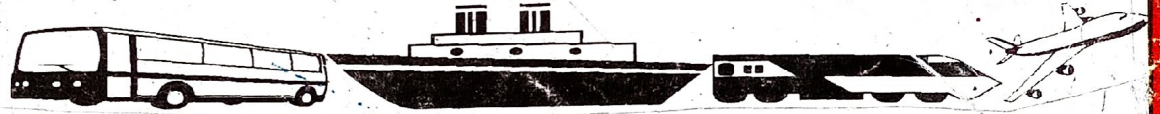




THE TRAINER

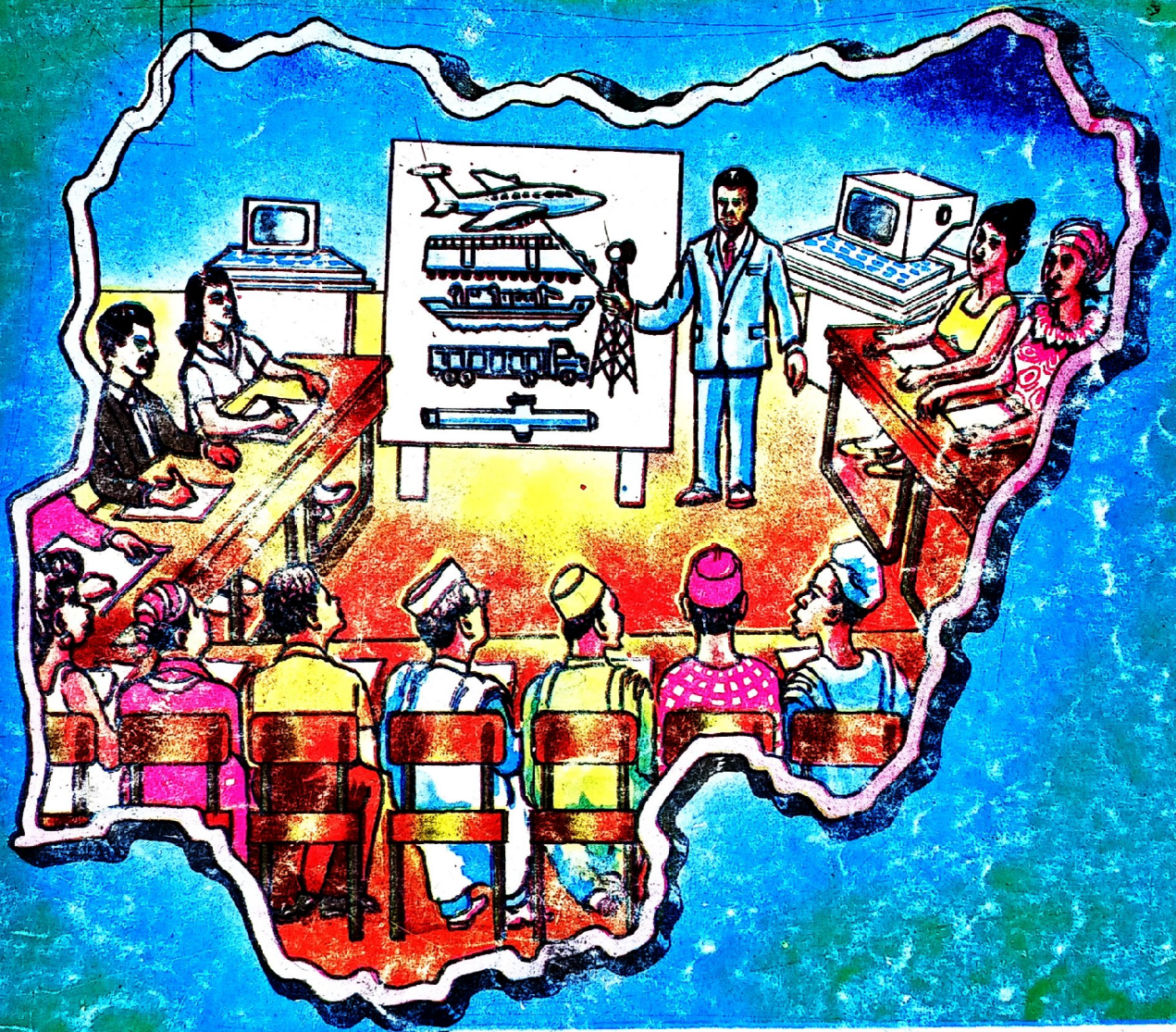


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**Human Resources
Development in the
Transport Sector
in Nigeria**

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FROM THE EDITOR

The Nigerian Institute of Transport Technology (NITT) is a designated centre of excellence in human resources development in the transport sector.

For sometime now, the management of the Institute has conscientiously been exploring ways and means of repositioning the organization to justify its status as centre of excellence.

The Institute's programmes have been restructured and expanded to meet the increasing challenges that are associated with operations and management of all modes of transport.

Government and private establishments will appreciate the central role of manpower development through participation in the programmes that NITT is primarily charged to provide.

In this edition of the **TRAINER**, the opportunities that exist are elaborately highlighted.

You are welcome.



Ibrahim Raskeb

NEXT EDITION

The next edition of THE TRAINER will focus on safety in all modes of transport in Nigeria

- * Safety in Aviation
- * Safety in Maritime
- * Safety in Railway Transport
- * Safety in Road Transport
- * Safety Education and Enforcement
- * Institutional Framework for Transport Safety delivery
- * Trauma Management and Nigerian Health care Delivery

Contributors are requested to type their materials using double line spacing.

All materials should reach The Editor on or before December 15, 1997

HIGHWAY EDUCATION AND FORMAL DRIVING TRAINING FOR NIGERIAN DRIVERS

BY OJEKUNLE J. ADEMOLA

Introduction

Road transport plays a very significant role in Nigeria's economy, particularly when one considers its contribution to inter-city and intra-city movement of goods and people. Road transport alone accounts for over 95% of transport supply in the urban centres, over 80% of inter-city mobility and over 90% of rural-urban mobility. Taking Nigeria as a whole, over 80% of Nigeria's transport demand is met by road based transport. (Bolade T. 1989) In addition, road transport generates the highest employment opportunities than other modes of transport in Nigeria.

Recognising the role of transport in Nigerian economy, governments over the years have been committing huge amount of public funds to the development to road transport. This is reflected in the total share of road among other modes of transport in the first four development plan periods, where road transport accounted for an average of 62% of the country's budget expenditure on transport.

Plan Period	Road	Rail	Water	Air
1962 - 63	58.0	10.0	25.0	7.0
1970 - 74 (75)	67.0	9.3	13.0	10.0
1975 - 80	70.6	9.4	10.0	10.0
1981 - 85	60.0	25.0	9.0	6.0

Table 1.1 Percentage intermodal share of Transport Sector Allocations

Source: Bolade and Ezeife (1984)

The high level of public investment in road transport has consequently led to the increase in the demand for road transport. This increased demand is apparent in the trends of vehicle registration in Nigeria. For instance, the newly registered vehicles in 1937 were 2,461. This increased to 120,000 in 1976, and by 1982, the figure, had increased to 220,000. This fell to 30,000 in 1989 due to the country's economic readjustment processes. Even with the continued decrease in vehicle stock, road transport remains the most patronised mode of transport in Nigeria today. A major problem in the road transport sub-sector, is the increasing rate of road accidents with its associated fatality. Available records show that the country sustains a huge loss annually due to road accidents. International records show that Nigeria has one of the worst records of accidents in the world ranking third, after Ethiopia and Malawi.

Attempts to unravel the causes of road accidents in Nigeria show that human factors which are attributable mainly to drivers account

for more than 805 of traffic accidents in the country. It therefore implies that any effort to reduce road accidents to the barest minimum should focus on drivers, not in the area of traffic rules, regulations and law enforcement, but more importantly in the provision of qualitative highway education and formal driving training. The Highway education and driving training is found to be about the most effective weapon of reducing road accidents particularly in highly motorised countries. The objective of this paper is to examine the education and training solution in the mitigation of the accident trend in Nigeria.

Road Accident Situation in Nigeria

Motor-vehicle accidents, like all other accidents, are events that take place without one's foresight or expectation. Ordinarily, they happen very rapidly. Furthermore, they are the culmination of chains of unfortunate events. If by any means, any link of this chain can be broken, a potential accident will be prevented. Studies of traffic problems reveals the fact that, basic accidents usually results from human failures, such as lack of knowledge, skill or understanding of the responsibility in operating motor vehicle in the society.

In Nigeria, highway accidents have reached an epidemic stage, and is considered serious calamity to the country. To buttress this assertion, the data computed from Nigeria Police Force records (see Agunloye, 1993) shows that about 9260 die while 24,540 are maimed annually as a result of accidents. The casualty rates or personal safety rates stand at 35 per 100,000. It is believed that this disturbing scenario calls for a concerted effort to reduce loss of human life.

In recognising the above fact, Nigerian government has put in place various policies and programmes to reduce road accident in Nigeria. Among these are establishment of Federal Road Safety Commission in 1988. Located under the Presidency, the commission is charged with the formulation and enforcement of safety rules and regulation on all Federal Highways in Nigeria. There is also the establishment of Vehicle Inspectorate Division under Central Licensing Authority in every state of the Federation. This Division is charged with the duties of ensuring road worthiness of both private and public vehicles on Nigerian roads

In spite of the establishment of these organizations much success has not been achieved in curbing road accidents in Nigeria. The reason among others is partly due to the fact that there is very little, if at all, highway education and driving training for the drivers.

Origin and Development of Drivers and Highway Education

Drivers and highways education has its origin in the basic problem of traffic crashes or accidents. The idea of driver and highway education was first developed in USA in the 1930s as a result of series of studies that were conducted on the causes of traffic accidents. The solutions to traffic accidents particularly road accidents were expressed in terms of the three E's of traffic safety: Enforcement, Education and Engineering. It was recognised that one of the basic solutions to road accidents might lie in the process of educating young drivers as they approach legal driving age. This is because studies revealed that young drivers were responsible for disproportionate number of accidents and traffic

fatalities in relation to the number of miles that they were driving. However, before driver education could assume its function of accident prevention, it was necessary to develop and organise an instructional programme that would achieve the objective of reducing highway accidents and producing good traffic citizens.

Although, highway and driver education was an educational problem, it was not the educators who first recognised the need for driver education. It was, rather police officials and driver license administrators in USA who daily came into contact with young people who were involved in traffic accidents. Insurance companies also felt a need to help young drivers because of the many costly claims that were being filed as a result of accidents by this age group. The public officials and business interests brought to the attention of school administrators and teachers the nature and scope of the young drivers problem and urged them to develop an educational programme that would aid in its solution.

Highway and Driver Education in Nigeria

Studies have revealed that majority of Nigerian drivers have very little or no knowledge of highway rules, and laws. The major emphasis in the issuance of driving licenses is on the ability of the prospective applicants to drive. There is a general low level of highway education among the motorists and other road users. Poor driving training and low highway education among drivers of public transport have been noticed by Federal Road Safety Commission (FRSC), and this is why the Commission embarks on extensive public enlightenment programmes through various media, such as radio, television, posters, bill boards etc.

Most of these public enlightenment programmes focus mainly on warnings cast in short heavy message conveying slogans as:

- * "Drive carefully, your life is in your hands"
- * "Choose to arrive home or mortuary",
- * "Drive carefully, speed kills",
- * "It is better to be the late than to be late" etc.

All these slogans convey to motorists messages of caution and warnings. These public enlightenment campaigns have very little impact on the road users because, many of the road users particularly the drivers of public transport or the so called professional drivers are uneducated as far as highway education

and formal driving training are concerned. There is virtually no institution or school where qualitative formal driving training and highways education are offered. The implication of this is that university graduate in Nigeria with valid driving license can become "educated-illiterate": as far as highway and driver education is concerned. This is a serious issue that calls for a more pragmatic approach to solving the problem of traffic accidents in Nigeria.



L-R: Mrs Kristine Beuret and Mr Tony Pomeroy, a delegation of CIT London inspecting some facilities at the Institute.

While many other factors of accidents are fairly well-addressed, the education and training issue of the human factor remains untouched. For example, the PTF is rehabilitating the Nigerian roads, both the FRSC, the VIO, and Police are trying to enforce traffic laws and orders. In the area of highway and driver education however, virtually nothing has been done. Perhaps, this accounts for the

unabated high accident rates in the country.

The need for Driver and Highway Education

The need for Driver and Highway Education in Nigeria may be justified on the following basis:-

- a) Increasing area specialisation and the consequent separation of areas of desires from areas of fulfilment'
- b) Increasing demand for mobility leading to high level motorisation;
- c) Constant changes in the automobile technology and the automobile environment;
- d) Changing laws and regulations of the country on safety measures;
- e) The overall ignorance of Nigerian driver to certain measures and precautions.

The ignorance and/or lack of regard for traffic rules, regulations and laws are manifested in drivers loading, driving, overtaking, parking, speed and his relations to other road users. If sanity must be restored on Nigerian roads there is the need for the driver to acquire adequate knowledge of highway rules and regulations which are also prerequisites to the safe and efficient performance of the driving task. A driver must possess a wealth of knowledge necessary to enable him to drive safely in all types of traffic environments. Thus, the drivers need to acquire knowledge relating to traffic laws, drivers limitations, the anatomy of the vehicle, the structure of the highway, the role of traffic law enforcement and many other concepts basic to safe motor vehicle operation. Besides, his judgement of road must be apt and his attitude acceptable. Driver attitude, evidently, is the

single most important characteristic of the driver. A good traffic citizen therefore must possess a positive attitude of responsible behaviour behind the wheel of an automobile. He does this by showing courtesy and concern for others.

Therefore, to develop a good traffic driver and citizen in Nigeria, the driver educator must use methods and techniques derived from the recent instructional technology. Also the driver education course must be developed, organised and based on modern learning theories so as to inspire the student to learn and apply the habits, knowledge, skills, and attitudes essential to safe driving.

Strategies for Developing Highway and Driver Education

Since it is evidently clear that highway and driver education is needed and is prerequisite to safe and efficient driving, the paper therefore suggests the various strategic options for improving, developing and implementing highway and driver education in Nigeria.

Objectives of the Highway and Driver Education

A course of study for highway and driver education aims at achieving the following objectives:-

- a) learning the appropriate knowledge to increasing efficiency of driving in a total traffic environment
- b) Learning fundamental driving skills and establishing basic and correct skill habit;
- c) Achieving a desirable pattern for behaviours in our traffic society;
- d) Developing the ability to recognise, analyse and respond to traffic situations in a manner that demonstrate proficiency in the driving task;
- e) Developing understanding of both drivers and pedestrians limitations, obligations, and responsibilities, from legal and social viewpoints.
- f) Understanding how society may attain maximum efficiency in the operation of its motor vehicle transportation system.

Developing Course for Driver Education

A complete driver education course should include classroom and laboratory instructions which should be based upon the following concepts:

- i) the driving task;
- ii) human functions;
- iii) factor influencing driver performance;
- iv) operator/non-operator functions and highway transportation system interactions.

Based on these concepts, specific curriculum of study for highway and driver education can be developed based on the following units of instructions:-

- i) nature of driving task;
- ii) basic knowledge and skills for vehicle operation;
- iii) vehicle performance and control capabilities;
- iv) habits and skills for vehicle operations and manoeuvre
- v) driving strategies and tactics;
- vi) figment of system events;
- vii) decision making for a plan of action;
- viii) highway user responsibilities;
- ix) alcohol and other drugs;
- x) obedience to enforcement of traffic laws;
- xi) post-crash procedures and responsibilities
- xii) selection, inspection and maintenance of safe vehicle;
- xiii) identification and understanding of the highway

code.

The course modules above should form the core area of highway and driver education in Nigeria.

Institutional Framework

For the implementation of this programme, the following strategic options could be considered:

- (i) introduction of highway and driver education in secondary schools syllabi for long term action plan;
- (ii) establishment of driving and traffic schools to be accredited and moderated by NITT across the country;
- (iii) introduction of short academic programmes for all drivers and vehicle operators by Nigerian Institute of Transport Technology. These training programmes should focus on the drivers and vehicle operators;
- (iv) a joint periodic traffic and highway training programme can be organised by NITT and Federal Road Safety Commission (FRSC) in collaboration with Vehicle Inspectorate Office (VIO) at various levels to update the knowledge and skill of motor drivers;
- (v) a compulsory formal highway and driving education should be made for prospective driving license applicants which can be acquired through accredited driving and traffic school as suggested earlier.

Conclusion

The issue of highway and formal driving training is crucial to the restoration of sanity on highways and also considered as a very effective tool of curbing road accidents. This is very obvious especially if one considers the role of human factors in the accident occurrence in Nigeria. Not only that, the habits of Nigerian drivers and road users have shown apparent ignorance to highway rules, laws and regulations which often cause chaotic situations on highways and ultimately result in traffic accidents.

It is on this note that this paper calls for evolution and development of highway and driver education in our educational system, so that good driving and traffic behaviour can be cultivated among the citizens of this country.

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