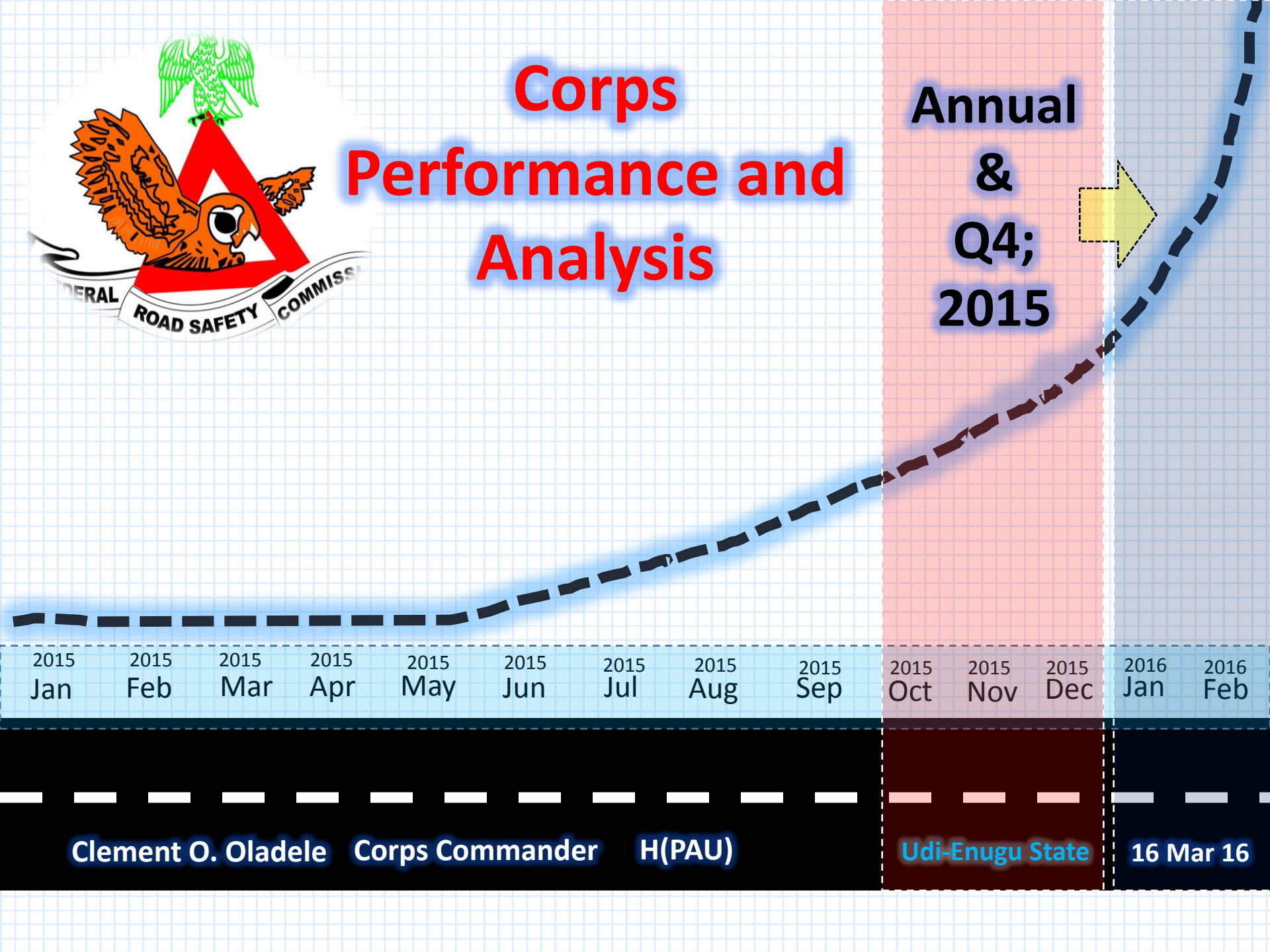




Corps Performance and Analysis

Annual
&
Q4;
2015



Clement O. Oladele Corps Commander H(PAU)

Udi-Enugu State

16 Mar 16

Outline

Introduction

2015 Corporate
Strategic Goal: How
we fared

2015 over 2014:
Q1;Q2;Q3 & Q4 at
a glance

Q4; 2015 in details

Corps Activities and
Analysis:
Q4; 2015

Insight into January
and February 2016
Road Traffic
Trending : The
needful?

2016 Corporate
Strategic Goal

Recommendations
& Conclusion

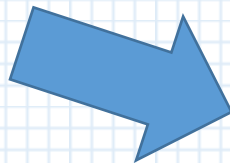


Thank
you

The year 2015 witnessed some serious resource challenges in virtually all quarters which ordinarily were inimical to realizing any of the set goals.

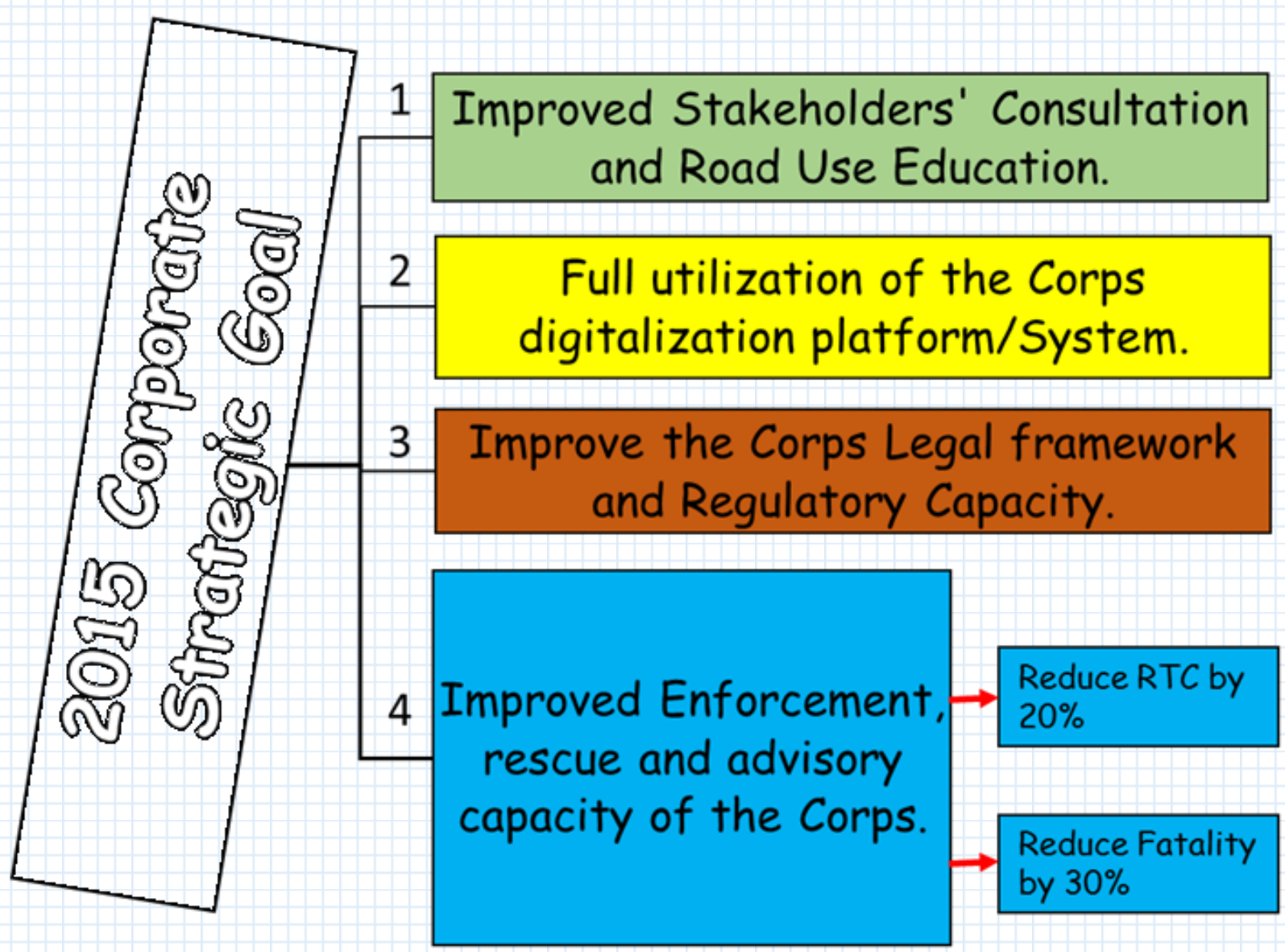


The engagement of relevant stakeholders was a 'round peg' in a 'round hole' as cooperation on enforcement towards the third quarter of the year paid off.



Fortunately, by contrivance and advanced planning skills, the Corps was able to stay focused on its intentions to make Nigerians roads safer, at least, an improvement over the 2014 records




2015 Strategic Goal: How were fared



2015 Strategic Goal: How were fared...1

S/N	Goal #	Specifics	Comments	Remark
1	Goal 1	Improved Stakeholders' Consultation and Road Use Education	The year witnessed an unprecedented advocacy and stakeholder engagement in FRSC history aimed at bringing on board relevant players to the same view point of FRSC.	
2	Goal 2	Full Utilization of the Corps' Digital Platform/System	The e-applications of FRSC were streamlined. Massive participation in the e-Apers was observed. Electronic mailings improved (e.g ;PSS statements)	
3	Goal 3	Improve the Corps Legal Framework and Regulatory Capacity	Regulatory reforms embarked upon in 2014 were sustained. Necessary efforts to the 8 th National Assembly were made to accelerate passage of needed amendments to FRSC Estb. Act & gazetting of NRTR.	
4	Goal 4	Improved Enforcement, Rescue and Advisory Capacity of the Corps	Perhaps the most appreciated indicator of FRSC's role in the country recorded <u>6.2% reduction in total RTCs and 9.2% reduction in fatality</u> over 2014	

Road Traffic Crashes: An Over view- Annual values and trends

Year	Indices	Value	% change on previous year	Remark
2015	TOTAL RTC	9,734	-6.22%	
2014	TOTAL RTC	10,380	-23.6%	
2013	TOTAL RTC	13,583	+2.4%	
2015	NO.KILLED	5,440	-9.27%	
2014	NO.KILLED	5,996	-8.37%	
2013	NO.KILLED	6,544	+7.42%	
2015	NO. INJURED	30,478	- 4.94%	
2014	NO. INJURED	32,063	-19.66%	
2013	NO. INJURED	40,057	+1.80%	

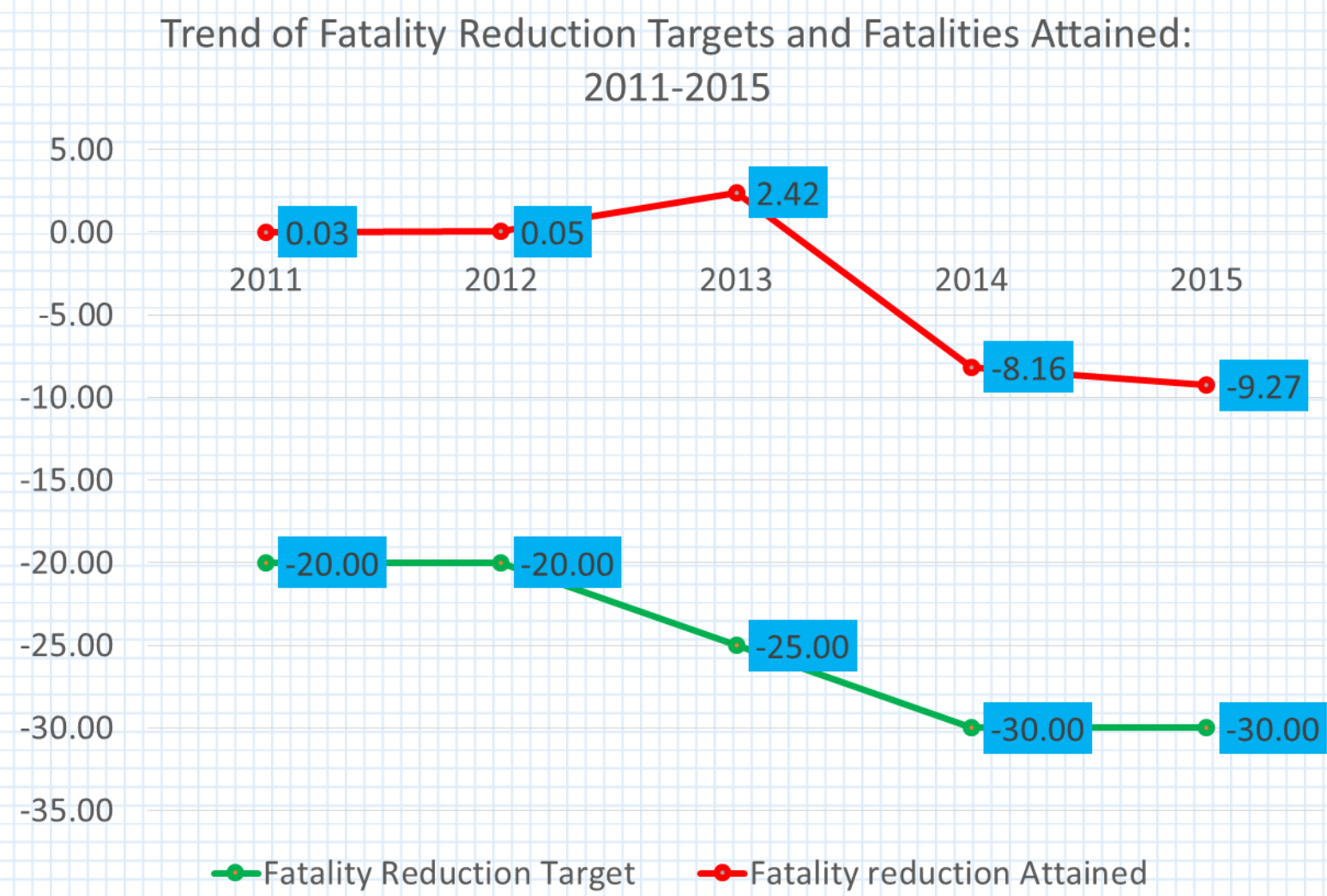
General Overview: Road Safety Performance

Past investment efforts of the Corps is beginning to take effect especially from year 2014.

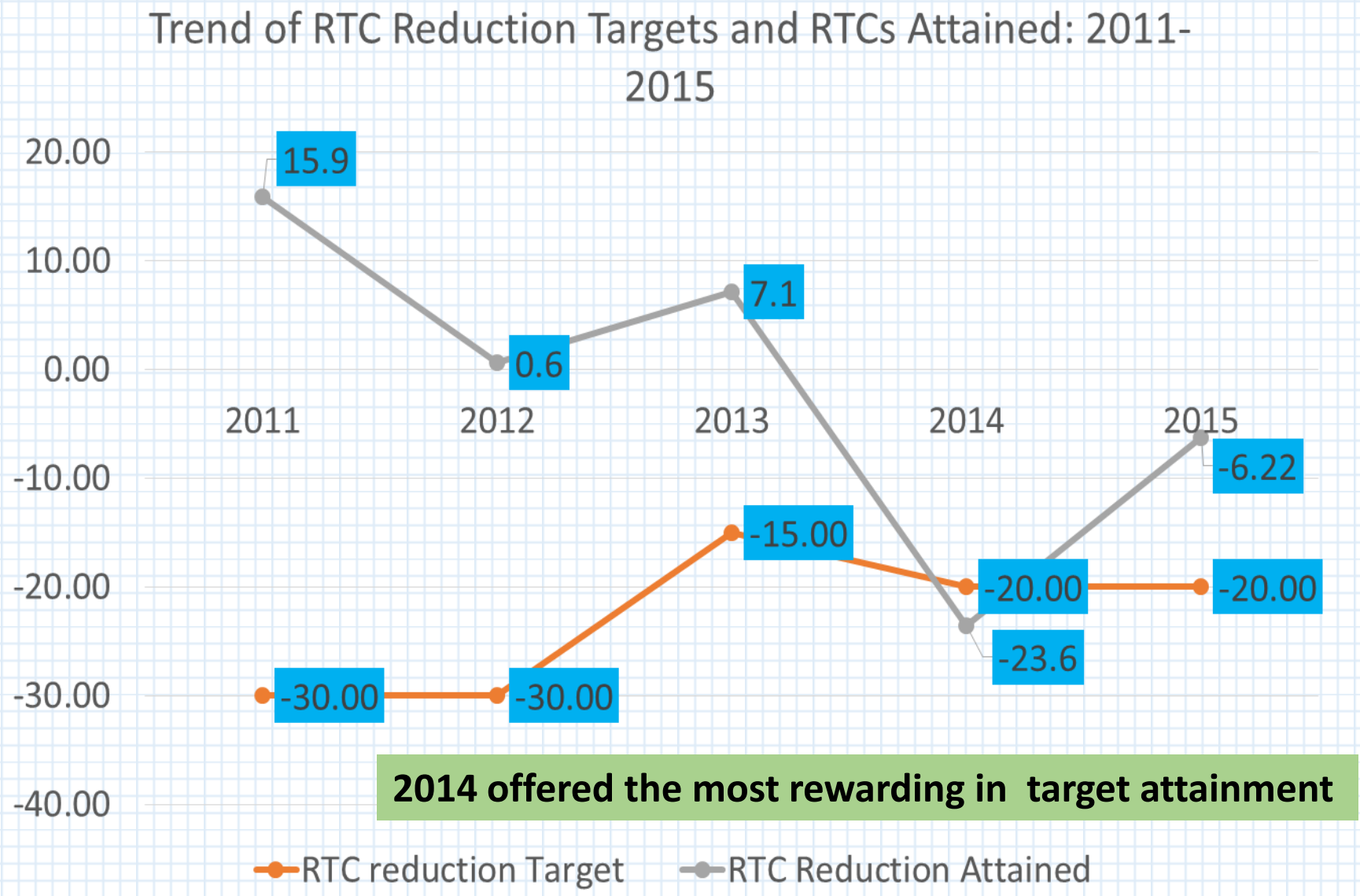


Year	No. of Cmds	Manpower	Patrol Vehicle	Patrol Bikes	Tow Trucks	Total Fatality	Total RTC	Fatality Reduction Target	RTC reduction Target	Fatality reduction Attained	RTC Reduction Attained
2011	121	12,342	635	297	28	6,054	13,196	-20.00	-30.00	0.03	15.9
2012	175	15,354	473	275	18	6,092	13,262	-20.00	-30.00	0.05	0.6
2013	182	18,098	467	285	21	6,523	13,583	-25.00	-15.00	7.42	2.4
2014	201	18,852	484	293	22	5,991	10,380	-30.00	-20.00	- 8.37	- 23.6
2015	205	20,899	482	293	23	5,044	9,734	-30.00	-20.00	- 9.27	- 6.22

General Overview: Trend of fatality set targets and attained (2011 -2015)

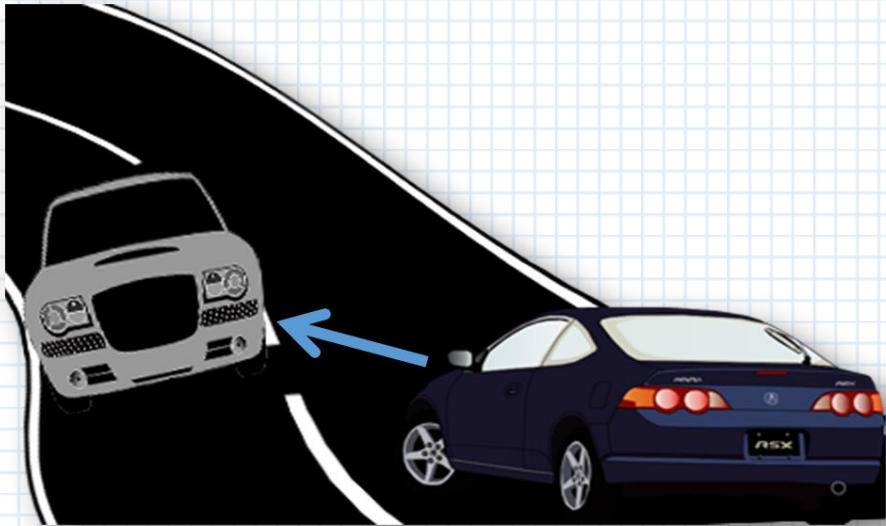


General Overview: Trend of fatality set targets and attained (2011 -2015) II

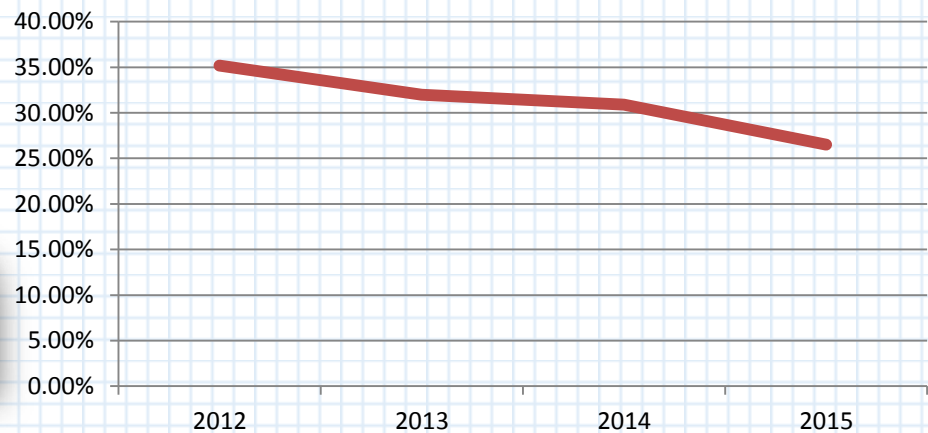


Road Traffic Crashes: An Over view- Speed and its contribution to RTC

Speed related crashes have been trending down from 2012-2015. unfortunately, crashes linked to Loss of Control (LoC) has been rising from 17.5% in 2012 to 22.9% in 2015



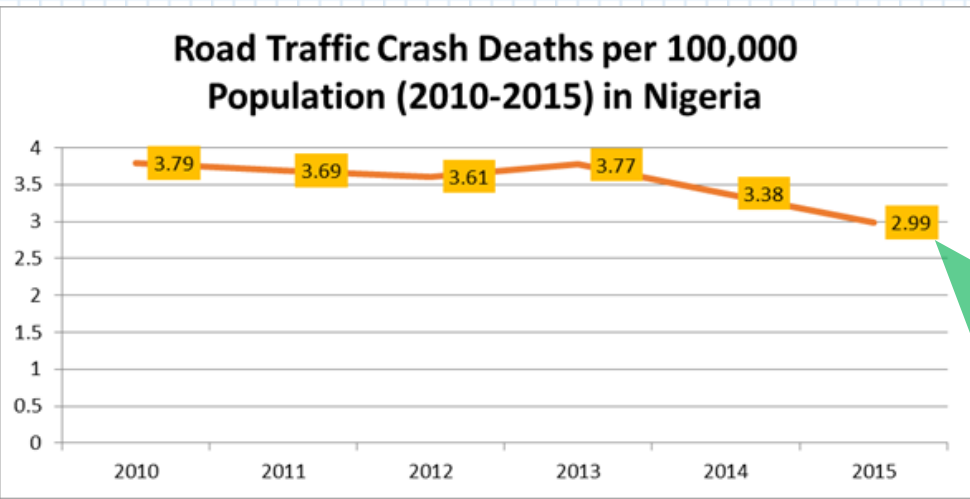
TREND OF SPEED VIOLATION AS A PROBOABLE CAUSES OF RTC: 2012-2015



YEAR/MOST PROBABLE CAUSE OF RTC	2012	2013	2014	2015
SPEED VIOLATION	35.2%	32.0%	30.9%	26.5%
LOSS OF CONTROL	17.5%	17.1%	20.8%	22.9%
DANGEROUS DRIVING	16.2%	12.1%	11.0%	9.4%

Road Traffic Crashes: An Over view- Fatality per 100,000 human population in Nigeria

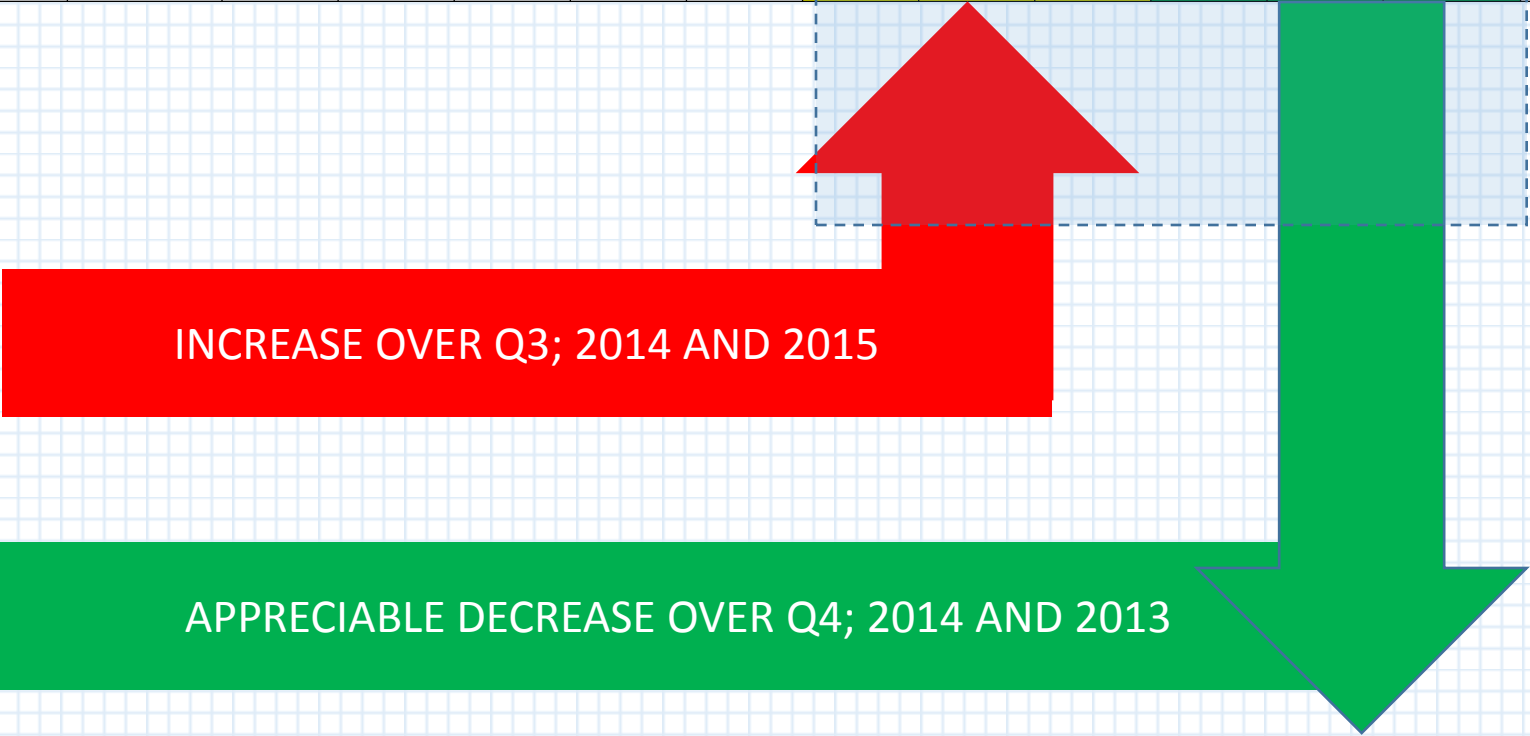
Year	2010	2011	2012	2013	2014	2015
Population (million)-Nigeria	159.7	164.2	168.8	173.6	177.5	181.6
Fatalities/ persons killed	6,052	6,054	6,092	6,544	5,996	5,440
Injury crashes / Total Crashes	11,385	13,196	13,262	13,583	10,380	9,734
Deaths per 100,000 population	3.79	3.69	3.61	3.77	3.38	2.99



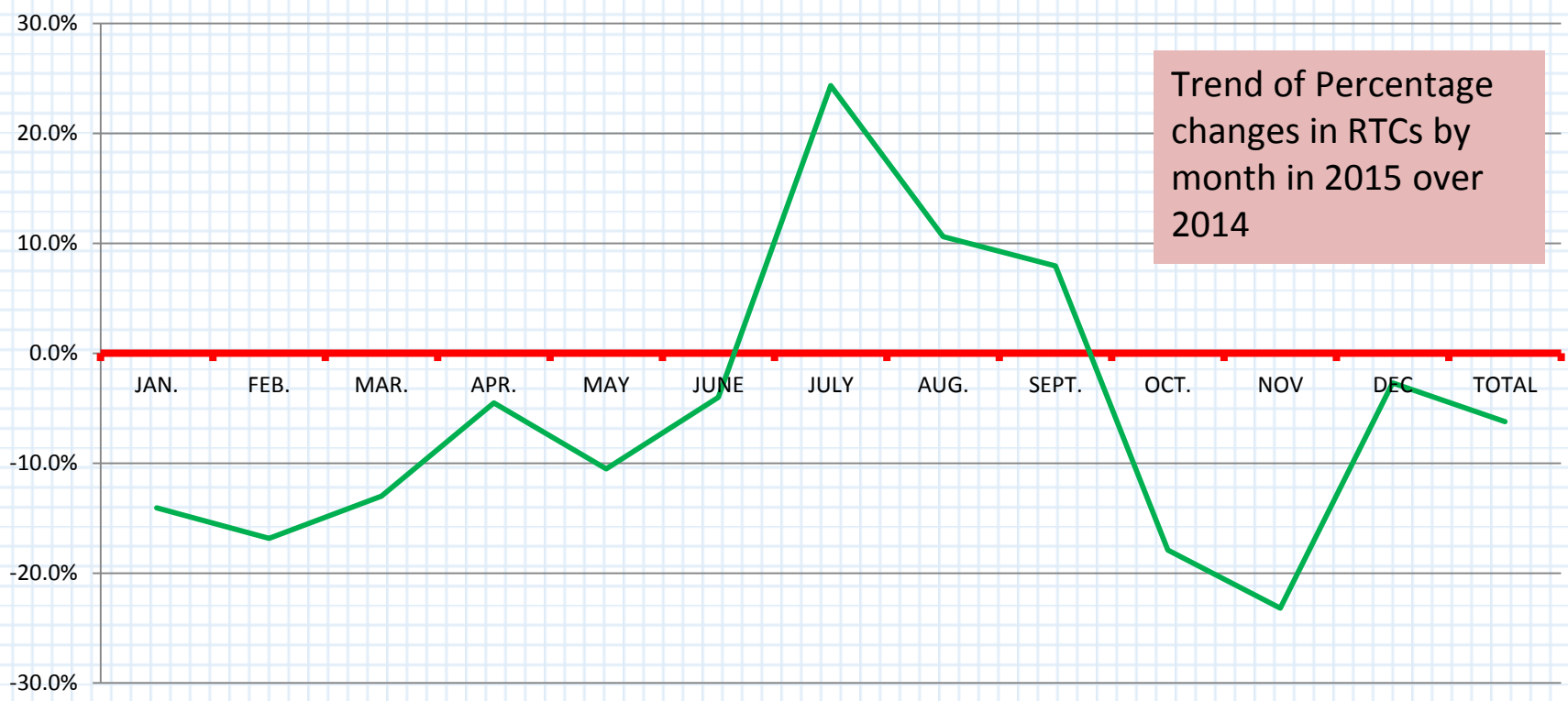
Despite consistent increase in population growth, Nigeria’s road fatality per 100,000 human population continues to decline indicating signs of progress in road safety despite the odds

2015 over 2014 : Q1;Q2;Q3 and Q4 at a glance

YEAR / MONTH	NUMBER OF ROAD CRASHES												
	MONTH												TOTAL
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV	DEC	
2013	1406	1183	1297	1311	1079	1018	1123	1061	937	985	966	1217	13,583
2014	1059	909	939	952	837	772	702	754	817	888	828	923	10,380
2015	910	756	817	909	749	741	873	834	882	729	636	898	9,734
DIFFERENCE (2015-2014)	-149	-153	-122	-43	-88	-31	171	80	65	-159	-192	-25	-646
% CHANGE 2015 Over 2014	-14.1%	-16.8%	-13.0%	-4.5%	-10.5%	-4.0%	24.4%	10.6%	8.0%	-17.9%	-23.2%	-2.7%	-6.2%



2015 over 2014 : Q1;Q2;Q3 and Q4 at a glance



Trend of Percentage changes in RTCs by month in 2015 over 2014

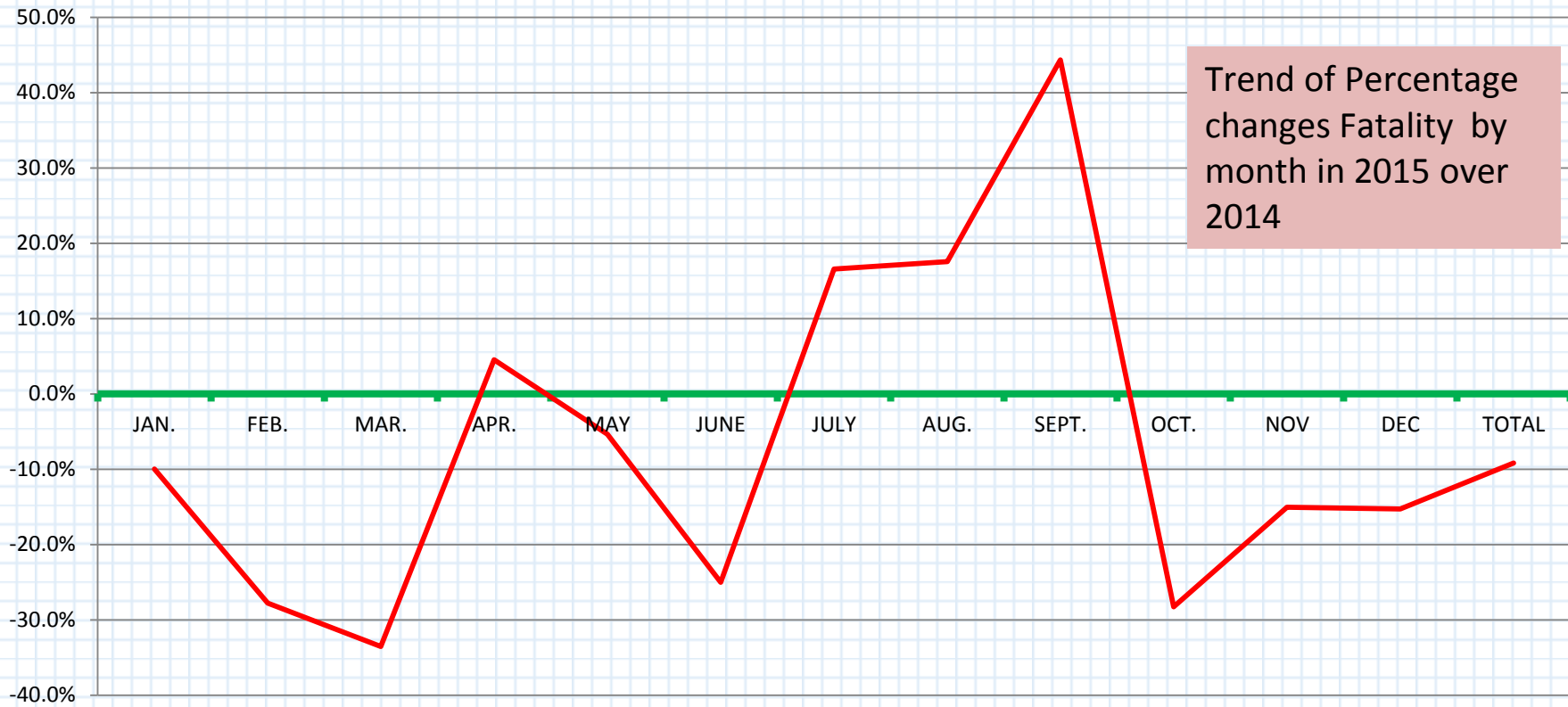
2015 over 2014 : Q1;Q2;Q3 and Q4 at a glance

YEAR/MONTH	NUMBER OF PERSONS KILLED												
	MONTH												TOTAL
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV	DEC	
2013	630	490	608	600	442	457	508	566	492	539	464	727	6523
2014	651	547	650	485	449	472	392	399	379	467	472	628	5991
2015	586	395	432	507	425	354	457	469	547	335	401	532	5,440
DIFFERENCE (2015-2014)	-65	-152	-218	22	-24	-118	65	70	168	-132	-71	-96	-551
% CHANGE 2015 Over 2014	-10.0%	-27.8%	-33.5%	4.5%	-5.3%	-25.0%	16.6%	17.5%	44.3%	-28.3%	-15.0%	-15.3%	-9.2%

INCREASE OVER Q3; 2014 AND 2015

APPRECIABLE DECREASE OVER Q4; 2014 AND 2013

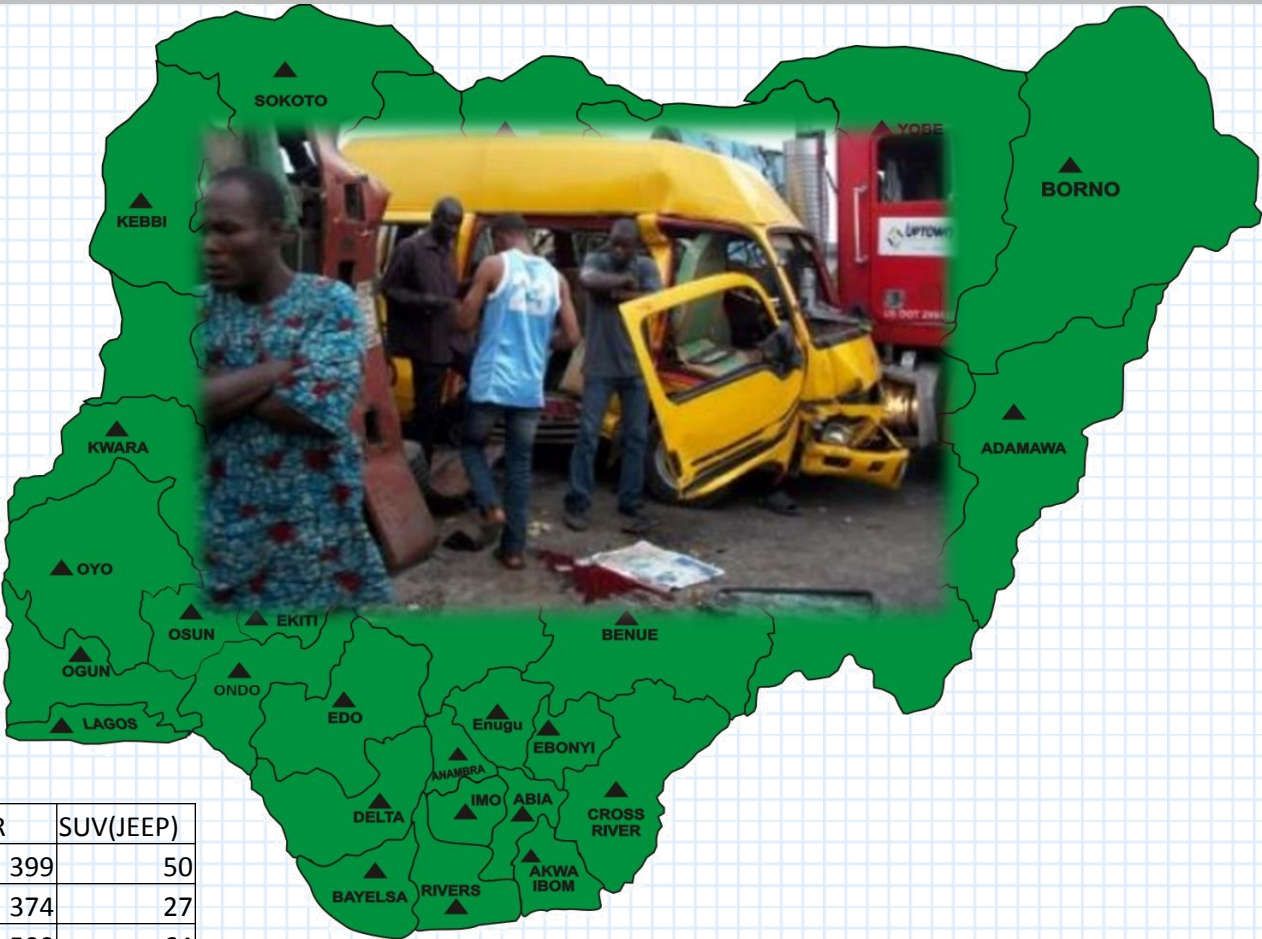
2015 over 2014 : Q1;Q2;Q3 and Q4 at a glance



Trend of Percentage changes Fatality by month in 2015 over 2014

Q4; 2015 in details: States and the FCT: Summary (October-December)

A total of 3715 vehicles were involved in 2,263 Traffic Crashes leading to the death of 1268 persons in Q4. cars and motorcycles accounted for 34.27% and 20.48% of these crashes respectively

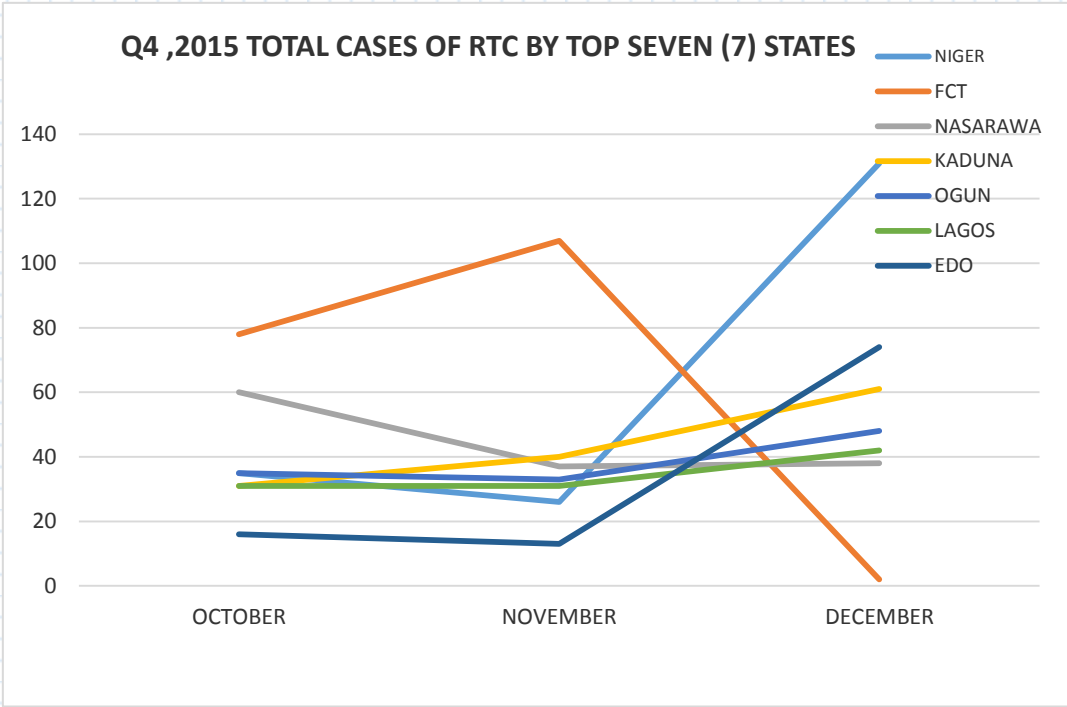


STATE	BICYCLE	MOTORCYCLE	TRICYCLE	CAR	SUV(JEEP)
OCTOBER	4	284	48	399	50
NOVEMBER	1	229	27	374	27
DECEMBER	2	248	28	500	64
TOTAL	7	761	103	1273	141
%	0.19%	20.48%	2.77%	34.27%	3.80%

VAN	MINIBUS	LUXURY BUS	PICK-UP	TRUCK	TANKER	TRAILER	OTHERS	TOTAL
2	198	3	33	111	22	59	14	1227
1	185	6	31	117	21	63	5	1087
5	275	11	47	126	46	45	4	1401
8	658	20	111	354	89	167	23	3715
0.22%	17.71%	0.54%	2.99%	9.53%	2.40%	4.50%	0.62%	100.00%

Q4; 2015 in details: States Analysis of Total Road Traffic Crashes

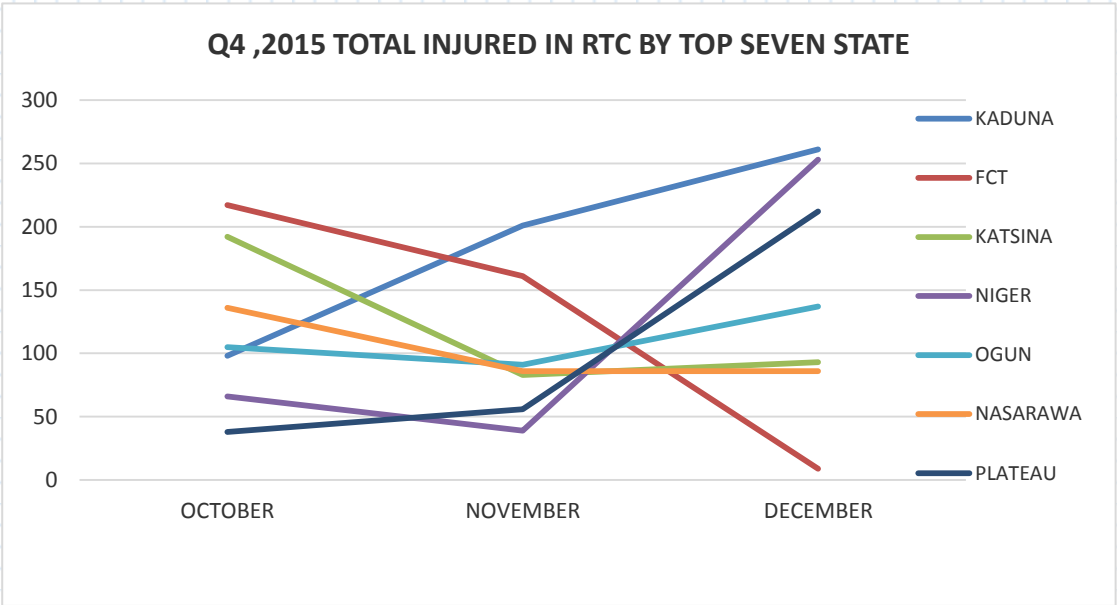
STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
NIGER	35	26	131	192
FCT	78	107	2	187
NASARAWA	60	37	38	135
KADUNA	31	40	61	132
OGUN	35	33	48	116
LAGOS	31	31	42	104
EDO	16	13	74	103
KATSINA	52	19	18	89
PLATEAU	17	17	49	83
BENUE	37	18	25	80
EBONYI	23	19	30	72
GOMBE	18	22	27	67
ENUGU	9	22	33	64
DELTA	16	10	36	62
KANO	19	15	21	55
OYO	27	15	12	54
OSUN	20	20	12	52
KWARA	6	16	28	50
ABIA	7	5	37	49
ONDO	15	13	21	49
KOGI	25	17	5	47
ANAMBRA	20	9	15	44
BAUCHI	9	16	18	43
ADAMAWA	14	15	10	39
ZAMFARA	17	14	8	39
IMO	16	10	7	33
JIGAWA	10	8	14	32
EKITI	8	3	18	29
CROSS RIVER	16	7	5	28
KEBBI	7	5	16	28
TARABA	6	6	12	24
SOKOTO	5	11	8	24
RIVERS	2	3	18	23
BAYELSA	14	4	3	21
AKWA-IBOM	3	1	15	19
YOBE	4	8	3	15
BORNO	1	1	1	3



Edo and Niger States were observed to have recorded sharp increases in the total number of road crashes between November and December, 2015. In the FCT, the reverse occurred for the same period.

Q4; 2015 in details: States Analysis of Injuries

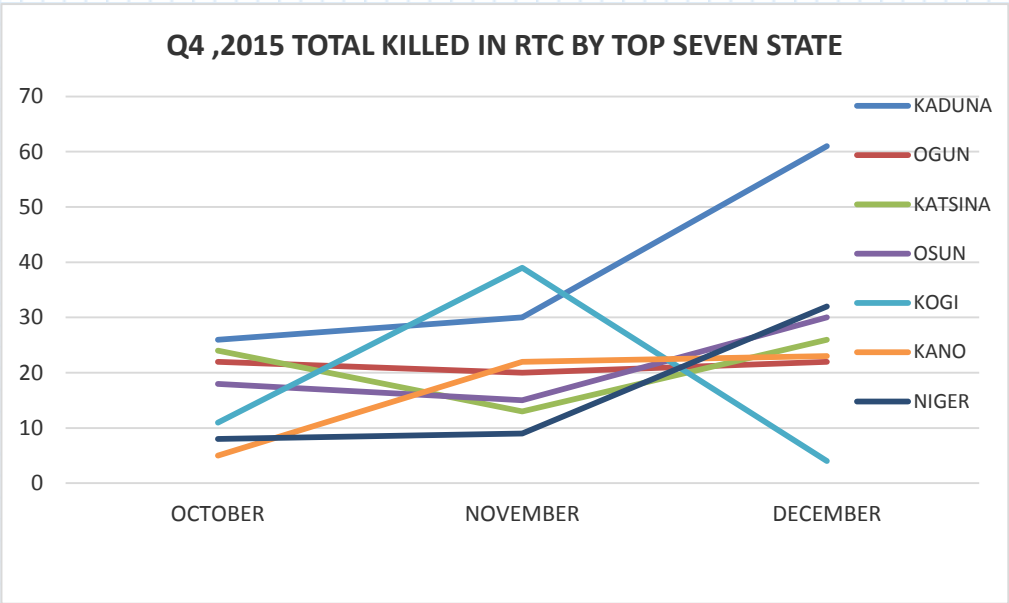
STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
KADUNA	98	201	261	560
FCT	217	161	9	387
KATSINA	192	83	93	368
NIGER	66	39	253	358
OGUN	105	91	137	333
NASARAWA	136	86	86	308
PLATEAU	38	56	212	306
EDO	50	61	193	304
BENUE	94	46	136	276
GOMBE	89	57	113	259
BAUCHI	60	74	107	241
ENUGU	27	95	113	235
KOGI	81	119	22	222
DELTA	50	29	137	216
KANO	38	35	129	202
EBONYI	48	62	79	189
LAGOS	49	64	72	185
OYO	72	92	21	185
ZAMFARA	78	57	48	183
KWARA	25	47	106	178
JIGAWA	31	54	75	160
ONDO	36	41	78	155
ANAMBRA	79	28	47	154
OSUN	54	46	53	153
IMO	47	47	31	125
ABIA	26	18	74	118
ADAMAWA	33	33	48	114
EKITI	24	15	65	104
CROSS RIVER	79	7	12	98
YOBE	13	52	15	80
KEBBI	34	9	36	79
TARABA	8	15	51	74
RIVERS	10	13	46	69
SOKOTO	8	36	17	61
AKWA-IBOM	2	3	42	47
BAYELSA	32	4	8	44
BORNO	1	16	1	18



Niger, Plateau States were observed to have recorded sharp increases in the total number of persons injured between November and December, 2015. In Kaduna, the trend has been on the increase before October and continued throughout the Q4

Q4; 2015 in details: States Analysis of Persons Killed in Road Crashes

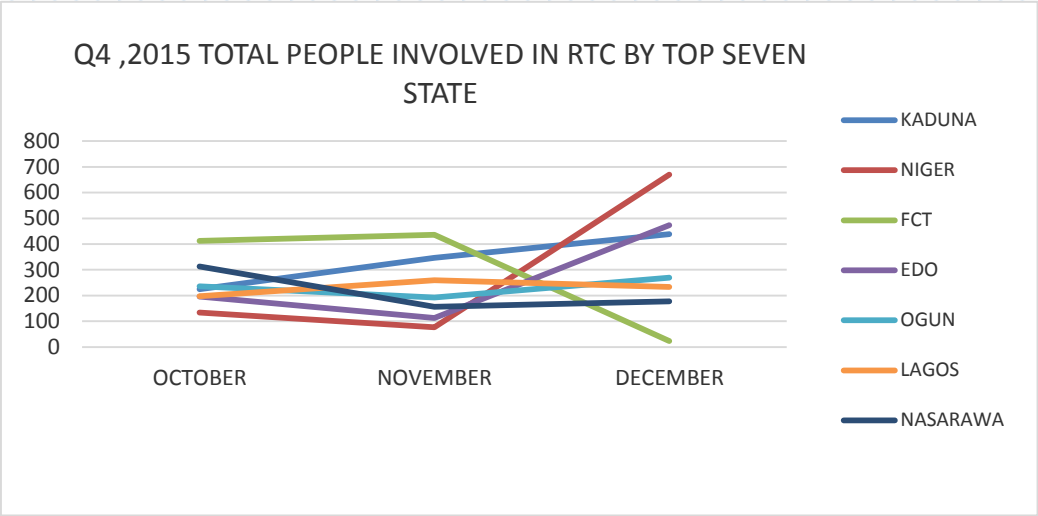
STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
KADUNA	26	30	61	117
OGUN	22	20	22	64
KATSINA	24	13	26	63
OSUN	18	15	30	63
KOGI	11	39	4	54
KANO	5	22	23	50
NIGER	8	9	32	49
ANAMBRA	24	10	13	47
EDO	4	13	28	45
ONDO	11	13	19	43
DELTA	8	15	18	41
EKITI	6	1	33	40
ENUGU	1	13	26	40
EBONYI	12	22	6	40
FCT	24	14	0	38
OYO	10	14	13	37
PLATEAU	4	12	20	36
BENUE	17	11	7	35
NASARAWA	16	5	13	34
ADAMAWA	14	12	6	32
GOMBE	11	7	14	32
BAUCHI	8	13	11	32
JIGAWA	2	12	14	28
ZAMFARA	9	16	3	28
LAGOS	7	4	15	26
BAYELSA	6	0	18	24
ABIA	0	2	21	23
KWARA	0	9	13	22
KEBBI	10	9	3	22
RIVERS	1	1	14	16
IMO	7	4	5	16
CROSS RIVER	4	10	1	15
SOKOTO	0	7	6	13
AKWA-IBOM	3	1	5	9
YOBE	1	3	0	4
TARABA	1	0	0	1
BORNO	0	0	0	0



Niger and Kaduna States were observed to have had a rise in the number of persons killed between November and December, 2015. Kogi State witness a sharp decline between November and December, 2015

Q4; 2015 in details: States Analysis of Persons Involved in Road Crashes

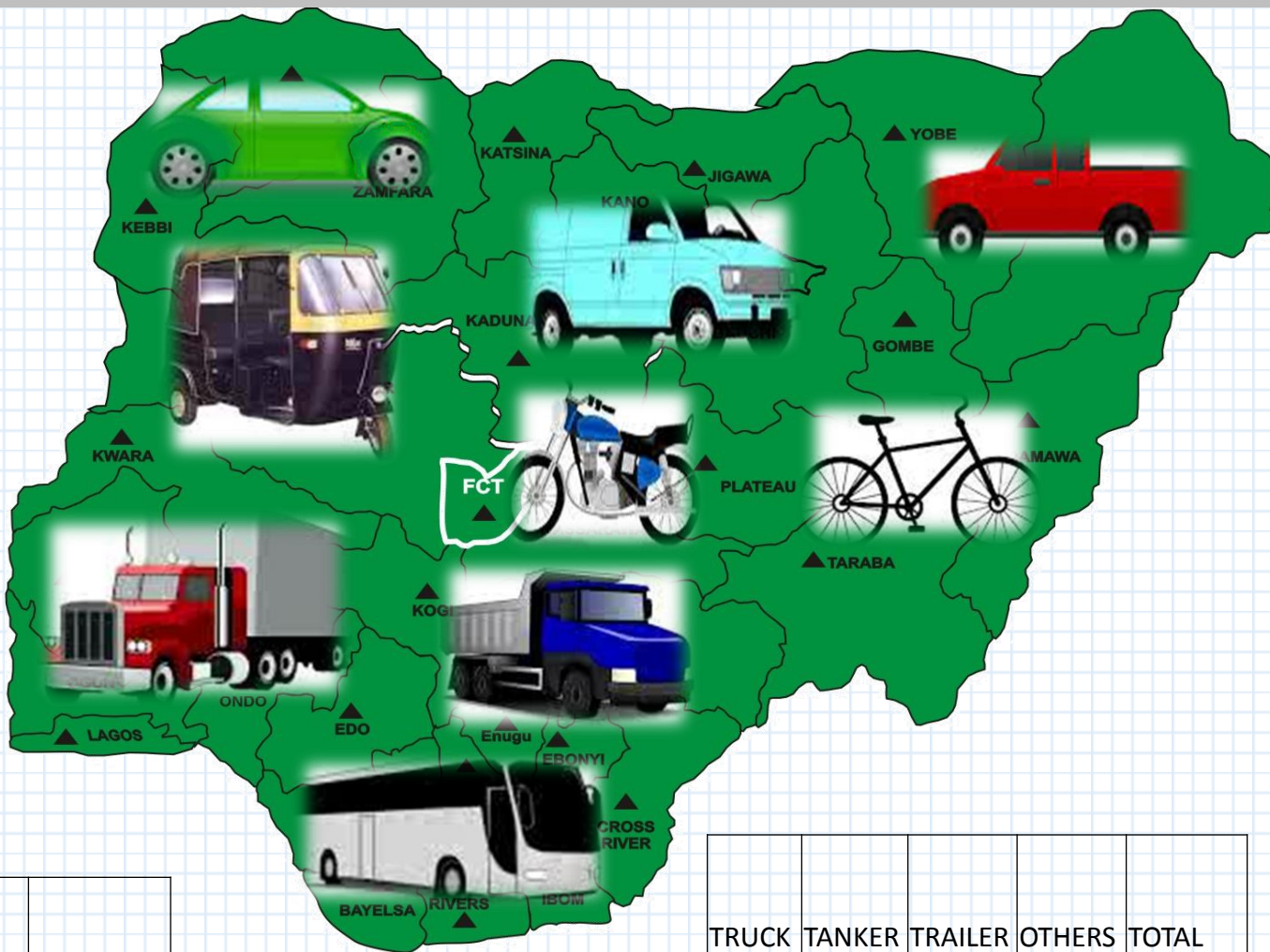
STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
KADUNA	225	346	439	1010
NIGER	134	77	670	881
FCT	413	436	24	873
EDO	196	113	473	782
OGUN	236	192	270	698
LAGOS	197	259	233	689
NASARAWA	313	156	178	647
KATSINA	295	141	144	580
DELTA	108	85	362	555
ENUGU	57	215	265	537
EBONYI	173	110	222	505
PLATEAU	79	126	283	488
OYO	240	165	59	464
BENUE	144	79	236	459
OSUN	142	171	126	439
GOMBE	158	111	158	427
ONDO	96	117	212	425
KOGI	155	215	34	404
ANAMBRA	195	78	123	396
KANO	86	104	200	390
BAUCHI	88	121	171	380
KWARA	49	94	184	327
ZAMFARA	112	117	78	307
ABIA	69	46	181	296
IMO	83	102	76	261
EKITI	49	31	165	245
JIGAWA	54	81	108	243
ADAMAWA	65	67	70	202
RIVERS	23	21	131	175
CROSS RIVER	104	27	42	173
SOKOTO	15	56	95	166
BAYELSA	93	6	47	146
YOBE	19	85	34	138
KEBBI	45	19	57	121
AKWA-IBOM	22	5	82	109
TARABA	31	22	55	108
BORNO	1	16	2	19



Niger and Kaduna States were observed to have had a rise in the number of persons killed between November and December, 2015. Kogi State witness a sharp decline between November and December, 2015

Q4; 2015 in details: States in Nigeria and the FCT-vehicular involvement: October

A total of 1,227 vehicles were involved in 729 Traffic Crashes leading to the death of 335 persons in Nigeria in October. cars and motorcycles accounted for 32.52% and 23.15% of these crashes respectively



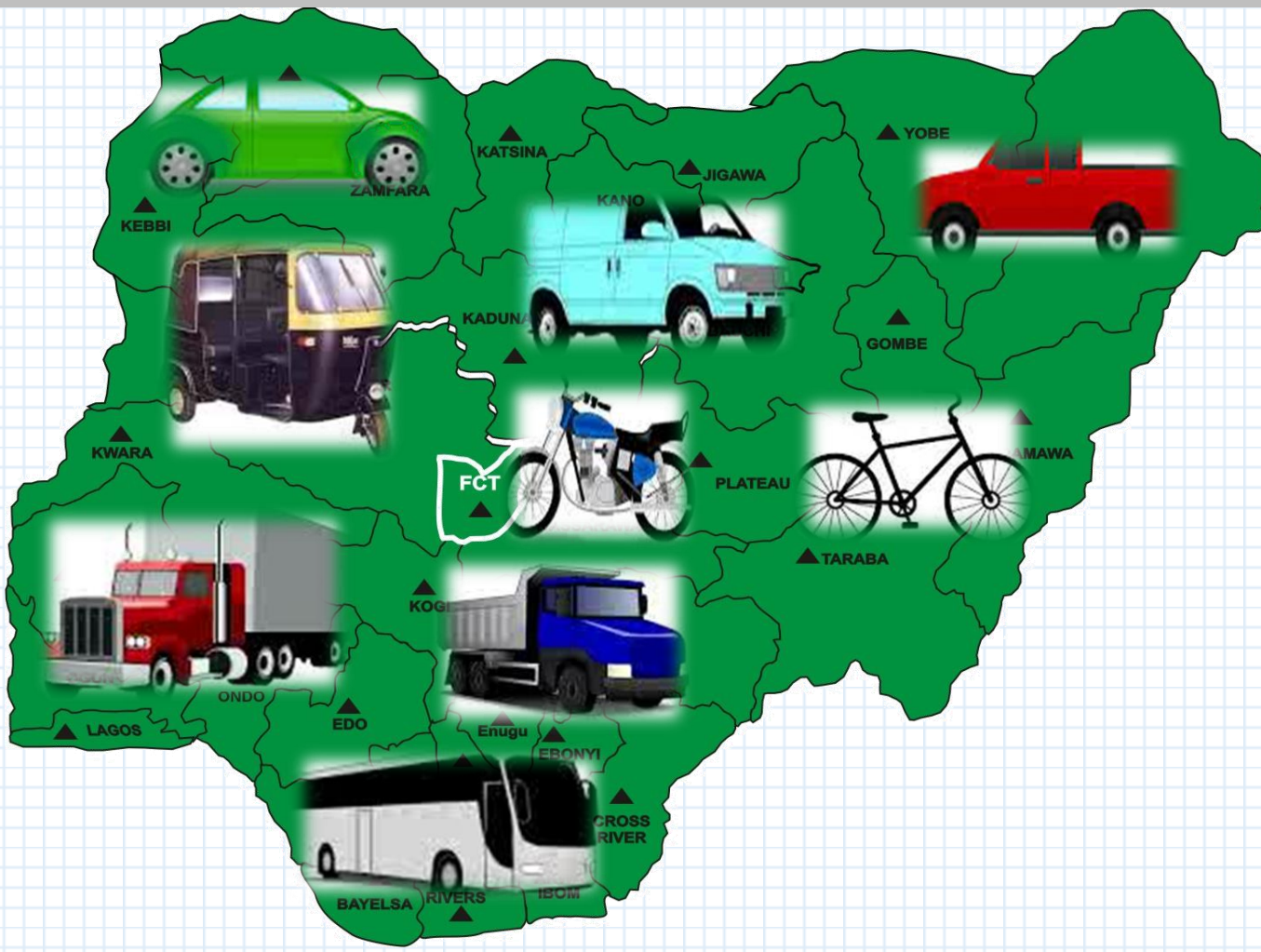
BICYCLE	MOTORCYCLE	TRICYCLE	CAR	SUV(JEEP)
0.33%	23.15%	3.91%	32.52%	4.07%

VAN	MINIBUS	LUXURY BUS	PICKOUP
0.16%	16.14%	0.24%	2.69%

TRUCK	TANKER	TRAILER	OTHERS	TOTAL
9.05%	1.79%	4.81%	1.14%	100.00%

Q4; 2015 in details: States in Nigeria and the FCT-vehicular involvement-November

A total of 1,087 vehicles were involved in 636 Traffic Crashes leading to the death of 401 persons in November. cars and motorcycles accounted for 34.41% and 23.15% of the crashes respectively

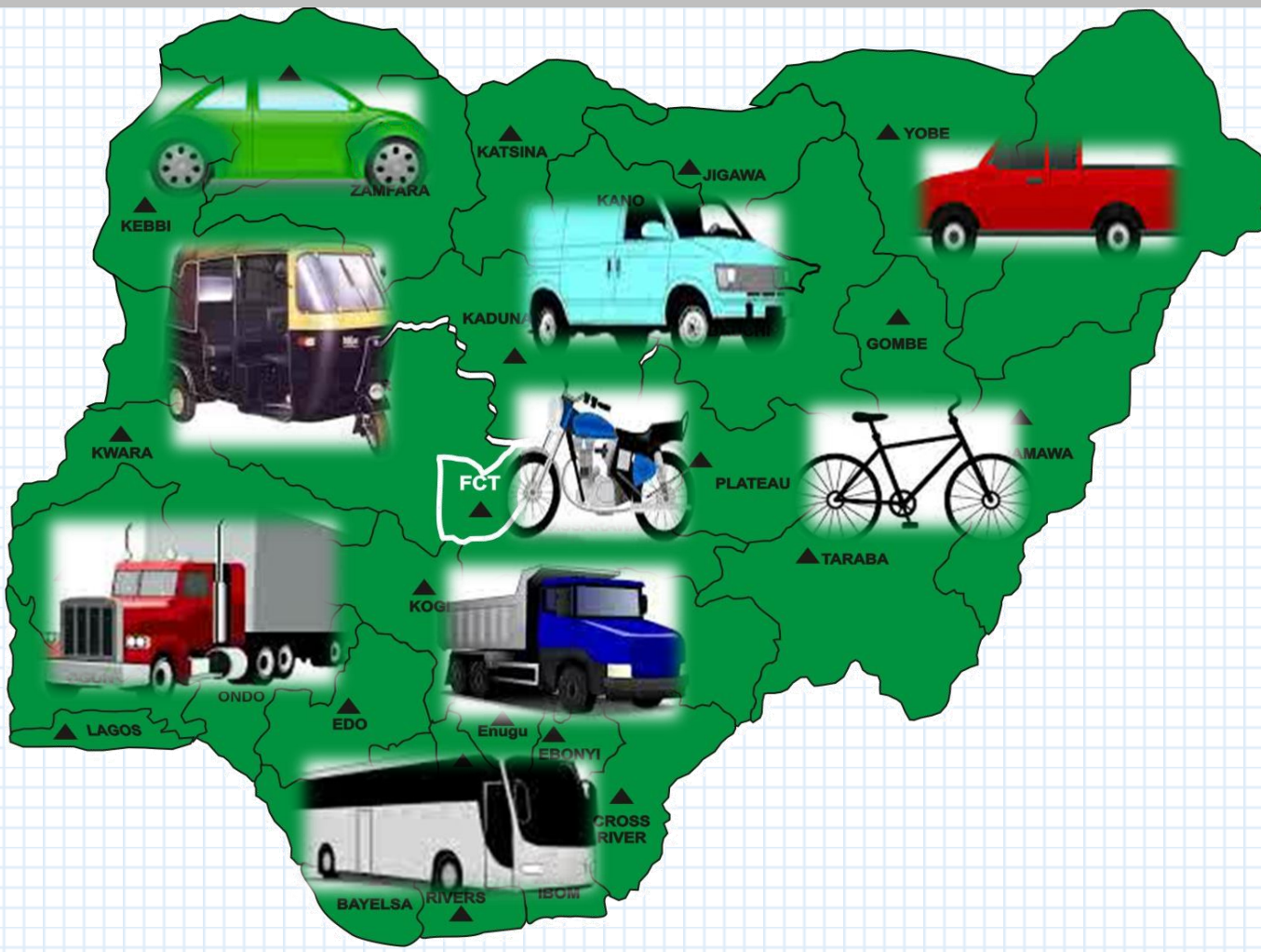


BICYCLE	MOTORCYCLE	TRICYCLE	CAR	SUV(JEEP)	VAN	MINIBUS
0.09%	21.07%	2.48%	34.41%	2.48%	0.09%	17.02%

LUXURY BUS	PICKOUP	TRUCK	TANKER	TRAILER	OTHERS	TOTAL
0.55%	2.85%	10.76%	1.93%	5.80%	0.46%	100.00%

Q4; 2015 in details: States in Nigeria and the FCT-vehicular involvement-December

A total of 1,401 vehicles were involved in 898 Traffic Crashes leading to the death of 532 persons in December. cars and motorcycles accounted for 35.69% and 17.70% of these crashes respectively



BICYCLE	MOTORCYCLE	TRICYCLE	CAR	SUV(JEEP)	VAN	MINIBUS
0.14%	17.70%	2.00%	35.69%	4.57%	0.36%	19.63%

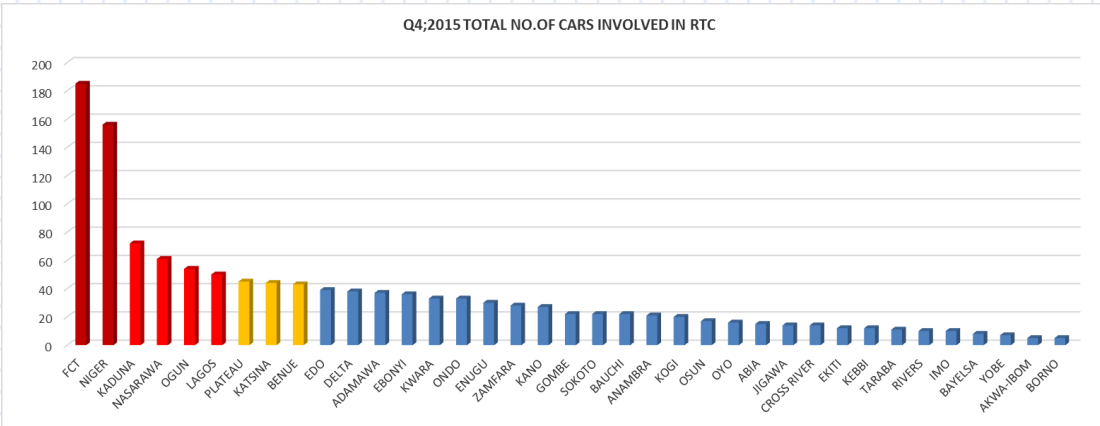
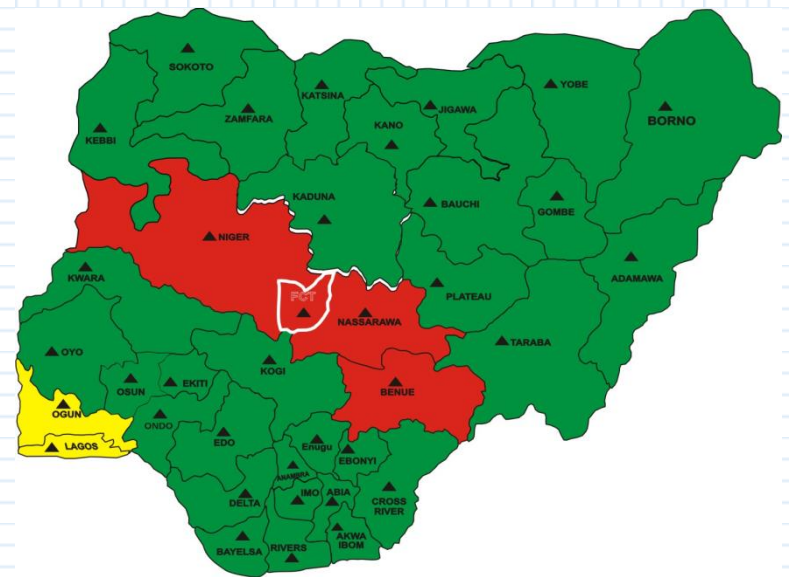
LUXURY BUS	PICKOUP	TRUCK	TANKER	TRAILER	OTHERS	TOTAL
0.79%	3.35%	8.99%	3.28%	3.21%	0.29%	100.00%

Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Car

STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
FCT	72	112	1	185
NIGER	18	9	129	156
KADUNA	17	22	33	72
NASARAWA	28	16	17	61
OGUN	17	16	21	54
LAGOS	13	14	23	50
PLATEAU	13	10	22	45
KATSINA	25	13	6	44
BENUE	19	8	16	43
EDO	6	3	30	39
DELTA	10	7	21	38
ADAMAWA	12	16	9	37
EBONYI	6	6	24	36
KWARA	4	9	20	33
ONDO	16	6	11	33
ENUGU	6	9	15	30
ZAMFARA	19	7	2	28
KANO	5	7	15	27
GOMBE	7	7	8	22
SOKOTO	2	13	7	22
BAUCHI	4	11	7	22
ANAMBRA	8	6	7	21
KOGI	11	8	1	20
OSUN	8	5	4	17
OYO	5	9	2	16
ABIA	4	2	9	15
JIGAWA	5	3	6	14
CROSS RIVER	13	1	0	14
EKITI	4	3	5	12
KEBBI	3	2	7	12
TARABA	2	4	5	11
RIVERS	1	1	8	10
IMO	5	1	4	10
BAYELSA	7	1	0	8
YOBE	2	4	1	7
AKWA-IBOM	1	1	3	5
BORNO	1	2	2	5

37.21% of cars involved in RTCs were from FCT, Nasarawa, Niger and Benue States

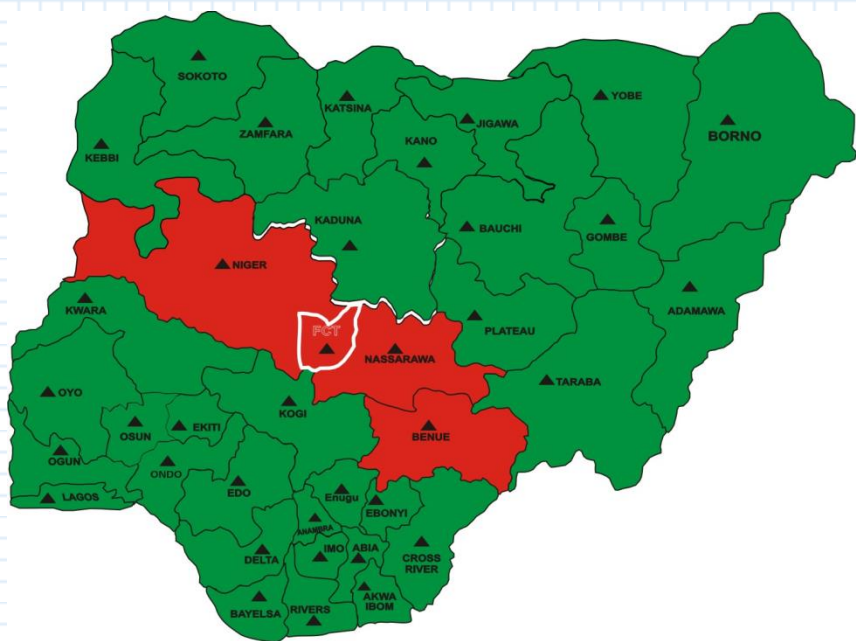
8.16 % of cars involved in RTCs were from Lagos and Ogun States



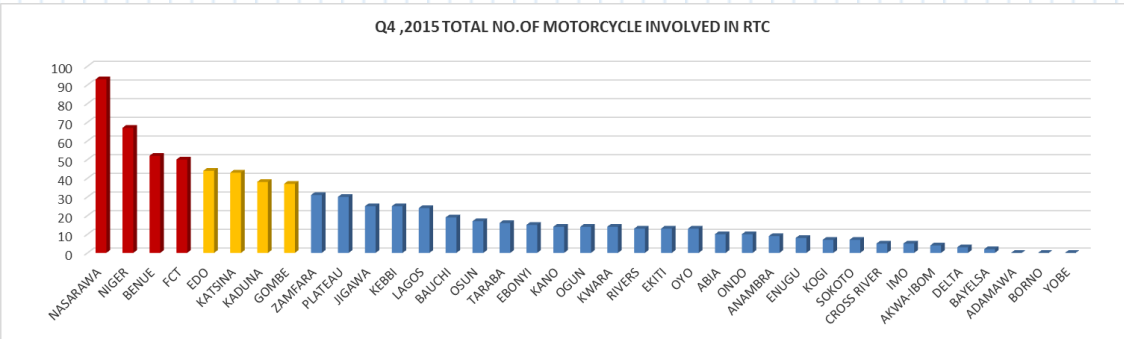
Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Motorcycles

STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
NASARAWA	51	19	23	93
NIGER	22	21	24	67
BENUE	32	16	4	52
FCT	16	34	0	50
EDO	3	0	41	44
KATSINA	33	5	5	43
KADUNA	8	12	18	38
GOMBE	9	17	11	37
ZAMFARA	11	13	7	31
PLATEAU	1	8	21	30
JIGAWA	10	9	6	25
KEBBI	7	4	14	25
LAGOS	12	3	9	24
BAUCHI	6	10	3	19
OSUN	7	4	6	17
TARABA	2	4	10	16
EBONYI	7	7	1	15
KANO	7	4	3	14
OGUN	3	6	5	14
KWARA	2	5	7	14
RIVERS	1	1	11	13
EKITI	3	1	9	13
OYO	8	2	3	13
ABIA	0	1	9	10
ONDO	4	6	0	10
ANAMBRA	5	0	4	9
ENUGU	1	2	5	8
KOGI	2	3	2	7
SOKOTO	3	4	0	7
CROSS RIVER	2	1	2	5
IMO	2	3	0	5
AKWA-IBOM	3	1	0	4
DELTA	1	1	1	3
BAYELSA	0	2	0	2
ADAMAWA	0	0	0	0
BORNO	0	0	0	0
YOBE	0	0	0	0

One-third (33.72%) of all motorcycles crashes in the country were from FCT, Niger, Nasarawa and Benue States



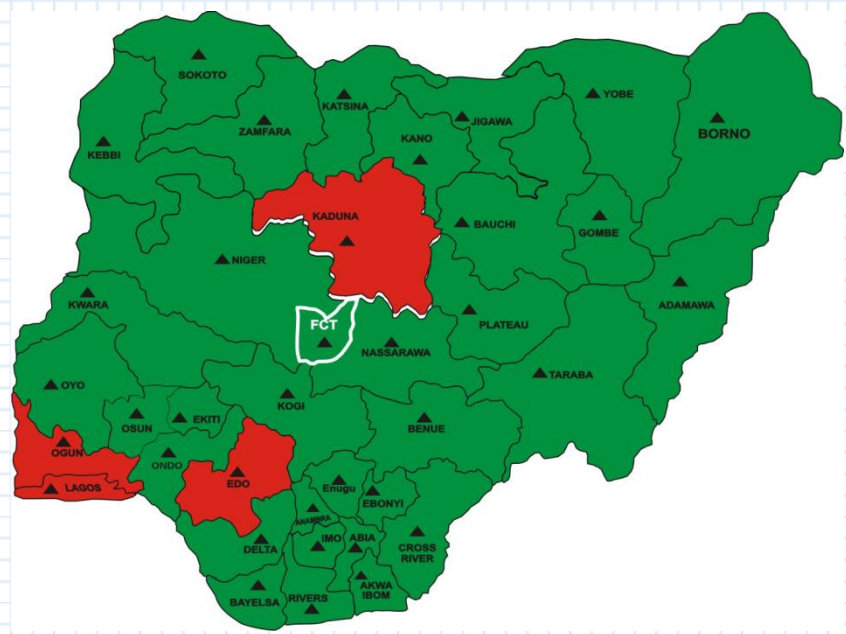
Even though motorcycles have been prescribed in the FCT, the crashes recorded were mainly from the satellite towns like Gwagwalada, Kuje, Kubwa and most especially Nyanya. Those recorded in Nasarawa State were mainly in Mararaba; a densely populated area adjacent to the FCT



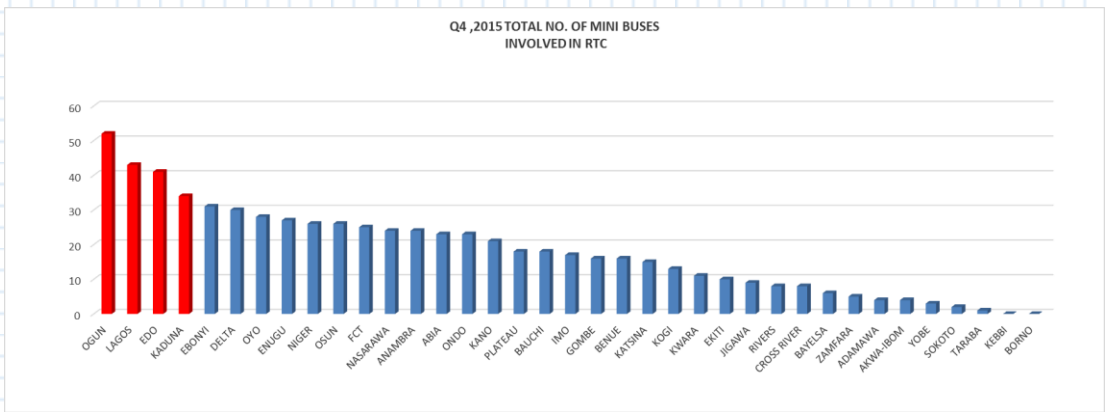
Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Mini Buses

STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
OGUN	16	19	17	52
LAGOS	7	20	16	43
EDO	5	7	29	41
KADUNA	7	13	14	34
EBONYI	11	6	14	31
DELTA	7	2	21	30
OYO	16	8	4	28
ENUGU	3	11	13	27
NIGER	6	2	18	26
OSUN	10	14	2	26
FCT	14	10	1	25
NASARAWA	14	6	4	24
ANAMBRA	14	4	6	24
ABIA	4	3	16	23
ONDO	7	9	7	23
KANO	9	5	7	21
PLATEAU	4	3	11	18
BAUCHI	4	2	12	18
IMO	6	7	4	17
GOMBE	4	4	8	16
BENUE	2	1	13	16
KATSINA	8	3	4	15
KOGI	5	6	2	13
KWARA	1	6	4	11
EKITI	3	0	7	10
JIGAWA	1	4	4	9
RIVERS	1	0	7	8
CROSS RIVER	4	2	2	8
BAYELSA	2	0	4	6
ZAMFARA	1	4	0	5
ADAMAWA	0	1	3	4
AKWA-IBOM	1	0	3	4
YOBE	0	3	0	3
SOKOTO	0	0	2	2
TARABA	1	0	0	1
KEBBI	0	0	0	0
BORNO	0	0	0	0

One-quarter (25.68%) of all mini buses involved in crashes were recorded from Ogun, Lagos, Edo and Kaduna States



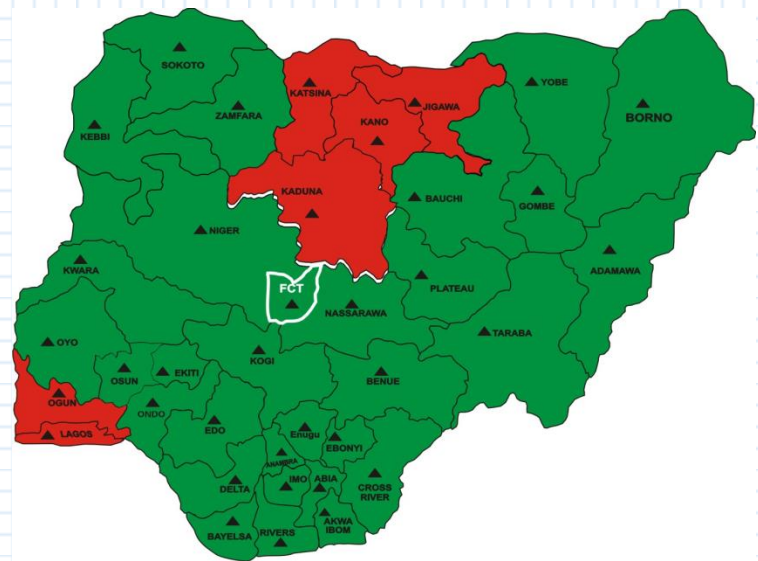
These states; Ogun, Lagos, Edo and Kaduna States are noted to have high commercial transport activities.



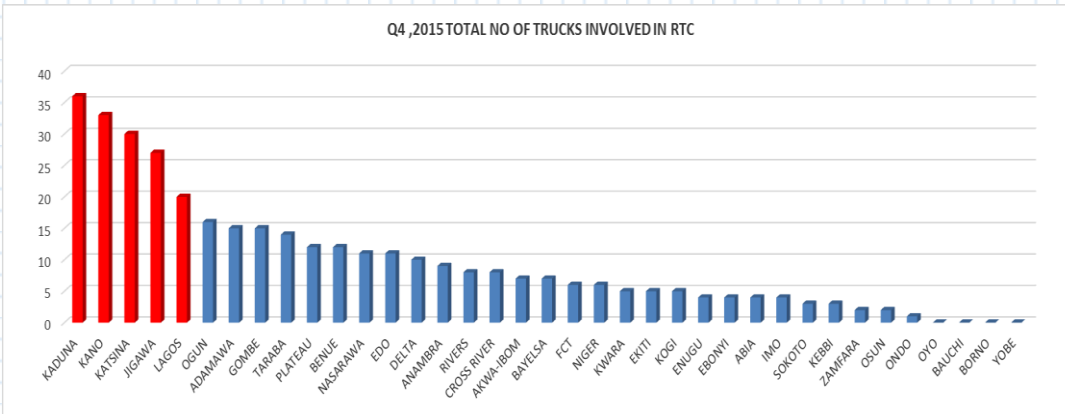
Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Trucks

STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
KADUNA	16	9	11	36
KANO	12	12	9	33
KATSINA	10	9	11	30
JIGAWA	8	11	8	27
LAGOS	6	13	1	20
OGUN	3	3	10	16
ADAMAWA	3	11	1	15
GOMBE	3	5	7	15
TARABA	4	1	9	14
PLATEAU	5	7	0	12
BENUE	2	3	7	12
NASARAWA	2	5	4	11
EDO	5	4	2	11
DELTA	7	1	2	10
ANAMBRA	1	2	6	9
RIVERS	1	1	6	8
CROSS RIVER	2	2	4	8
AKWA-IBOM	0	0	7	7
BAYELSA	2	3	2	7
FCT	4	1	1	6
NIGER	2	1	3	6
KWARA	2	2	1	5
EKITI	3	0	2	5
KOGI	1	1	3	5
ENUGU	1	3	0	4
EBONYI	0	2	2	4
ABIA	3	1	0	4
IMO	0	2	2	4
SOKOTO	2	0	1	3
KEBBI	0	1	2	3
ZAMFARA	1	1	0	2
OSUN	0	0	2	2
ONDO	0	0	1	1
OYO	0	0	0	0
BAUCHI	0	0	0	0
BORNO	0	0	0	0
YOBE	0	0	0	0

45.63% of all the trucks involved in crashes were from all the states in RS1 and RS2 in that order

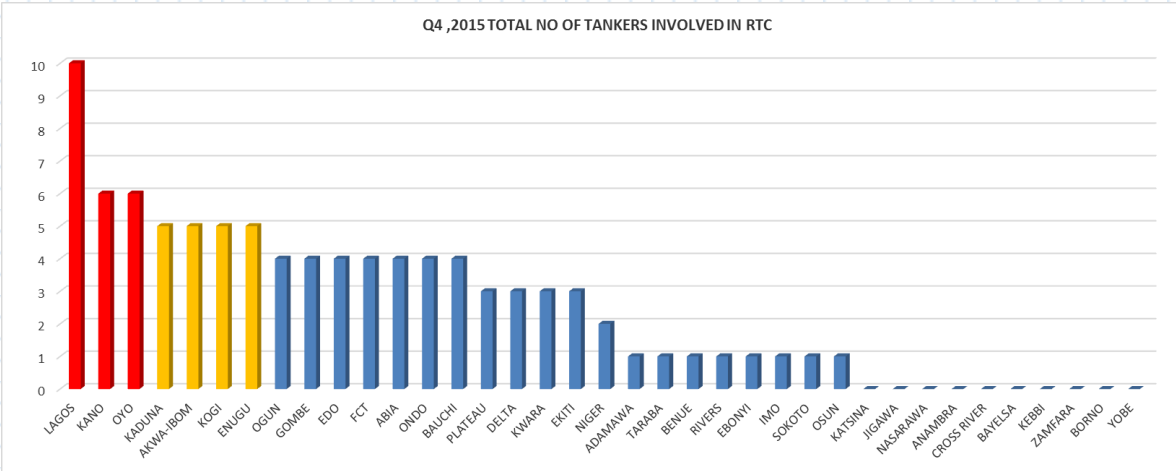
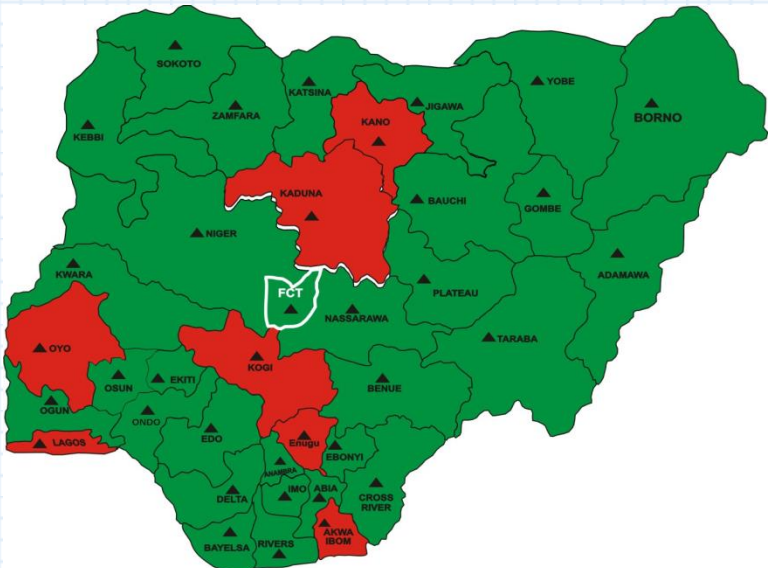


Coincidentally, the trend follows exactly the order in which FRSC Commands nomenclature follow. That is; RS1.1;RS1.2; RS1.3; RS1.4; RS2.1 and RS2.2



Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Tankers

STATE	OCTOBER	NOVEMBER	DECEMBER	TOTAL
LAGOS	2	0	8	10
KANO	0	3	3	6
OYO	2	2	2	6
KADUNA	3	0	2	5
AKWA-IBOM	0	0	5	5
KOGI	4	1	0	5
ENUGU	1	2	2	5
OGUN	2	1	1	4
GOMBE	1	2	1	4
EDO	1	1	2	4
FCT	0	4	0	4
ABIA	1	0	3	4
ONDO	2	0	2	4
BAUCHI	0	0	4	4
PLATEAU	0	0	3	3
DELTA	0	1	2	3
KWARA	0	1	2	3
EKITI	1	0	2	3
NIGER	0	1	1	2
ADAMAWA	0	0	1	1
TARABA	0	0	1	1
BENUE	0	1	0	1
RIVERS	0	0	1	1
EBONYI	0	0	1	1
IMO	1	0	0	1
SOKOTO	1	0	0	1
OSUN	0	1	0	1
KATSINA	0	0	0	0
JIGAWA	0	0	0	0
NASARAWA	0	0	0	0
ANAMBRA	0	0	0	0
CROSS RIVER	0	0	0	0
BAYELSA	0	0	0	0
KEBBI	0	0	0	0
ZAMFARA	0	0	0	0
BORNO	0	0	0	0
YOBE	0	0	0	0



Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Commercial

56.7% of the 3715 vehicles involved in traffic crashes in Q4; 2015 were commercial vehicles



STATE	PRIVATE	COMMERCIAL	GOVERNMENT	DIPLOMAT	TOTAL
OCTOBER	479	716	32	0	1227
NOVEMBER	456	607	22	2	1087
DECEMBER	594	782	24	1	1401
TOTAL	1529	2105	78	3	3715
%	41.16%	56.66%	2.10%	0.08%	100.00%

Q4; 2015 in details: States in Nigeria and the FCT- vehicles involved: Private

41.2% of the 3715 vehicles involved in traffic crashes in Q4; 2015 were Private vehicles































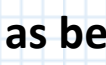
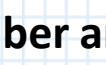


STATE	PRIVATE	COMMERCIAL	GOVERNMENT	DIPLOMAT	TOTAL
OCTOBER	479	716	32	0	1227
NOVEMBER	456	607	22	2	1087
DECEMBER	594	782	24	1	1401
TOTAL	1529	2105	78	3	3715
%	41.16%	56.66%	2.10%	0.08%	100.00%

2015 Q4: Corps Activities

Corp Activities: Q4;2015	OCT	NOV	DEC	TOTAL
No. of Offenders Stopped	48,088	43,379	42,604	134,071
No. of Drivers Cautioned	8,613	8,090	8,149	24,852
No. of Offenders Apprehended	39,581	35,454	32,365	107,400
No. of Traffic Offences Committed	44,321	39,528	35,928	119,777
No. of Traffic Offenders Educated	16,501	15,243	17,772	49,516
No. of TV programmes Held	117	140	130	387
No. of Radio programmes Held	440	537	508	1,485
No. of Motor Park Rallies Held	1,395	1,451	1,474	4,320
No. of Fleet Operators Registered	2	1	3	6
No. of Passengers Travelled	9,765,846	9,178,509	7,753,751	26,698,106
No. of Vehicles Travelled	1,008,173	736,019	672,654	2,416,846
No. of Vehicle Number Plates Produced	34,267	72,477	52,745	159,489
No. of NDL Produced	104,716	100,723	92,005	297,444
No. of Drivers Trained by FRSC	257	276	140	673
No. of Driving Schools Registered	434	467	469	1,370
No. of Luxury Buses Travelled	4,402	3,102	4,049	11,553

2015 Q4: Corps Activities: Monthly trends and changes

Corp Activities: 2015;Q4	OCTOBER		NOVEMBER		DECEMBER
No. of Offenders Stopped	48,088		43,379		42,604
No. of Drivers Cautioned	8,613		8,090		8,149
No. of Offenders Apprehended	39,581		35,454		32,365
No. of Traffic Offences Committed	44,321		39,528		35,928
No. of Traffic Offenders Educated	16,501		15,243		17,772
No. of TV programmes Held	117		140		130
No. of Radio programmes Held	440		537		508
No. of Motor Park Rallies Held	1,395		1,451		1,474
No. of Fleet Operators Registered	2		1		3
No. of Passengers Travelled	9,765,846		9,178,509		7,753,751
No. of Vehicles Travelled	1,008,173		736,019		672,654
No. of Vehicle Number Plates Produced	34,267		72,477		52,745
No. of NDL Produced	104,716		100,723		92,005
No. of Drivers Trained by FRSC	257		276		140
No. of Driving Schools Registered	434		467		469
No. of Luxury Buses Travelled	4,402		3,102		4,049

Generally, between October and November as well as between November and December traffic infractions appeared lowering. This literally implied some level of compliance may also reflect our enforcement drive positively or negatively.

Absolute figure of RTC statistics in Nigeria in 2015

STATE	TOTAL CASES	NUMBER INJURED	NUMBER KILLED	TOTAL CASUALTY	PEOPLE INVOLVED
Abia	86	292	41	333	870
Adamawa	163	428	71	499	954
Akwa Ibom	50	95	41	136	312
Anambra	255	687	193	880	2102
Bauchi	226	964	187	1151	1726
Bayelsa	69	130	16	146	420
Benue	388	1082	176	1258	1919
Borno	9	55	2	57	74
Cross River	138	350	113	463	763
Delta	200	761	151	912	1573
Ebonyi	287	556	180	736	1498
Edo	274	992	184	1176	2599
Ekiti	55	180	24	204	352
Enugu	250	856	95	951	2049
FCT	1342	2820	328	3148	6855
Gombe	189	701	101	802	1277
Imo	170	508	70	578	1339
Jigawa	149	505	79	584	778
Kaduna	502	2025	474	2499	3835
Kano	269	1235	197	1432	2077
Katsina	225	938	190	1128	1554
Kebbi	143	573	97	670	876
Kogi	331	1450	310	1760	3305

Absolute figure of RTC statistics in Nigeria in 2015 (II)

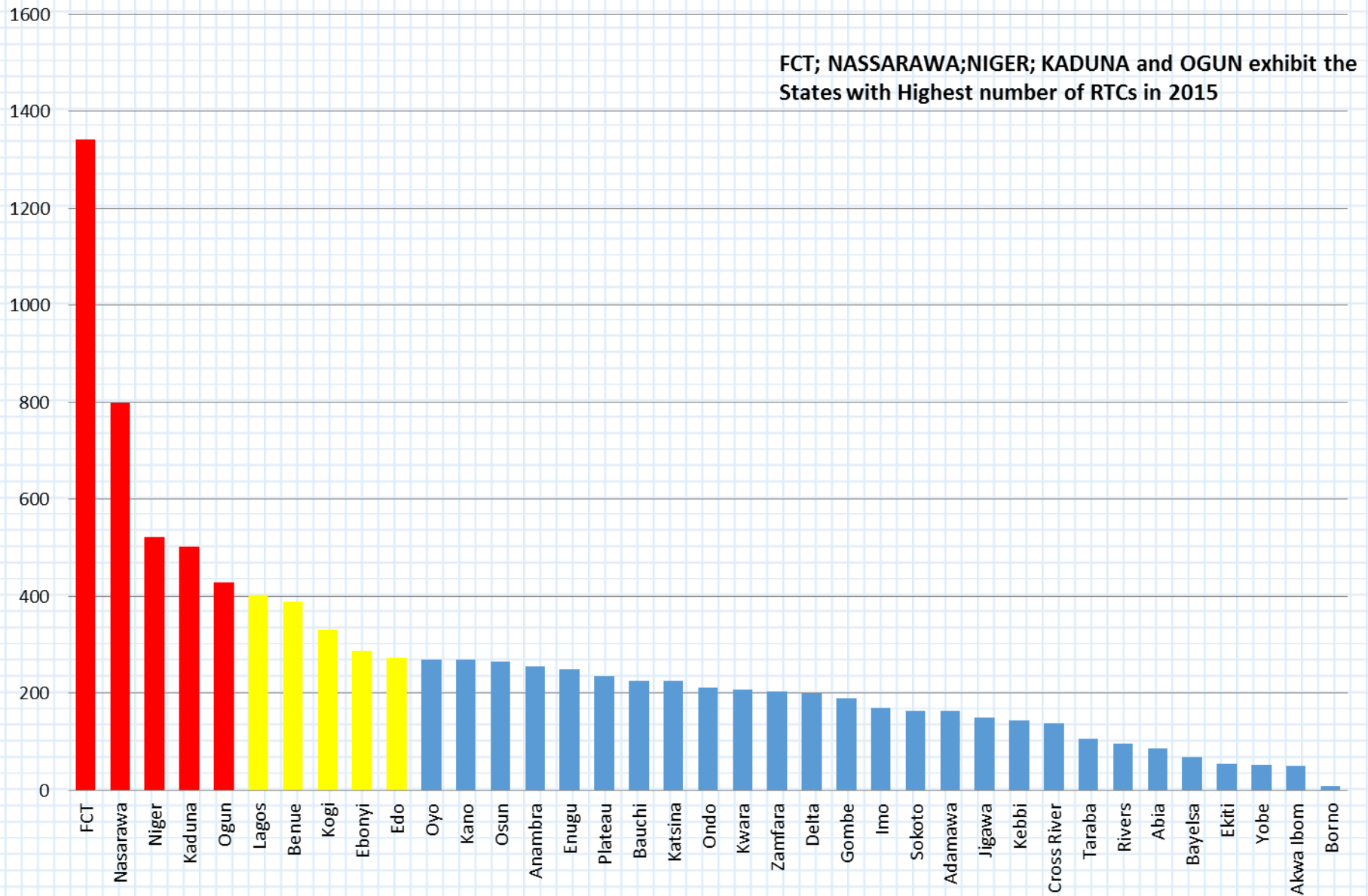
Kwara	207	682	133	815	1418
Lagos	403	866	117	983	2621
Nasarawa	798	2069	197	2266	3956
Niger	523	1387	199	1586	2636
Ogun	428	1499	307	1806	3438
Ondo	211	658	198	856	1717
Osun	266	1043	223	1266	2221
Oyo	270	1229	222	1451	2311
Plateau	236	823	77	900	1458
Rivers	96	261	69	330	641
Sokoto	164	381	102	483	719
Taraba	106	292	14	306	468
Yobe	53	332	114	446	520
Zamfara	203	773	148	921	1163
TOTAL	9734	30478	5440	35918	64394
MONTHLY AVERAGE	811	2540	453	2993	5366
NATIONAL AVERAGE	263	824	147	971	1740

IN 2015 :-

- 13 States recorded RTCs above national average of 263 crashes
- 18 states recorded RTCs deaths above national average of 147 deaths
- 15 states recorded RTC injuries above national average of 824 injuries

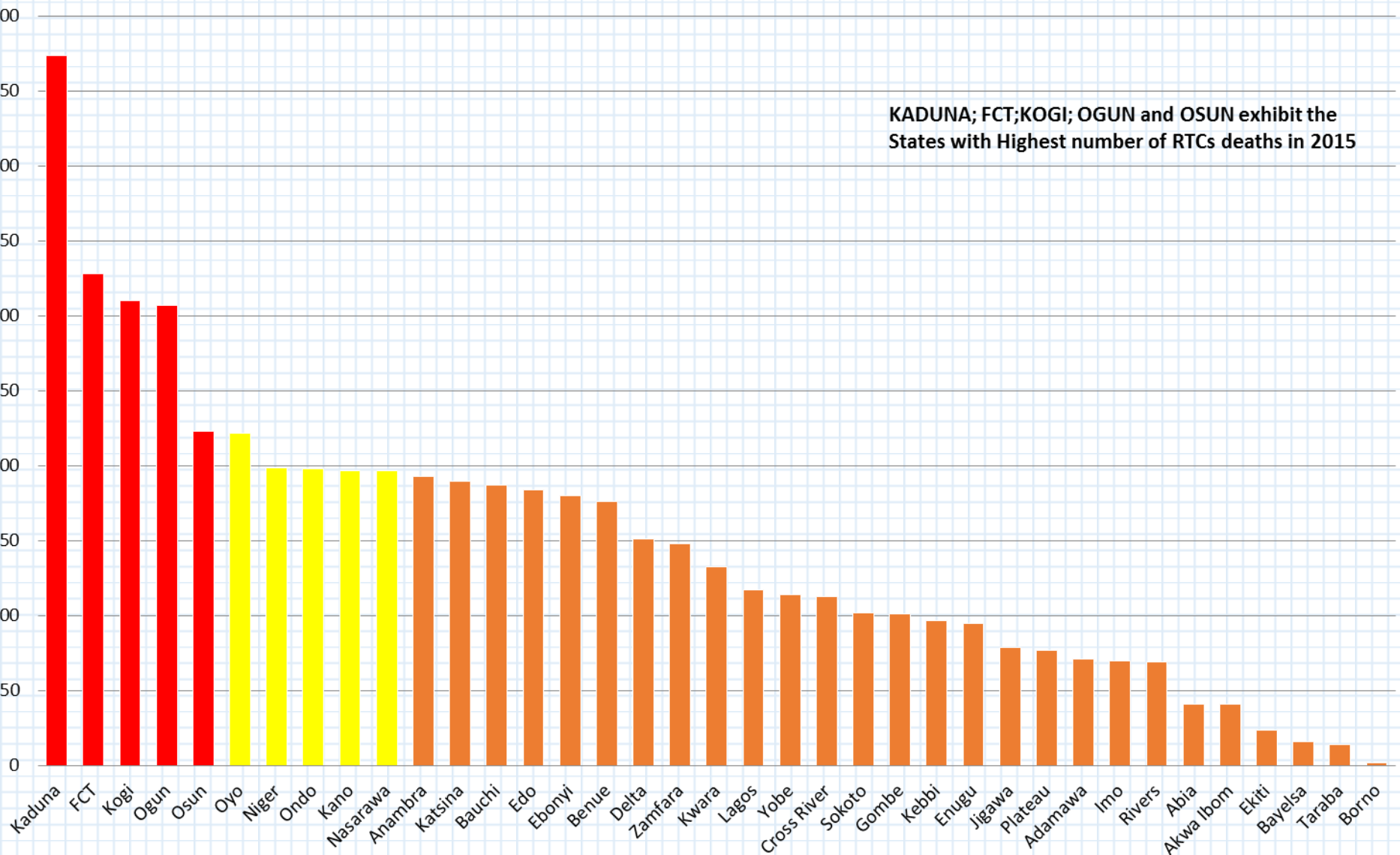
2015 RTCs TOTAL CASES

10 Most Dangereous States



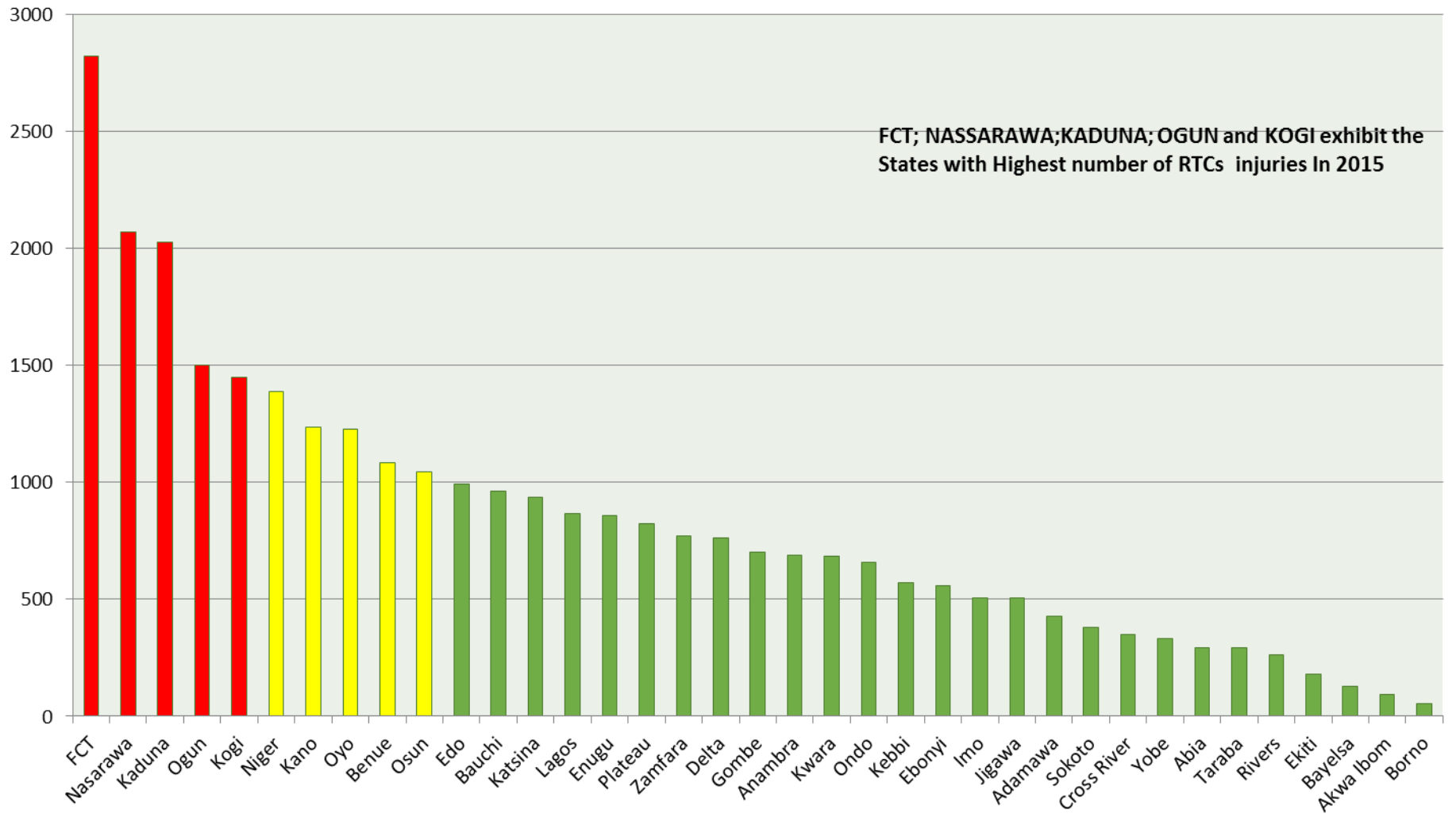
2015 RTCs TOTAL KILLED

10 Most Dangerous States



2015 RTCs TOTAL INJURED

10 Most Dangereous States



States Ranking in order of impact to performance

S/NO	RTC	FATALITY	INJURY
1	FCT	KADUNA	FCT
2	NASARAWA	FCT	NASARAWA
3	NIGER	KOGI	KADUNA
4	KADUNA	OGUN	OGUN
5	OGUN	OSUN	KOGI

States Ranking in order of impact to performance (II)

FCT	
. 1 st in RTC	
. 1 st in Injury	
. 2 nd in Fatality	

KADUNA	
. 1 st in Fatality	
. 3 rd in Injury	
. 4 th in RTC	

OGUN	
. 4 th in Fatality	
. 4 th in Injury	
. 5 th in RTC	

States Ranking in order of impact to performance (III)

NASSARAWA	
. 2 nd in RTC	
. 2 nd in Injury	
. 10 th in Fatality	

KOGI	
. 3 rd in Fatality	
. 5 th in Injury	
. 8 th in RTC	

NIGER	
. 3 rd in RTC	
. 6 th in Injury	
. 7 th in Fatality	

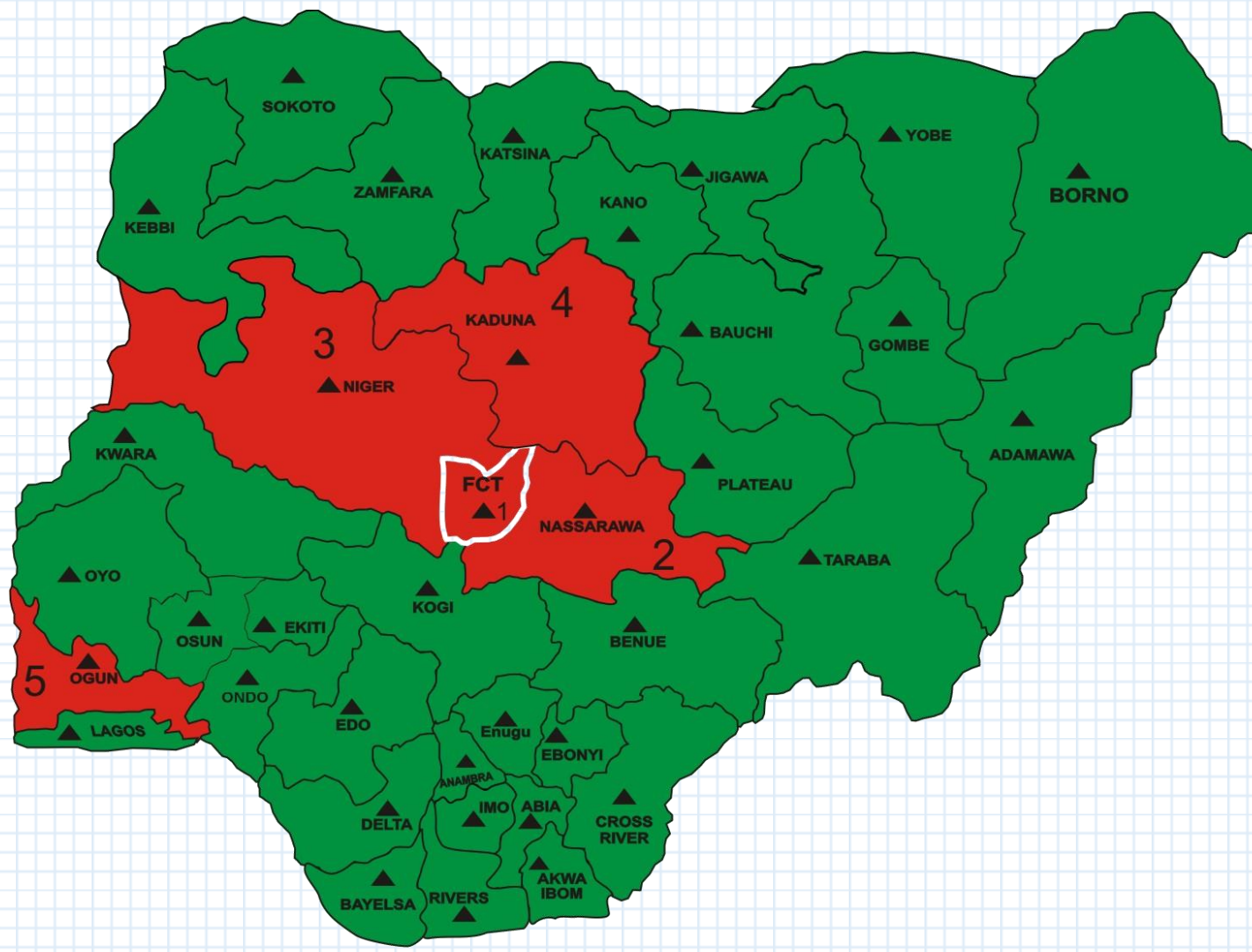
OSUN	
. 5 th in Fatality	
. 10 th in Injury	
. 13 th in RTC	

States Ranking in order of impact to performance(IV)

VARIABLES	TOTAL FOR 2015	TOTAL FOR TOP FIVE STATES	% OF THE FIVE TOP STATES TO TOTAL CASES
RTC	9734	3593	37%
FATALITY	5440	1642	30.2%
INJURY	30478	9863	32.3%

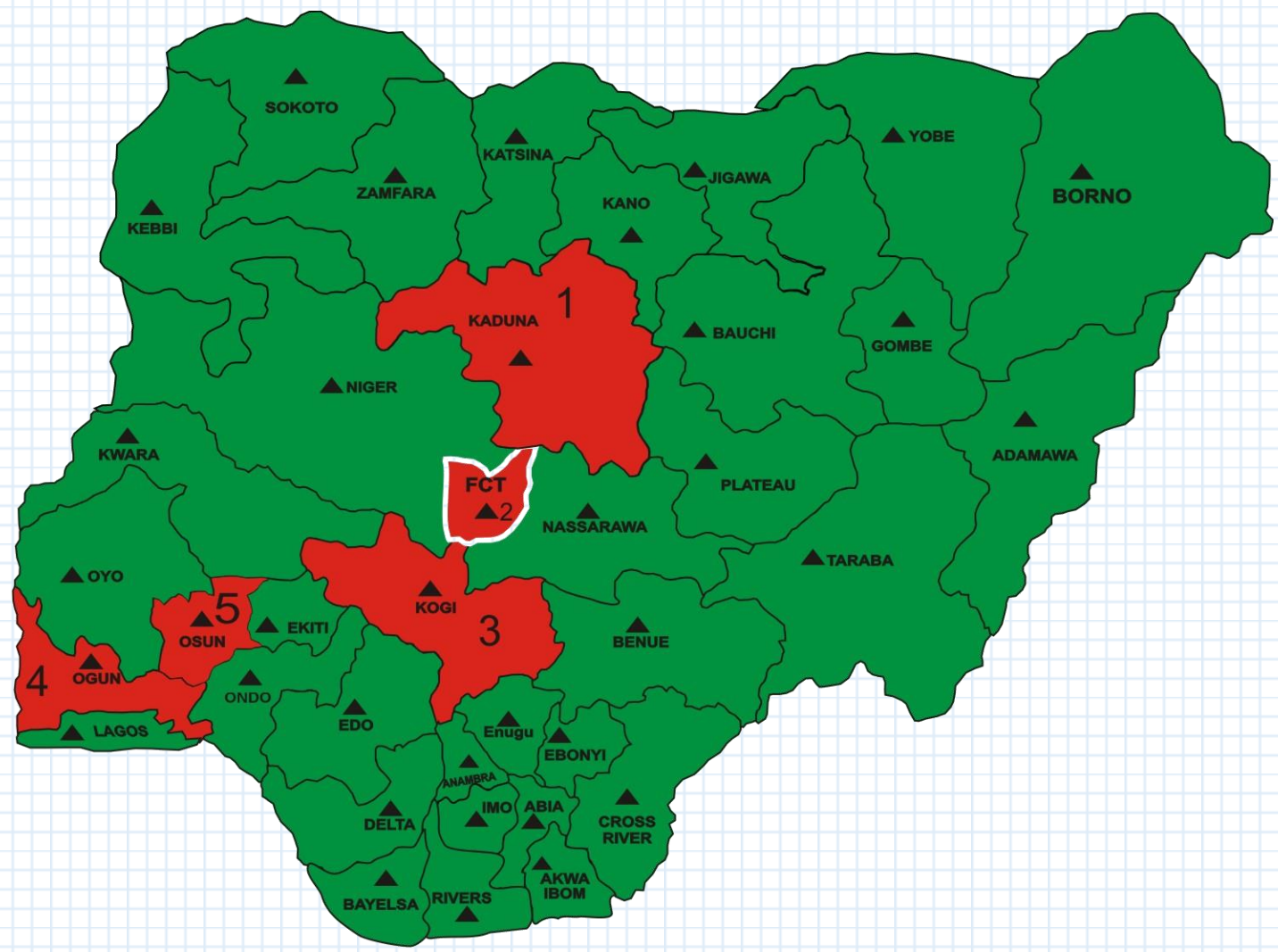
Map of States requiring focus in RTC, Fatality and Injuries

Top 5 RTC Ranking States



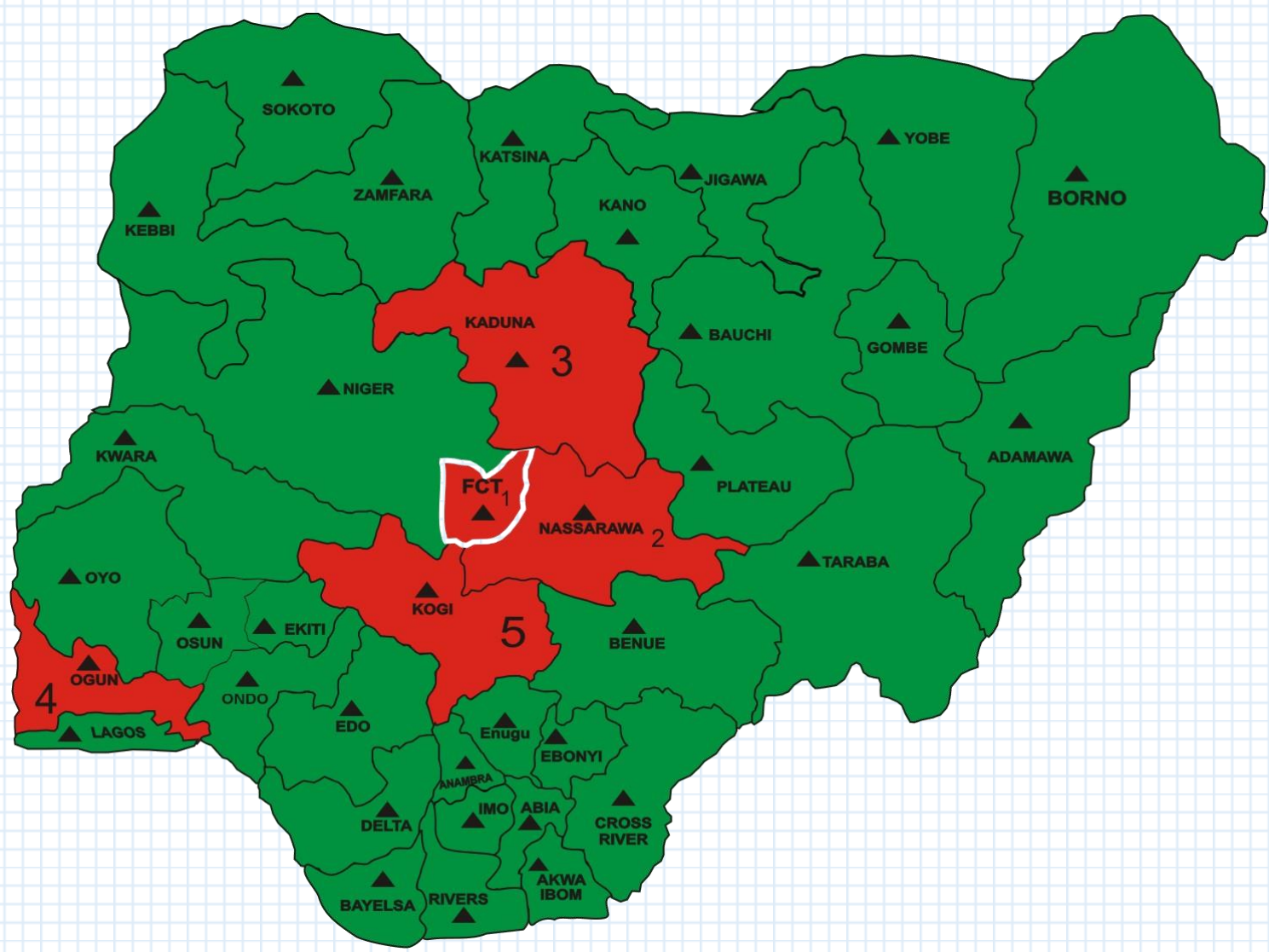
Map of States requiring focus in RTC, Fatality and Injuries

Top 5 Fatality Ranking States

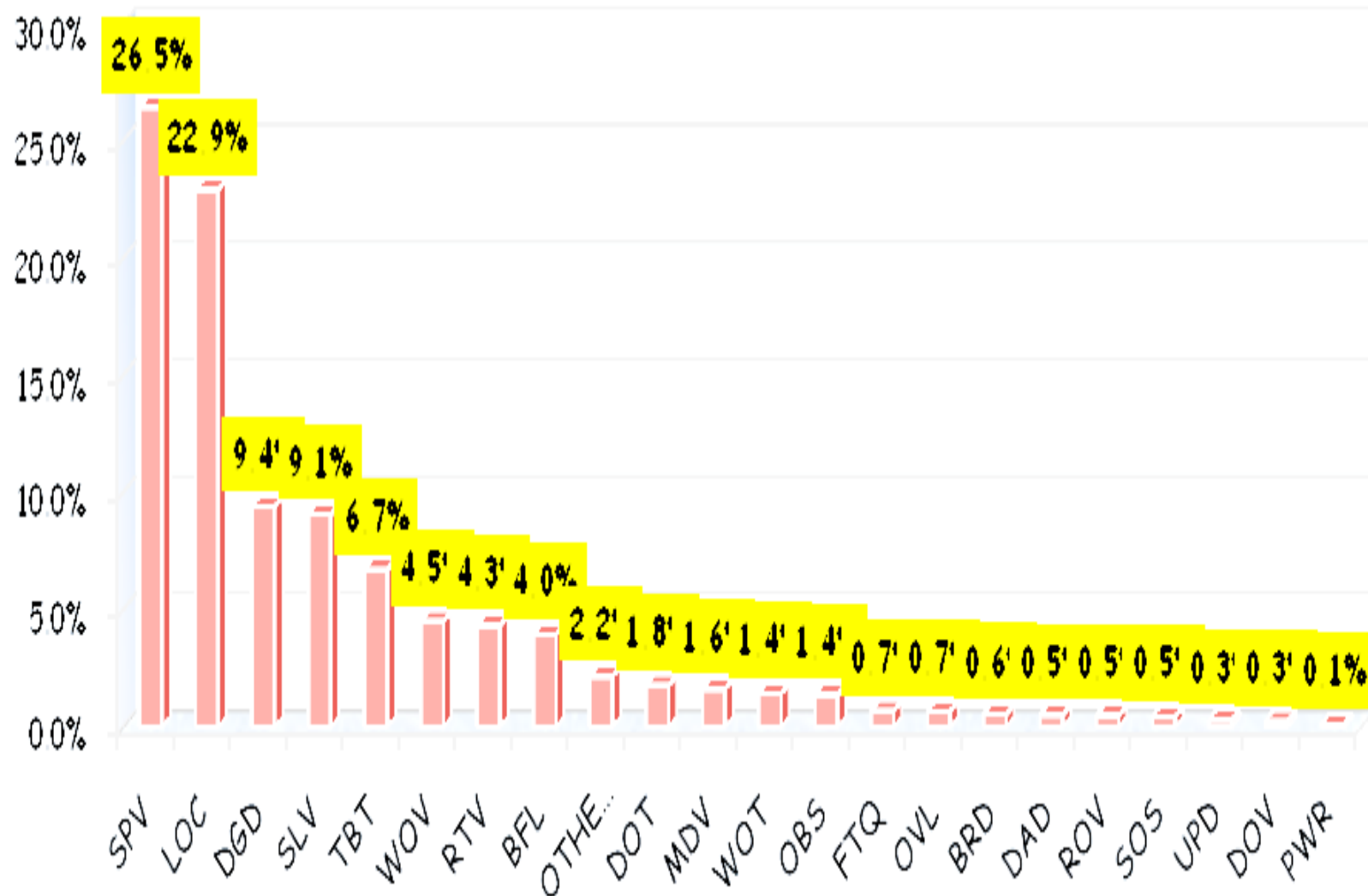


Map of States requiring focus in RTC, Fatality and Injuries




Top 5 Injury Ranking States






PERCENTAGE OF CAUSES OF ROAD TRAFFIC CRASHES IN 2015






Insight to January and February Road Traffic Trending: The needful?

S/N	Month	TOTAL RTC	NO.KILLED	NO. INJURED
1	January 2015	910	586	2,978
2	January 2016	823	480	2,752
	Change	 -9.56%	 -18.09%	 -7.59%



S/N	Month	TOTAL RTC	NO.KILLED	NO. INJURED
1	January 2016	823	480	2,752
2	February 2016***	599	418	2,141
	Change	 -27.22%	 -12.92%	 -22.20%

Insight to January and February Road Traffic Trending: The needful?

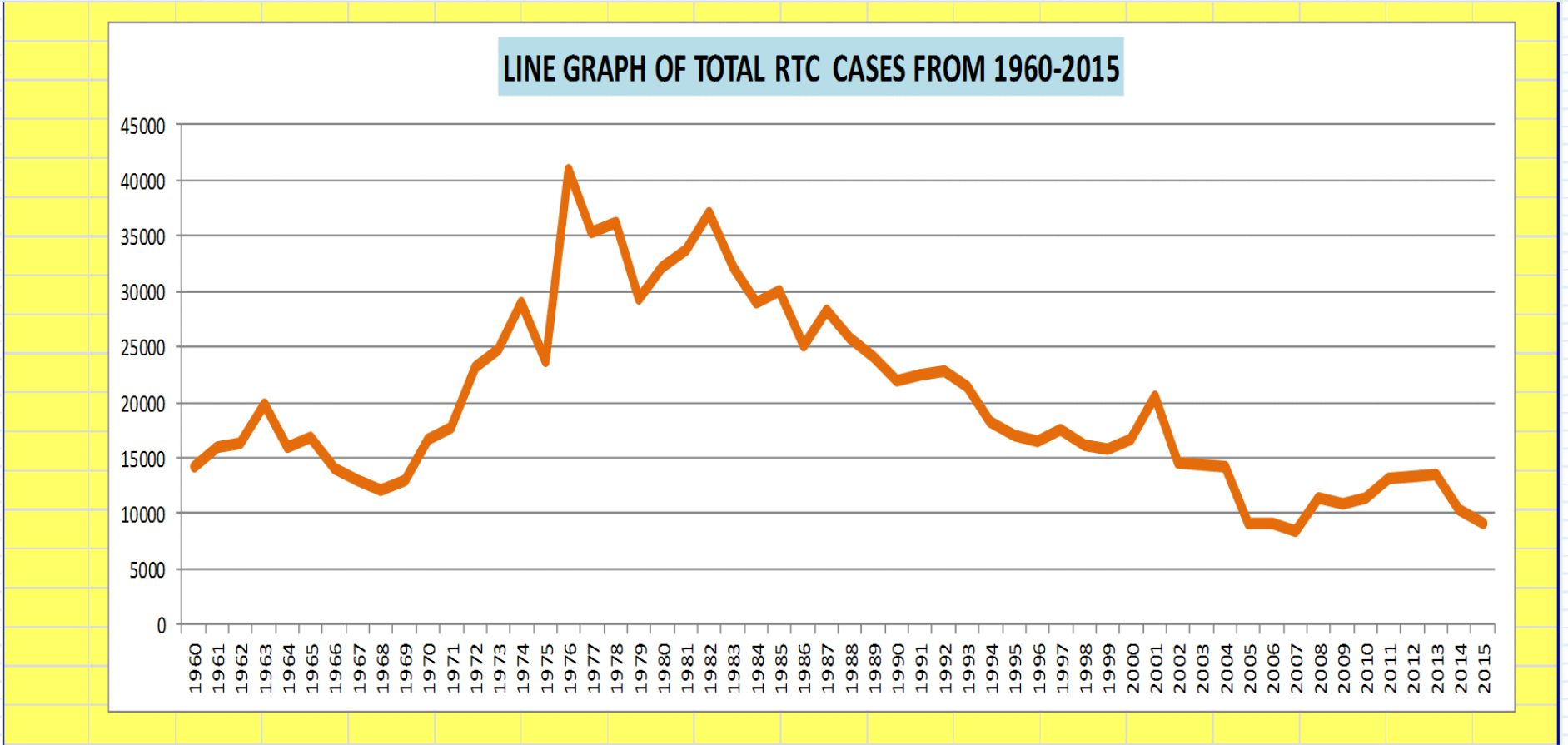
S/N	Month	TOTAL RTC	NO.KILLED	NO. INJURED
1	February 2015	756	395	2,316
2	February 2016***	599	418	2,141
	Change	 -20.77%	 5.82%	 -7.56%

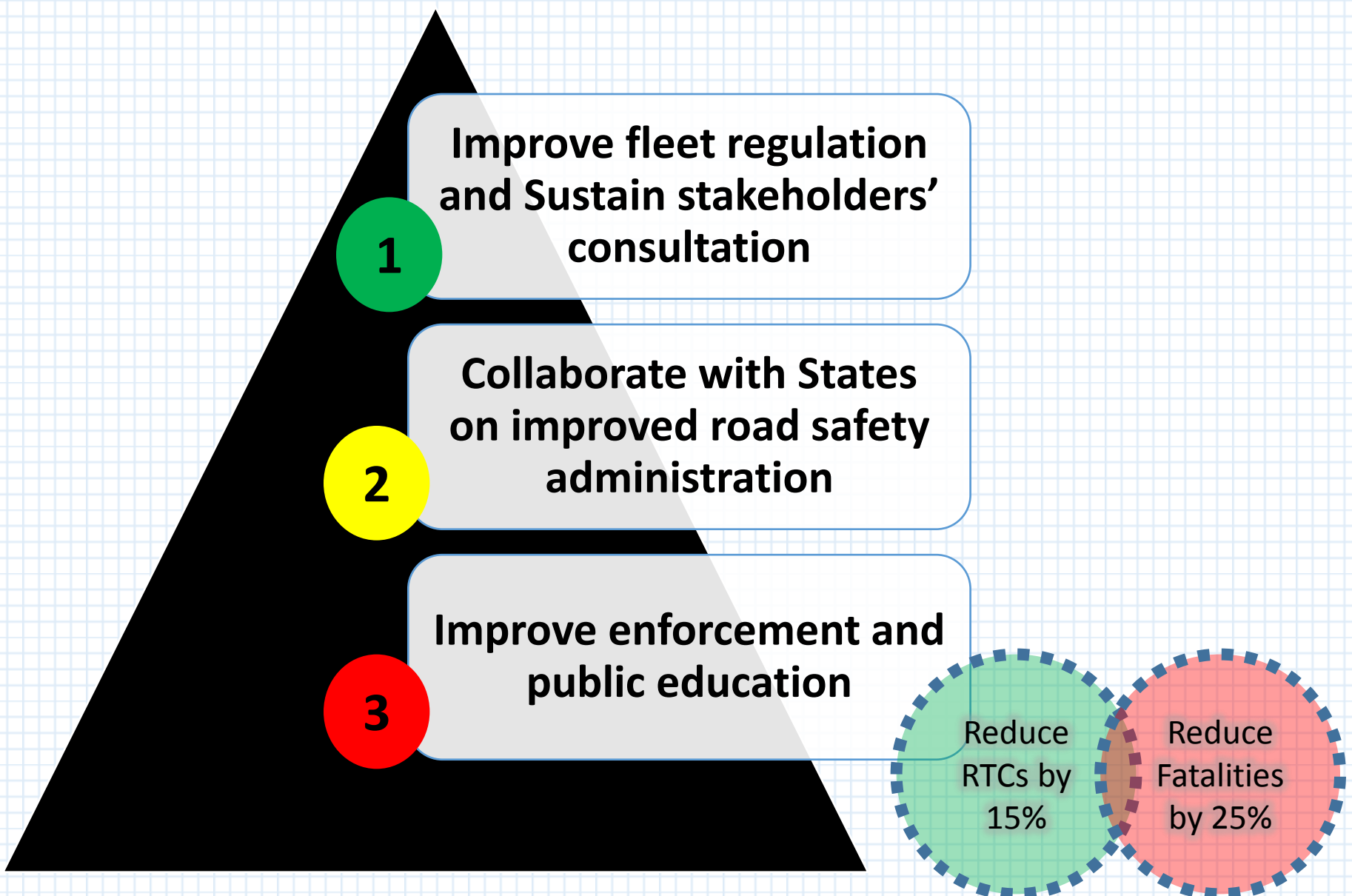


It is time to halt crashes that lead to death as it is beginning to rise in February 2016 having declined in January, 2016



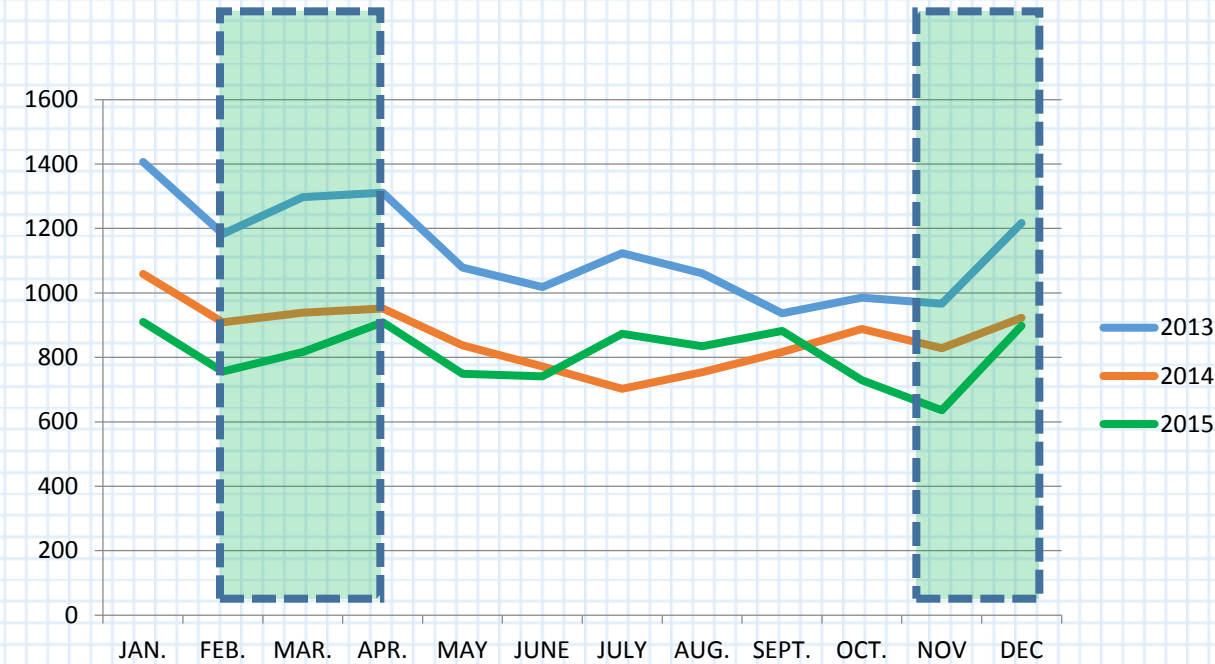
We can not drop the ball – We MUST keep the graph tending down





2016 Corporate Strategic Goal: How to effectively attain the goals

YEAR / MONTH	NUMBER OF ROAD CRASHES												
	MONTH												
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV	DEC	TOTAL
2013	1406	1183	1297	1311	1079	1018	1123	1061	937	985	966	1217	13,583
2014	1059	909	939	952	837	772	702	754	817	888	828	923	10,380
2015	910	756	817	909	749	741	873	834	882	729	636	898	9,734

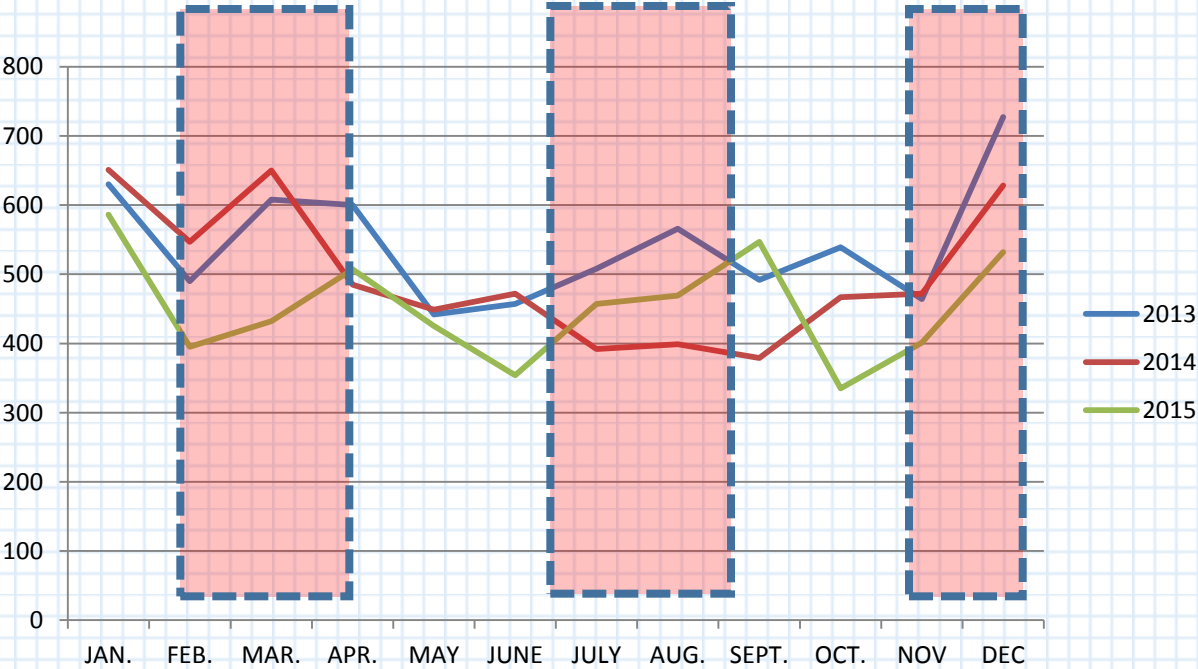


From Observation, road crash rate increases in December for very obvious reasons [passengers and vehicle travels]. However, a steady rise is usually noted between February to April and sometimes between mid June to July.

Efforts must be put in place to curb the crash trend in this period of the year

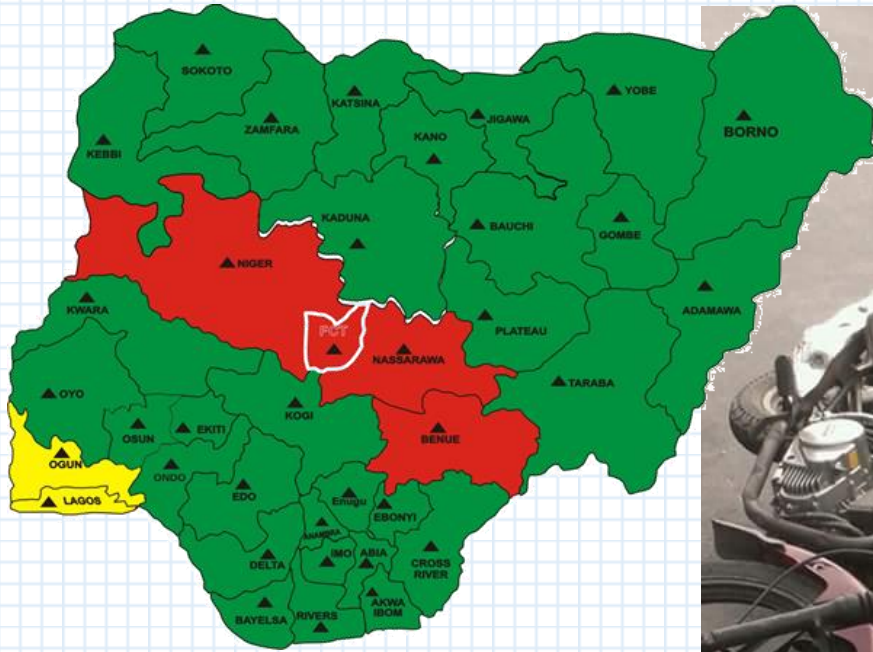
2016 Corporate Strategic Goal: How to effectively attain the goals

YEAR/MONTH	NUMBER OF PERSONS KILLED												
	MONTH												
	JAN.	FEB.	MAR.	APR.	MAY	JUNE	JULY	AUG.	SEPT.	OCT.	NOV	DEC	TOTAL
2013	630	490	608	600	442	457	508	566	492	539	464	727	6523
2014	651	547	650	485	449	472	392	399	379	467	472	628	5991
2015	586	395	432	507	425	354	457	469	547	335	401	532	5,440



February-
March; July-
August and
November-
December are
special periods
to note in the
year on road
fatalities.

2016 Corporate Strategic Goal: How to effectively attain the goals



The number of motorcycles operating commercial transport activities in these States are enormous and unfortunately most of them are not registered

A well structured enforcement strategy must be evolved to get these motorcycles duly registered. Also, measures to check the excesses displayed in towns like Suleja, Nyanya and Mararaba must be instituted to protect the numerous exposed users this year.

<div>1</div> <p>Niger, FCT, Nasarawa and Benue States to be accorded highest priority on motorcycle crash prevention programme this year</p>		
<div>2</div> <p>The speed limiter enforcement on commercial vehicles be pursued and implemented as planned since a higher percentage of crashes occurred among these category of vehicles</p>	<div>3</div> <p>Speed may be linked to Loss Of Control (LOC), but there are other factors. Rise in LOC since 2014 at 17.1% in 2013 to 20.8% in 2014 and peaked at 22.9% in 2015 may rise in 2016, except checked , even if we introduce Speed Limiters.</p>	<div>4</div> <p>Special programmes and enforcement should be implemented between June - September, 2016 and November-December, 2016 to curb fatalities as has been seen from history since 2013-2015</p>

5

The Corps should revisit the issue of overloading as the issue is gradually slipping off the firm control of the FRSC

6

The campaign on rear belt should be intensified as it would not only reduce fatality in the event of a road traffic crash but assist in combating overloading

7

The flying ticket initiative should be accelerated to enable the Corps exhibit elements of surprise in apprehending traffic offenders

8

Commands to continue deploying intelligence from analysis of their operations to appropriate resources for maximum impact, rather than covering all fields

9

What happened in Q3 of 2015 that RTC and Fatality hit the Roof ?.

10

The quick response to the tanker crashes in May/June led to heightened stakeholders consultations which in Q4, beginning with October, we started seeing results in RTC trending down

11

This however brought to the fore that we are largely a reactive Organization. This strategy pays only in the short run. However a more sustainable strategy is to be proactive and predict future occurrences

12

Commands should endeavor to submit correct RTC data , as they are deployed for National Planning and to meet FRSC future goal of data monetization

<div>5</div> There is need to review curriculum of driving schools and build incentives around driving schools to attract voluntary attendance of driving schools before renewal of Driver's License	
Provision of audio visual computerized systems at Driver's License Centers, to determine literacy capacity of applicants before renewal of Driver's License	Completion of the upload of Driver's License and Number Plates records on National Databank to drive the FRSC's goal of One - Driver - One - Record

5 Five states caused over 30% of RTC , Fatalities and Injuries in 2015. Prioritizing our resources on these states would enable us achieve even if is 50% of the variables towards attaining our corporate goals and thus make roads safe

Private vehicles caused almost half of the crashes in the country, which used to be caused by commercial vehicles at 60%

Need to re - strategize by including Road Safety Clubs in informal PE especially NYSC Road Safety Club members for using personal devises in social media campaigns

5

The PAU will be willing to partner any command that require technical assistance in deploying Business Intelligence for efficiency

Commands should deploy a template for reporting FRSC's activities at their State or LGA Security Council meetings to drive robust FRSC participation

With about 6% rise in fatality in Feb 2016 over Feb 2015, The Corps needs to be watchful to meet her 2016 set goal of 25% reduction in fatality

Road fatality in Nigeria per 100,000 human population is indeed trending downward just as the absolute figures.

However, dearth of motorization statistics occasioned by lack of cooperation from participating stakeholders makes it even difficult to view road safety progress in that direction.

In all, the Corps efforts are yielding results, but more needs to be done this year to achieve the UN Decade of Action for Road Safety: 2011-2020



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