



**REPORT ON CAPACITY BUILDING PROGRAMME ON
THE UNITED NATIONS ROAD SAFETY LEGAL
INSTRUMENTS ON ROAD TRAFFIC RULES, ROAD
SIGNS AND SIGNALS**

HELD ON

**TUESDAY 28 - WEDNESDAY 29 NOVEMBER, 2017
AT CBN INTERNATIONAL TRAINING INSTITUTE,
MAITAMA, ABUJA.**

REPORT ON UNITED NATIONS CAPACITY BUILDING PROGRAMME ON THE UNITED NATIONS ROAD SAFETY LEGAL INSTRUMENTS AND SIGNAGES ORGANIZED BY THE OFFICE OF THE SECRETARY TO THE GOVERNMENT OF THE FEDERATION (SGF) IN CONJUNCTION WITH THE FRSC AND THE UNECE, SUSTAINABLE TRANSPORT DIVISION, HELD ON TUESDAY 28 - WEDNESDAY 29 NOVEMBER, 2017 AT CBN TRAINING INSTITUTE, MAITAMA, ABUJA.

INTRODUCTION



A 2-day capacity building programme was organized with the aim of ensuring conformity with international standards on road signs, signals, symbols and road markings in order to facilitate the implementation of international road traffic administration and increase road safety culture on Nigeria roads.

ATTENDANCE



2. The workshop was attended by the Secretary to the Government of the Federation, Boss Gida Mustapha; Hon. Minister of Power, Works and Housing, Babatunde Fashola (SAN); Representatives of State Governors; Permanent Secretaries of States Ministries Power and Housing of Works and Transport; Directors in the States Ministries of Works and Transport, Representative of Chief of Army Staff; AIG (Ops) Representing IGP; Heads of State Traffic Management Agencies among other Stakeholders (*see list attached*).

NATIONAL ANTHEM



3. The workshop commenced with the National Anthem led by FRSC Band about 1002hrs.

BRIEF REMARKS



4. The Corps Marshal, FRSC, Dr Boboye Oyeyemi, *MFR, mni, NPoM* made a brief remark and highlighted the following:-

- a. FRSC as the lead Agency for Road Traffic Administration and Safety Management collaborated with the United Nations to organize the capacity building programme.
- b. Nigerian road signs and signals are inadequate and their dilapidated state on the highways contributes to the Road Traffic Crashes (RTC) being recorded.
- c. Nigerian road signs and signals are being under-studied by experts which necessitated the organization of this workshop to educate all stakeholders on road safety signs, in a bid to reduce carnages on our highways.
- d. The Workshop is in furtherance of the UN Development Partners' demonstration of their commitment to assist Nigeria in continually aligning with the global best practices.
- e. FRSC solicited and secured the UN assistance to facilitate this capacity building programme to equip participants with the requisite basic knowledge that will enhance safety on our roads.
- f. The capacity building is targeted at over 200 participants across all stakeholders especially Federal and State Ministries of Works and Transport, Directors of Highways, State Traffic Management Agencies, VI Os and other relevant stakeholders.

REMARK BY UN TEAM LEAD



5. The UN Team Lead, Robert Nowak made a remark thus:-
- a. Appreciated Nigerian Government especially OSGF and FRSC for hosting the UN team.
 - b. Nigeria is an important nation and UNECE is ready to assist her on Road Safety related matters.
 - c. The 1949 and 1968 Conventions are the regulatory legal instruments for road traffic signs, signals and symbols.
 - d. Nigeria is a contracting party to 1949 convention and 1968 Convention of Road Signs and Signals.
 - e. The team was glad to be in Nigeria to assist all road safety stakeholders in making informed choices about traffic rules, road signs and help the regulations on transportation of dangerous goods such as petroleum products. He invited the country to accede to 1968 Convention on traffic rules.

KEYNOTE ADDRESS



6. The Hon. Minister of Power, Works and Housing, Babatunde Raji Fashola, *SAN*, made a keynote address with the following key areas of note:-

- a. The workshop is a demonstration of Nigeria's commitment to global road safety campaign, hence the need for stakeholders collaboration.
- b. Nigeria acceded to Geneva Convention of 1949 and Vienna Convention of 1968 on road signs and signals in February, 2011.
- c. Expressed Federal Government readiness to sustain its support to global road safety campaign by investing more in capacity building, constructions and provision of road furniture on major highways as well as the approval of Nigeria Road Safety Strategy (NRSS) document and inauguration of National Road Safety Advisory Council (NaRSAC).
- d. Emphasized the earlier directive that all signage and signals be procured from FRSC Signage Production Plant following Government/FRSC investment and standard in the production.
- e. Assured the Ministry's continuous collaboration in road safety and security on our highways.
- f. Reiterated the need for observance of braking distances and speed limit on our highways which constituted the most probable cause of RTCs.
- g. He refuted the much touted claims that bad roads are the major cause of RTC rather than the human factor.

- h. Called for the need to provide the needed resources for FRSC such as helicopter and air ambulance for evacuation of RTC victims in each Geo-political zone.
- i. Attributed most of the causes of RTCs to speed limit violation, loss of control and dangerous driving, hence the need to certify every driver before plying Nigeria roads with special interest in the areas of sight test and mental disposition of drivers.
- j. Directed FRSC to continually improve on the public enlightenment campaigns on Media among other forms of Public Education.
- k. FRSC to ensure enforcement of Drivers licence violation is a major focus for the Christmas special patrols and beyond.

ADDRESS OF SPECIAL GUEST OF HONOUR AND DECLARATION OF THE WORKSHOP OPEN



7. The Secretary to the Government of the Federation, Boss Gida Mustapha declared the workshop opened and remarked thus:-

- a. Welcomed the development partners and all participants to the training programme.
- b. The workshop would educate road users and further empower the law enforcers towards ensuring sanity on the roads.
- c. Re-assured Federal Government commitment to continuously pay priority attention to issues of road safety through increased investment and political will.

- d. Federal Government had clearly demonstrated the political will through the approval of NRSS document (2016-2020) and the inauguration of NaRSAC under the chairmanship of Vice President.
- e. Admonished Government convoy and pilot drivers to adhere to traffic rules and desist from disrupting the flow of traffic.
- f. Called upon all military and paramilitary agencies to cooperate with FRSC to enable Nigeria achieve the UN Decade of Action for Road Safety.

VOTE OF THANKS



8. At the end of the opening session, Deputy Corps Marshal Charles Theophilus, DCM (Motor Vehicle Administration) appreciated the SGF, Minister of Federal Ministry of Power, Works and Housing (FMPW&H), Service Chiefs, UN Team, and all stakeholders for their rapt attention and enjoined all participants for the technical session to make meaningful contributions towards actualizing the set objectives of the workshop.

TECHNICAL SESSION



Robert Nowak

Lukasz Wyrowski

9. Sequel to the end of the opening session, the technical session which lasted for 2 days (28 - 29 Nov, '17) was declared open and the following presentations were made:-

DAY I - 28 NOVEMBER, 2017

a. UNITED NATIONS LEGAL INSTRUMENTS ON TRANSPORT AND UNECE ROLE AS CUSTODIANS OF THESE INSTRUMENTS

This was presented by Rebecca Huang and had the following highlights:-

- General Assembly Resolutions
- Key UN Road Safety related International Conventions
- Objectives and benefits of 1949 and 1968 Conventions on Road Traffic
- Objectives and benefits of 1968 Conventions on Road Signs and Signals
- Principal elements of 1958, 1997 and 1998 "Vehicle Regulations" Agreements.
- UN Regulatory Framework for the transport of dangerous goods.

b. 1968 CONVENTION ON ROAD TRAFFIC

This was facilitated by Robert Nowak and the highlights were as follows:-

- Rules of the Road.
- Conditions for the admission of motor vehicles and trailers to International traffic.
- Conditions for drivers of motor vehicles.
- Conditions for the admission of cycles and mopeds International traffic.

c. 1968 CONVENTION ON ROAD TRAFFIC SIGNS AND SIGNALS

This lecture was also presented by Robert Nowak and covered the following:-

- Road signs
- Traffic light signals
- Road markings

DAY II - 29 NOVEMBER, 2017

d. PRINCIPLES FOR ROAD SIGNS AND SPECIFICATIONS

Lukasz Wyrowski facilitated the lecture as follows:-

- General Principles of Road Signs
- Road Signs Sitting and Placement
- Road Signs Dimension

e. REVIEW OF NIGERIAN ROAD SIGNS AS IN THE NATIONAL TRAFFIC CODE VIS-AVIS THE SYSTEM CONVENTION.

The lecture was presented by Lukasz Wyrowski and the following were discussed:-

- Danger Warning Signs
- Regulatory Signs
- Mandatory Signs
- Informative Signs
- Direction - Position or Indication Signs

f. HOW TO ACCEDE TO UN CONVENTIONS LEGAL INSTRUMENT

The lecture was presented by Rebecca Huang and had the following highlights:-

- Eligibility to accede to the UN Conventions.
- Protocols to UN Conventions.
- Becoming a contracting party
- Essential elements of the Model Accession
- Model Instrument of Accession
- Model Reservation and Declaration
- Costs and Benefits

INTERACTIVE SESSION



10. Following the presentations, participants interacted and raised the following comments:-

- a. Participants enquired to know the benefits of acceding to the conventions in spite of its technological disadvantage in terms of manufacturing
- b. Nigeria will enjoy maximum control of the standards of imported goods; and locally produced goods would be exported with maximum assurance.
- c. The fundamental objective of the UN Development Partners is to support Nigeria agencies in educating motorists and pedestrian on the over 250 road signs and signals through the required legislations and multinational donors.
- d. There was need to harmonize Nigeria Driver's Licence and those of other ECOWAS countries to be called "International Drivers Permit" (IDP).
- e. Nigeria needed to accede to the 1997 periodic technical inspection of vehicle and 1968 road traffic conventions; and to further work out the possibility of adopting Non-Conventional Signs to enable her enjoy some of the benefits which included:
 - i. Domestic users would be familiar with signs and signals across the globe.
 - ii. Nigeria membership of 1949 convention facilitated her to accede to the 1968 Conventions.
 - iii. Nigeria would use the domestic legislation to accede to the convention by modifying those signs to conform to the global conventions.

- f. In the interim, Nigeria needs to use local languages to describe the complex signs through inscription for easy understanding among road users, e.g. "Narrow Road".
- g. Participants called on FRSC to empower States towards implementation of the road signs, symbols and signals through standard highway codes in conformity to global signs and signals.
- h. It was important to note that the Hon. Minister of Works, Power and Housing had directed all Zonal and State Controllers of Works and Transport through State Commissioners to ensure compliance with traffic regulations especially signs and symbols.
- i. There was need to collaborate with National Orientation Agency on sensitization of road users on traffic rules, signs and symbols.
- j. There is need to harmonize the signs and signals contained in Nigeria Highway Code, Ministry of works Manual and the conventions and same circulated among stakeholders.
- k. It is pertinent to note that international legal instrument and conventions cover both motorists and pedestrians including school children.
- l. Political will is the main impediment to Nigeria acceding to International conventions.
- m. There could be slight moderation/alteration of symbols while the basic characteristics must be intact. The UN Secretary General must be properly informed before changing any symbol/sign.
- n. Participants were informed that FRSC had forwarded recommendation to Federal Government on the relevant conventions to be acceded to and the process is ongoing.
- o. Identified places in need of signs and signals on Nigerian Highways have been forwarded to Federal Ministry of Power, Works and Housing for necessary action.
- p. Public Education should be done systematically in schools targeting the children.
- q. Participants were admonished to read the documents on the conventions which cover all categories of road users.

RECAP OF THE ENTIRE SESSION

11. The workshop was summed up with a communiqué (see attached copy) drawn by participants, read and adopted following a motion by Niger State Director for Land Transport, Engr. Umar Shehu and supported by Donatus Ejifugha, Commandant General, Imo State Civil Guards, Owerri.

VOTE OF THANKS

12. The participants through Arch. Ere Efeke, Permanent Secretary, Ministry of Transport, Bayelsa State appreciated the OSGF, FRSC and UN Team for equipping them with such unprecedented training session and promised to translate the knowledge gained into good use.

Dec, 2017

DCM Ojeme I. Ewhrudjakpor, fdc
Deputy Corps Marshal
DCM (Operations).

COMMUNIQUE ISSUED AT THE END OF A UNITED NATIONS SPONSORED CAPACITY BUILDING PROGRAMME ON THE IMPLEMENTATION OF THE UNITED NATIONS ROAD SAFETY LEGAL INSTRUMENTS ON TRAFFIC SIGNS AND SIGNALS HELD ON 28-29 NOVEMBER, 2017 AT CENTRAL BANK OF NIGERIA INTERNATIONAL TRAINING INSTITUTE, MAITAMA, ABUJA.

INTRODUCTION

As a follow up to the visit of the UN Special Envoy on Road Safety to Nigeria during the 7th Annual Lecture Series organized by the Federal Road Safety Corps, the Corps in collaboration with the United Nations Economic Commission for Europe (UNECE), Sustainable Transport Division held a capacity building workshop for major stakeholders which included FRSC personnel, Directors of Highways from the Federal and State Ministries of Works and Transport, State Traffic Management Agencies, Vehicle Inspection Officers and Development Partners on road signs on 28-29 November, 2017. The workshop was aimed at ensuring that participants are adequately equipped with requisite skills for conformity with international standard as contained in UN Conventions on road safety in our collective resolve to reduce Road Traffic Crashes on Nigeria roads.

2. In their separate remarks, the Secretary to the Government of the Federation (SGF), Mr Boss Mustapha who declared the workshop open and the Minister of Power, Works and Housing who gave the keynote address noted that outright disregard to traffic rules and traffic signs where applicable as major causes of crashes

on Nigeria roads. They were in agreement on the need for more measures towards speed regulation.

3. Participants were exposed to the benefits of various United Nations road traffic conventions such as reciprocal recognition of documents in conformity to the convention, standards for vehicle types and parts approvals, uniformity in operation of road infrastructures among others.

4. Flowing from the outcome of the deliberations, the participants collectively agreed as follows:-

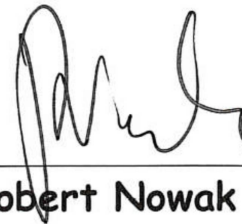
- a. **Dedication of all to the provisions of 1968 Convention on road signs and signals would enhance ease of comprehension and application of road signs and signals by road users in Nigeria.**
- b. **Commitment of all to the Conventions would control and boost the quality of vehicle type approval and vehicle parts import and export in the national resolve to improve the economy.**
- c. **Stakeholders in road safety are to access technical support from UNECE while infrastructural support is to be solicited from World Bank.**
- d. **Road signs and signals applicable to Nigeria are to be effectively implemented as there is no obligation on total adoption of all road signs in the convention by contracting party.**
- e. **Nigeria as a country should accede to the following conventions:-**
 - i. **1968 Convention on Road Traffic**
 - ii. **1958 and 1998 Agreement on Technical Vehicle Regulation**
 - iii. **1997 Periodic Technical Inspection of Vehicles.**

- f. Review of the Nigeria Highway Code and Highway Manual (Vol. 6) are to be done to accommodate update on road signs in consonance with the conventions.
- g. The review of signs and signals manual being used in driving schools for effective training of drivers is to be advocated by stakeholders.
- h. Signs on Nigeria roads must be in conformity with the Convention in respect of shape, colour and symbols while maintaining consistency across States.
- i. The forum of stakeholders should from time to time meet to discuss way forward to improve road safety ideas in Nigeria.

The motion for adoption of the communiqué was moved by Engineer Umar Shehu, Division of Land Transport, Niger State and seconded by Amb. Donatus Ejifugha, Commandant General, Imo State Civil Guard, Owerri at about 1430hrs. The Communiqué was subsequently adopted.



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