Representing Federal Ministry of Works).

Pan African Road Safety Partnership

d. West African Road Safety Organization (WARSO)

Trans-border road traffic management has been improved upon through meaningful synergy brought about by road safety partnership. Nigeria's regional integration in West Africa has been enhanced through its leading role in road safety practice and advocacy under within WARSO platform which establishment was facilitated in Nigeria, in 2008. The democratic rotation of WARSO leadership and regular annual interface of the organization has fostered harmonious relationship among member nations even beyond road safety matters. Nigeria held the pioneer leadership position until year 2016 when Mali took over the leadership role. There are fifteen (15) countries in West Africa that make up WARSO.

Nigeria has also continued to play its role creditably as the UN Example of Lead Agency on Road Safety Management in Africa through advancing technical assistance to African countries on road safety. Sierra Leone and Ghana have benefited in this regard with many others on the queue. The sense here is enhancing the capacity of the entire African region in roads safety capacity such that regional integration is made easier.

e. UN Road Safety Trust Fund (UNRSTF)

Recently, the Minister of Transportation was inaugurated as an Advisory Board Member of the UNRSTF at the UN Secretariat in Geneva, Switzerland. As the only African, he represents Nigeria and Africa on the Board. The appointment of Nigeria into the Fund's Advisory Board was connected with the strides that the country has recorded in road traffic management and safety administration as demonstrated both in country and internationally. The UNRSTF was established in April 2018 to address the worldwide road traffic crashes resulting in 1.3 million lives lost and additional 50 million injures in the road each year. The aims include acceleration of progress in improving global road safety by bridging the gap in the mobilization of resources for effective action at all levels. The Fund's objective is to mobilize resources from government, inter-governmental or non-governmental organizations and the private sector for immediate and effective action in any case.

6. Conclusion/Way Forward

It must be on record here that Mr. President has always facilitated and ensures that Nigeria lives up to its commitments to the UN and other international obligations on road traffic.

Since road traffic death and injury have become a global health issue necessitating concerted global intervention, particularly championed by the UN and WB. Other local country measures have equally followed suit in adaptive forms, all, ultimately seeking out the road securing the hitherto colossal GDP loses usually associated thereby driving socio-economic development. Nigeria has not lagged behind in this quest, both in developmental policy pronouncements as well as practical interventions through the various relevant and cognate ministries, departments and agencies, the FRSC being one.

The FRSC as the Lead Agency on Road Traffic Management and Safety Administration in Nigeria was charged with responsibilities relative to road safety. The Corps has continued to diligently deliver on its charges, the various handicaps relating to funding and other environmental indices notwithstanding. The Corps takes compliance to all global agreements to which the country acceded to seriously and has gone ahead to play prominent roles at the global levels with huge appreciation and recognition.

While it is true that road transport administration, including regulation is still not satisfactory, the Corps is not sleeping on its oars but constantly searching for solutions to all contemporary issue in road transport in Nigeria, particularly on safer road use.

As the paper has indicated that no society advances with its road transport system in shambles, efforts were made to make road safety a collective responsibility of all, thus collectively shouldering our development ambitions. While it is true that government must continue to provide the enabling environments because achievement of the SDGs depends on the aggregate outcome of the various contributions by all responsible MDA's hence it has become necessary that all must rise to the occasion and ensure that their contribution counts.

It is also important to note that no nation develops when its developmental policies are coined and presented in discordant tones, its clarity and implementable reality may be lost in the melee that may trail interpretation. It is therefore important that there is consistent harmonization of policies, policy continuation and addictiveness to meet up with contemporary best global practice.

Road safety is a major factor in road transport and socio-economic development of any nation for it has been revealed that it goes beyond traffic enforcement, as some people are mind conditioned but impacting on the entire lives of a people.

Also, in other spheres, should the dream of Nigeria be realized through considerable achievement in sustainable development, its plans and activities must meet the needs of the present without compromising the ability of future generations to meet their own needs as the goals are meant to, according to Yourarticlelibrary (2018), achieve balance/harmony between environment sustainability, economic sustainability and socio-political sustainability”.

In line with the above, it is instructive to note among others, the observations of Nyegen T.D.et. al. (2018) in their submission on Lessons learnt from the MDGs such that they do not re-occur in the implementation of the SDGs. They submitted that the nation assumed that the systems were in place alongside competent persons with the capacity and interest to drive the goals successfully towards targets. They also observed absence of true and validated baseline data in the health sector which they said led to “guesstimates”, rather than informed estimates and that there is no single dependable, reliable, validated and easily verifiable public health dataset in Nigeria. They also opined that in the same health sector, there was absence of formative, midcourse and proper end-line evaluation such that there was no scientific evidence of considerations. Other issues said to have drawn the nation back included “Sequential healthcare workers’ industrial actions, insurgency and kidnapping.

There must therefore be real data in all fields of the SDGs for thorough analysis of the processes and procedures as well as the gains made progressively, in convenient broken terms while experts in the various field should be sought and put in post to drive the goals. In addition, an unbroken chain of activities must be ensured so as to enable all sectors complement each other as they should.

Aside correcting our past mistakes, all citizens of the planet earth should be up and doing by contributing to ensure sustenance of the earth in all ramifications such that predicted perils would not become manifest in its grievous forms. Or of what advantage is it if there is food for all and there is no good health care, ozone degradation is un-curtailed, e.t.c? All the goals must be achieved in a balanced proportion for sustainability to occur; one cannot be substituted or for the other or relegated at the detriment of the other.

It is instructive also to note that in attaining any goal at all, nation’s university system matters a lot because it is a veritable placement center of excellence in learning and character development of all who come in contact with it. The system must therefore be more tuned to dynamic requirements of the society and strategize to meet those values. The system must avoid corporate indifference in the nation’s continuous search for a way out of the socio-economic wood. It must engage in relationship development and purposeful networking such that will enable accrual of all derivable advantages to this great nation. The manifestation of its value on all those who come in contact must be positive, visible and measurable. It is in this way that it will equally rob off on road traffic behaviour which currently, is the most single causal factor in road traffic crashes and attendant negative consequences. It may interest you to know that about 75% of road traffic crashes are caused by human error; errors that could have been averted leading to loss of mostly young lives that could have contributed to socio-economic development of the nation, loss of valuable property (vehicles, houses, other possessions) thereby setting

many back and stunting national gains; maiming of several others thereby also depleting their economic contributory capacity as well as creating fertile land for criminality arising from multiplier effects on dependents whose bright future may be irreversibly truncated. Also as stated in the lecture limitations earlier and further expatiate on its stand, this paper fronts for road safety input in achieving some of the Sustainable Development Goals. For instance in achieving Goal 2, ***End Hunger, Achieve Food Security and Improved Nutrition, and Promote Sustainable Agriculture***, while roads along with its safety are essential to boosting agricultural produce, particularly in produce and farm input movement from place to place, it is by no mean the beginning and the end to achieving the goal. Digging deeper, there must be far reaching actions in nation's policy framework such that government must take food security as a social investment which should eventually translate to a fundamental human right. It is only by so doing that its attention can be properly focused on sustainability in the field because it will become liable when the right is breached.

By implication of the above, there will be proper funding of all agro related projects but not to the neglect of the small scale farmers; more consideration will be given to monitoring and evaluation of farm input and intervention measures which seldom get to the farmers or get there in shortchanged manner; the Universities of Agriculture will be better placed and funded to achieve their real mandates instead of the current all comer practice; adequate plans will be put in place before banning some food items because it will only satisfy immediate needs only if local substitution is not encouraged to sustainability. To further ensure success, government must curb all factors that are capable of derailing achievement of all the goals. Some of these factors include insurgency, kidnapping, flooding, armed robbery, ethnic clashes, and religious intolerance. These are monsters in the current Nigerian dispensation.

Permit me to close by input that FRSC recognizes the complexities of modern road traffic administration globally, and in Nigeria particularly, where issues demand more cognitive presence, technology as veritable vehicle for intervention and more team based and collaborative approaches to achieving desired and common goals in the shortest time possible through collective ownership. FRSC is thus committed to advancing achievement of the SDGs in whatever area falls within its purview, we will further develop relationships and networks and avoid corporate indifference to national development in recognition that country's achievement is derived from the aggregate of the collective efforts of Ministries, Departments, Agencies and indeed all strata of the society.

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