

**EFFECTIVENESS OF THE STATUTORY ROLE OF
FEDERAL ROAD SAFETY CORPS IN REDUCTION OF
ROAD TRAFFIC CRASHES IN KOGI STATE, NIGERIA**

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ABSTRACT: Road traffic crash is one of the major causes of death for young people worldwide. Mortality and injury related to fatal accident are increasing partly due to the level of motorization. This paper therefore examines the effectiveness of the statutory role of the Federal Road Safety Corps (FRSC) in the reduction of road traffic crashes in Kogi State, Nigeria. Data for the study was elicited from 400 respondents across the three senatorial districts in the study area using semi-structured questionnaires and analysed quantitatively using descriptive statistics. Findings from the study revealed that; out of the 20 statutory roles of the FRSC in Kogi State, only six were discharged effectively which denotes that their operational is not satisfactory. The study also found that behavioural problems on the parts of motorists and other road users, poor road design, improperly placed or absence of road signs and lack of maintenance of existing roads, untimely implementations, evaluation of road safety programmes and inadequate founding of the commission were the contributory factors to the ineffectiveness of the statutory roles of the FRSC (54.7%). The study therefore recommends among others that, a consistent and collective effort from the government, stakeholders and behavioural change on the part of the individuals can help to achieve sustainable road safety practices in Nigeria. More importantly, the FRSC should be stricter in enforcing road safety precautions in terms of the use of seat belt, use of mobile phones while driving, speed limits, the use of speed limit devices and giving of prompt medical attention and care to accident victims on the road.

Keywords: Traffic, Crashes reduction, Accident, Federal Road Safety Corps, Kogi State.

INTRODUCTION

Road Traffic Crashes (RTCs) are major causes of morbidity and mortality worldwide for the young people between age 5 and 30 years in addition to a forecast of annual rise of 1.9 million deaths by 2050 (WHO, 2019). It has been estimates that more than 3000 people are killed every day in road traffic crashes globally. more specifically in low-and middle-income countries with at least 30,000 others injured or disabled. This adds up to over 1 million people killed and between 20-50 million injured or crippled in road traffic crashes each year (WHO, 2019). The World Bank (2020) Report on road safety also indicated that one-quarter of every road accident in Africa occurred in Nigeria. Data from the Nigerian Federal Road Safety Commission (2020),

equally showed that the country has the highest rate of death from motor accidents with about 2,699 people killed, 18, 198 persons injured and 5,423 persons dies. The rising trend in morbidity and mortality rates due to road traffic accidents in low-and middle-income countries has moved some to declare road traffic accidents as an epidemic (Adekunle, 2012; Summola et al, 2014; Atubi & Onokala, 2009).

The effects of road crashes are not only limited to the death of individuals involved in crashes and the families of victims, the society at large also suffer the aftermath of road crashes including the surviving victims who may suffer long and short-term physical injuries (WHO, 2009). In addition to human misery and suffering, the total cost of road accidents, including the economic value of lost quality of life, cost governments about 3% of their gross national products (WHO, 2015). According to Adekunle (2012), the loss is best presented in terms of the labour lost to the nation's economy, which consequently results in reduced productivity. WHO (2018a) reveals that Nigeria loses about US\$20 Billion yearly (4% of its GDP) to RTCs, which shows the dangerous condition of the Nigerian roads. A report by the Federal Ministry of Works (2013), compared most developing countries of the world with Nigeria in terms of the availability and quality of road network. It showed that Nigeria has a considerable number of good roads and cars. Even though traffic density is not high when compared with many European countries, the incidence of road crashes, in terms of frequency and severity index is very high. Therefore, it could be seen that neither improvements of the road network nor increased sophistication of cars will, by themselves, lead to a significant reduction in road crashes in Nigeria, much more needs to be done.

Several factors contribute to increased RTCs and the ineffectiveness of the statutory role of the FRSC in Nigeria. This includes the human factor (drivers and other road user), mechanical factors (poor state of the vehicles) and environment factor (absence of road traffic signs, bad roads, collapsed bridges etc) (Kim, 2001). Although human factors are at the top of the list, crashes could also be caused as a result of other factors related to the vehicle and road environment. Consequently, any shortcoming in one of the three factors increases the potential of road crashes because each factor has a different level of impact on road crashes. Studies, have shown that the cause of most major road accidents is largely due to indiscipline on the side of motorist such as: overloading, reckless driving, impatience, dangerous overtaken, ignorance of traffic rules and regulation, lack of cooperation with law enforcement personnel, use of mobile phones while driving, high population of untrained commercial drivers without license among others. This problem goes beyond behavioural tendencies of the road users to the quality of drivers, their education and knowledge of road signs, the state of maintenance of vehicles operating on the roads, inadequate sensitization of all road users and insufficient road signs. (Oyeyemi 2003; Babalola 2016; Onakala, 2009; Yusuf 2016). In the same manner, ALafa and Etim (2023), observed that road users are usually involved in behaviours which are termed unsafe for them and other road users. This includes low compliance with safety standards, disrespect for law and law enforcement, use of mobile phones, non-use of helmets, non-use of seatbelts and appropriate child restraints, neither slowing down at yellow lights nor stopping at red light etc. are risk factors for road traffic crashes.

More so, the challenges faced by the FRSC are not solely attributed to behavioural problems on the parts of drivers and other road user; rather it involves poor state the vehicles. Kilpelainen and Summala (2012), observed that factors related to the poor state of vehicle such as un-roadworthy vehicles, tyre burst, poor vehicle lighting, absence of rear mirror and brake failure also contributes to road traffic crashes. According to Filibus (2012), vehicles are supposed to be maintained and driven by owners by following the road traffic regulations while the regulations entail explicit criteria of proficiency of most mechanical apparatuses of a vehicle to ascertain the level of its safety. Such components include the brakes, exhaust pipes, horns, lights, mirrors, steering, tires, windscreen, wipers, etc.

Furthermore, the environment in which a driver operates can affect his behaviour in a lot of ways, studies have showed that, bad road designs, roads with potholes, traffic mix, weather conditions (rainy, dry), absence of traffic layout and traffic laws contributes to increased RTCs (Dixit et al., 2012; Kilpelainen & Summala, 2012; Hao et al., 2016). Uzundu. (2019), also highlights the lack of timely implementation due to administrative formalities or improper coordination, lack of evaluation, Lack of adequate funding, poor road design and maintenance of existing roads, monitoring of various road safety programmes and projects as the contributory factors of increased RTCs.

Despite the structures put in place by the Nigeria government to reduce road traffic crashes, several studies on road safety have showed that the rate of road crashes occurring in the country is high and worrisome; this is mostly due to unworthiness of the vehicles involved (Otuyemi 2006, Filibus 2012, and Raji 2014). For instance, in Nigeria the Vehicle Inspection Service/Officer (VIS/O) are the agency saddled with Road Worthiness (RW) and the certification of automobiles. However, their effectiveness is questionable as many unworthy vehicles are on the roads across the length and breadth of the nation. To this end, the FRSC was established by the Federal Military government of Nigeria. Their statutory functions include:

Making the roads safe for road users and motorists.

Recommending devices and works in order to minimize and eliminate crashes on the roads and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on the locations where such devices and works are vital.

Educating and enlightening motorists and the general public on the significance of highway discipline.

Prevention or minimising of accidents on the highway.

Removing of blockades on the highways.

Educating and enlightening drivers, motorists, and the general public on the appropriate usage of the highways.

Designing and producing a driver's license

Determining the special requirements to be satisfied by the applicant for the issuer of a driving license.

Designing and producing vehicle number plates.

Standardisation of highway codes.

Ensuring that accident victims get a quick response and adequate medical care.

Conducting researches into causes and methods of avoiding motor accidents as well as putting the result into use.

Determining and enforcing speed limits for all categories of road users and vehicles and controlling the use of speed limiting devices.

Cooperating with bodies or agencies or groups in road safety activities on the avoidance of road crashes.

Making rules in the enactment of any of the statutory functions assigned to the Corps.

Regulating the use of beacon lights, flashers, and sirens on vehicles apart from ambulances, the Military, and Paramilitary agencies.

Providing roadside and mobile clinics for the first aid treatment of crash victims at no cost.

Regulating the use of mobile phones and other similar gadgets by motorists.

Regulating the usage of seat belts and other safety devices by motorists.

Regulating the habit of riding motorcycles on the expressways.

Maintaining the validity period for drivers' licenses which shall be three years subject to renewal at the expiration of the validity period. (FRSC, 2020).

Statement of Problem

There is no doubt that road transportation system plays a significant role in the socio-economic development of many nations by facilitating the effective movement of people, goods, and services from one geographical location to another. However, most parts of the world are facing challenges such traffic congestion, pollution and traffic accidents due to road transportation. Nigerians in particular, depends heavily on road transport due to the inability of other modes to complement road transport in performing both economic and logistics functions. The overuse of roads has posed a massive threat to both road users and its providers, causing

damage to lives and properties due to an increasing number of accidents. Road transportation has externalities that emanate from the use of transport, and its effects on others. Ineffective use of road transport often leads to accidents which also result in the loss of lives and properties to the road and non-road users.

RTCs, leading to death and injuries has been identified as a major health problem in Nigeria with a broad range of social and economic consequence which if unaddressed, may affect the sustainable development of the countries and hinders progress toward the Millennium Development Goals. To minimized road crashes and for the full benefits of road transportation to be enjoyed by the society in general and the users in particular the Federal Road safety Corp (FSRC) was set up by the Federal Military Government to formulate safety policies in February 1998 and was established based on the decree 45, 1988, as amended by Decree 35, 1992 in Nigeria to regulate road user's activities, reduce high rate of accidents, prevent or minimize road traffic crashes on high ways in Nigeria and lots more. However, in spite of the establishment of Federal Road Safety Corps and other various remedial measures taken in recent years to combat the problem, road traffic crashes and death toll on Nigeria's road is still occurring at an alarming rate, road traffic management system is characterized with poor performance with regards to their level of services, inadequate vehicle administration, inefficient traffic signs and safety regulations. To the best of our knowledge, recent study that examined the effectiveness of the statutory role of the FRSC in road traffic crashes reduction in Kogi State is not available. Against the backdrop, this study sought to answer the questions below;

Research Questions

This study sought to find answers to the following questions:

- i. How effective is the FRSC in their statutory role of road traffic crashes reduction in Kogi State?
- ii. What factors contributes to the ineffectiveness of the statutory role of the FRSC in Kogi State?
- iii. What are the strategies for improving the statutory role of FRSC in Kogi State?

Aims and Objectives of the Study

The aim of the study was to examine the effectiveness of the statutory role of Federal Road Safety Corps in the reduction of road traffic crashes in Kogi State. The specific objectives were to:

- i. Examine the effectiveness of the FRSC in their statutory role of road traffic reduction in Kogi State.
- ii. Identify the factors contributing to the ineffectiveness of the statutory role of the FRSC in Kogi State.
- iii. Explore strategies for improving the statutory roles of the FRSC in Kogi State.

METHODOLOGY

Design

The study employed a cross-sectional survey approach. The design involves the collection of data from a relatively large number of participants to make references about a population of interest at one point in time. The variables of the study are effectiveness of the statutory role of the FRSC in road traffic crashes reduction, factors contributing to the ineffectiveness of the FRSC and strategies for improving statutory role of the FRSC.

Participants

The participants for this study consisted of 400 commercial drivers, private vehicle owners, commercial motor cycle list, public commuters including senior and junior staff of Federal Road Safety Corps purposively selected from 3 motor parks and 2 FRSC offices in Lokoja Kogi State, Nigeria. The motor park and FRSC offices selected for this study includes; Lokoja motor park, Ayingba motor park and Ankpa motor part including FRSC Sector Command office (the department of Corps Medical Rescue Office) in Lokoja and FRSC Commission Ankpa, Kogi State.

Instruments

Data for the study were collected using a well-structured questionnaire, this was modified and employed as the primary data collection instrument. The questionnaire, titled effectiveness of the FRSC in road traffic crashes reduction Questionnaire (EOFRSCQ), consisted of two sections tailored to the research objectives. Section A solicited demographic information from respondents, while Section B comprised questions directly related to effectiveness of the FRSC in their statutory role of road traffic crashes reduction, aligning with the research inquiries. Respondents were instructed to assess each item in Section B on a Likert four-point scale, ranging from "Strongly Agree" to "Strongly Disagree," reflecting their perceptions and experience about the effectiveness of the statutory role of the FRSC in road traffic crashes reduction. In collecting data for the study permission was sought from the management of each of the FRSC offices and the motor parks. The purpose of the study was explained to the participants. They were also given assurance of confidentiality and anonymity of their identities and responses. They were also informed that participation was purely voluntary and that they were free to stop whenever they felt uncomfortable to continue with the research. In total, four hundred and twenty (420) copies of the research instrument were administered to participants, however, only four hundred copies (400) representing 96% response rate were filled and returned for the analysis.

Data Analysis

Data collected for this study were analysed using Statistical Package for Social Sciences (SPSS) Version 25. During the analysis, frequencies were used to summarize and describe the demographic characteristics of the participants as well as the objectives of the study.

The survey, employed use of frequency tables to present the findings,

Ethical Consideration

With regards to ethical considerations, informed consent and cooperation of each participant was obtained for the conduct and publication of the findings of this research. The study has also been examined and approved by Kogi State FRSC Sector Command office Lokoja, with the ethics approval number: KGFRSCC13092022 on 20th November 2023.

RESULTS AND DISCUSSION

Table 1: Demographic Characteristics of the Respondents

Variables	Frequency N=400	Percent %
Sex		
Male	245	65.5
Female	155	34.5
Age		
18-30 years	234	70.2
31- 64 years	115	24.4
64 years and above	34.4	5.4
Educational attainment		
No formal education	23	5.8
Primary	29	7.3
Secondary	125	31.3
Tertiary	223	55.6
Total	400	100

Source: Field Survey, 2023.

Table 1 presents information on the frequency and percentage of responses in various categories of the survey conducted. The response is divided into three categories, namely sex, age category and educational attainment. The table comprised of a total of four hundred (400) respondents, mainly of male 245 (65.5%) and female 155 (34.5%), majority (43.1%) of the respondents are within the age bracket of 18-30 years while majority 223 (55.6%) of the respondents who participated in the survey had attained tertiary education.

Table 2: Effectiveness of the Statutory Role of the FRSC in Road Traffic Crashes reduction

Variable	Frequency N= 400	Percent %
Making the road safe for the users		
Strongly agree	55	12.3
Agree	50	15.6
Strongly disagree	133	33.3
Disagree	130	32.5
Neutral	32	6.3
Recommending devices & work in order to eliminate crashes on the road		
Strongly agree	191	47.2
Agree	83	20.7
Strongly disagree	66	16.5
Disagree	42	10.5
Neutral	18	5.1
Prevention or minimizing accident on high way		
Strongly agree	58	14.5
Agree	50	10.2
Strongly disagree	183	45.8
Disagree	93	23.2
Neutral	16	6.3
Removing of blockades on the highway		
Strongly agree	43	10.4
Agree	51	13.2
strongly disagree	200	50.1
Disagree	80	20.7
Neutral	26	6.1
Regulating the use of seat Belt		
Strongly agree	55	12.3
Agree	60	15.6
Strongly disagree	133	33.3

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Disagree	130	32.5
Neutral	22	6.3
Educating drivers, motorist & the general public on the appropriate usage of high way		
Strongly agree	35	9.7
Agree	40	10.2
Strongly disagree	170	48.6
Disagree	134	33.5
Neutral	21	6.1
Designing & producing driver's license		
Strong agree	144	36.0
Agree	135	33.7
Strongly disagree	60	15.2
Disagree	52	13.0
Neutral	9	2.1
Maintaining the Validity period of Driving license		
Strongly agree	202	50.5
Agree	94	24.0
Strongly disagree	60	12.6
Disagree	35	8.8
Neutral	9	4.1
Standardization of highway codes		
Strongly agree	55	13.3
Agree	48	12.0
Strongly disagree	133	33.3
Disagree	130	32.5
Neutral	34	5.1
Ensuring that accident victims get a quick response and adequate medical care		
Strongly agree	37	9.4
Agree	39	10.1
Strongly disagree	239	59.6
Disagree	80	19.5
Neutral	5	1.4
Determining & enforcing speed limits for all categories Of road users and vehicles		
Strongly agree	61	12.6
Agree	90	22.0
Strongly disagree	205	52.6
Disagree	35	8.7
Neutral	9	4.1

Cooperating with other bodies or agencies in road safety activities on the avoidance of road crashes

Strongly agree	178	44.6
Agree	90	22.4
Strongly disagree	61	14.6
Disagree	54	12.6
Neutral	17	5.8

Making rules in the enhancement of any of the statutory Functions assigned to the Corps

Strongly agree	122	30.5
Agree	106	26.5
Strongly disagree	78	18.2
Disagree	87	22.6
Neutral	8	2.2

Providing roadside and mobile clinics for the first aid Treatment of crash victims at no cost

Strongly agree	86	20.2
Agree	70	13.2
Strongly disagree	144	36.2
Disagree	122	30.1
Neutral	10	3.2

Regulating the use of mobile phones and other similar gadgets

Strongly agree	89	23.1
Agree	80	18.0
Strongly disagree	122	30.5
Disagree	106	26.4
Neutral	9	2.0

Regulating the habit of riding motorcycle on the expressway

Strongly agree	51	12.8
Agree	43	10.6
strongly disagree	80	20.0
Disagree	220	51.4
Neutral	6	1.1

Removing of blockades on the highways

Strong disagree	49	13.0
Disagree	60	14.3
Strongly agree	135	33.2

Agree	144	36.1
Neutral	12	3.4
Regulating the use of beacons light, flashers, and sirens on vehicles	55	12.3
Strongly agree		
Agree	220	50.1
Strongly disagree	80	20.1
Disagree	51	13.3
	43	6.3
Neutral	26	6.1
Total	400	100.0

Source: Field Survey, 2023.

Table 2 above presents information on how effective the FRSC are in their statutory role of road traffic crashes reduction; Each row represents the various statutory roles assigned to the FRSC in road traffic crashes reduction, and each column represents the response options of "Strongly Agree," "Agree," "Disagree," "Strongly Disagree," and "Neutral. The response presents the effectiveness of the statutory role of the FRSC in road traffic crashes reduction in Kogi State as perceived by the respondents. Each factor is evaluated using a 5-point Likert scale ranging from "strongly agreed" to "strongly disagreed," and "neutral." Descriptive analysis of the response shows that the FRSC are not effective in their statutory duties of making the roads safe for road users and motorists in Kogi State. 263(65.85%) respondents strongly disagreed to the effective of the FRSC in their statutory functions of making the roads safe for road users and motorists, followed by the prevention or minimising of accidents on the highway and standardisation of highway codes, which had 276(69.0%) strongly disagreed and 265(65.8%) disagreed.

Other statutory roles of the FRSC that received high disagreement from the respondents include;

Removing of blockages on the high ways and ensuring that accident victims get a quick response and adequate medical care which had 239(59.6%) strongly disagreed, 80(19.5%) disagreed, 39(9.4%) agreed, 39(10.1%) strongly agreed, and 5 (1.4%) neutral; ineffective of the statutory role of the FRSC is also showed in their inability to determine and enforce speed limits for all categories of road users ,vehicles and controlling the use of speed limiting devices including provision of roadside and mobile clinics for the first aid treatment of crash victims at no cost in Kogi State which had 202(50.5%) and 144(36.5%) strongly disagreed, 94(24.0%) and 122(30.5%) disagreed, 60(12.65) and 89(22.3%) strongly agreed, 35(8.8%) and 79(19.8%) agreed, with 9(4.1%) and 10(3.2%) neutral respectively; not regulating the use of mobile phones with other similar gadgets by motorists and not regulating the habit of riding motorcycles on the expressways had further showed the ineffectiveness of their statutory roles of the FRSC which had 122(30.5%) and 220(51.4%) strongly disagreed, 106(26.4%) and 80(20.0%) disagreed, 89(23.1%) and 43(10.6%) strongly agreed, 8(18.0%) and 43(10.6%) agreed, and 6(1.6%) and 9(2.0%) neutral.

Similarly, the ineffectiveness of the statutory of the FRSC is revealed in their inconsistencies in educating and enlightening drivers, motorists, and the general public on the appropriate usage of the highways and regulation of the usage of seat belts and other safety devices by motorists which had 170(48.6%) and 133(33.3%) strongly disagreed, 134(33.5%) and 130(32.5%) disagreed, 40(10.2%) and 60(15.6%) agreed; 35(9.7%) and 55(12.3%) strongly agreed, 21(6.7%) and 22(6.3%) neutral.

Statutory roles of the FRSC with a high level of agreement as regards their effectiveness includes designing and producing a driver's license and maintaining the validity period for drivers' licenses which had 144(36.0%) and 135(33.7%) strongly agreed, 94(24.0%) and 135(33.7%) agreed, 60(15.2%) and 62(15.2%) strongly disagreed, 35(8.8%) and 52 (13.2%) disagreed, and 9(4.1%) and 18(5.1%) neutral, Findings further revealed their effectiveness in terms of recommending devices and works in order to minimize and eliminate crashes on the roads and advising the Federal and State Governments including the Federal Capital Territory and cooperating with other bodies, agencies or groups in road safety activities on the avoidance of road crashes. Similarly, effectiveness of the FRSC was showed in their ability to regulate the use of beacon lights, flashers, and sirens on vehicles apart from ambulances, the Military, and Paramilitary agencies and making rules in the enactment of any of the statutory functions assigned to them which had 200(50.1%) and 122(30.5%) strongly agreed, 80(20.1%) and 106(26.5%) agreed, 51(13.3%) and 78(18.4%) strongly disagreed, 43 (10.4%) and 86 (22.2%) disagreed, while 26(6.1%) and 8(2.2%) were neutral.

Table 4: Factors Contributing to the in effectiveness of the Statutory Role of the FRSC in Road Crashes Reduction

Variables	Frequency N=400	Percent %
Human factors		
Reckless driving	138	34.2
Lawlessness	127	31.1
Over confidence	99	24.1
Ignorance of traffic rules	60	10.9
Vehicle factors		
Un worthy vehicle	34	52.2
Substandard tyres	115	33.4
Faulty engine \brake failure	51	11.7
Environmental factors		
Poor road design and maintenance of existing roads	122	48.5
lack of timely implementation and evaluation	129	32.2
lack of adequate funding	100	20.3
Total	400	100

In terms of contributory factors to the ineffectiveness of the statutory duties of the FRSC in road traffic crashes reduction in the study area. 138(34.2%) and 127(31.1%) of the respondents maintained that behavioural problem; reckless driving and lawlessness on the part of drivers were the contributory factors to the ineffectiveness of the statutory role of the FRSC; 99(24.1%) and 60(10.9) of the respondents identified ignorance of traffic rules and overconfidence on the part of drivers as contributory factor.

Furthermore, findings revealed that vehicle factors had also contributed to the ineffectiveness of the statutory role of the FRSC. Majority 122(48.5%) of the respondents pointed out that placing unworthy vehicle on the high ways as contributory factor. Other factor identified by respondent as contributory the ineffectiveness of the statutory role of the FRSC includes; use of substandard tyres and use of cars with faulty engine and brake problem which had 129(32.2) and 100(20.3) of respondents.

Additionally, findings revealed that environmental factors had also contributed to the ineffectiveness of the statutory role of the FRSC in Kogi State. 234(52.2%) of the respondents identified poor road design and lack of maintenance of existing roads as contributory factors, followed by lack of untimely implementations, evaluation and adequate funding of the commission 115(24.4%) and 51(11.7%) of respondents.

Table 4: Strategies for Improving Statutory Roles of the FRSC in Road Traffic Crashes Reduction

Variables	Frequency N=400	Percent %
Awareness on road safety precautions		
Yes	274	63.7
No	136	36.3
Strict enforcement		
Yes	208	52.4
No	192	47.6
Adequate funding		
Yes	261	65.3
No	139	34.7
Infrastructure		
Yes	232	56.6
No	168	43.4
Motivation		
Yes	207	51.8
No	193	48.2
Staff development		
Yes	237	59.2
No	163	40.7
Total	400	100

Source: Field Survey, 2023.

As indicated above the frequency table provides a clear summary of the responses given by the participants regarding ways of improving the effectiveness of the statutory roles of the FRSC in road traffic crashes reduction in Kogi State. From the table, it is evident that out of the 400 participants, 274 (63.7%) suggested that increased awareness and campaign on road safety precautions, while 136 (36.3%) did suggest that increased awareness will not improve their statutory role. Similarly, 208(52.84%) participants suggested strict enforcement of the road safety precautions, while 70 (64.2%) did not suggest strict enforcement. In the same manner, preponderance percentage (62.4%) of the respondents had reported that adequate funding of the organization could result to effectiveness in the statutory duties of the FRSC. While (28.2%) of the respondents maintained that regular staff development and motivation could also bring about improvement in the organizational performance; 207(51.8%) and 237(59.2%) of the respondents had suggested that motivation of the Corps members and staff development could lead to effectiveness of the statutory role of the FRSC.

DISCUSSION OF FINDINGS

This study specifically addresses the effectiveness of the statutory role of the FRSC in road traffic reduction in Kogi State. The study findings revealed ineffectiveness in the statutory role of the FRSC in road traffic crashes reduction. From the 20 statutory roles of the FRSC only six are discharged effectively this includes; designing and producing a driver's license, maintaining the validity period for drivers' licenses, recommending devices and works in order to minimize and eliminate crashes on the roads and advising the Federal and State Governments including the Federal Capital Territory, cooperating with other bodies, agencies or groups in road safety activities on the avoidance of road crashes, regulating the use of beacon lights, flashers, and sirens on vehicles apart from ambulances, the Military, and Paramilitary agencies and making rules in the enactment of any of the statutory functions assigned to them making rules in the enactment of any of the statutory functions assigned to them. However, there were not effective with regards to their statutory of making the roads safe for road users and motorists, preventing or minimising of accidents on the highway, standardisation of highway codes, removing of blockages on the high ways, ensuring that accident victims get a quick response and adequate medical care, determining and enforce speed limits for all categories of road users and vehicles, controlling the use of speed limiting devices, providing roadside and mobile clinics for the first aid treatment of crash victims at no cost, regulating the use of mobile phones with other similar gadgets by motorists, regulating the habit of riding motorcycles on the expressways, inconsistencies in educating and enlightening drivers, motorists, and the general public on the appropriate usage of the highways and regulation of the usage of seat belts and other safety devices by motorists. The finding is consistent with that of earlier study conducted in Bayelsa State by ALafa and Etim, (2023), which revealed that the FRSC is retrogressing, instead of progressing in effectiveness of their statutory roles in reduction of road traffic crash as its clear from the data gathered that the year 2021 had more accidents rate, number of injured persons, number killed and number of casualties than the years 2020. The probable explanation might be due to the fact that it is difficult to get drivers to adhere to traffic rules. They always find a way of breaking the rules. This call for urgent stricter enforcement of road safety precautions and penalty for defaulters.

The study found that the FRSC are not sole responsible for their ineffectiveness rather, several factors were found as contributory. This is attributed to behavioural problem on the part of drivers and other road user such as reckless driving, over loading dangerous loading, low compliance with road safety precautions, disrespect for law and law enforcement and overconfidence on the parts of drivers forgetting that the tyres,brakes and the engine controls the motion of vehicles. This indicates that efforts need to be intensified in the area of driver behaviour in the country.

Furthermore, the ineffectiveness of the statutory role of the FRSC is not solely on drivers behaviour and other motorist, rather the vehicle itself also plays a role in road crashes. A vehicle can malfunction as it is being driven, resulting in a crash. A significant percentage of participants, totalling 52.2% identified unworthy state of the car which result in mechanical problem such as faulty engine, failed brakes and the use of substandard tyres. The implication of this is that failure to ensure good working condition of the car as well as observing safe driving measures while on the road will result in road traffic crashes. This calls attention to the urgent needs for improved vehicle design and behavioural change of the parts of drivers.

Similarly, the study brings to the forefront critical environmental factors that greatly contribute to the ineffectiveness of the statutory roles of the FRSC in Kogi State. This includes; poor road design, improperly placed or absence of road signs and lack of maintenance of existing roads, untimely implementations, evaluation of road safety programmes and adequate founding of the commission. Nigerian road environment lacks the basic road furniture needed to improve safety operations on the roads, most of the roads and road systems are built and upgraded with little consideration given to road safety. This emphasizes the need to raise the inherent safety and protective quality of road networks for the benefit of all road users. A road environment which provokes the right expectations would reduce potential errors as driver behaviours are not only governed by the individuals' knowledge and skills but also by the environment in which the behaviour takes place.

The implications of these findings extend beyond driver's behaviours, emphasizing the intricate interplay between the government and cooperation with other bodies or agencies responsible for road safety management. The observed cause of increased road traffic crashes indicates that road infrastructure including road design and network have the potential to influence drivers' behaviour because it determines how drivers use the road environment. This inferred that a lot of work is needed to include safety features to road design and maintenance in Nigeria by making available the needed finance in improving the safety situation of the country. All system must all work together as a whole to reduce injury risk to road users to an acceptable level.

Furthermore, the study delves into ways of improving effectiveness of the statutory roles of FRSC

274 (63.7%) suggested that increased awareness and campaign on road safety precautions, strict enforcement of the road safety precautions, regular staff training and motivation. Driving a vehicle safely requires that one must possess specific skills that must be learnt properly. When

one drives with the right skills, there is a higher chance that the person will be safe and getting into a crash is reduced to an extent. The implication of this findings is that improving the safety performance of drivers, training and education are very important. Most drivers in Nigeria are inexperienced and unqualified, they do not understand and obey simple road rules and as a result, crash rate is high. They are unqualified in that drivers do not do the necessary training and tests stipulated as a prerequisite for obtaining a license and driving. For instance, the current national speed limits on Nigerian roads for Urban roads: 50km/h, Rural Roads: 80km/h and Expressways: 100km/h. Ironically, only very few Nigerian drivers are aware of the different speed limits because most of them do not go through the required training and tests before obtaining a driver's license and will not on their own go through the highway code. In addition to these, most roads have no speed limit signs at all.

Conclusion

Road traffic crashes (RTCs) has become a big problem everywhere in the world. Deaths and injuries as a result of this have been acknowledged as a global phenomenon with authorities in virtually all countries of the world expressing serious concern about the growth in the number of people killed and seriously injured. This research illuminates the effectiveness of the statutory role of the FRSC in road crashes reduction in Kogi State Nigeria. Beyond the ineffectiveness of the statutory of the FRSC with regards to making the roads safe for road users and motorists, preventing or minimising of accidents on the highway, standardisation of highway codes, removing of blockages on the high ways, ensuring that accident victims get a quick response and adequate medical care, determining and enforce speed limits for all categories of road users and vehicles, controlling the use of speed limiting devices, providing roadside and mobile clinics for the first aid treatment of crash victims at no cost, regulating the use of mobile phones with other similar gadgets by motorists, regulating the habit of riding motorcycles on the expressways, inconsistencies in educating and enlightening drivers, motorists, and the general public on the appropriate usage of the highways and regulation of the usage of seat belts and other safety devices by motorists, the study identified a spectrum of factors influencing their ineffectiveness. These encompass behavioural problem on the parts of drivers and other road users, poor condition of the vehicle and the environments in which the drivers operate. The multifaceted nature of these influences highlights the complexity of the issue and the need for a comprehensive approach to address them. To improve the effectiveness of the statutory roles of the FRSC, the study revealed that measures such as improved awareness and campaigns on road safety precaution, strict enforcement of the road safety precautions, regular staff training and adequate funding of the commission should be taken. This calls for a consistent collaboration between government, state holders and individuals for achievable sustainable road safety practices in Nigeria

Recommendations

In light of the study's findings, government bodies, non-governmental organizations (NGOs), and the FRSC commission must collaborate to implement effective channels of communication and enlightenment campaigns. These campaigns should comprehensively educate both drivers and other road users about the dangers, and implications of driving recklessly on the highways.

Practical measures, such as workshops, public seminars, and collaborations with expert agencies and professional bodies, should be initiated to equip drivers and other road users with the socio-psychological skills and knowledge necessary for safe driving.

More so, the transportation education and awareness campaign should be backed-up by an efficient traffic information system; driving within the speed limit and compulsory use of speed limit devices. This will help to identify areas that need improvement and also figure out the services that are paramount to motorists and other road users

More importantly, the FRSC should be stricter in enforcing road safety precaution in terms of the use of seat belt, use of mobile phones while driving, controlling speed limits, the use of speed limit devices, use of motorcycle on the highway and giving prompt medical attention and care to accident victims on the road. This stricter implementation of the penalty points system by the authorities will influence the long-term attitude and behaviour changes and will deter drivers from committing traffic offences.

The government and its agencies should make provision for prompt medical treatment of accident victims, provision of first aid treatment and ambulances, quick communication network, and emergency care for immediate medical treatment outside hospitals. This will reduce the rate of road accidents death and injuries.

There is need for more effective monitoring and evaluation of various road safety programmes by the government and other agencies involved. This will help in measuring their impacts on road safety and will not allow the phase out of the programmes.

The Nigerian government should improve the road infrastructure by providing adequate finances needed to all the concerned agencies. This will help in improving the poor state of Nigerian road.

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