African Perspective on Road Safety Leadership

The Nigeria’s Experience

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Introduction
Road Traffic Crashes (RTCs) have become a public health concern globally, Africa inclusive and a major issue for Policy and Decision.
Courtesy of the World Health Organization (WHO) and the World Bank, the situational awareness level of Road Traffic Injuries (RTIs) has increased.

Source: World Health Organization (WHO)
In 2013, Africa was most hit (24.1 deaths per 100,000 population) with the Road Traffic Scourge.

The direct and long term effects are negative on the general development of member countries.

Source: Global Status Report on Road Safety 2013
From year 2016 till now, Africa remains the region with the highest road traffic deaths index (26.6 deaths per 100,000 population).
The economy and other socio-economic indicators of the continent are continually affected by road traffic crashes and this is reflected at national levels.

Africa is a Resource-Rich Continent:

- **Population:**
  1.307 billion (16%; 2019)

- **GDP:**
  $2.19 trillion (Nominal; 2017)

- **GDP growth:**
  3.7%

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- Every day, about 650 deaths occur on Africa’s roads
- $0.0657 trillion is lost to Road Traffic Crashes being 3% of GDP
- GDP growth: Is slowed down due to high rate of death occasioned by RTC involving the productive manpower (aged 15-29 years)
A regional and national approach to tackling the RTI problem has been identified.

Efforts of the United Nations Organs like UNECA and the World Bank are helping to reshape the trend on the African Continent.
Interventions from various sources have helped to raise awareness and provided necessary interventions on road safety in Africa.
REGIONAL APPROACH TO RTIs (Cont.)

For example in leadership

Other specific interventions

Providing global partnership for road safety developments on the continent through the World Bank

Steering road safety leadership and capacity building in Africa

Providing support for infrastructural development in road safety in Africa.
Nigeria is one of the few African nations that has leveraged on some road safety principles and have recorded remarkable progress in road safety administration and management despite a “gloomy” beginning.
The road safety situation in Nigeria was so deplorable that the WHO once described the country’s roads in its 1984 report as “worst in the world to travel on” only next to Ethiopia.

That narrative changed through government’s effort by establishing the Federal Road Safety Commission (FRSC) as Road Safety Lead Agency in Nigeria.
ROAD MAP TO FRSC’s ESTABLISHMENT

- Nigerian Army Road Safety Week, after the Civil War (1972)
- Establishment of Oyo State Road Safety Corps (1977)
Note:
FRSC was established as the Lead Agency for Road Traffic Administration and Safety Management in Nigeria 10 years prior to the recommendation of the UN for nations to establish Lead Agencies directly situated under the Central Government for ease of unfretted operations.
<table>
<thead>
<tr>
<th>#</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Decree No. 45 of 1988</td>
</tr>
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<td>2</td>
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<td>3</td>
<td>ACT CAP 141 LFN 1990</td>
</tr>
<tr>
<td>4</td>
<td>ESTABLISHMENT (ACT) 2007</td>
</tr>
</tbody>
</table>
The FRSC was specifically established and empowered to coordinate road traffic administration and safety management in Nigeria with an ultimate aim of halting the trend of road traffic crashes and fatality.
Functions of the Corps
The Core Functions of FRSC

(a) Make the highway safe for motorists and other road users;

(b) Recommending work and devices designed to eliminate or minimize accidents and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on the localities where such works and devices are required.

(c) Educating motorists and members of the public on the importance of discipline on the highway.
In Particular, the Corps' responsibilities include:

(a) Preventing or minimizing accident on the highways;
(b) Clearing obstruction on any part of the highways;
(c) Educating motorists and other members of the public generally on the proper use of the highways;
(d) Designing and producing the driver’s license to be used by various categories of vehicle operators;

(e) Determining from time to time, the requirements to be satisfied by an applicant for a driver’s license;

(f) Designing and producing vehicle number Plates;

(g) The standardization of highway traffic code;
(h) Giving prompt attention and care to victim of accidents;

(i) Conducting researches into causes of motor accidents and method of preventing them and putting into use the result of such researches; establishment, functions, etc. of the Federal Road Safety Corps.

(j) Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device;

(k) Co-operating with bodies or agencies or groups engaged in the road safety activities or in the prevention of accidents on the highway;
(l) Making regulation in pursuance of any of the functions assigned to the Corps by or under this Act;

(m) Regulating the use of sirens, flashers or beacon lights on vehicles other than Ambulance and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-Military Agencies;

(n) Providing Roadside and mobile clinics for the treatment of accident victims free of charge;
(o) Regulating the use of mobile phones by motorist;

(p) Regulating the use of seat-belts and other safety devices;

(q) Regulating the use of motorcycles on the highways;

(r) Performing such other function as may, from time to time, be assigned to the Corps by the Commission.
Clear Ambition and Purpose
The Corps has in place an unambiguous vision and mission projections designed to guide its affairs on short, medium and long term endeavours.
VISION

To eradicate Road Traffic Crashes and create safe motoring environment in Nigeria.
Regulate, Enforce and Coordinate Road Traffic and Safety Management activities through:

- Sustained Public Enlightenment.
- Promotion of Stakeholder Cooperation.
- Robust Data Management.
- Improved Vehicle Administration.
- Prompt Rescue Services.
- Effective Patrol Operations.
THE FEDERAL ROAD SAFETY CORPS: KEY NOTES (Cont.)

CORE VALUES

- Transparency
- Timeliness
- Fairness
- Service Orientation
FRSC operates and delivers high quality services in line with a Quality Policy that is not at variance with other laws of the land in respect to road safety administration and management.
MAJOR GOALS OF THE CORPS

a. Be A World Class Organization

b. Achieve the UN Decade of Action of 50% reduction in Fatality by 2020

As an institution, the FRSC has witnessed major organizational events within 31 years of its existence as depicted below:

1988 Establishment of FRS Corps by Decree
1990
1999 Merger with Police
2000
2003 Demerger with Police
2007 FRSC (Commission) Establishment Act
2010
2016 Endorsed NRSS 2014-2018
2020
2018 30 years of existence

As an institution, the FRSC has witnessed major organizational events within 31 years of its existence as depicted below:
FRSC operates on all roads (204,000km) in the country and its Laws and Regulations can be exercised in any part of the country.
The 7Es of FRSC

1. Education and Enlightenment
2. Engagement of Stakeholders
3. Environment
4. Emergency Management Services (EMS)
5. Enforcement
6. Engineering
7. Evaluation
Unique Corps Principles
The Corps operates on the following principles to deliver on its mandate of making Nigeria’s road safe for all road users.
The Corps being a Para-Military organization makes it easy to execute its administrative priorities with an effective Command and Control system typical of any uniform organization in the world.
The Corps is placed under the Presidency and supervised by the Office of the Secretary to the Government of the Federation (OSGF).

Appointment of the Board Chairman, Corps Marshal and members is done by the President and Commander-In-Chief of Nigeria.
The Core functions of FRSC

The Corps

Headed by the Corps
Marshal

The Commission

Headed by the Chairman

Prevent or minimize accidents on the highways
Clear obstructions on the public highways
Educate all road users on the proper and safe use of the highways
Provide prompt rescue services to road traffic accident victims
Conduct research on causes and prevention of Road Traffic Accident and implementing results of such researches
Determine and enforce speed limits to all categories of vehicles according to the classes of roads
Cooperate with Bodies, Agencies, and Groups engaged with road safety management locally and internationally

Any other duties that the Federal Government may assign from time to time
COMMAND AND CONTROL STRUCTURE (Cont.)

NATIONAL HEADQUARTERS

- 8 Departments
- 11 Corps Offices
- 6 Specialized Units

ZONE RS 1
- 4 Sector Commands
- 26 Unit Commands

ZONE RS 2
- 2 Sector Commands
- 20 Unit Commands

ZONE RS 3
- 3 Sector Commands
- 10 Unit Commands

ZONE RS 4
- 3 Sector Commands
- 16 Unit Commands

ZONE RS 5
- 3 Sector Commands
- 20 Unit Commands

ZONE RS 6
- 4 Sector Commands
- 14 Unit Commands

ZONE RS 7
- 2 Sector Commands
- 20 Unit Commands

ZONE RS 8
- 3 Sector Commands
- 19 Unit Commands

ZONE RS 9
- 4 Sector Commands
- 17 Unit Commands

ZONE RS 10
- 3 Sector Commands
- 8 Unit Commands

ZONE RS 11
- 3 Sector Commands
- 20 Unit Commands

ZONE RS 12
- 3 Sector Commands
- 11 Unit Commands

41-Outpost Commands
43-Emergency Ambulance Service Scheme (EASS) known as ZEBRA
27-Road Side Clinics
COMMAND AND CONTROL STRUCTURE (Cont.)

FRSC FACILITIES & FORMATIONS

12 Zonal Commands → 214 Driver License Centres /Work Stations
37 Sector Commands → 1 National Driver License Print Farm
204 Unit Commands → 3 Number plate Production Centres
41 Out Posts → 3 Mini-Number Plate Plants
FRSC Academy → 1 Signage Plant
FRSC Training School → 43 Emergency Ambulance Points (ZEBRAs)
17 Staff Clinics → 27 Help Areas / RTC Clinics
Post crash responses in Nigeria is enhanced by a functional 24/7 Call Centre which operates a nationwide Toll-Free line (‘122’) for road traffic emergencies.

- Common, simple emergency number
- Call center open 24/7

- Toll-free calls
- Toll-free assistance
## Nationwide integrated IT-based operations: e-Applications

<table>
<thead>
<tr>
<th>S/N</th>
<th>Application</th>
<th>Purpose</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>FRSC Intranet</td>
<td>Internal data sharing and communication</td>
<td>Web Application</td>
</tr>
<tr>
<td>2</td>
<td>PSS</td>
<td>Post Service Scheme</td>
<td>Web Application</td>
</tr>
<tr>
<td>3</td>
<td>FRSC Insight</td>
<td>Virtual Online Magazine</td>
<td>Web Application</td>
</tr>
<tr>
<td>4</td>
<td>SMP</td>
<td>Special Marshals Platform</td>
<td>Web Application</td>
</tr>
<tr>
<td>5</td>
<td>Cooperative</td>
<td>Staff Cooperative portal</td>
<td>Web Application</td>
</tr>
<tr>
<td>6</td>
<td>IVP</td>
<td>Information Verification</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>7</td>
<td>Duty Room</td>
<td>Duty Room Information System</td>
<td>Web Application</td>
</tr>
<tr>
<td>8</td>
<td>Driving School</td>
<td>Driving School Standardization Programme</td>
<td>Web Application</td>
</tr>
<tr>
<td></td>
<td></td>
<td>[Unified Field Operating System (UFOS)]</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>RTCIS</td>
<td>Road Traffic Crash Information System</td>
<td>Web Application</td>
</tr>
<tr>
<td></td>
<td>Offender's System</td>
<td>Online system for traffic violations</td>
<td>Web Application</td>
</tr>
<tr>
<td></td>
<td>e-Payment</td>
<td>Online Payment /records</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td></td>
<td>VSC</td>
<td>Vehicle Safety Checks</td>
<td>Productivity Tools</td>
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## Nationwide integrated IT-based operations: e-Applications (Cont.)

<table>
<thead>
<tr>
<th>S/N</th>
<th>Application</th>
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<th>Type</th>
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<tbody>
<tr>
<td>10</td>
<td>RTSSS</td>
<td>Road Transport Safety Standardization Scheme</td>
<td>Web Application</td>
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<td></td>
<td>Fleet Operating Systems (FOS)</td>
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</tr>
<tr>
<td>11</td>
<td>NDL</td>
<td>National Driver License</td>
<td>Web Application</td>
</tr>
<tr>
<td>12</td>
<td>FRSC Website</td>
<td>FRSC official web portal</td>
<td>Web Application</td>
</tr>
<tr>
<td>13</td>
<td>NVIS</td>
<td>National Vehicle Identification Scheme</td>
<td>Web Application</td>
</tr>
<tr>
<td>14</td>
<td>DLC Monitor</td>
<td>Monitoring activities at Driver Licensing Centers</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>15</td>
<td>FM Tracker</td>
<td>File Mail Tracker</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>16</td>
<td>e-Library</td>
<td>Online Library</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>17</td>
<td>SharePoint</td>
<td>Document sharing App.</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>18</td>
<td>Aper</td>
<td>Annual Performance Evaluation Report</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>19</td>
<td>Vehicle Tracking System</td>
<td>Tracking of FRSC vehicle</td>
<td>Productivity Tools</td>
</tr>
<tr>
<td>20</td>
<td>SAP</td>
<td>Systems Application Product</td>
<td>Productivity Tools</td>
</tr>
</tbody>
</table>
Use of Social Media to drive FRSC Operations

FRSC presence on social media (Facebook)

www.facebook.com/Federalroadsafetycorps

FRSC presence on social media (Twitter)

www.twitter.com/FRSCNigeria
Use of Social Media to drive FRSC Operations

FRSC presence on social media (YouTube)

www.youtube.com/FRSCNigeria

FRSC presence on social media (Instagram)

www.instagram.com/FRSCNigeria
UNDERSTANDING COUNTRY CULTURE & LATCHING ON POLICY FORMULATION AND ENFORCEMENT

States Advisory Committee on Road Safety

Local Governments Advisory Committee on Road Safety
Encouragement of States to establish of State Traffic Management Agencies

As at 2019

<table>
<thead>
<tr>
<th>S/N</th>
<th>State</th>
<th>S/N</th>
<th>State</th>
</tr>
</thead>
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<tr>
<td>1</td>
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<td>11</td>
<td>Imo</td>
</tr>
<tr>
<td>2</td>
<td>Kano</td>
<td>12</td>
<td>Sokoto</td>
</tr>
<tr>
<td>3</td>
<td>Lagos</td>
<td>13</td>
<td>Zamfara</td>
</tr>
<tr>
<td>4</td>
<td>Ogun</td>
<td>14</td>
<td>Osun</td>
</tr>
<tr>
<td>5</td>
<td>Delta</td>
<td>15</td>
<td>Ondo</td>
</tr>
<tr>
<td>6</td>
<td>Anambra</td>
<td>16</td>
<td>Oyo</td>
</tr>
<tr>
<td>7</td>
<td>Cross River</td>
<td>17</td>
<td>Rivers</td>
</tr>
<tr>
<td>8</td>
<td>Kwara</td>
<td>18</td>
<td>Edo</td>
</tr>
<tr>
<td>9</td>
<td>Ekiti</td>
<td>19</td>
<td>Enugu</td>
</tr>
</tbody>
</table>

The Corps provides leadership guidance to States on Road Traffic and Safety Management matters.
Some of the 19 State Traffic Management Agencies in Nigeria
FRSC has signed a Service Compatibility Pact (SERVICOM) to deliver quality and assured road safety services to all Nigerians through the FRSC SERVICOM charter which is implemented Corps-wide.
PURPOSEFUL CITIZENSHIP / LARGER SOCIETY UNDERSTANDING OF ROAD SAFETY TO ENGENDER OWNERSHIP AND SUPPORT

FRSC executes its mandate through;

- Regular Marshals.
- Special Marshals.
- Road Safety Clubs.

- **25,000** Active Personnel
- **16,279** Volunteer Group
- **153,000** Social Responsibility Group

*Membership drawn from National Youth Corps, Nursery, Primary and Secondary Schools*

*The largest volunteer Law Enforcement Group in the World*
Special Marshals are the Non-Uniform wearing and voluntary members of the Corps who perform same functions as the uniformed members (Regular Marshals) of the Corps.
The Special Marshal approach has been very successful with over 16,000 membership strength in Nigeria.

The Special Marshal system has been lauded by the UN and projected as a good road safety approach.
Through the Road Safety Club (RSC) platform, positive road use culture and general road safety awareness has increased in youths.
Post Crash Care administration has been key to achieving the goal of UN Decade of Action for Road Safety in Nigeria.

FRSC has enhanced its approach on PILLAR 5 through a scheme known as National Community Post Crash Care Initiative (NCPCCI)
It was observed that the condition of victims of road crash get worsened through poor handling and care by some First Responders. The FRSC being convinced on this, initiated NCPCCI to communities to acquire skills to enhance post crash care especially along critical corridors in Nigeria.
The National Community Post Crash Care Initiative NCPCCI is a:

- Grass root Road Safety Management programme
- It involves the participation of community volunteers (first responders) along major highways to promptly attend to road traffic crash victims

The Corps in collaboration with SHELL, launched the Post Crash Pilot Programme with 540 pioneer volunteers drawn from 27 critical corridors in 13 states. Crash severity index was the criteria for Centre selection.
The programme was initiated in 2013 with engagement and partnership building. In 2014 FRSC in collaboration with Shell Petroleum Development Corporation (SPDC) enlisted, trained, equipped and deployed 540 volunteers to 27 critical corridors (average of 20 volunteers per corridor) in 13 States of the country under the Pilot Scheme.

Activities at each corridor is supervised by FRSC nearest command (Host Command).
Training of volunteers was carried out in four (4) centres from 7\textsuperscript{th} and 10\textsuperscript{th} April, 2014 as follows:

**Group A**: Lagos, Ogun, and Oyo (160 volunteers)-Ibadan centre  
**Group B**: Rivers, Enugu, Delta, and Anambra (180 volunteers)-Enugu centre  
**Group C**: Bauchi and Gombe (80 volunteers)-Bauchi centre  
**Group D**: Kaduna, Niger & Kogi (120 volunteers)-Minna centre
OUTCOME OF TRAINING OF FIRST RESPONDERS

- Carried out 471 rescue missions & saving 2000 lives.
- Promoted community participation in rescue activities.
### COMMUNITY POST CRASH RESPONSE INITIATIVE (Cont.)

**RESCUE CARRIED OUT BY THE CORRIDORS FROM 2014-2018 (Cont.)**

<table>
<thead>
<tr>
<th>YEAR</th>
<th>No. OF STATES</th>
<th>NO. OF CORRIDORS</th>
<th>NO. OF HOST COMMAND</th>
<th>TOTAL NUMBER RESCUES</th>
</tr>
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<tbody>
<tr>
<td>2014</td>
<td>13</td>
<td>27</td>
<td>27</td>
<td>216</td>
</tr>
<tr>
<td>2015</td>
<td>13</td>
<td>27</td>
<td>27</td>
<td>36</td>
</tr>
<tr>
<td>2016</td>
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<td>27</td>
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<tr>
<td>2017</td>
<td>13</td>
<td>27</td>
<td>27</td>
<td>111</td>
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<tr>
<td>2018</td>
<td>13</td>
<td>27</td>
<td>27</td>
<td>14</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td></td>
<td>471</td>
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</tbody>
</table>

**TOTAL NUMBER OF RESCUE**

![Bar Chart](image)
The NCPCCI concept and practice has proven to be a successful post-crash care programme in Nigeria so much that the West African Road Safety Organization (WARSO) in its 6th General Assembly held in Mali on the 15th October, 2015, adopted NCPCCI template for replication by member states.
The impact of the effect of loss of lives on the nation’s highways weighed against the level of citizen education and enlightenment has been evaluated.

The Corps has therefore developed a number of approaches to make considerable contribution to address the situation within possible spheres especially through road safety education.
Infusion of Road Safety into the nation’s basic education school’s curriculum (primary and Junior Secondary Schools) is seen as strategic.

The benefits of this approach have translated to adjusted safety life styles in younger Nigerians who will become future leaders and affect the society positively.
Road Safety Administration in Nigeria has witnessed a paradigm shift from Traditional Approach to Safe Systems Approach.
In implementing the Safe Systems Approach, the Corps adopts a “7Es” strategy on each of the Pillars.
The weekly e-Dashboard is the nucleus of the FRSC Road Safety Observatory.

It provides an overview of the Corps activities and presents Management with insights for informed decision making.
Through the services of “122” Toll-Free line, responses to road traffic emergencies has improved and feedbacks has been very encouraging.

<table>
<thead>
<tr>
<th>YEARS</th>
<th>CRASHES</th>
<th>TRAFFIC CONGESTIONS</th>
<th>ENQUIRIES</th>
<th>COMPLAINTS</th>
<th>INFORMATION</th>
<th>OTHER INCIDENTS</th>
<th>TOTAL</th>
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<tr>
<td>2015</td>
<td>2526</td>
<td>273</td>
<td>6202</td>
<td>550</td>
<td>239</td>
<td>523</td>
<td>10,313</td>
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<tr>
<td>2016</td>
<td>2660</td>
<td>236</td>
<td>7896</td>
<td>490</td>
<td>337</td>
<td>418</td>
<td>12,037</td>
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<tr>
<td>2017</td>
<td>3103</td>
<td>288</td>
<td>12464</td>
<td>211</td>
<td>216</td>
<td>637</td>
<td>16,919</td>
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<tr>
<td>2018</td>
<td>3671</td>
<td>292</td>
<td>10867</td>
<td>5282</td>
<td>455</td>
<td>477</td>
<td>21,044</td>
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<tr>
<td>TOTAL</td>
<td>11960</td>
<td>1089</td>
<td>37429</td>
<td>6533</td>
<td>1247</td>
<td>2055</td>
<td>60,313</td>
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</tbody>
</table>
To ensure that all staff are abreast with best practices engendering improved service delivery.

<table>
<thead>
<tr>
<th>California</th>
<th>France</th>
<th>UK</th>
<th>Nigeria</th>
</tr>
</thead>
<tbody>
<tr>
<td>Training of 30 Management Staff at California Highway Patrol Academy, Sacramento USA was successfully completed March 2016.</td>
<td>Training of 40 Patrol Officers of the Corps at California Highway Patrol Academy, USA</td>
<td>Training of 5 Officers on Road Safety Audit in Birmingham University</td>
<td>Procurement the services of an Australian firm, SMEC International for 6 months intensive training of Officers of the Corps in Nigeria.</td>
</tr>
<tr>
<td></td>
<td>Training of 30 Patrol Officers of the Corps at California Highway Patrol Academy, USA</td>
<td>Training of 40 Officers on Safe-To-Load Programme for the delivery of liquid hydrocarbon products at APTH in France.</td>
<td>Certified First Responder Training: Training of 100 personnel of the Corps.</td>
</tr>
</tbody>
</table>
The Corps has in place a capacity building institution called the FRSC Academy located in Udi, Enugu State, Nigeria for the training of University graduates as Cadets. The Academy is planned to be a Centre of Excellence (CoE) in Road Safety Management in Africa.
The Corps supports internal national security system through back-end database infrastructure. This helps in averting security challenges and resolves impending conflicts that are motor vehicle related.
The Corps constantly builds on strengths (understanding prevailing challenges) and making people saddled with responsibilities to account for their stewardship.

The Corps also operates on internal and external communication systems which shapes attitudes towards road safety goals achievements.
The Corps’ eagle-eye for performance is equally constantly focused on its public perception and has developed robust and positive ease of doing business system.
Encouraging team work and deriving most valuable results from talent hunt and harness.
Building Strong Connections
FRSC leverages on its membership of International Organizations on road safety to learn, share and domesticate global best practice in Nigeria.
STRONG CONNECTIONS ACROSS INSTITUTIONS (LOCAL & INTERNATIONAL)

West African Road Safety Organization (WARSO)

WARSO was established in 2008 and FRSC has taken a Lead role in West Africa through the West African Road Safety Organization (WARSO).

Until December 2016, WARSO Presidents have always been the Corps Marshal of FRSC which provided quality leadership on road safety improvements in the sub-region.
The achievements of the Corps has been enhanced through interventions by the World Bank in a number of ways:

- Road Safety Management Capacity Review
- Offer of Grants

World Bank Assistance and Intervention
The Review was accomplished in year 2010 and it focused on:

- Result Focus Management Function
- Coordination Management Function
- Legislative Management Function
- Funding & Resource Allocation Management Function
- Monitoring & Evaluation Management Function
- Research & Development and Knowledge Transfer Management Function
The support received has led to the following:

- Safety improvements on 6 Critical Corridors.
- Provision of Life Support Ambulances
- Provision of High Capacity Recovery Vehicles.
- Training of Staff in USA, France, UK
- Six (6) months Capacity Building for FRSC Staff in Nigeria.
- Six (6) months deployment of World Bank Consultant to FRSC.
Nigeria has acceded to six (6) United Nations Conventions on Road Safety. This is to align with global best practice and domesticate the standards.
STRONG CONNECTIONS ACROSS INSTITUTIONS (LOCAL & INTERNATIONAL)

ACCESSION TO UN CONVENTIONS (Cont.)
# Benchmarking Tasks for Achievement Levels & Timelines

<table>
<thead>
<tr>
<th>Year</th>
<th>Indices</th>
<th>Value</th>
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<tbody>
<tr>
<td>2014</td>
<td>TOTAL RTC</td>
<td>10,380</td>
<td>-23.6%</td>
</tr>
<tr>
<td>2015</td>
<td>TOTAL RTC</td>
<td>9,734</td>
<td>-6.22%</td>
</tr>
<tr>
<td>2016</td>
<td>TOTAL RTC</td>
<td>9,694</td>
<td>-0.41%</td>
</tr>
<tr>
<td>2017</td>
<td>TOTAL RTC</td>
<td>9,383</td>
<td>-3.02%</td>
</tr>
<tr>
<td>2018</td>
<td>TOTAL RTC</td>
<td>9,741</td>
<td>+3.82%</td>
</tr>
<tr>
<td>2014</td>
<td>NO.KILLED</td>
<td>5,996</td>
<td>-8.37%</td>
</tr>
<tr>
<td>2015</td>
<td>NO.KILLED</td>
<td>5,440</td>
<td>-9.27%</td>
</tr>
<tr>
<td>2016</td>
<td>NO.KILLED</td>
<td>5,053</td>
<td>-7.11%</td>
</tr>
<tr>
<td>2017</td>
<td>NO. KILLED</td>
<td>5121</td>
<td>+1.34%</td>
</tr>
<tr>
<td>2018</td>
<td>NO. KILLED</td>
<td>5,181</td>
<td>+1.17%</td>
</tr>
</tbody>
</table>
Despite increased population, motorization and attitudinal changes, the trend of fatality has been on the decline.

Source – FRSC
In a drive to continually improve on its services, the FRSC instituted Quality Management Standards (QMS) became an ISO Certified Organization.

The Corps has successfully transited to the latest version of ISO which is **ISO 9001:2015**
Referring to the World Bank recommendations on road safety:

**World Bank guidelines on road safety:**

- Highly complex, multi-sectoral
- Shared responsibilities may be submerged by competing interests
- **Strong leadership required to organize effective results-focus**
- In good practice countries this role is played by a lead governmental agency
The Corps has been quite fortunate in quality leadership since its establishment.

Successive leaders have been dreamers who lived their dreams practically to the fullest such that country road safety has been practiced in line with best global practice in the best adaptive forms.
Government
Political Will
The receptiveness of government to understand in its proper perspective the challenge that road traffic carnage had assumed in the country and the need to establish a country Lead Agency on Road Traffic Administration and Safety management to tackle the menace head-on, in 1988 directly under the Central Government.
The very essence of the establishment of FRSC connotes government’s understanding of the challenges that road traffic crashes and attendant consequences became, thus;
FRSC

a. Sustained interest in road safety and direct budgetary funding for FRSC by the Executive arm of the Central Government.
b. Giving the nation a National Transport Policy in the form of the Nigeria Road Safety Strategy (NRSS)

c. Sustained support by the Judiciary on road safety judicial matters.

d. Sustained support by the Legislature in road safety laws and regulations reforms.
The FRSC practice has been clearly enunciated in this presentation. It is, therefore, recommended that desiring countries, especially in the African region, should latch on the FRSC experience, with adaptations where necessary, to soothe their respective domestic environments thereby enhancing country Road Traffic Administration and Safety Management.
There is also no doubt that continuous building of regional Road Safety blocks and mutual understanding will bring developing nations out of the woods of Road Traffic Crashes and the attendant consequences.
Basically, the firm support of the political leadership for road safety closely linked with quality succession in leadership of the FRSC has made the Corps what it is today. The leadership style of the Corps can be closely linked to the Thomas Juli (2015) submission on the principles for organizational performance which includes leadership mindset entailing long term thinking, understanding and living
organization’s aspirations, robust administrative structure, with each operational Command spread all over the nation issued clear and unambiguous roles and responsibilities to accomplish; commitment and discipline with eyes for details, accountability, transparency, team work, fairness and objectivity; sustained objective self-appraisal and conscious improvement drive, operational stability arising from astute planning that continually engender quality service delivery as well as continuity and sustainability of policies and programmes.
Safety starts with you
Thank you

Call toll free on: 122
0700 - CALL - FRSC
0700 - 2255 - 3772

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