NIGHT JOURNEYS AND THE INCREASING ROAD TRAFFIC CRASH FATALITY ON ASABA-BENIN EXPRESSWAY

BY

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APPROVAL PAGE

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SUBMISSION OF RESEARCH PAPER

I hereby certify that ***Mrs. Offiong, Ime Gregory*** has successfully completed the research work on the subject: ***Night Journeys and the increasing Road Traffic Crash fatalities in Nigeria: A case study of Asaba-Benin expressway (2010-2011)*** under my supervision.

The participant has accordingly been directed to submit the Research Paper to you.

A. O. Odafen-Dominic
Supervisor

Date……

DEDICATION

This project is dedicated to the Almighty God who granted me the privilege to participate in the Post Graduate Diploma in Public Administration. (PGDPA) programme and also gave me the strength to put together this work and to my beloved husband, Pastor Godwin Offiong and our children, Rejoice and Michael for their unalloyed moral support.

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Despite the valued contributions of these persons, I bear full responsibility for whatever errors of omission or commission that might be identified in this project.

ABSTRACT

This study is premised on the relationship between night journeys and the increasing road traffic crash fatalities on Asaba-Benin expressway. The work which has five chapters was able to investigate the rate of the fatality recorded on the road under study for 2010 and 2011 during night and day time journeys.

The method of data collection used was principally secondary sources. This method was chosen because data on such a subject as "Night Journeys and Road Traffic Crashes" are best sourced from Agencies responsible for their collection. Road Traffic Crashes (RTC) records taken at crash scenes by FRSC and the Nigerian Police Force as well as records from some hospitals in Delta State for 2010 and 2011 as compiled by FRSC were collected. Simple percentages were used to calculate numerical and percentage differences in the number of casualties during the day and night crashes. The statistical data of the road traffic crashes were presented using tables to give a picture of Road Traffic Crash occurrences for 2010 and 2011. The data included the total number of persons involved, persons injured and those killed in crashes during the day as well as at night. These were used for comparative analysis. In addition, tables were supported with charts.

The findings recorded were so unpleasant, particularly, when the rate of night crash related fatalities recorded in 2010 and 2011 were considered. Although the frequency of occurrence of night crashes was low as compared to daytime crashes, night crashes recorded higher fatality which contributed to increasing number of fatalities on the road under study.

In view of all the findings recorded, recommendations were made aimed at discouraging night journeys and encouraging the inculcation of better road safety culture in the minds of road users in order to reduce road traffic crashes and fatalities especially during night journeys. Recommendations were also made towards possible remedies for the reduction of carnage which would consequently lead to improved service delivery by FRSC and other stakeholders in road traffic management.

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CHAPTER ONE

1.0 INTRODUCTION

1.1 BACKGROUND INFORMATION

Night travel in Nigeria has become a serious cause for concern to stakeholders and all Nigerians alike. This is because of the high fatality rate during night crashes. Although the frequency of road traffic crashes at night may not be as high as that of the day. The fatality cases are higher because of the delay in notifying the nearest road safety units and other stakeholders among other reasons which consequently result in delay in rescue and first aid administration thus increasing the agonies and trauma experienced by victims as well as chances of deaths in cases of very critical conditions.

In recent times, night travel has become one of the delights of many Nigerians who also have different reasons for their desire to do so. Some people prefer it for economic reasons, while some go for it as a necessity and others for convenience. Whatever reasons one may adduce for embarking on night journeys, the fact remains that it is sometimes hazardous.

ROAD TRANSPORTATION SYSTEM IN NIGERIA

The road transportation system in Nigeria accounts for about 90 percent of the mobility of citizens. While other modes of transportation like air, rail, sea and pipeline, account for the remaining 10 percent. This trend therefore is instrumental to the excessive pressure inherent on the road transport sector of the economy.

Another observable fact is the incidents of aircraft crashes in the recent past which induced fear in some Nigerians to the effect that many are yet to come over it. The increase in air fares is also another issue resulting in many Nigerians not being able to travel by air. Consequently, they patronize road transportation as an alternative.

Within the last decade, there has been an increasing desire of passengers to travel at night irrespective of the relative consequences of the practice. This is due to high demand for mobility, exigencies of commuters businesses, multiple taxations extorted by various law enforcement agencies and touts on the road during the day. The passengers also prefer it because they pay lesser fares, and it does not affect their daily business hours.

THE FEDERAL ROAD SAFETY COMMISSION AND ROAD TRAFFIC CRASH REDUCTION IN NIGERIA

The Federal Road Safety Commission (FRSC) is the lead agency in Nigeria on road safety administration and management. It was established in February 1988 through the instrument of Decree 45 of 1988 to operate on federal highways. However, the decree was amended through Decree 35 of 1992 referred to as FRSC Act, Cap 141, Laws of the Federation of Nigeria (LFN) and is now sighted as FRSC establishment Act 2007 to discharge the following functions:

i. Making the highway safe for motorists and other road users.
ii. Recommend works and devices designed to eliminate or minimize road traffic crashes on the highway and advising the Federal and State Governments including the FCT Administration and relevant Government Agencies on the localities where such work or devices are required.
iii. Educating motorists and members of the public on the importance of discipline on the highways.
iv. Clearing obstructions on the highways.
v. Giving prompt attention and care to victims of RTC.
vi. Conducting research into causes of road traffic accidents and utilizing the results of such researches.

vii. Determining and enforcing speed limits for categories of roads and vehicles.

viii. Co-operating with bodies or agencies or groups engaged in road safety activities and crash prevention on the highways.

ix. Making regulations in pursuance of any of the functions assigned to the commission, under the Act.

x. Performing any other functions as may from time to time, be assigned by the commission.

ACHIEVEMENTS OF THE FRSC

Some of the major achievements recorded by the commission since inception include:

i. Publication of the national road traffic regulations, 2004 which harmonized the Nigerian traffic regulations for efficiency, uniformity and consistency in the enforcement of the traffic rules and regulations in Nigeria.

ii. The revision of the Nigerian Highway Code in 2008 and translating it into three major Nigerian languages (Igbo, Hausa and Yoruba).

iii. Establishment of roadside clinics/state-of-the-art ambulance points to enhance medical and rescue services.

iv. Creation of Special Marshals and partnership department to complement the duties of the regular marshals.

v. Establishing functional and operational Sector Commands in the 36 states and the FCT, twelve Zonal Commands and numerous Unit Commands across the country.

vi. Provision of patrol vehicles, ambulances, tow trucks and motorbikes for effective and efficient operations through various forms of patrols.

vii. Establishing and sustaining the Uniform Licensing Scheme through which a uniform driver's license and number plates are made possible throughout the country.

viii. Conducting research on various aspects of traffic management, and making reports of such research available to relevant agencies for implementation.

ix. Working with other stakeholders in the public and private sector to ensure adherence to specified regulations. Such stakeholders include NAFDAC, SON, NDLEA, Tire Manufacturers and Vehicle Assembling Plants.

x. Inculcating of good road safety culture in the minds of Nigerian road users through aggressive public education and training of drivers at all levels.

xi. FRSC is a member of the Operation 500 road project monitoring team of the country.

xii. FRSC is a member of other safety inclined agencies like FERMA, NEMA etc.

1.2 STATEMENT OF THE PROBLEM

The problem under study was informed by the increasing rate of RTC fatalities recorded on Asaba-Benin Expressway.

The unfortunate phenomenon occur despite the fact that the road under study is an expressway and the FRSC as lead agency in road traffic management has been doing all that is possible within the ambit of the law to reduce the high rate of fatality recorded on this road.

According to H A Hananiya (2005) "By the time FRSC was established in 1988, Nigerian was grappling with the menace of road traffic accident which was fast depleting the nation's man power resources, thus affecting the economy of the country. Records of road crashes revealed that most of the people affected were usually those within the productive age bracket of either the school going adolescents or the productive segment of the civil populace engaged in one productivity or the other…. Road traffic crashes has resulted in more waste of lives and property than diseases and sundry ailments put together."

Night journey has been viewed as contributing to the increased fatality in RTC. Thus, the relationship between the increasing rate of RTC fatalities and night journeys had become a serious cause of concern to Nigerians as well as stakeholders in Road Traffic Management. In view of the above, this study is essentially carried out to ascertain the relationship between night journeys and the increasing RTC fatalities on Asaba-Benin Expressway in particular and the entire Nigerian road network in general.

1.3 HYPOTHESIS

There is a relationship between night journey and increasing rate of RTC fatality/casualty on Asaba-Benin Expressway.

Night journey has a direct bearing with increased fatality and casualty in road traffic crashes.

1.4 STUDY OBJECTIVES

i. To ascertain the relationship between increased road traffic crashes fatality/casualty and night journeys on Asaba-Benin Expressway.
ii. To determine the compliance level of basic safety standards in the vehicles plying the road and other factors like road condition that may be instrument to the increased road traffic crashes in Nigeria.

iii. To determine the causes of road traffic crashes in Nigeria.

iv. To recommend measures of reducing the carnage on the road and means of improving the existing approach by the FRSC towards road traffic crash reduction on the roads in general and during the night in particular.

1.5 SCOPE OF STUDY AND LIMITATIONS

The study shall be limited to the relationship of night journeys to the increasing road traffic crash fatality/casualty on Asaba-Benin Expressway.

1.6 SIGNIFICANCE OF STUDY

The study is relevant because:

i. It is intended to determine reasons for the increasing rate of road traffic crash fatality/casualty in general and on the Asaba-Benin Expressway in particular.

ii. It will proffer possible remedies for the reduction of carnage which will consequently lead to improved service delivery by the FRSC and other stakeholders.

iii. It will contribute to ensure the inculcation of better road safety culture in the minds of road users in order to minimize road traffic crashes, especially during night journeys.

1.7 DEFINITION OF TERMS

FRSC	Federal Road Safety Commission
RTC	Road Traffic Crash
NAFDAC	National Agency for Food and Drug Administration and Control
FERMA	Federal Road Maintenance Agency
NDLEA	National Drug Law Enforcement Agency
SON	Standard Organization of Nigeria
NEMA	National Emergency Management Agency
FCT	Federal Capital Territory
Road Furniture	Road Signs and Markings

CHAPTER TWO

2.0 REVIEW OF RELATED LITERATURE

2.1 INTRODUCTION

The traffic situation in Nigeria was chaotic, unpredictable and dangerous before the establishment of the Federal Road Safety Commission (FRSC). It was characterized by unprecedented waves of road traffic crashes with attendant colossal human and material losses. As at then, public awareness and interest in road safety was minimal. There was uncoordinated and haphazard licensing of drivers and vehicles as well as the absence of a good driving culture. Deliberate policies and concerted effort at enforcing regulations were lacking.

> *According to Dr. Femi Sumaila (1992), "historically, formal concern with road accidents, road use and road safety in Nigeria started with the Shell Petroleum Development Company (Nig.) Ltd between 1960 and 1965 with the mounting of road safety programmes for the company's drivers. However, the first government organ to manifest concern with the matter was the Nigerian army which initiated road safety training for its rank and file after the civil war and started the first public road safety campaign in 1972 when it commenced its road safety week organized in early December of each year in recognition of the high rate of road traffic accidents usually recorded during the last quarter of each year. This was largely due to the movement of people*

across the nation's highways going to various places to celebrate the festivities that fell within the period, this included the Sallah, Christmas and new year celebrations.

Subsequently, the Federal Military Government, in 1974, created a National Road Safety Commission with representation from selected ministries and agencies. However, the impact of a government-run road safety outfit was not felt until 1977 when the then Military Governor of Oyo State created a Road Safety Commission, a relatively small but efficient body of men and women which was appropriately empowered and properly equipped to combat the problem of road accidents in the state, particularly on the Ife-Ibadan road. On return to democratic rule, 1979, the Civilian Governor of Oyo State, late Chief Bola Ige, further nurtured the state-run Road Safety outfit to maturity. The improvement in disciplined road usage and resultant road safety was so manifestly evident that some other states of the federation began to emulate Oyo State – until 'political' considerations by the Federal Government 'killed' these efforts.

With the demise of these well-intentioned (though federally uncoordinated) efforts, road accidents and associated fatalities could have abated. On the contrary, the situation worsened so much so that by the mid 1980s, Nigeria was considered the most dangerous in the world for driving, because of the country's very high rate of fatality index. In the words of Dr. Olu Agunloye, the pioneer Corps Marshall of the FRSC, 'In war times, a state under siege of the kind of fatality in question would either surrender or make a drastic retreat.'

It was against this background that the Federal Military Government of the time took the laudable action of creating the Federal Road Safety Commission in February 1988,

through the instrument of Decree No. 45 of 1988 to operate on Federal Highways. However, since accidents are not limited to Federal roads, the powers of the commission were later expanded to cover all public roads in the country, through an amendment, Decree 35 of 1992, later known as FRSC Act Cap 141, Laws of the Federation of Nigeria, (LFN) and presently sited as FRSC Establishment Act 2007. Instructively, the brain behind the Oyo State efforts, Professor Wole Soyinka was appointed as the pioneer chairman to 'operationalize' the commission."

The above presentation goes to show how government at various times made concerted efforts towards fine-tuning its vision on road safety to make it more prepared in addressing the menace of road traffic accidents in Nigeria. It is equally noteworthy to point out that the amount of money spent on road safety related matters is justified in view of its attendant consequences on the nation's economy in terms of the enormous loss of human and material resources.

2.2 ROADS

According to Microsoft® Encarta® Encyclopedia 2005. ©1993-2004 Microsoft Corporation. "A road refers to public way, usually maintained by governmental authority, for the passage of vehicles, people, or animals. Roads in cities or towns are also called streets, lanes, or avenues. Roads that connect populated areas to one another are often called motorways or highways.'

The history of road building, from very ancient times, has been one of the first signs of an advancing civilization. As the cities of early civilization increased in size and density of population, communication with other regions became necessary as a means of bringing in food supplies and carrying on other commerce. Early road builders include the Mesopotamians, as far back as 3500 BC; the Chinese who had built the Silk Road, the world's longest road for some 2,000 years and had developed a road system by the 11th century BC; and the Incas of South America, who built an advanced network of roads through the Andes, including galleries cut through solid rocks.

The earliest of the ancient road builders whose work still survive were the Romans. The Appian Way was begun about 312 BC, and the Flaminian Way, about 220 BC. At the height of its power, the Roman Empire had a road system of about 80,000km consisting of 29 highways radiating from the city of Rome and a network of road covering every important conquered province, including Britain. The Roman roads were 90-120cm, (3 to 4 ft) thick, and consisted of three layers of successively finer stones set in mortar, with a layer of fitted stone blocks on top. By Roman law, the right use of the roads belonged to all of the public, but the maintenance of the roadway was the responsibility of the inhabitants of the district through which the road was ran. This system was effective in maintaining good roads so long as a strong central authority existed to enforce it; during the Middle Ages (from about the 5th century to the 15th century). With the absence of the central authority of the Roman Empire, national systems largely disappeared.

During the first three decades of the 19thcentury, methods of highway construction were pioneered by the work of two British engineers, Thomas Telford and John Loudon

McAdam, and by the French road engineer Pierre-Marie-Jerome Tresaguet. Telford's system of road building involves digging a trench and installing a foundation of heavy rock. The foundation was raised in the centre so that the finished road was sloped away from the centre, allowing drainage to take place. The topmost layer of the road consisted of a 15-cm layer of compacted broken stone.

McAdam held that well-drained earth would support any load. In McAdam's method of road construction, the finishing layer of broken stone which was placed directly on a foundation of earth that was raised above the surrounding ground was to ensure the foundation drained properly. McAdam's system called macadamization was generally adopted at the time especially in Europe when heavy trucks were used in the World War 1. However, the earth foundations of macadamized roads could not bear the heavy road load. As a result, Telford's system was adopted for construction of heavy-duty roads, because it furnished a better distribution of road load over the underlying subsoil. Another road pioneer, John Metcalf, built more than 290km of roads in Britain."

The above stages of transformation of road structures as enumerated in the Microsoft® Encarta® Encyclopedia 2005 were all aimed at improving the road quality consistent with the need of each period all with a view to reducing the incidence of road traffic accidents. Each stage of improvement yielded the desired result and hence adopted at a higher proficiency level of improvement over the previous stage. It is also important to note that the sustainability and survival of any road has direct bearing with an equally sustainable means of maintenance, as

was the case in Rome and France at the initial stage of road construction. It is also noteworthy that the responsibility of maintaining such roads was vested on the beneficiary communities or corporate bodies that maintained and charged toll fees from road users. A system that yielded the desired result and ensured the longevity of the roads.

2.3 EFFECTS OF ROAD TRAFFIC CRASHES ON THE NIGERIAN ECONOMY

H A Hananiya (2005) "By the time FRSC was established in 1988, Nigeria was grappling with the menace of road traffic accident which was fast depleting the nation's manpower resources, thus affecting the economy of the country."

He further asserted that "Records of the road crashes revealed that most of the people affected were usually those within the productive age bracket of either the school-going adolescents or the productivity segment of the civil populace engaged in one productivity or the other.

No wonder, the economic cost of the road crashes is estimated at about 2.5% of the country's Gross National Product (GNP) and for developing countries, of which Nigeria is counted, the estimated loss in the region is about $100 billion every year."

Pat Utomi (2001) "The collapse of the Nigerian railway system, the prohibitive cost of air travel and the incomplete accessibility to sea transportation has discharged into the

road sector excess load and responsibility that have remained unprecedented in the history of developing economies.

What this translates into is that since the management of the road transport sector has been caught napping, occasioned by this excessive workload, serious crashes, tragedies and mishaps may continue to characterize road use in Nigeria."

J.F.AObaoye (2006), "A country's economic development chances are greatly enhanced if it is relatively well endowed with human and material resources." To further stress this point, Obaoye added. "But certainly, given that all things are equal, the availability of human and material resources is a pre-requisite to rapid economic development. Our reference to human resources does not refer to population but in terms of level of skills, cultural outlooks and attitude to work. All these are qualities that can help accelerate economic development when human resources are being considered."

The foregoing illustrates the colossal loss of human and material resources, which are much-needed tools of economic growth and development being wasted by the country through unwholesome and avoidable road carnages. It goes further to suggest that road safety matters have to be tackled by the government and all stakeholders through all possible means in order to save the country from the observed loss of its human and material resources.

2.4 NATIONAL AUTOMOTIVE POLICY, (1993) IN PERSPECTIVE

The present day appalling situation of the Nigerian and transport sub-sector was traced to poor policy implementation as attested to by the 1993 Nigerian Automotive Policy as follows:

> *National Automotive Policy, Section 1.4 (1993). "It is pertinent to note that eighteen years after the modern Nigerian Automotive Industry took off, the pace of development of the industry has been very slow, particularly the development of local content. Although Nigeria has, during this period acquired the knowledge for the assembly and maintenance of passenger cars and trucks, especially brands and models assembled in the country lacks adequate infrastructure synonymous with engineering industries.*
>
> *The Nigerian Automotive Industry has been plagued by a number of problems such as collapsed capacity utilization, shrunken market, high production cost, stunted growth, uncontrolled importation of new fully-built units and used vehicles. "As a consequence of this scenario" the report added, "the 1988 market share level of the domestic plant which stood at 66% tumbled to 33% in 1991 even though the decline in the supply of new vehicles of all types began in 1982 on account of adverse economic situation. Between 1982 and 1989 the number on new vehicles registration per annum fell from 224,000 to approximately 50,000. The number of scrapped vehicles each year rapidly caught up with and exceeded the number of new vehicles registered, resulting in an overall decrease in the nation's vehicle fleet. At the same time, high population growth, which is estimated at the rate of 3.4% per annum, caused the demand of vehicular transport to rise sharply."*

Section 1.6 states "Although long distance transportation is serviced in part by cars and trucks, local transportation in a developing country like Nigeria is totally reliant upon these automotive vehicles. The automotive vehicles have now become expensive capital goods, and concern for the high foreign exchange cost of important motor vehicles prevails upon the developing countries to attempt to produce their own vehicles. Therefore, in order to reverse the unimpressive trend in the Nigeria Automotive sector, it has become necessary to urgently fashion out policies and incentives that will stimulate increased growth in production and thereby enhance the contribution of the sub-sector to the National economy."

From the above analysis, we can conclude that the country has not made any progress in the automotive technology 37 years after it rolled out the first assembled vehicle from the Nigerian vehicle assembly plant. This set back is directly linked to the usual inability of those in authority to implement the initial policy that heralded the establishment of the Assembly plants, culminating into the eventual collapse of the scheme.

The policy failure also made it impossible for the country to attain self-sufficiency in automobile assembly, not to talk of vehicle manufacture. This unfortunate state of affairs left the citizen with limited or no alternative than to contend with buying and conditioned to using second hand vehicles. Such vehicles, it must be pointed out are mostly smuggled into the country and are not

subjected to the usual inspection for roadworthiness before being put on the road. While many of such vehicles are old, substandard and have since been phased out at the country of manufacture; especially those used as commercial vehicles, they have a lot of mechanical deficiencies and therefore highly prone to road traffic crashes.

This unfortunate trend also applies to spare parts, which, like the vehicles are mostly smuggled. They are mostly fake, old, sub-standard and therefore highly risky to be used for efficient and effective vehicle performance. Little wonder that the rate of road traffic crashes continue to escalate in spite of efforts of government and other stakeholders to trim down the surge.

2.5 CAUSES OF ROAD TRAFFIC CRASHES

Microsoft® Encarta® Encyclopedia 2005. ©1993-2004 Microsoft Corporation revealed that:

> *"Throughout the world, at least half a million people are killed and about 15 million injured on the roads each year. Casualty rates vary widely depending on population and traffic density and the extent to which preventive and remedial measures have been applied."*

Nigeria is in fact a victim of this unfortunate trend, especially since the inception of this Republic when the traffic volume in the country witnessed an astronomical rise.

> *According to Microsoft® Encarta® Encyclopedia 2005. ©1993-2004 Microsoft Corporation, "In 1992, the lowest death rates per head of population of the order of eight per 100,000 were in the United Kingdom, the Netherlands, Norway and Sweden. Comparable rates in other developed countries were 12 in Australia, 19 in New Zealand, 15 in the United States, and 34 in Europe. Typically, more deaths occur on rural roads, where speeds are higher than in urban areas, but serious injuries involving a stay in hospital are at least twice as numerous on the urban roads, where traffic faces more conflicts, especially at junctions."*
>
> *"Research studies in the United Kingdom, Australia, and the United States have shown that human factors contribute to 95% of accidents, road factors about one quarter, and vehicle factors to fewer than 5%. The main human errors are: going too fast for the conditions; failing to give way at junctions; following too closely; overtaking improperly; and misperceiving or misjudging the road situation ahead. Impairment of judgment as a consequence of drinking alcohol is also a major factor. Road deficiencies that are main contributory factors are: poor design of layout and control at junctions; inadequate road signs, road marking, and lighting; slippery roads; and obstruction on the road, such as parked vehicles. The main vehicle factors are defects in tyres, brakes, and lights, arising from poor maintenance of the vehicle."*

2.6 HUMAN FACTOR AS A PRINCIPAL CAUSE OF ROAD TRAFFIC ACCIDENTS

Among the three main causative factors of road traffic accidents, the human factor contributes to 95%. This is also true in the Nigerian situation.

It is also a fact that the remaining two factors, engineering factor and road conditions hinge on the human factor as causative agents of road traffic accidents since human beings can control them. This being the case, it becomes imperative therefore, to look at avenues through which the driver, a human can be re-programmed positively through three approaches as follows:

i. Behavioural approach
ii. Training approach
iii. Compensation approach

2.6.1 BEHAVIOURAL APPROACH

> *According to Neo et al (1996), "Because both stress and dissatisfaction ultimately reside within the person, it is not surprising that many who have studied these outcomes have focused on individual differences. Researchers use the term affectivity to describe certain individual disposition: the term can be used to describe individual differences in satisfaction with any and all aspects of life. People who are high in negative affectivity report higher levels of aversive mood states, including anger, contempt, disgust, guilt,*

fear, and nervousness across all contexts (i.e. work and non work.) People who are high in negative affectivity also tend to focus extensively on the negative aspects of themselves and others. They are more likely, in a given situation, to experience significantly higher levels of distress than others which imply that some people bring dissatisfaction with them to work. Research has shown that negative affectivity in early adolescence is predictive of overall job dissatisfaction in adulthood. There were also significant relationships between work, attitudes measured over a five-year period even for workers who change employers and/or occupations. Thus, these people may be relatively dissatisfied regardless of what steps the organization or the manager takes.

The writers further attest that "Although those low in negative affectivity generally report job satisfaction than those with high negative affectivity, when people who are generally low in negative affectivity decide theyare dissatisfied with their work, their behavioral reaction is much stronger. Research has shown that the relationship between job satisfaction and turnover is especially high for those low in negative affectivity. People with high negative affectivity are more used to being dissatisfied and hold out less hope that finding a new job will lead to any better results relative to those with a more positive outlook on life."

The forgoing provides a good parameter of assessment particularly to employers of prospective drivers. If properly utilized, the idea will go a long way in reducing the incidence of engaging persons who do not possess the qualities required of an ideal driver, and ultimately reduce the existing plague facing the

nation's road transport sector. This is very important in view of the gravity of bad behaviours exhibited by drivers thereby contributing immensely to the escalating rate of avoidable road crashes on Nigerian roads.

The approach can also be effective in performance appraisal to improve the quality of service delivery and identify other employee needs like training and/or other motivating factors required towards enhancing productivity.

2.6.2 THE TRAINING AND RETRAINING APPROACH

In the view of Neo et al (1996), "Training refers to planned effort by a company to facilitatethe learning of job related knowledge, skills, or behaviour by the employee. The goal of training efforts is for employees to master the knowledge, skills and ability emphasized in the training programmes and to apply it in their day to day activities."

The author goes further to state that "Training can:

i. *Help employees understand how to work effectively in teams to contribute to the product and service quality.*
ii. *Ensure that the company's culture emphasizes innovation, creativity and learning.*
iii. *Ensure employment security by providing new ways for employees to contribute to the company when their job change, their interest change or their skills become obsolete.*
iv. *Prepare employees to accept and work more effectively with each other."*

Neo et al also asserts that "A learning organization is one whose employees are continuously attempting to learn new things and apply what they have learned to improve product or service quality…continuous learning requires employees to understand the relationships among their jobs, their work units and the company and to be familiar with the company's business goals. Employees are expected to acquire new skills and knowledge, apply them on the job and share this information with other employees."

Similarly, C.P. Maduabum (2001) averred that "Training, it should be recalled is for a purpose. Whether it is for improved performances of the individual or for preparing him for higher responsibilities…. He added that…"It is still meant for improved knowledge, skills, attitudes, abilities, experiences etc., which may be of immediate or future applicability."

It is in tandem with the foregoing that drivers training in FRSC occupy a priority position as it is one of the main responsibilities of the organization. An effectively trained driver is synonymous to a lifesaver as he is exposed to current trends in road safety. The authors quoted earlier were unanimous in emphasizing the acquisition of skills, knowledge, abilities and attitudes as a catalyst for effective and efficient performance of employees. Retraining is a consolidating factor of sustainable efficiency and effectiveness as trainees are further fine-tuned and kept informed on new innovations, new regulations and are trained to conform with them at any point in time. It is therefore imperative that employers of drivers

as well as driver related unions and associations embrace the culture of training and retraining in order to contribute to the crusade against road traffic accidents in Nigeria.

2.6.3 THE COMPENSATION APPROACH

B.O. Eniaiejuni, (2006) opined that "Compensation refers to direct and indirect monetary and non-monetary rewards. The direct monetary rewards include basic salary and incentives while the indirect reward entails benefits in kind or cash. The basic salary refers to the money paid to a worker usually on a monthly basis for services performed. On the other hand, fringe benefits are benefits extended to the employee for working for the organization. Examples include leave allowance, company car, meal subsidy, transport allowance, uniforms, pensions and gratuity."

"A positive compensation programme", according to the author, should aim at:

i. "attracting the number and kind of employees needed to operate the organization;
ii. Retaining the best in the labour market for the organization, and
iii. Motivating employees to continue to perform to the best of their abilities."

The above clearly implies that compensation management in any organization is not only a pre-requisite for employee performance, but also an essential and necessary tool for effective and efficient employee output. Employers of drivers therefore must embrace and implement an effective and

efficient compensation management in order to enhance performance among the employees. One effective motivating factor in addition to those enumerated by the author is rewarding drivers that record no road crashes over a period of time and especially for those engaged in night journeys.

It is noteworthy to point out that some transport owners/operators exhibit some attitudes inimical to the healthy employer-employee relationship.

According to FRSC report on night travels, (2004) such attitudes include:

i. "Lust for quick returns on investments.
ii. Lack of good maintenance culture.
iii. Failure to ensure minimum safety standard.
iv. Lack of total care including good salaries and wages."

The above listed attitudes and a host of others, force drivers to indulge in such practices as over-loading, speeding, strenuous journeys without rest, thereby getting stressed out which in most instances result into fatal road crashes as a result of getting induced to sleep while on transit.

CHAPTER THREE

3.0 RESEARCH METHODOLOGY

3.1 CONCEPTUAL FRAMEWORK

Research methodology is defined as the method or technique applied by researchers in investigating a phenomenon by means of gathering information from primary and secondary sources.

It can also be defined as the researcher's ability to reach those directly concerned with the issue to be investigated so as to find out from them what their views, ideas, thoughts and feelings are on the research topic or study being carried out.

3.2 POPULATION/SAMPLING TECHNIQUE

This study is aimed at determining the relationship between night journey and the increasing rate of road traffic crashes along Asaba-Benin expressway. The Nigerian road network constitutes the entire population of the study while Asaba-Benin expressway constitutes the sample population.

This is so because road traffic activities in Nigeria including those related to road traffic crashes at all times and in different places are homogeneous in nature.

The particular road in study is therefore an ideal sample of the entire road network in the country.

3.3 METHODS OF DATA COLLECTION

Broadly speaking, there are two sources of data collection namely; Primary source and Secondary source.

Primary Source: This refers to data collected expressly by the investigator. Here, the data capturing instrument is designed by the investigator. Such data are collected directly from the identified characteristics of interest.

Secondary Source: Secondary source of data on the other hand contains data not obtained directly by the investigator or by the investigating organization, agency or manager. This involves data collected from published works or materials such as newspapers, journals, books, lectures delivered by experts, conference/seminar proceeding etc.

Principally, the secondary sources of data shall be used in this study due to the fact that data on this subject i.e. “Night journey and road traffic crashes are best sourced from the Agencies responsible for their collection. Thus the data shall be collected from the compilations made by:

i. Officers and men of the Federal Road Safety Commission
ii. The Nigeria Police Force and some hospitals in Delta State.

3.4 METHOD OF DATA ANALYSIS

To ensure accuracy, efficiency and effectiveness of data presentation, analysis and interpretation, simple percentages shall be used to calculate numerical and percentage differences in the number of casualties during the day and night crashes. The statistical data of road traffic crash on Asaba-Benin expressway for two (2) years i.e. 2010 and 2011 shall be collected and presented on tables to give a picture of the monthly occurrence for the two (2) years. The data shall include the total number of persons involved, persons injured and those killed in crashes which occurred during the day as well as at night. These shall be used for comparative analysis. In addition, tables shall be supported with appropriate charts and graphs.

CHAPTER FOUR

4.0 DATA PRESENTATION, ANALYSIS AND INTERPRETATION

4.1: Data Presentation

The data presented in table 4.1 and 4.2 represents the monthly occurrences of RTC for two years. This information was reported and recorded by Delta State Sector and unit commands of the federal road safety corps in respect of Asaba – Benin Express way. For ease of analysis, the data which is in respect of 2010 and 2011 are presented in two tables representing the two years under review. Each of the tables presents monthly RTC data as they occurred during the day and at night.

Further details of these data are shown on tables 4.3, 4.4, 4.5 and 4.6 which presents the total number of persons involved in day and night crashes, monthly occurrences, and fatality/casualty as percentages of the number of persons affected in daytime and night crashes on monthly basis. In addition, these tables are supported with two charts showing RTC fatality recorded in the day as well as during night journeys for 2010 and 2011.

4.2: Data Analysis

Table 4.1 RECORDS OF RTC ON ASABA BENIN AND BENIN ASABA EXPRESSWAY FOR 2010

	2010 (Day)				2010 (Night)			
Months	No. Involved	No. killed	No. Injured	Total Casualty	No. Involved	No. Killed	No. Injured	Total Casualty
January	27	1	13	14	0	0	0	0
February	25	10	8	18	15	7	3	10
March	13	1	4	5	0	0	0	0
April	17	3	10	13	6	2	3	5
May	9	1	5	6	0	0	0	0
June	8	1	5	6	22	18	2	20
July	20	0	16	16	0	0	0	0
August	6	0	5	5	14	11	2	13
September	8	2	5	7	0	0	0	0
October	21	7	13	20	0	0	0	0
November	14	0	10	10	13	3	8	11
December	43	5	21	26	12	6	5	11
TOTAL	211	31	115	146	82	47	23	70

SOURCE: *Federal Road Safety Commission (FRSC), Delta State Sector Command, Policy Research and Statistics Department.*

Table 4.1 RECORDS OF RTC ON ASABA BENIN AND BENIN ASABA EXPRESSWAY FOR 2010

Table 4.2 **RECORDS OF RTC ON ASABA BENIN AND BENIN ASABA EXPRESSWAY FOR 2011**

	2011 Day				2011 Night			
Months	No. Involved	No. killed	No. Injured	Total Casualty	No. Involved	No. Killed	No. Injured	Total Casualty
January	16	1	6	7	16	6	8	14
February	14	3	4	7	5	2	2	4
March	25	0	7	7	0	0	0	0
April	32	0	28	28	19	6	10	16
May	25	1	4	5	0	0	0	0
June	5	2	2	4	11	1	10	11
July	18	0	0	0	2	1	1	2
August	61	3	38	41	3	1	2	3
September	38	4	17	21	3	1	2	3
October	10	1	9	10	8	0	5	5
November	13	3	4	7	0	0	0	0
December	12	3	8	11	13	8	2	10
TOTAL	269	21	127	148	80	26	42	68

SOURCE: *Federal Road Safety Commission (FRSC), Delta State Sector Command, Policy Research and Statistics Department.*

From tables one and two, it is pertinent to make the following analysis which invariably bring into fore the dangers posed by night journeys.

RTC OCCURRENCES IN 2010 AND 2011

It is important to mention here that, the raw data obtained from the commands show that in 2010, 15 – night crashes and 38 day time occurrences of RTC were recorded. While, 2011 recorded 9 – night occurrences and 25 day time occurrences.

Table 4.1 shows that, in 2010 a total of 15 – night occurrences resulted to 47 cases of deaths which was 67% of total casualty and 23 cases of injury or 33% of total casualty which stood at 70 persons. In the same year, the 38 day time

crashes recorded led to a total of 31 deaths which is 44% of total casualty and 115 injury cases or 79% of total casualty. From table 4.2, a total of 9 night time crashes recorded in 2011 resulted to 26 deaths or 38% of total casualty and 42 injury cases or 62% total casualty which stood at 68 persons.

The day time crashes of the same year which recorded 25 occurrences resulted into 21 deaths or 14% of total casualty and 127 injury cases or 86% of total casualty which stood at 148 persons.

From the presentation above, it is evidently clear that though number of occurrences of day time crashes was more than that of night time, night crashed recorded relatively more deaths.

In 2010, 211 people were involved in day time RTC culminating into a total casualty of 146 people, who accounted for 31 deaths or 15% of total number of persons involved. The casualty figure also accounted for 115 injury cases or 55% of the total number of persons involved in RTC. This therefore indicates that the total casualty figure of 146 persons constitutes 69% of the total number of persons involved in RTC.

i. 82 people were involved in night crashes in 2010 leading to 47 deaths or 57% of the number of persons involved and 23 cases of injury or 28% of total

number of persons involved. This brought the total casualty figure to 70 persons or 85% of total number involved.

ii. In 2011, 269 people were involved in day time RTC resulting in 21 deaths or 8% and 127 injury cases or 47%. This brings the total casualty to 148 or 55% of total number of persons involved.

iii. Night crashes in 2011 recorded a total of 80 people involved. Of this figure, 26 deaths or 33% were recorded while 42 injury cases or 53% were recorded. This brought the total casualty figure to 68 or 85% of the number of people involved.

Table 4.3: PERCENTAGES OF RTC FATALITY/CAUSALITY IN 2010 DURING THE DAY

Months	No. Involved	No. Killed	% No. Killed	No. Injured	% No. Injured	Total Causality	% Total Causality
January	27	1	3	13	11	14	10
February	25	10	32	8	8	18	12
March	13	1	3	4	4	5	3
April	17	3	10	10	9	13	9
May	9	1	3	5	4	6	4
June	8	1	3	5	4	6	4
July	20	0	0	16	14	16	11
August	6	0	0	5	4	7	5
September	8	2	7	5	4	7	5
October	21	7	23	13	11	20	14
November	14	0	0	10	9	10	7
December	43	5	16	21	18	26	18
TOTAL	211	31	100	115	100	146	100

Table 4.4: PERCENTAGES OF RTC FATALITY/CAUSALITY IN 2010 DURING THE NIGHT

Months	No. Involved	No. Killed	% No. Killed	No. Injured	% No. Injured	Total Causality	% Total Causality
January	0	0	0	0	0	0	0
February	15	7	15	3	13	10	14
March	0	0	0	0	0	0	0
April	6	2	4	3	13	5	7
May	0	0	0	0	0	0	0
June	22	18	38	2	9	20	29
July	0	0	0	0	0	0	0
August	14	11	23	2	9	13	18
September	0	0	0	0	0	0	0
October	0	0	0	0	0	0	0
November	13	3	6	8	35	11	16
December	12	6	13	5	21	11	16
TOTAL	82	47	100	23	100	70	100

SOURCE: *Federal Road Safety Commission (FRSC), Delta State Sector Command, Policy Research and Statistics Department.*

The following facts can be observed from the data revealed in tables 4.3 and 4.4:

i. In 2010, the highest percentage rate of fatality among the number of people involved in day time and night time crashes was 32% and 38% respectively.

ii. The highest percentage rate of injury among the number of persons involved in day time and night crashes stood at 18% and 35% respectively.

iii. The highest percentage rate of total casualty among the number of people involved in day time and night crashes was 18% and 29% respectively.

Table 4.5: PERCENTAGES OF RTC FATALITY/CAUSALITY IN 2011 DURING THE DAY

Months	No. Involved	No. Killed	% No. Killed	No. Injured	% No. Injured	Total Causality	% Total Causality
January	16	1	5	6	5	7	5
February	14	3	14	4	3	7	5
March	25	0	0	7	6	7	5
April	32	0	0	28	22	28	19
May	25	1	5	4	3	5	3
June	5	2	10	2	2	4	2
July	18	0	0	0	0	0	0
August	61	3	14	38	30	41	28
September	38	4	19	17	13	21	14
October	10	1	5	9	7	10	7
November	13	3	14	4	3	7	5
December	12	3	14	8	6	11	7
TOTAL	269	21	100	127	100	148	100

Table 4.6: PERCENTAGES OF RTC FATALITY/CAUSALITY IN 2011 DURING THE NIGHT

Months	No. Involved	No. Killed	% No. Killed	No. Injured	% No. Injured	Total Causality	% Total Causality
January	16	6	23	8	19	14	21
February	5	2	7	2	5	4	6
March	0	0	0	0	0	0	0
April	19	6	23	10	24	16	24
May	0	0	0	0	0	0	0
June	11	1	4	10	24	11	16
July	2	1	4	1	2	2	3
August	3	1	4	2	5	3	4
September	3	1	4	2	5	3	4
October	8	0	0	5	11	5	7
November	0	0	0	0	0	0	0
December	13	8	3	2	5	10	15
TOTAL	80	26	100	42	100	68	100

SOURCE: *Federal Road Safety Commission (FRSC), Delta State Sector Command, Policy Research and Statistics Department.*

From table 4.5 and 4.6, the highest percentage rate of fatality among the number of people involved in day time and night time crashes in 2011 were 19% and 31% respectively.

The above analysis clearly show that night crashes th2ough less in frequency than day time crashes, actually records higher number of fatality than those of day time.

Table 4.7: CUMULATIVE CASUALTY FOR 2010 AND 2011

	2010		2011		**TOTAL**
Nature	Day	Night	Day	Night	Casualty
Fatality	31	47	21	26	125
Injury	115	23	127	42	307
Total	146	70	148	68	432
Total number involved	211	82	269	80	642
Total nuber rescued on unhurt	65	12	121	12	210

The data in table 4.7 shows that for two years, the total casualty figure stood at 432. The number of people involved in RTC for the two years was 642. This therefore means that, out of the 642 people involved in RTC in two years, 432 or 67% were either injured or dead. This percentage further reveals the increasing rate of RTC fatality and casualties on the road under study,

CHART 4.1: SHOWING RTC FATALITY RECORDED IN 2010 (DAY AND NIGHT)

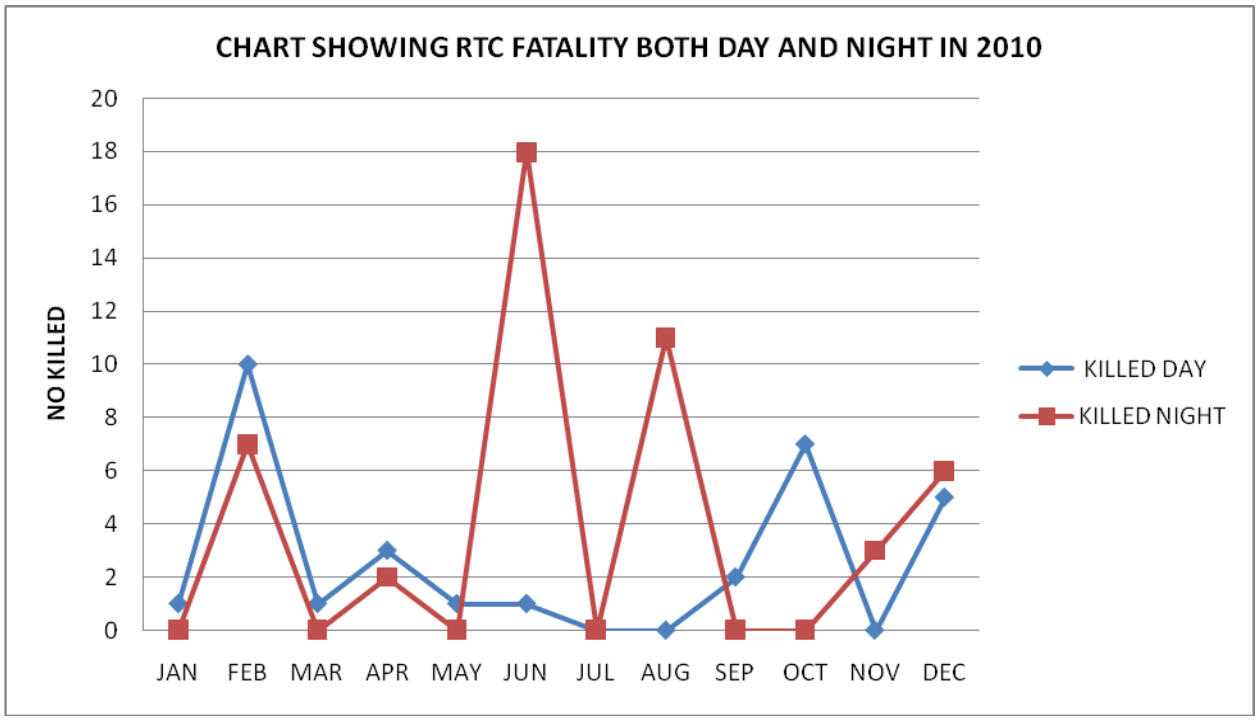

Chart 4.1 was presented to support the data presented in table 4.1. It can be viewed here that the highest number of fatality recorded was in the night with 18 people killed.

In contrast, the highest number of fatality recorded in the day time was 10 people. This also brings to fore, the danger associated with night journeys.

CHART 4.2: SHOWING RTC FATALITY RECORDED IN 2011 (DAY AND NIGHT)

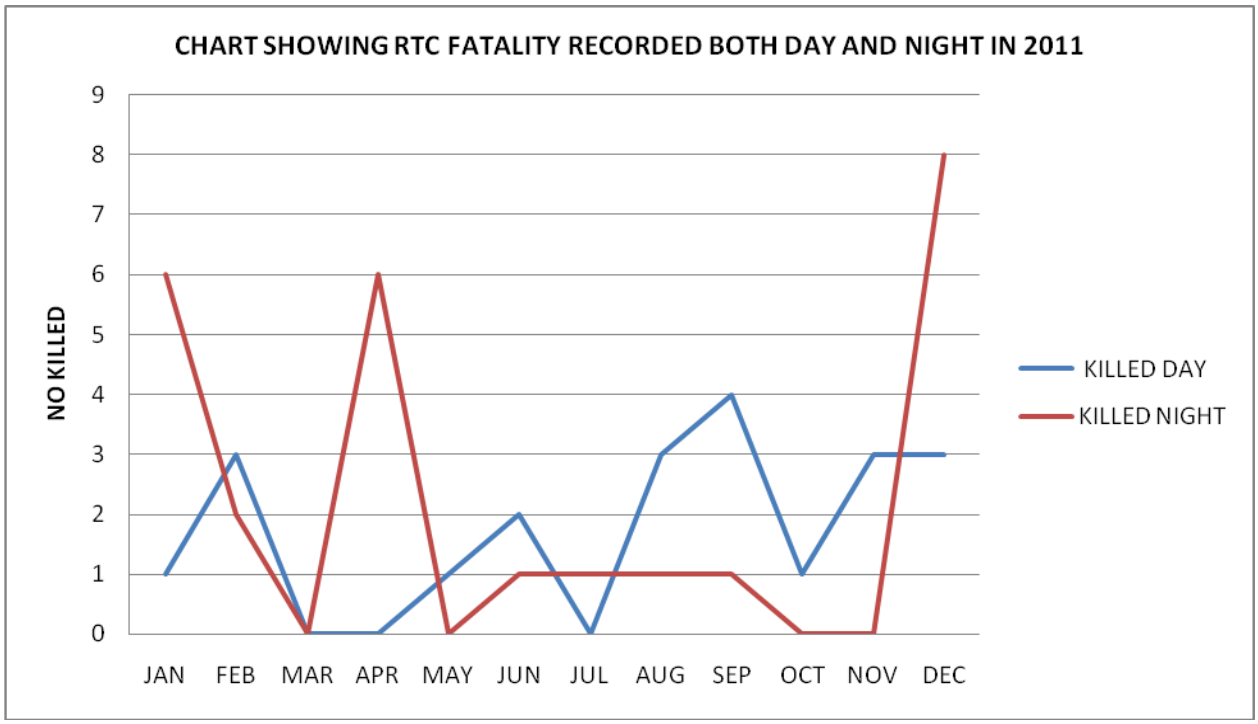

Chart 4.2 shows that in 2011, the highest number of people killed was recorded in the night; 8 people were killed while 4 people were recorded as highest number killed during day.

This also reveals that more people lose their lives during night crashes than they do during the day.

CHAPTER FIVE

5.0 FINDINGS, RECOMMENDATIONS AND CONCLUSION

5.1 FINDINGS

i. Although night journey has been found to constitute a plague on the economy of the country, in view of its destructive consequences on human lives, it cannot be stopped as doing so would amount to an infringement on the fundamental right of freedom of movement as enshrined in the constitution of the Federal Republic of Nigeria, 1999.

ii. Although the frequency of occurrence of night crashes is low as compared to day time crashes, night crashes record higher fatality rates which add to the increasing number of casualties on monthly basis.

iii. A frightening percentage of people who patronage night journeys are killed in night crashes when compared with daytime crashes.

iv. The fatality rate and injuries resulting to deaths in night crashes victims are mostly as a result of total lack or delayed rescue services.

v. Human factor forms 95% of road traffic crashes. This is largely due to the fact that some are untrained or unlicensed drivers while some are psychologically unstable with deficiency in hearing or sight. Apart from

this, the attitude of employers of drivers who do not scrutinize drivers' health conditions and level of knowledge of basic safety regulations also contributes to road crashes. Also, training and retraining of drivers is not given priority by employers.

vi. The use of second hand, old and mechanically deficient vehicles is also a contributive factor to road traffic crashes .Such vehicles depend largely on substandard spare parts which are far from serving the purpose of providing the right maintenance needed to keep a vehicle in good condition.

vii. Failure to obey traffic rules and regulations by drivers and vehicle owners also contributed to the increasing rate of road traffic crashes in Nigeria. This is in relation with violations like: overloading, over speeding, dangerous overtaking especially at bends, intake of alcohol and drugs.

viii. The prevailing bad road conditions across the country contribute immensely to the increasing road crashes.

ix. The prevalence of armed robbery on the highways made night journeys to be highly risky. Oftentimes armed robbery attacks resulted into road traffic crashes.

x. Inadequacy of road furniture and road markings and sometimes complete absence also resulted in serious danger on driving. The condition is often severe during rainy season.

xi. FRSC as the lead agency in road traffic management is under-equipped to effectively and efficiently carry out its responsibilities. This is more disturbing especially in the area of clearance of obstructions on the highways which often caused multiple accidents.

xii. Highway operations by FRSC at night are hindered by the fact that corps members are not armed.

xiii. There is inadequacy of road side clinics to enhance prompt rescue and medical care during night crashes.

5.2 RECOMMENDATIONS

In view of the findings recorded, the following recommendations are made:

i. FRSC and all stakeholders as well as collaborating agencies should intensify efforts at encouraging drivers and commuters to refrain from night journeys. This could be achieved through public education on the dangers of night journeys.

ii. All road users as well as stakeholders in road traffic related matters should imbibe the culture of good road use and traffic discipline in order to avoid getting involved in road traffic crashes.

iii. Corporate bodies as well as government at all levels should contribute towards provision of rescue services and road side accident clinics especially on major roads to provide prompt medical attention to victims of road crashes especially at night.

iv. Employers of drivers should ensure the screening of applicants to confirm their psychological, physical and mental fitness before offer of employment. Also training and retraining of drivers should be given priority since it could keep them informed on contemporary traffic rules and regulations.

v. Second hand vehicles imported into the country should be inspected and certified road worthy before allowed to be on the roads. Aside this, spare parts imported should be confirmed by Standard Organization of Nigeria and agencies like the Nigerian Customs Service as having met the stipulated standards. This should also include vehicle tyres.

vi. Government should rise up to the challenge of ensuring that existing bad roads are rehabilitated and new ones constructed with adequate road furniture and markings to reduce crashes occasioned by bad roads.

vii. The Federal Road Safety Commission as lead Agency in road traffic management should be adequately funded and well equipped especially with heavy duty tow trucks to facilitate prompt removal of obstructions from the roads to present multiple crashes.

viii. There is the need for FRSC to bear arms and operate throughout the night to ensure rapid response in the event of night crash.

5.3 IMPLEMENTATION STRATEGIES

S/N	RECOMMENDATIONS	WHO TO IMPLEMENT	HOW TO IMPLEMENT	WHEN TO IMPLEMENT
I	Drivers and commuters should be encouraged to refrain from night travel	FRSC and all State holders as well as collaborating Agencies	Public education of Drivers and other road users, motor park rallies and enlightenment campaigns	At least once in every quarter in 2013
II	All road users and Stake holders should imbibe the culture of good road use and traffic discipline	FRSC, Government and private driving schools as well as schools, colleges and other institution of learning	Inclusion of Road safety in all schools curriculum.	From 2013
III	Provision of adequate road side clinic and medical/ rescue officers	All levels of government and corporate bodies as well as FRSC	Release of special funds for implementation by government and supports from corporate bodies	Year 2013
IV	Adequate screening of drivers before offer of appointment	Employers of drivers, FRSC and vehicle inspection officers	Employers collaboration with vehicle inspection unit as well as FRSC and medical units	During recruitment exercise and Before issue of Drivers' License
V	Only vehicles that are road worthy should be allowed to be on the Nigerian roads	FRSC, vehicle inspection officers, The Nigerian customs service and other relevant government Agencies	Inspection at point of entry into the country, regular inspection while in use within the country, inspection and issue of certificate of road worthiness	Year 2013: At point of entry into the country, Before issue of vehicle Registration certificate. Before issue of vehicle license

S/N	RECOMMENDATIONS	WHO TO IMPLEMENT	HOW TO IMPLEMENT	WHEN TO IMPLEMENT
VI	Imported vehicle spare parts should meet the stipulated standards	The standard organization of Nigeria (SON), The Nigeria customs service. Other relevant govt. Agencies	Through Inspection and certification	From 2013
VII	Bad roads should be rehabilitated and new roads constructed	Government at all levels.	Release of funds	Year 2013
VIII	Provision of adequate funds and logistics to enhance effective operations by FRSC	The federal government of Nigeria	Increased allocation	Year 2013
IX	Enlightenment campaign should be adequately carried out	FRSC, Corps Public Education unit	Provision of vehicles, logistics and materials	Year 2013
X	Adequate training and retraining of drivers	The department of training standard and certification (FRSC)	Prepare training proposals and effect training of government and private drivers through short duration courses, workshops, seminars, conferences etc.	Year 2013
XI	Close monitoring to enable Rapid response to emergency calls	FRSC corps medical and rescue unit	Release of funds, provision of helicopters, other vehicles, and adequate Communication gadgets	Year 2013
XII	FRSC to bear arms to enhance full night operations	The federal government of Nigeria	Arms training and provision of Arms	Year 2013

X

CONCLUSION

The findings and recommendations in this study are based on the data collected in respect of Asaba- Benin expressway, which is the focus of this study. However, this has a general application to all Nigerian roads. This is because the road traffic activities in Nigeria including those related to road traffic crashes at all times and in different places are homogenous in nature; that which is obtained on the road under study is a reflection of what is obtained on all Nigerian roads.

It will be necessary however, to point out here that the findings and recommendations presented are just a few out of the very many that could be put forward aimed at minimizing night crashes and their attendant consequences. The study has revealed that night driving is a very dangerous endeavour. To embark on it requires extra care; night drivers should learn to protect themselves from the negative consequences of night journeys.

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