



**FEDERAL ROAD SAFETY CORPS
NATIONAL HEADQUARTERS, ABUJA**

POLICY, RESEARCH AND STATISTICS DEPARTMENT



THE PATHFINDER

**A Transport Digest Publication
of PRS Department**

Vol. II, November, 2013

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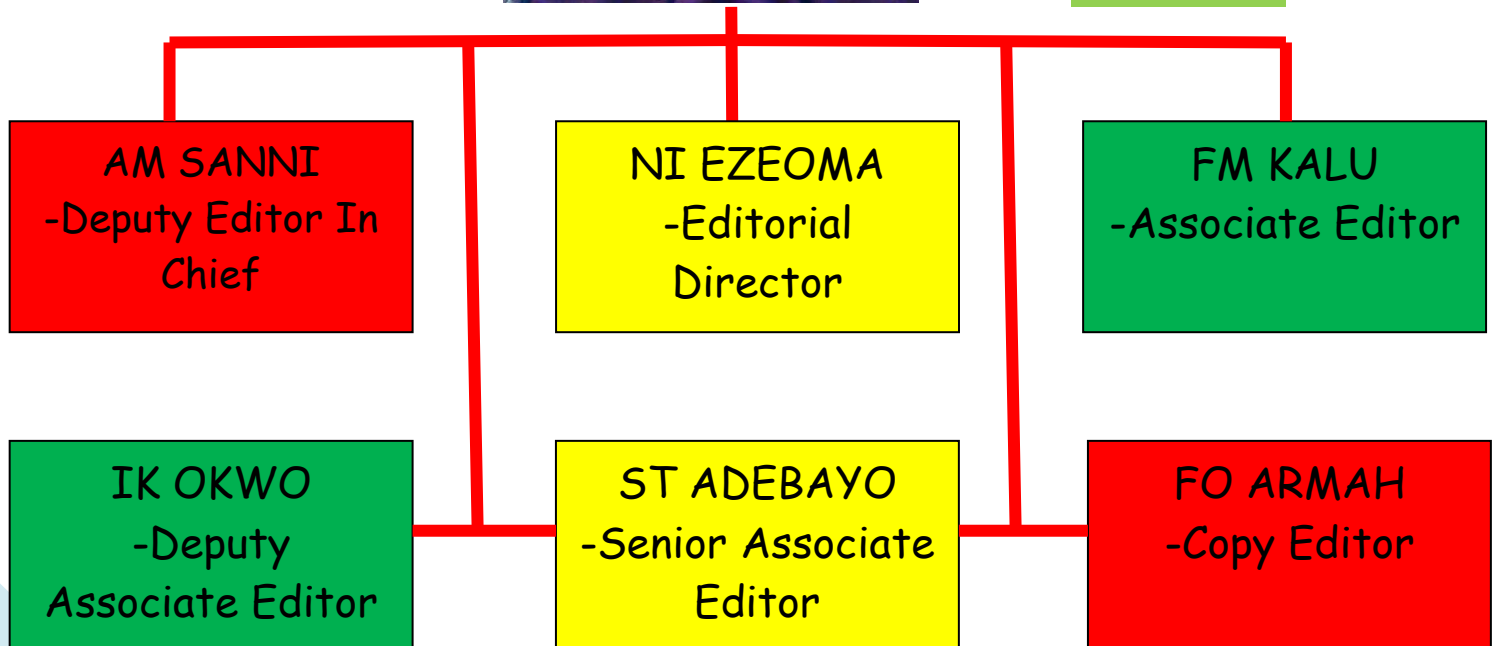
EDITORIAL BOARD



Dr.
Kayode
Olagunju
Publisher



OR Salam
*Editor-In
Chief*



FROM THE PUBLISHER

The maiden edition of the "Pathfinder - the Traffic Digest" a publication of Policy, Research and Statistics Department of the Federal Road Safety Corps, was favourably received by Staff and other Stakeholders. This is quite encouraging and we assure you that we will continue to add value in subsequent editions.

In the current edition, we brought to focus, the Road Traffic Crash (RTC) data from January to November, 2013

and also in comparison with the same period for 2012. We also spotted the routes analysis of the RTC.

Drink driving is a cause of RTC. Effects of alcohol and drugs on road traffic crash, as well as a review of public motor parks in Nigeria were parts of the added values.

We shall broaden the scope from the next edition as technical contributions shall be welcomed from Staff and other relevant Stakeholders.

Dr. Kayode Olagunju
Assistant Corps Marshal.

FROM THE EDITOR-IN-CHIEF

In our maiden edition last October we published Road Traffic Crash data from January to October 2012 and compared with January to October 2013 data.

In this edition vehicles involved in RTC on state basis, RTC monthly analysis on state basis, vehicles involved in RTC on monthly basis, and RTC on monthly basis are the featured data. These are presented in colorful charts. Other data available are RTC on Zonal basis, total RTC cases on state basis 2012/2013 compared and Route Analysis for November 2013 with their charts.

The Route Analysis contains some observations for Week 47 and 48 on

RTC: these include analysis of routes with their corresponding crashes as related to the casualties of injured and killed persons along these routes. Even, time of day crash record is included.

The essay written by my humble self "A view of Motor parks in Nigeria" that gave a picture of goings-on and settings in our Motor parks is included.

We concluded this edition of The Pathfinder with an essay "The Effects of Alcohol and Drugs on Road Traffic Accidents" contributed by a Road Traffic Safety consultant based in Barcelona Spain. All will be a delight to our readers.

OR Salam
Assistant Corps Commander

RTC DATA, COMPARISON AND CORRESPONDING CHARTS

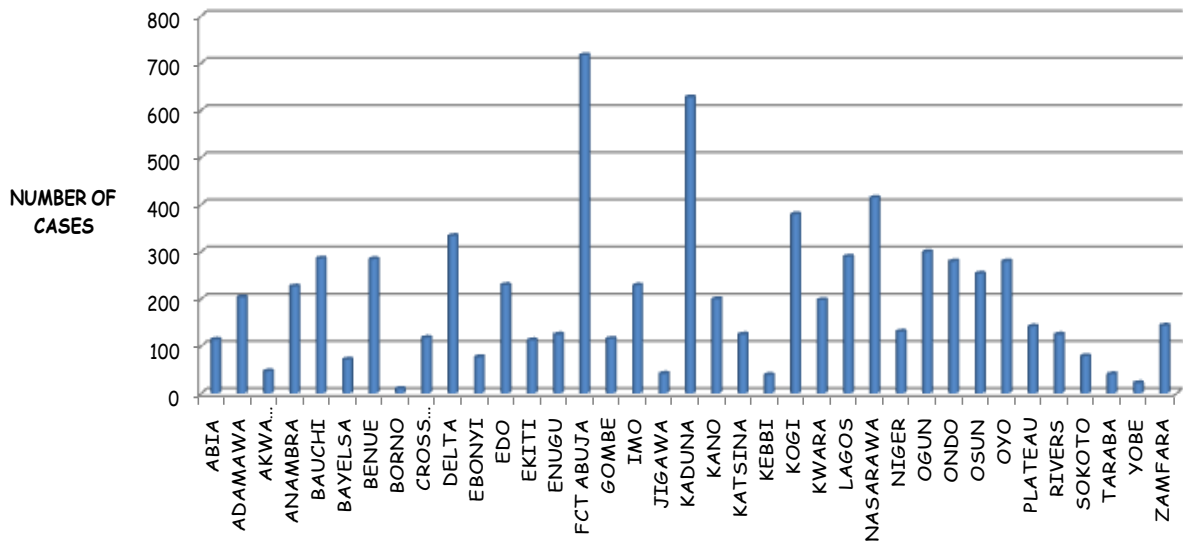
JANUARY-NOVEMBER, 2013 RTC DATA ON STATES BASIS

RTC REPORT FOR THE MONTH OF JANUARY - NOVEMBER 2013 ON STATE BASIS							
COMMAND	ROAD TRAFFIC CRASHES			TOTAL RTC	CASUALTIES		TOTAL CASUALTIE
	FATAL	SERIOUS	MINOR		KILLED	INJURED	
ABIA	33	70	11	114	51	423	474
ADAMAWA	34	158	12	204	53	451	504
AKWA IBOM	25	21	1	47	38	94	132
ANAMBRA	62	122	43	227	133	553	686
BAUCHI	97	176	13	286	197	1006	1203
BAYELSA	11	37	24	72	27	96	123
BENUE	100	179	6	285	170	861	1031
BORNO	5	5	0	10	18	74	92
CROSS RIVER	38	57	23	118	75	232	307
DELTA	122	176	36	334	198	935	1133
EBONYI	15	52	10	77	22	134	156
EDO	88	118	24	230	227	669	896
EKITI	22	77	14	113	34	271	305
ENUGU	32	75	18	125	60	479	539
FCT ABUJA	116	493	108	717	242	1927	2169
GOMBE	45	66	5	116	89	590	679
IMO	58	139	32	229	96	621	717
JIGAWA	23	19	0	42	61	139	200
KADUNA	244	353	31	628	500	2194	2694
KANO	57	136	7	200	132	719	851
KATSINA	74	51	0	125	188	556	744
KEBBI	12	26	1	39	36	107	143
KOGI	119	211	50	380	240	1188	1428
KWARA	43	127	28	198	91	604	695
LAGOS	53	190	47	290	75	838	913
NASARAWA	76	308	31	415	123	1055	1178
NIGER	50	71	10	131	140	401	541
OGUN	99	164	37	300	191	997	1188
ONDO	100	164	16	280	171	996	1167
OSUN	114	129	11	254	194	957	1151
OYO	158	117	5	280	278	1234	1512
PLATEAU	32	100	10	142	56	379	435
RIVERS	31	52	42	125	64	281	345
SOKOTO	16	60	3	79	34	176	210
TARABA	7	32	2	41	11	196	207
YOBE	15	7	0	22	83	146	229
ZAMFARA	55	84	5	144	127	524	651
TOTAL	2281	4422	716	7419	4525	23103	27628

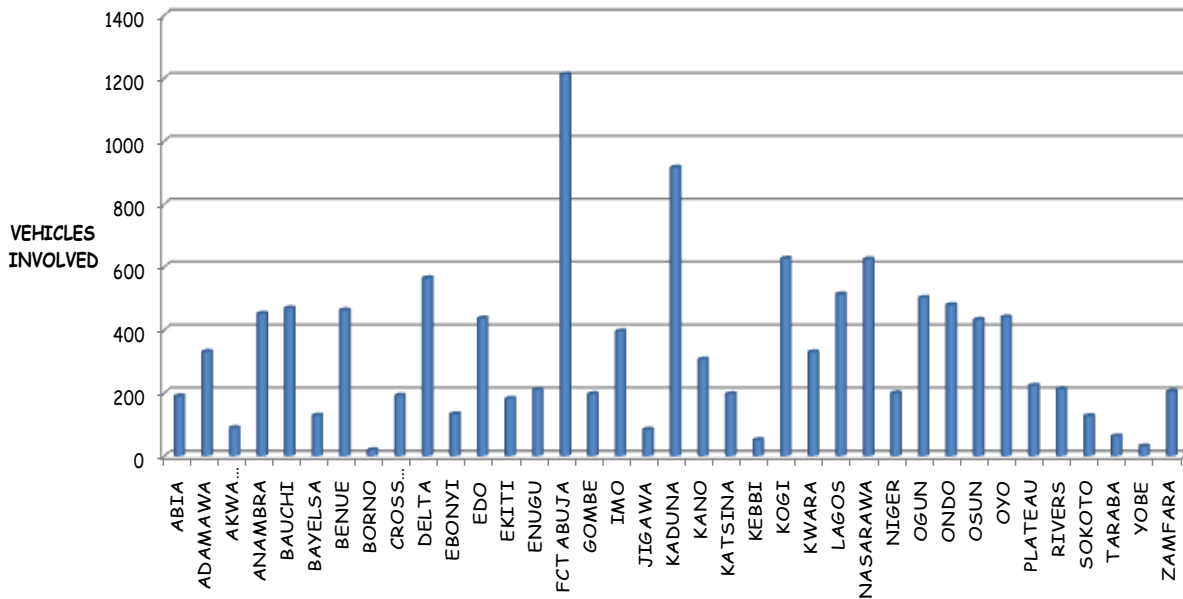
JANUARY-NOVEMBER,2013 RTC DATA INVOLVING VEHICLES ON STATES BASIS

VEHICLES INVOLVED IN RTC FOR THE MONTH OF JANUARY - NOVEMBER 2013								
COMMAND	VEHICLE CATEGORY							VEHICLES INVOLVED
	CAR	BUS	TRUCK	NKER/TRAFFIC	MC	TRICYCLES	BICYCLES	
ABIA	75	53	19	7	29	7	0	190
ADAMAWA	148	34	12	7	112	17	1	331
AKWA IBOM	36	12	13	2	24	2	0	89
ANAMBRA	155	105	51	54	81	5	1	452
BAUCHI	215	67	33	11	138	5	0	469
BAYELSA	66	28	23	1	9	2	0	129
BENUE	189	77	24	20	150	3	0	463
BORNO	11	3	1	2	2	0	0	19
CROSS RIVER	88	25	21	12	46	0	0	192
DELTA	243	122	93	39	66	2	0	565
EBONYI	50	24	16	4	39	0	0	133
EDO	167	96	95	50	29	0	0	437
EKITI	98	19	12	5	48	0	0	182
ENUGU	90	62	26	12	20	1	0	211
FCT ABUJA	737	209	108	46	111	1	0	1212
GOMBE	79	50	16	10	37	5	0	197
IMO	146	93	60	19	73	5	0	396
JIGAWA	31	16	6	4	26	1	0	84
KADUNA	464	170	49	54	177	1	1	916
KANO	135	66	22	16	60	7	1	307
KATSINA	73	45	12	10	56	1	0	197
KEBBI	25	4	3	1	18	0	0	51
KOGI	288	138	92	63	45	1	0	627
KWARA	132	79	17	47	54	1	0	330
LAGOS	247	134	64	28	35	6	0	514
NASARAWA	276	89	25	24	210	1	0	625
NIGER	79	36	17	19	48	1	0	200
OGUN	190	131	94	48	39	1	0	503
ONDO	223	87	46	57	67	0	0	480
OSUN	169	117	33	28	86	0	0	433
OYO	159	107	54	47	74	0	0	441
PLATEAU	128	25	13	13	38	7	0	224
RIVERS	117	44	28	10	14	0	0	213
SOKOTO	47	14	5	7	54	0	0	127
TARABA	24	9	5	7	12	6	0	63
YOBE	11	14	3	2	1	0	0	31
ZAMFARA	84	40	10	14	55	2	0	205
TOTAL	5495	2444	1221	800	2183	91	4	12238

**TOTAL CASES OF ROAD TRAFFIC CRASHES ON STATE BASIS
(JANUARY - NOVEMBER, 2013)**

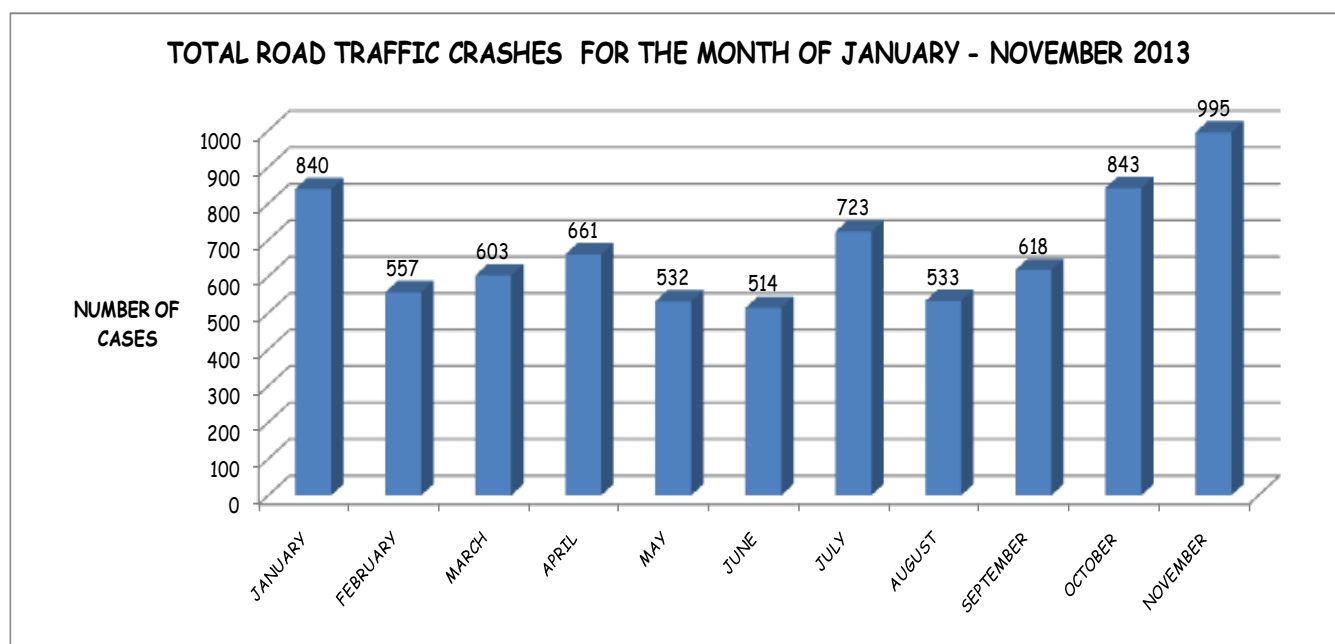


VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES (JANUARY - NOVEMBER, 2013)

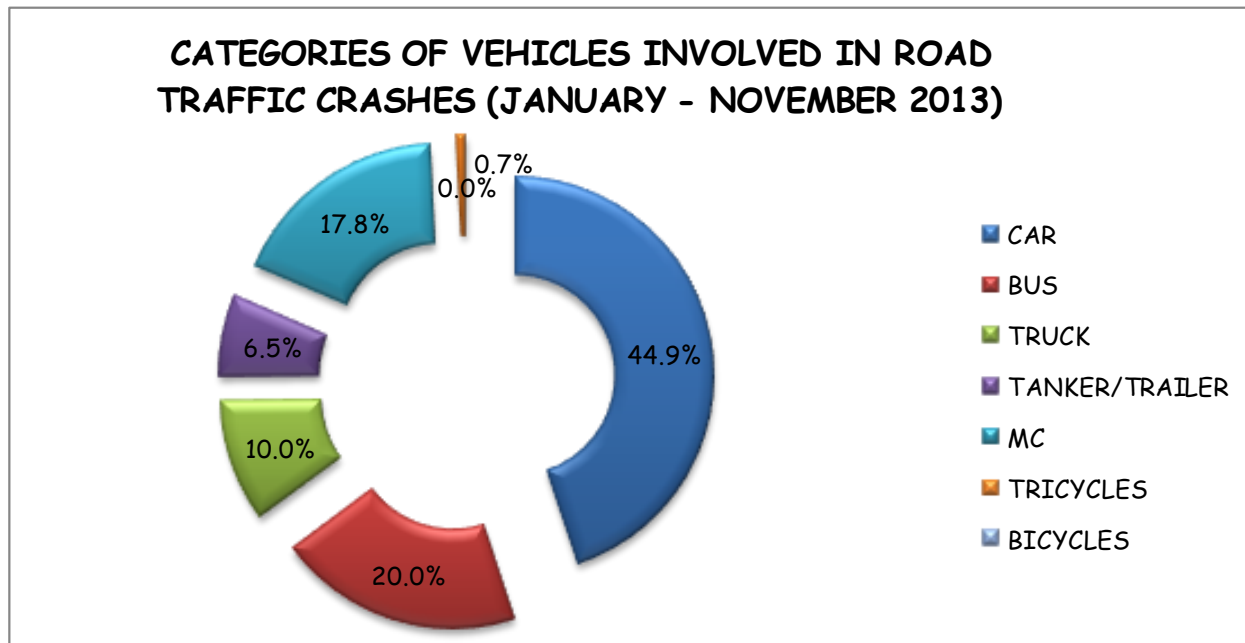


JANUARY-NOVEMBER,2013 RTC DATA ON MONTHLY BASIS

RTC REPORT FOR THE MONTH OF JANUARY - NOVEMBER 2013							
COMMAND	ROAD TRAFFIC CRASHES			TOTAL RTC	CASUALTIES		TOTAL CASUALTIE
	FATAL	SERIOUS	MINOR		KILLED	INJURED	
JANUARY	264	500	76	840	477	2817	3294
FEBRUARY	189	313	55	557	371	1719	2090
MARCH	208	345	50	603	388	1854	2242
APRIL	231	375	55	661	602	2310	2912
MAY	174	300	58	532	290	1631	1921
JUNE	144	307	63	514	294	1630	1924
JULY	221	423	79	723	420	1910	2330
AUGUST	171	318	44	533	339	1638	1977
SEPTEMBER	189	363	66	618	408	1852	2260
OCTOBER	244	527	72	843	489	2768	3257
NOVEMBER	246	651	98	995	447	2974	3421
TOTAL	2281	4422	716	7419	4525	23103	27628



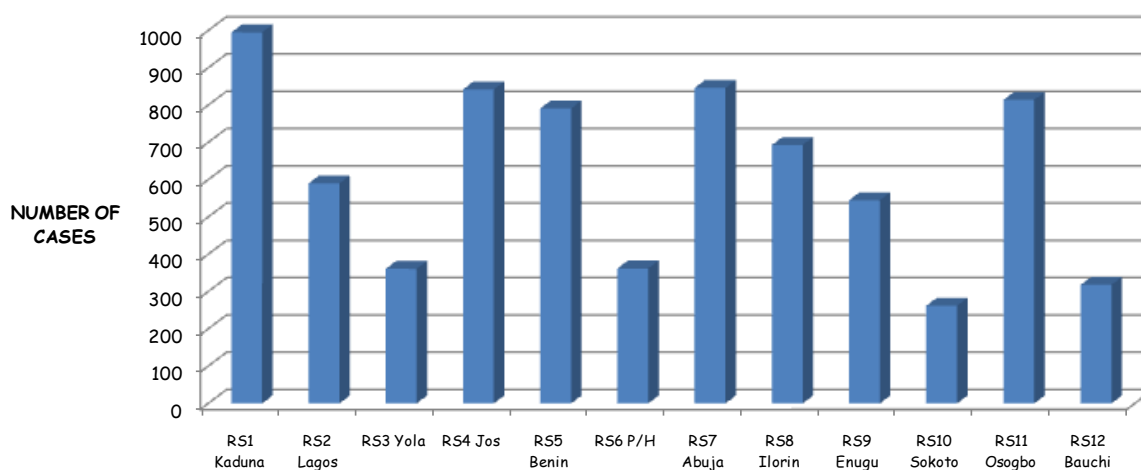
JANUARY-NOVEMBER, 2013 RTC DATA ON MONTHLY BASIS INVOLVING VEHICLES



JANUARY-NOVEMBER, 2013 RTC DATA ON ZONAL BASIS

ZONAL	FATAL	SERIOUS	MINOR	TOTAL	PERSONS	PERSONS	TOTAL
COMMAND	CASES	CASES	CASES	CASES	KILLED	INJURED	CASUALTY
RS1 Kaduna	398	559	38	995	881	3606	4487
RS2 Lagos	152	354	84	590	266	1835	2101
RS3 Yola	86	256	19	361	153	1237	1390
RS4 Jos	206	589	47	842	347	2295	2642
RS5 Benin	272	416	103	791	558	2157	2715
RS6 P/H	105	167	90	362	204	703	907
RS7 Abuja	166	564	116	846	382	2326	2708
RS8 Ilorin	186	413	94	693	365	2063	2428
RS9 Enugu	138	336	71	545	231	1657	1888
RS10 Sokoto	83	170	9	262	197	807	1004
RS11 Osogbo	372	410	32	814	643	3189	3832
RS12 Bauchi	117	188	13	318	298	1228	1526
TOTAL	2281	4422	716	7419	4525	23103	27628

**TOTAL CASES OF ROAD TRAFFIC CRASHES ON ZONAL BASIS
(JANUARY - NOVEMBER, 2013)**



**JANUARY-NOVEMBER, 2012 /2013 RTC DATA ON MONTHLY BASIS
COMPARED**

MONTH	RTC 2012	RTC 2013
January	401	840
February	359	557
March	442	603
April	621	661
May	429	532
June	480	514
July	629	723
August	584	533
September	527	618
October	630	843
November	481	995
TOTAL	5583	7419

JANUARY-NOVEMBER,2012 / 2013 RTC DATA ON STATES BASIS

STATE	2012 RTC	2013 RTC
ABIA	63	114
ADAMAWA	96	204
AKWA IBOM	50	47
ANAMBRA	101	227
BAUCHI	178	286
BAYELSA	39	72
BENUE	174	285
BORNO	35	10
C/RIVERS	45	118
DELTA	233	334
EBONYI	51	77
EDO	307	230
EKITI	105	113
ENUGU	117	125
FCT	474	717
GOMBE	117	116
IMO	156	229
JIGAWA	21	42
KADUNA	299	628
KANO	203	200
KATSINA	84	125
KEBBI	12	39
KOGI	325	380
KWARA	178	198
LAGOS	300	290
NASARAWA	194	415
NIGER	81	131
OGUN	335	300
ONDO	255	280
OSUN	272	254
OYO	249	280
PLATEAU	75	142
RIVERS	104	125
SOKOTO	32	79
TARABA	79	41
YOBE	46	22
ZAMFARA	98	144
TOTAL	5583	7419

CHART OF PERSONS INJURED IN RTC ,JANUARY-NOVEMBER,2013 ON STATES BASIS

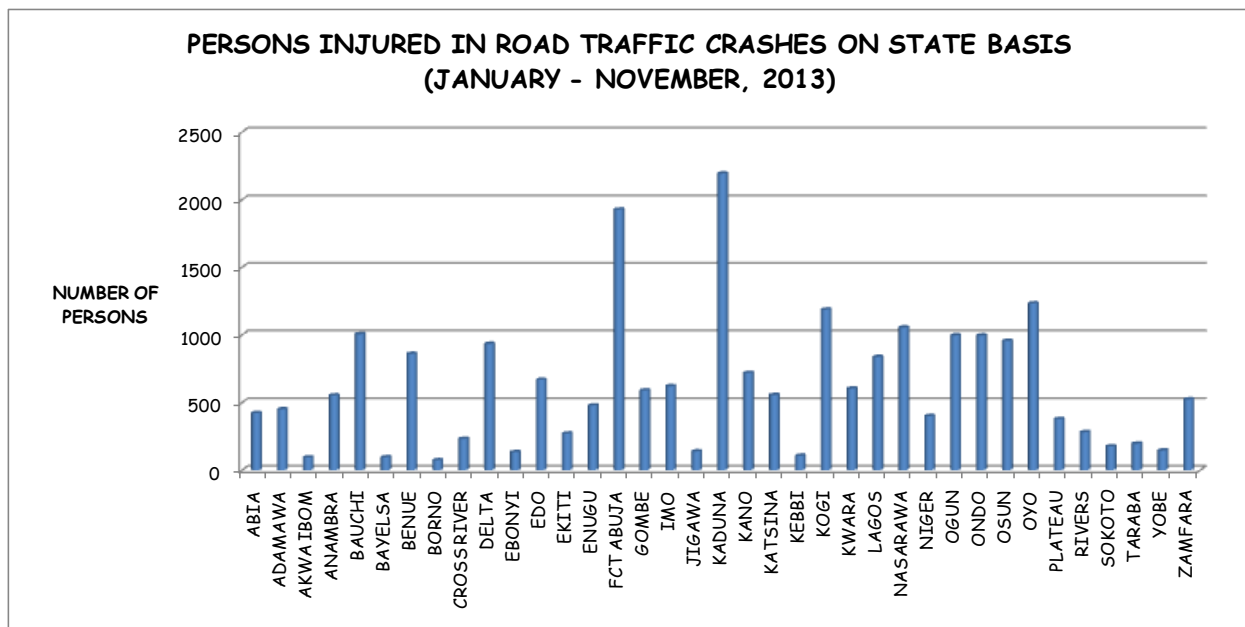


CHART OF TOTAL CASUALTIES OF RTC, JANUARY-NOVEMBER,2013 ON ZONAL BASIS

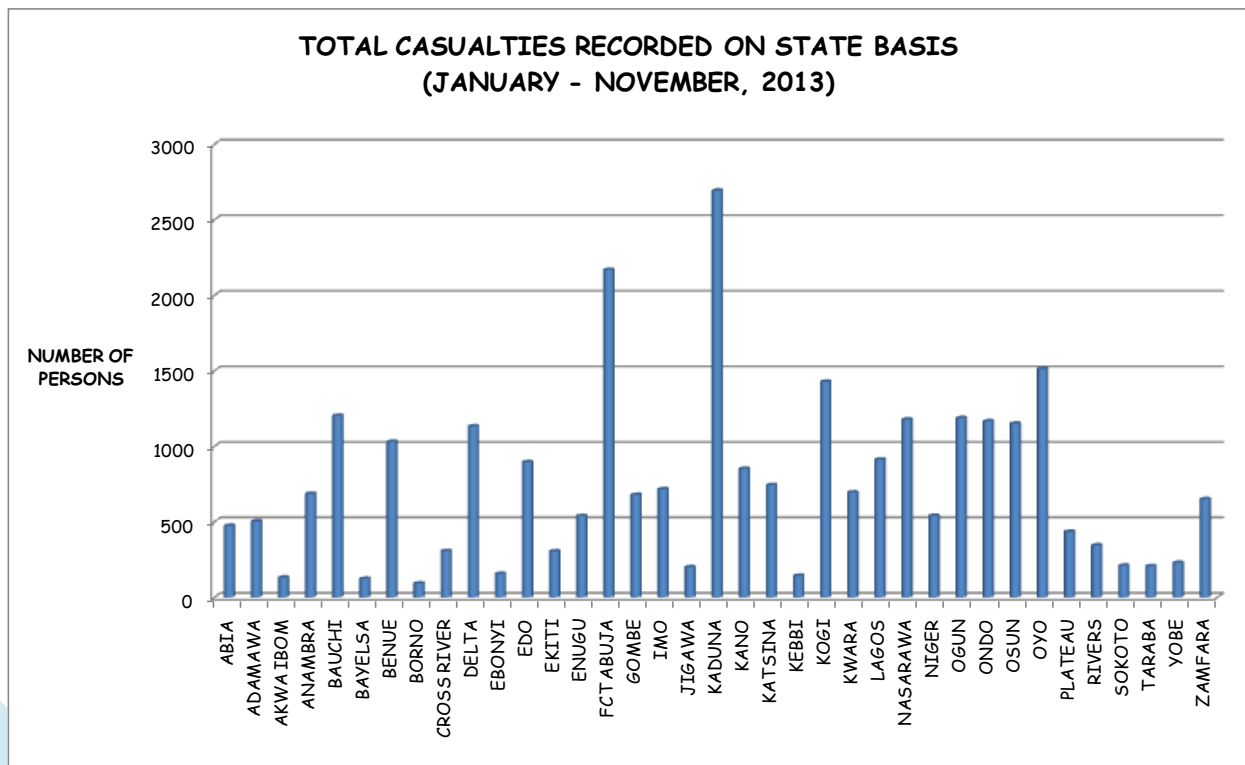


CHART OF PERSONS KILLED IN RTC, JANUARY-NOVEMBER, 2013 ON STATES BASIS

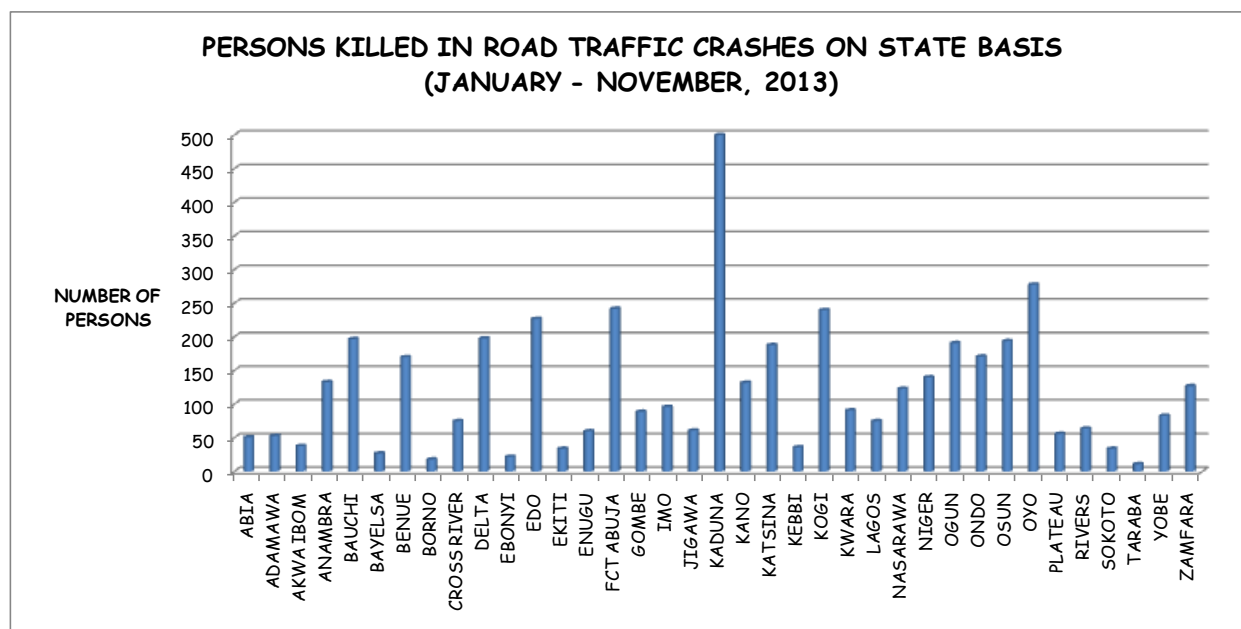
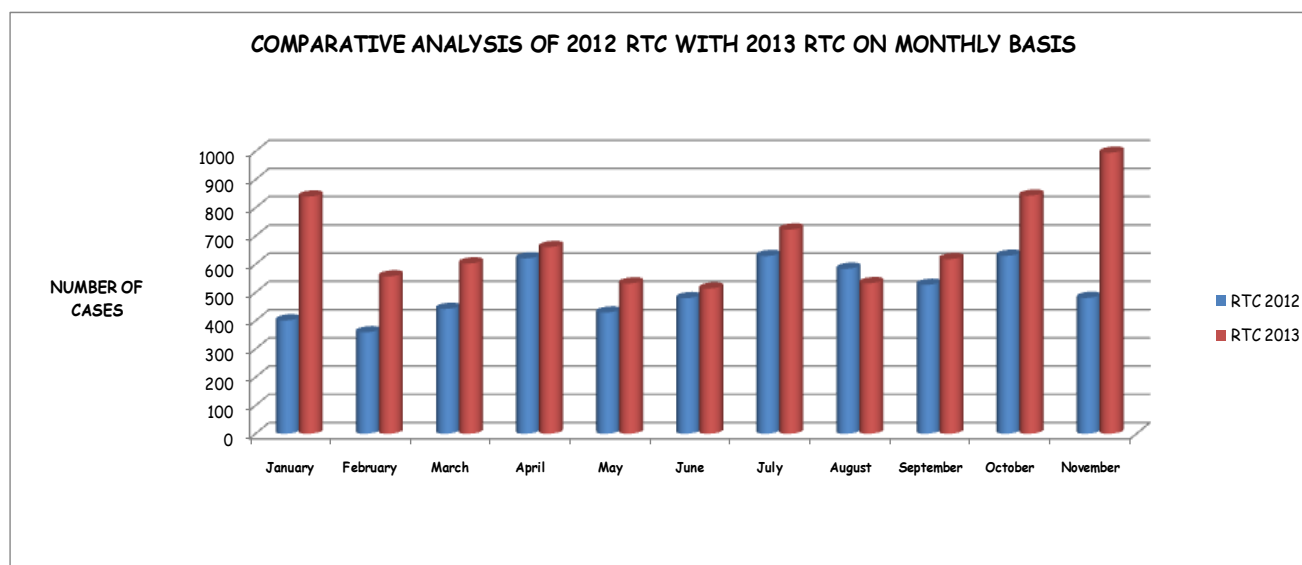
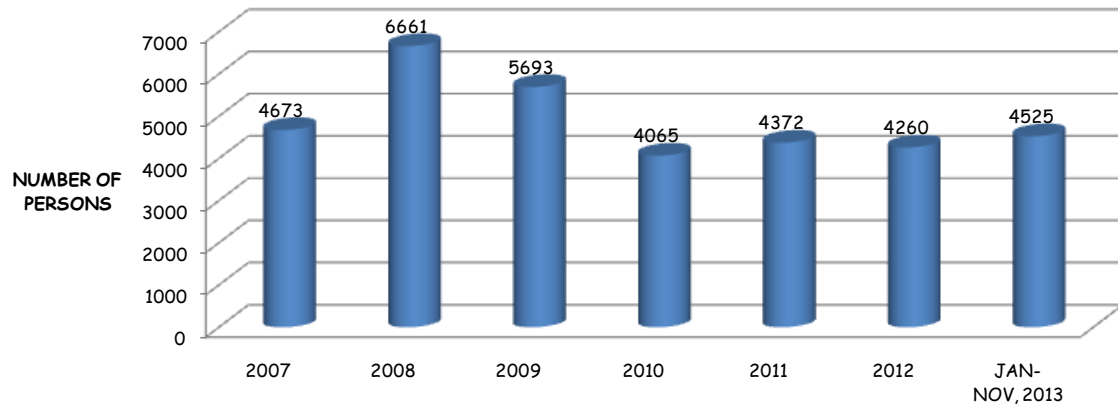


CHART OF COMPARISON OF ROAD CRASHES, 2012/2013 JANUARY-NOVEMBER, 2013 ON MONTHLY BASIS



A-7YEAR COMPARISON OF PERSONS KILLED IN ROAD TRAFFIC CRASHES



ROAD TRAFFIC CRASHES AND ROUTES ANALYSIS: WEEK 45-48

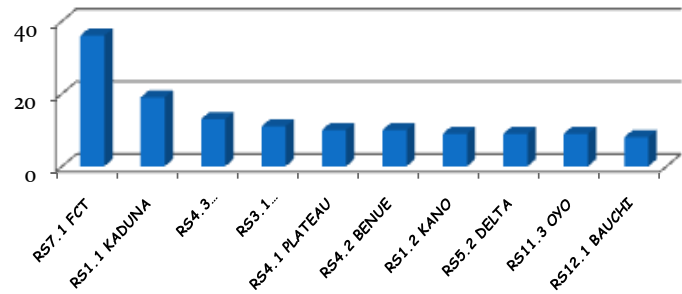
SUMMARY OF OBSERVATIONS-WEEK 45

- *A total of 219 road crashes occurred in week 45 which showed an upward increase in the number of crashes recorded over week 44 (i.e 139 crashes approximately 58% increase). In the week under review a total of 603 persons were injured and 81 persons killed . There was a general increase in road crash parameters compared with previous week 44.*
- *The Federal Capital Territory (FCT) top the list of the states with number of crash occurrence in the week under consideration with 36 crashes resulting in 8 deaths and 65 persons with various degrees of injuries. Kaduna state followed FCT with a total of 19 crashes which led to 8 deaths and 52 persons with various degrees of injuries .*
- *Abuja- Kubwa expressway recorded the highest number of road crashes in week 45 with a total of 11 crashes, Hawankibo - jos route had the highest number of persons injured (33 persons) and Ibadan - Oyo road with the highest number of persons killed (7 Persons).*
- *In week 45, most road crashes leading to injuries occurred between 1300hrs and 1400hrs while crashes leading to death occurred between 1200hrs to 1500hrs.*
- *The week also witnessed the highest number of crashes and its attendant fatalities on Sunday(41), Saturday (38) and Monday(32) respectively.*

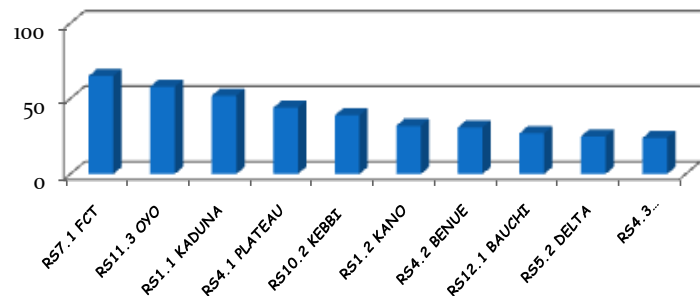
SUMMARY OF WEEK 45 RTC ANALYSIS ON ROUTES AND STATES BASIS

S/N	SECTOR COMMAND	NUMBER OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL OF PEOPLE INVOLVED
1	RS1.1 KADUNA	19	52	8	103
2	RS1.2 KANO	9	32	1	54
3	RS1.3 KATSINA	3	9	4	15
4	RS1.4 JIGAWA	3	7	2	16
5	RS2.1 LAGOS	5	7	2	18
6	RS2.2 OGUN	6	20	6	37
7	RS3.1 ADAMAWA	11	16	1	48
8	RS3.2 GOMBE	2	16	7	23
9	RS4.1 PLATEAU	10	44	2	125
10	RS4.2 BENUE	10	31	7	64
11	RS4.3 ANAMBRA	13	24	4	44
12	RS5.1 EDO	3	4	0	7
13	RS5.2 DELTA	9	25	3	64
14	RS5.3 ANAMBRA	4	24	1	37
15	RS6.1 RIVERS	4	2	0	6
16	RS6.2 CROSS RIVER	2	6	1	25
17	RS6.3 AKWA-IBOM	1	1	0	2
18	RS6.4 BAYELSA	3	1	0	15
19	RS7.1 FCT	36	65	8	160
20	RS7.2 NIGER	2	6	1	9
21	RS8.1 KWARA	4	18	3	42
22	RS8.2 EKITI	3	5	1	10
23	RS8.3 KOGI	4	11	2	20
24	RS9.1 ENUGU	4	4	0	27
25	RS9.2 EBONYI	4	7	1	20
26	RS9.3 ABIA	1	0	0	9
27	RS9.4 IMO	4	10	2	43
28	RS10.1 OKOTO	2	2	0	5
29	RS10.2 KEBBI	6	39	0	45
30	RS10.3 ZAMFARA	7	10	0	18
31	RS11.1 OSUN	4	7	1	11
32	RS11.2 ONDO	3	13	0	33
33	RS11.3 OYO	9	58	11	83
34	RS12.1 BAUCHI	8	27	2	49
35	RS12.3 YOBE	1	0	0	1
TOTAL		219	603	81	1288

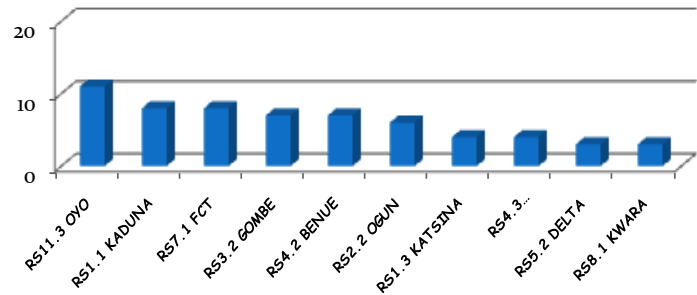
NUMBER OF CRASHES OF TOP TEN(10) SECTORS WITHIN WEEK 45



TOTAL NO. OF INJURED (TOP 10) SECTOR COMMANDS



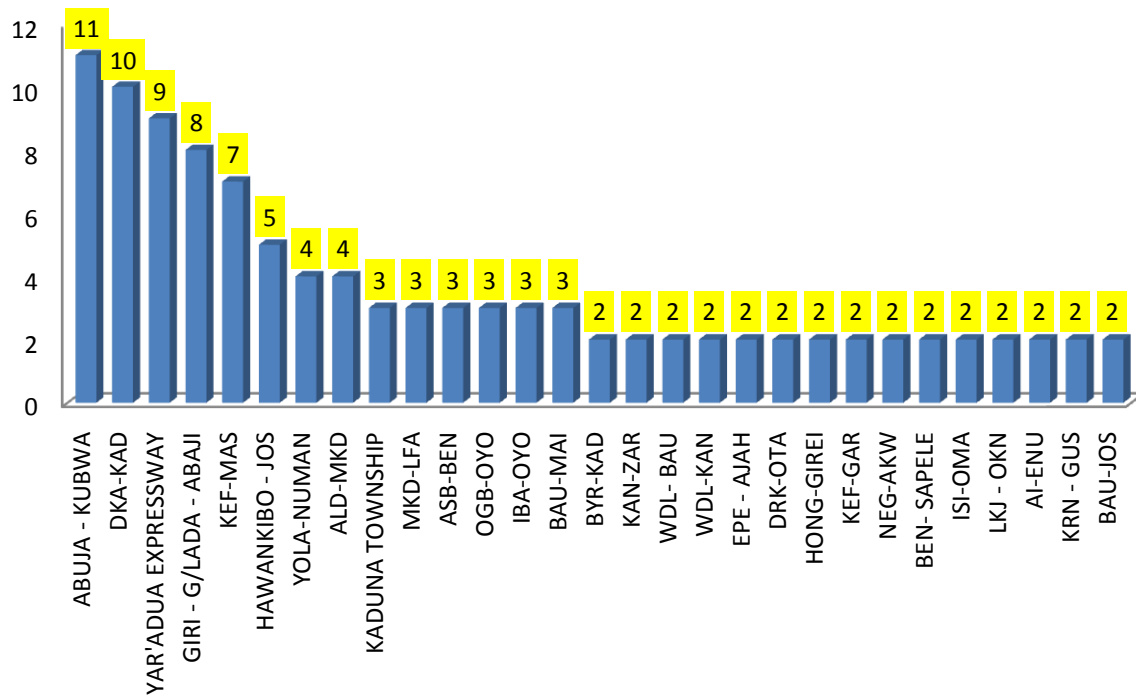
TOTAL NO. KILLED (TOP 10) SECTOR COMMANDS



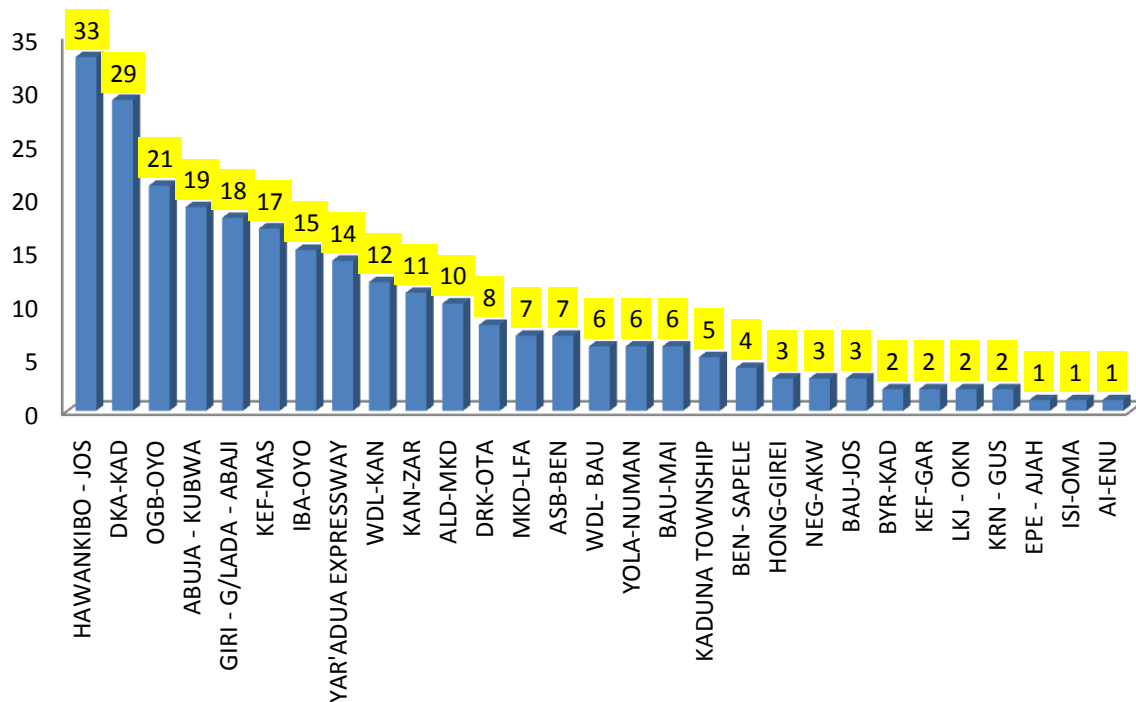
ROAD CRASH ROUTE ANALYSIS, WEEK 45 (1-7 NOVEMBER 2013) SUMMARY: RTC OCCURENCES ON ROUTES

REPORTING COMMAND	ROUTE	NO. OF CRASHES	NO. INJURED	NO. KILLED	TOTAL OF PEOPLE INVOLVED
RS1.1	KADUNA TOWNSHIP	3	5	0	7
RS1.16	DKA-KAD	10	29	5	63
RS1.17	BYR-KAD	2	2	1	3
RS1.25	KAN-ZAR	2	11	0	16
RS1.27	WDL-BAU	2	6	0	8
RS1.27	WDL-KAN	2	12	0	20
RS2.12	EPE-AJAH	2	1	2	5
RS2.26	DRK-OTA	2	8	1	12
RS3.1	YOLA-NUMAN	4	6	0	20
RS3.12	HONG-GIREI	2	3	1	9
RS4.13	HAWANKIBO - JOS	5	33	2	95
RS4.24	ALD-MKD	4	10	2	15
RS4.2	MKD-LFA	3	7	2	15
RS4.32 KEF	KEF-MAS	7	17	0	24
RS4.32 KEF	KEF-GAR	2	2	2	5
RS4.35	NEG-AKW	2	3	0	8
RS5.23	ASB-BEN	3	7	0	25
RS5.25	BEN- SAPELE	2	4	0	12
RS6.13	ISI-OMA	2	1	0	3
RS7.110 LUGBE	YAR'ADUA EXPRESSWAY	9	14	2	51
RS7.116/LADA	GIRI - G/LADA - ABAJI	8	18	2	29
ZEBRA 4	ABUJA - KUBWA	11	19	1	49
RS8.3	LKJ - OKN	2	2	0	6
9.2	AI-ENU	2	1	0	4
RS10.32	KRN - GUS	2	2	0	7
RS11.31	OGB-OYO	3	21	2	29
RS11.39	IBA-OYO	3	15	7	28
RS12.1	BAU-MAI	3	6	1	11
RS12.1	BAU-JOS	2	3	0	17

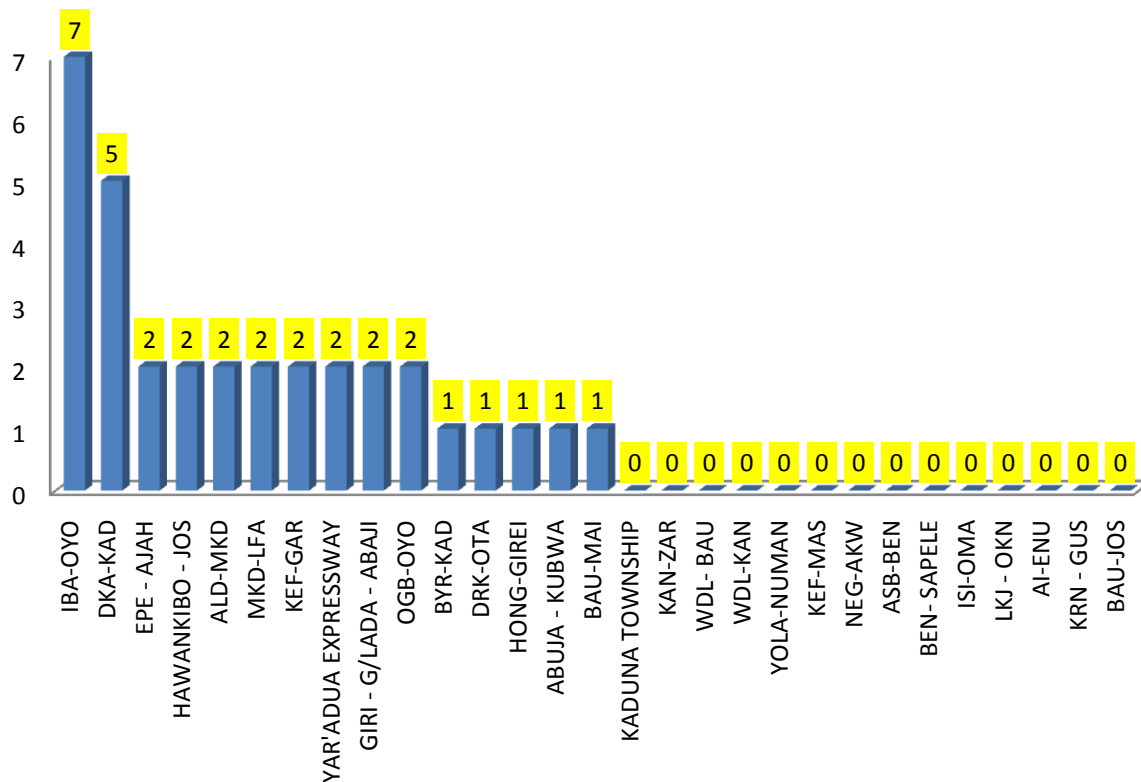
NO. OF CRASHES ON IDENTIFEID ROUTES



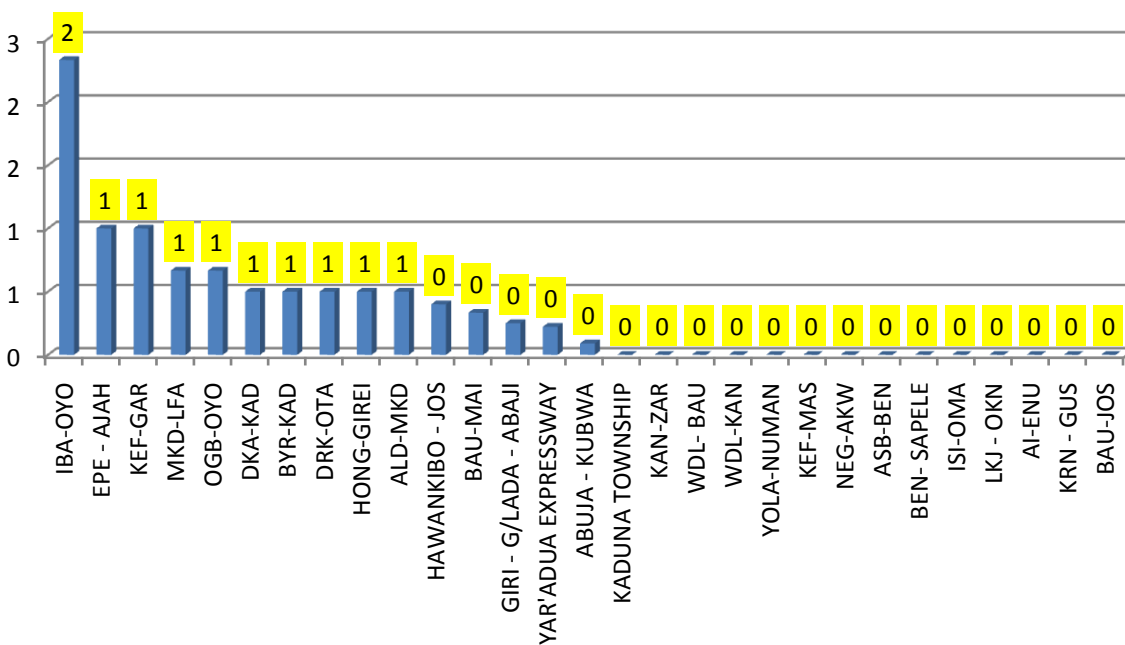
NO. INJURED ON IDENTIFIED ROUTES



NO. KILLED ON IDENTIFIED ROUTES

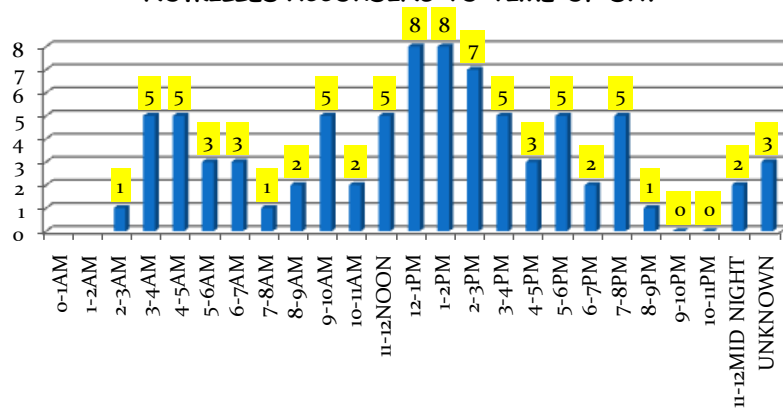


ROUTE SEVERITY

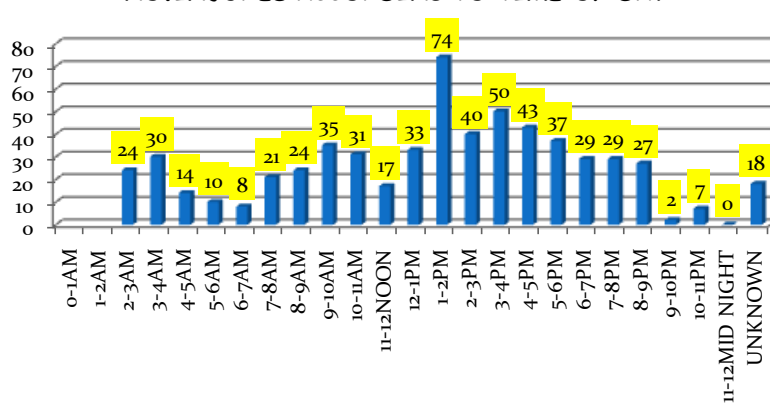


CRASH TIME	INJURED TOTAL	KILLED TOTAL	TOTAL OF PEOPLE INVOLVED
0-1AM			
1-2AM			
2-3AM	24	1	27
3-4AM	30	5	87
4-5AM	14	5	28
5-6AM	10	3	46
6-7AM	8	3	16
7-8AM	21	1	46
8-9AM	24	2	51
9-10AM	35	5	90
10-11AM	31	2	44
11-12NOON	17	5	39
12-1PM	33	8	95
1-2PM	74	8	115
2-3PM	40	7	106
3-4PM	50	5	124
4-5PM	43	3	70
5-6PM	37	5	80
6-7PM	29	2	61
7-8PM	29	5	48
8-9PM	27	1	56
9-10PM	2	0	7
10-11PM	7	0	8
11-12MID NIGHT	0	2	2
UNKNOWN	18	3	42
TOTAL	603	81	1288

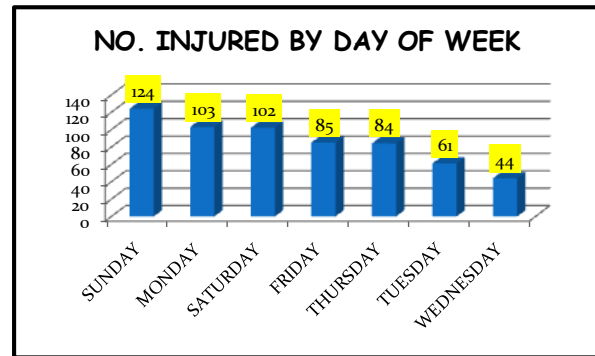
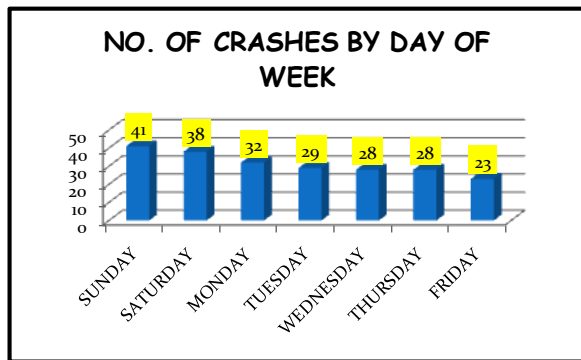
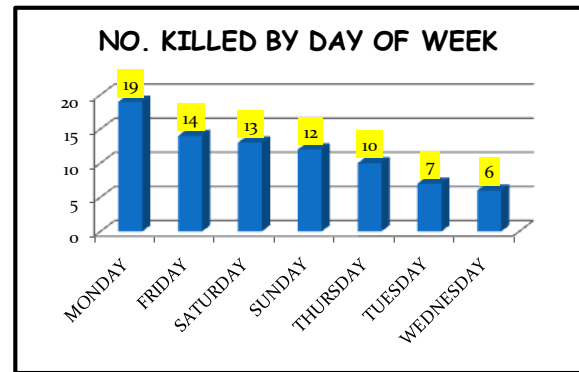
NO. KILLED ACCORDING TO TIME OF DAY



NO. INJURED ACCORDING TO TIME OF DAY



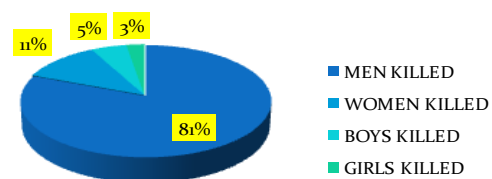
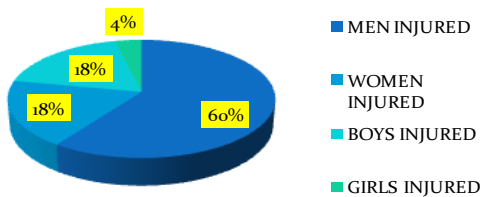
DAY OF WEEK	NUMBER OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL OF PEOPLE INVOLVED
MONDAY	32	103	19	164
TUESDAY	29	61	7	131
WEDNESDAY	28	44	6	91
THURSDAY	28	84	10	190
FRIDAY	23	85	14	171
SATURDAY	38	102	13	272
SUNDAY	41	124	12	269
TOTAL	219	603	81	1288



SEX DEMOGRAPHICS IN WEEK 45

MEN INJURED	WOMEN INJURED	BOYS INJURED	GIRLS INJURED	TOTAL INJURED
420	129	129	25	613

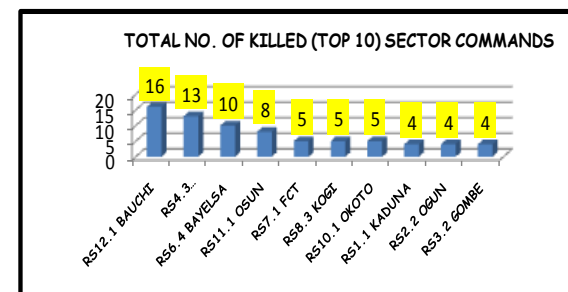
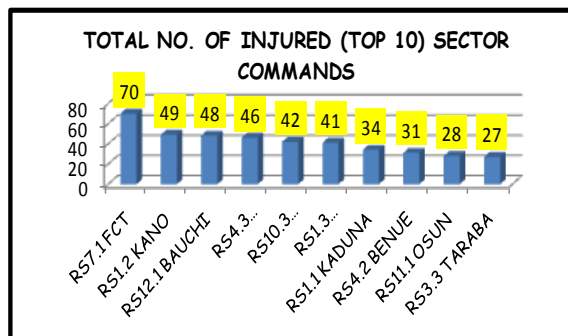
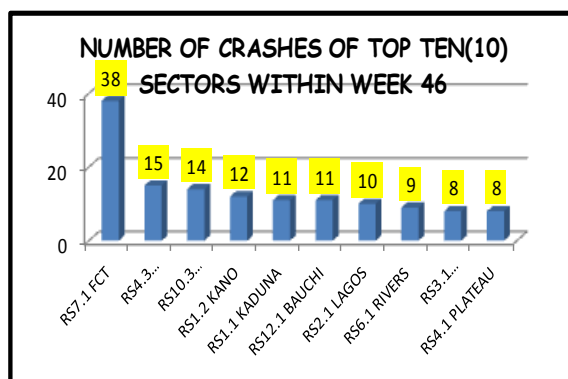
MEN KILLED	WOMEN KILLED	BOYS KILLED	GIRLS KILLED	TOTAL KILLED
64	9	4	2	82



SUMMARY OF OBSERVATIONS-WEEK 46

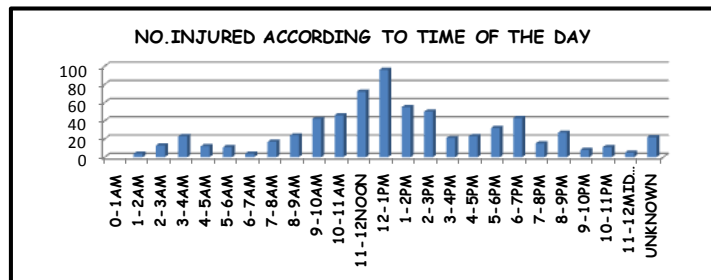
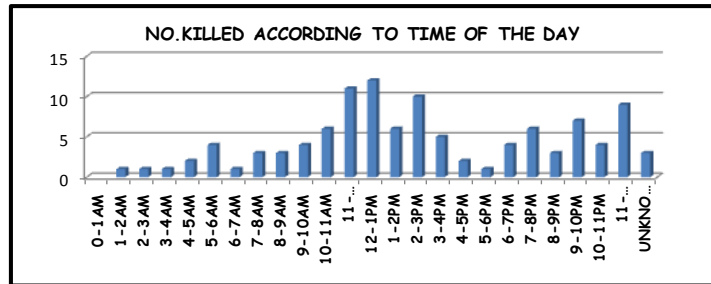
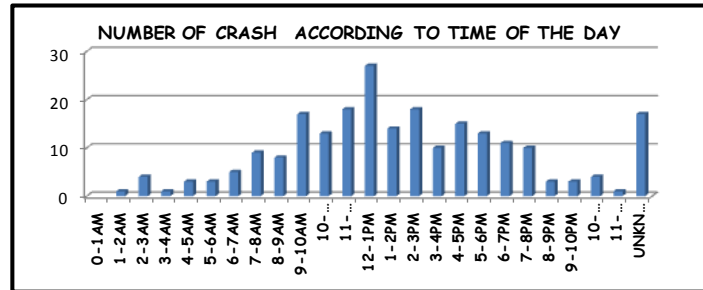
- *The week under consideration witnessed a total of 228 road crashes which was an upward trend compared with previous week 45 in which 219 cases were recorded. Out of these 228 crashes in week 46, 107 persons were killed and 657 persons sustained various degrees of injuries.*
- *The Federal Capital Territory (FCT) led the States in the country with the highest number of road crash occurrence i.e 38 crashes involving 161 persons out of which 5 persons were confirmed killed and 70 injured. Nasarawa state appeared second with a total of 15 crashes which led to 13 deaths and left 46 persons with different kinds of injuries.*
- *The highest severity index was recorded in Bauchi state which recorded 11 crashes with 16 deaths and 48 injuries. TRR- Bauchi route recorded the highest number of deaths in the state with 6 deaths and 14 persons injured.*
- *Kubwa expressway witnessed the highest number of crashes nation wide with 11 crashes and closely followed by Yar'adua expressway with 9 crashes.*
- *Most road crashes resulting in injuries and deaths occurred between 12 Noon and 1 Pm of the week.*
- *Friday witnessed the highest number of crashes and number of persons injured in the week of the day. While, Saturday recorded the highest number of persons killed.*
- *Though Sagbama-Zarama road has a severity index of 4.5, it is an isolated case or a rare occurrence along the route. Ife-Ilesha and Sokoto-Gusau have worrisome severity indeces. The high severity index in these two routes are re-occurrence in nature.*

S/N	SECTOR COMMAND	NUMBER OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL OF PEOPLE INVOLVED
1	RS1.1 KADUNA	11	34	4	51
2	RS1.2 KANO	12	49	2	67
3	RS1.3 KATSINA	7	41	1	50
5	RS2.1 LAGOS	10	17	3	49
6	RS2.2 OGUN	6	13	4	29
7	RS3.1 ADAMAWA	8	13	1	23
8	RS3.2 GOMBE	4	9	4	29
	RS3.3 TARABA	2	27	3	31
9	RS4.1 PLATEAU	8	15	0	36
10	RS4.2 BENUE	6	31	3	40
11	RS4.3 NASARAWA	15	46	13	73
12	RS5.1 EDO	7	17	2	72
13	RS5.2 DELTA	6	7	2	42
14	RS5.3 ANAMBRA	3	3	0	28
15	RS6.1 RIVERS	9	20	2	53
16	RS6.2 CROSS RIVER	2	3	0	8
17	RS6.3 AKWA-IBOM	3	3	2	6
18	RS6.4 BAYELSA	4	7	10	21
19	RS7.1 FCT	38	70	5	161
21	RS8.1 KWARA	5	8	4	20
23	RS8.3 KOGI	5	24	5	40
24	RS9.1 ENUGU	3	5	0	10
25	RS9.2 EBONYI	2	8	0	24
26	RS9.3 ABIA	3	3	0	10
27	RS9.4 IMO	5	17	1	31
28	RS10.1 OKOTO	4	11	5	23
29	RS10.2 KEBBI	1	0	1	4
30	RS10.3 ZAMFARA	14	42	2	75
31	RS11.1 OSUN	4	28	8	46
32	RS11.2 ONDO	6	12	2	110
33	RS11.3 OYO	2	5	2	12
34	RS12.1 BAUCHI	11	48	16	70
35	RS12.3 YOBE	2	21	0	23
	TOTAL	228	657	107	1367



NUMBER OF ROAD TRAFFIC CRASH BY HOUR OF THE DAY FOR THE WEEK 46

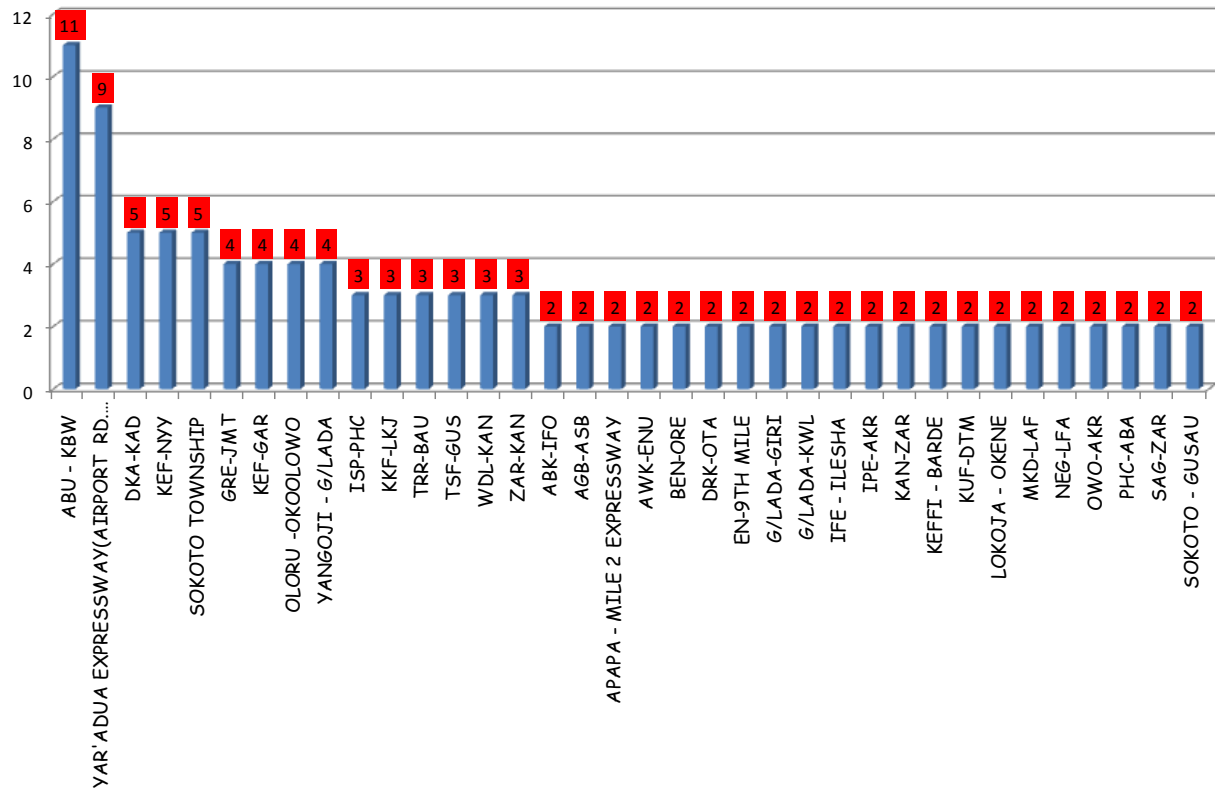
CRASH TIME	NUMBER OF CRASH	INJURED TOTAL	KILLED TOTAL	TOTAL OF PEOPLE INVOLVED
0-1AM				
1-2AM	1	4	1	3
2-3AM	4	13	1	15
3-4AM	1	23	1	26
4-5AM	3	12	2	15
5-6AM	3	11	4	24
6-7AM	5	4	1	13
7-8AM	9	17	3	53
8-9AM	8	24	3	43
9-10AM	17	42	4	78
10-11AM	13	46	6	83
11-12NOON	18	72	11	106
12-1PM	27	96	12	216
1-2PM	14	55	6	87
2-3PM	18	50	10	95
3-4PM	10	21	5	67
4-5PM	15	23	2	66
5-6PM	13	32	1	68
6-7PM	11	43	4	151
7-8PM	10	15	6	52
8-9PM	3	27	3	46
9-10PM	3	8	7	19
10-11PM	4	11	4	15
11-12MIDNIGHT		5	9	14
UNKNOW	17	22	3	47
TOTAL	228	676	109	1402



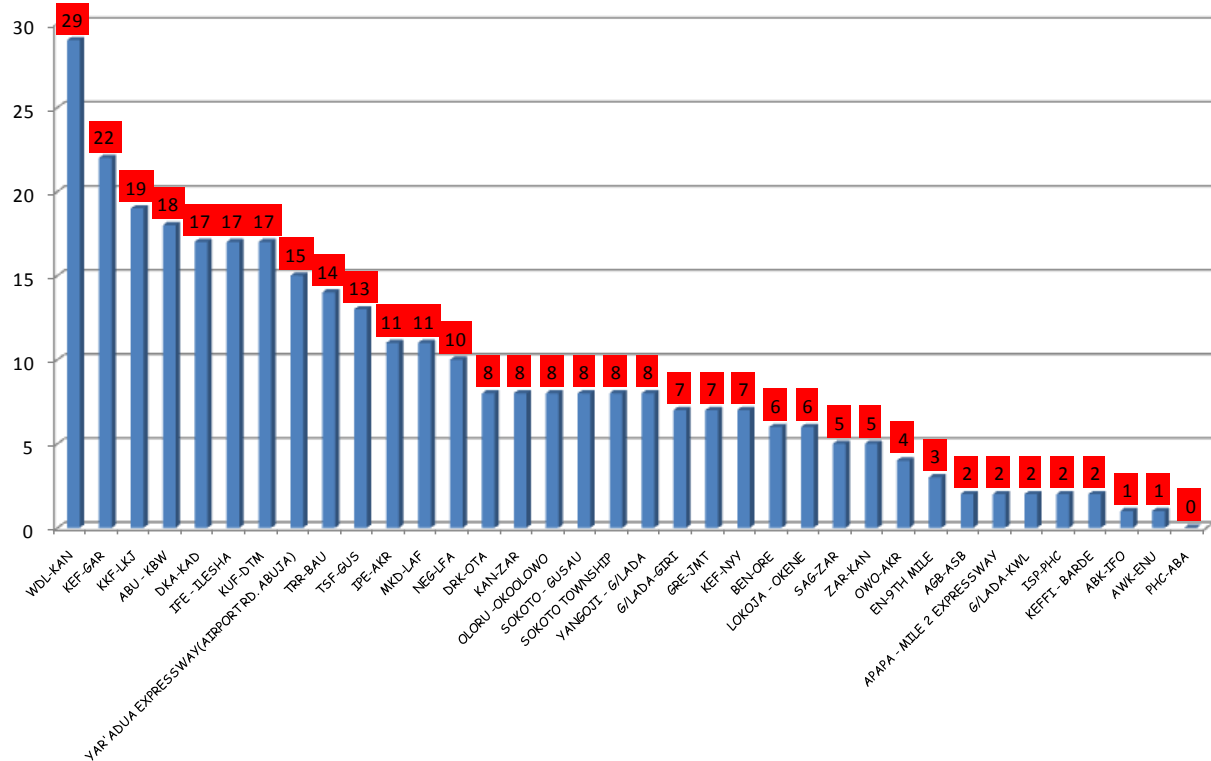
FREQUENCY OF RTC ON ROUTES BASIS IN WEEK 46

ROUTE	NUMBER OF RTC	TOTAL INJ.	TOTAL KILLED	TOTAL OF PEOPLE INVOLVED	SEVERITY INDEX
ABK-IFO	2	1	1	6	0.50
ABU - KBW	11	18	1	46	0.09
AGB-ASB	2	2	0	3	0.00
APAPA - MILE 2 EXPRESSWAY	2	2	0	17	0.00
AWK-ENU	2	1	0	19	0.00
BEN-ORE	2	6	0	27	0.00
DKA-KAD	5	17	4	24	0.80
DRK-OTA	2	8	1	15	0.50
EN-9TH MILE	2	3	0	7	0.00
G/LADA-GIRI	2	7	0	7	0.00
G/LADA-KWL	2	2	0	10	0.00
GRE-JMT	4	7	0	10	0.00
IFE - ILESHA	2	17	8	25	4.00
IPE-AKR	2	11	0	21	0.00
ISP-PHC	3	2	1	23	0.33
KAN-ZAR	2	8	0	11	0.00
KEFFI - BARDE	2	2	3	8	1.50
KEF-GAR	4	22	8	30	2.00
KEF-NYY	5	7	1	11	0.20
KKF-LKJ	3	19	3	27	1.00
KUF-DTM	2	17	0	20	0.00
LOKOJA - OKENE	2	6	1	17	0.50
MKD-LAF	2	11	0	11	0.00
NEG-LAF	2	10	1	11	0.50
OLORU - OKOLOWO	4	8	4	16	1.00
OWO-AKR	2	4	0	9	0.00
PHC-ABA	2	0	0	8	0.00
SAG-ZAR	2	5	9	15	4.50
SOKOTO - GUSAU	2	8	4	15	2.00
SOKOTO TOWNSHIP	5	8	1	12	0.20
TRR-BAU	3	14	6	21	2.00
TSF-GUS	3	13	1	25	0.33
WDL-KAN	3	29	1	36	0.33
YANGOJI - G/LADA	4	8	2	12	0.50
YAR'ADUA EXPRESSWAY(AIRPORT RD. ABUJA)	9	15	0	54	0.00
ZAR-KAN	3	5	1	12	0.33

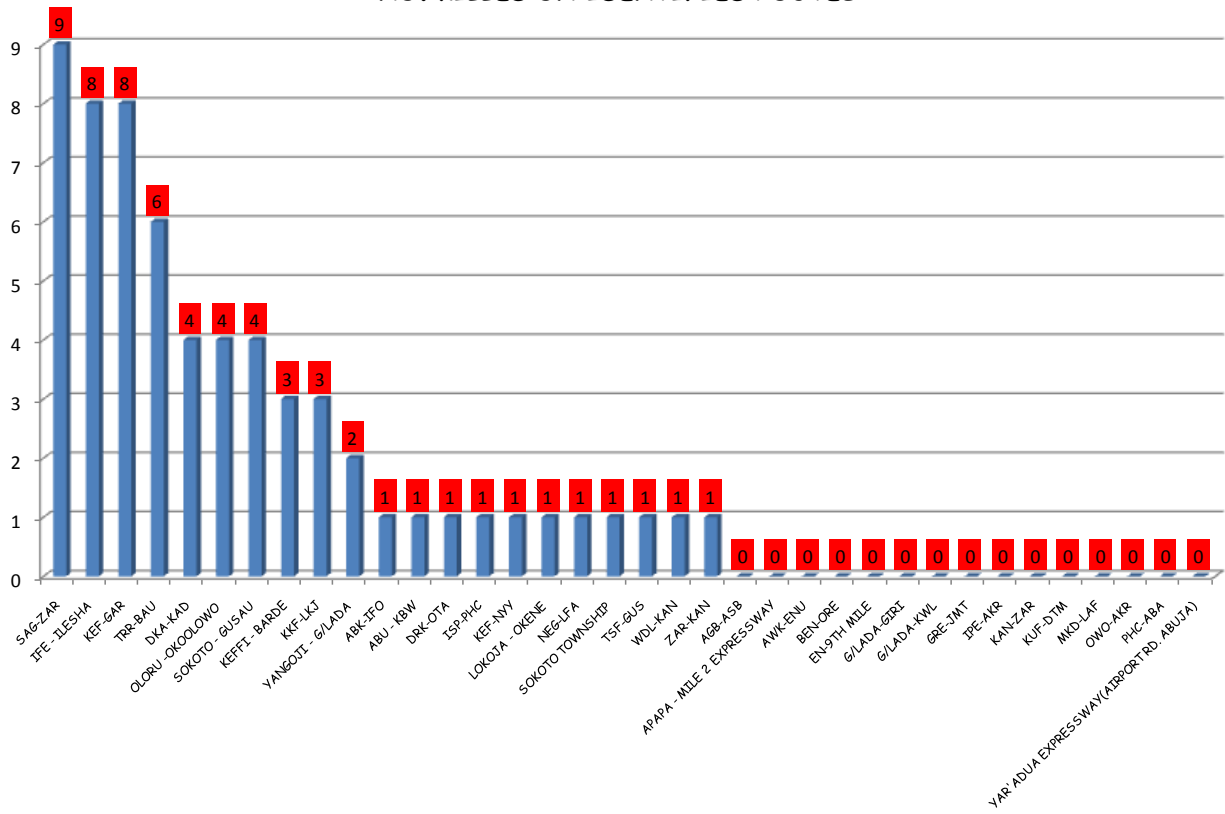
NO. OF CRASHES ON IDENTIFIED ROUTES



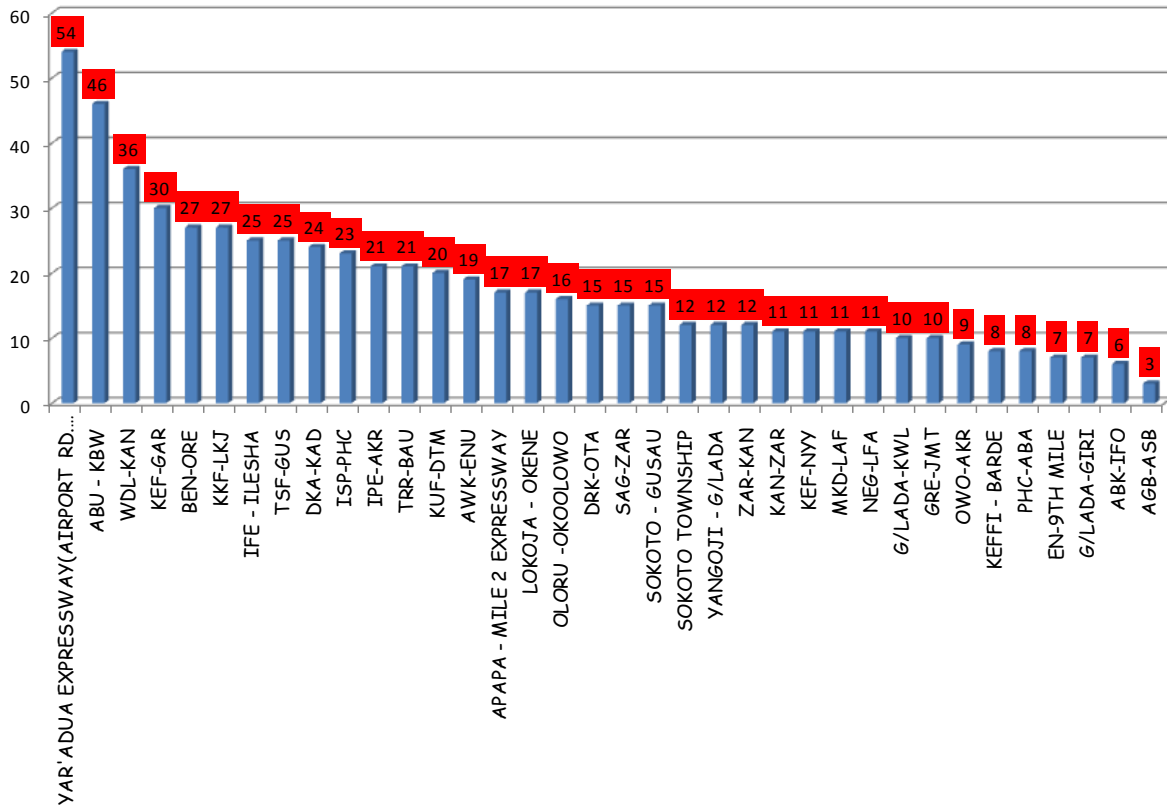
NO. INJURED ON IDENTIFIED ROUTES



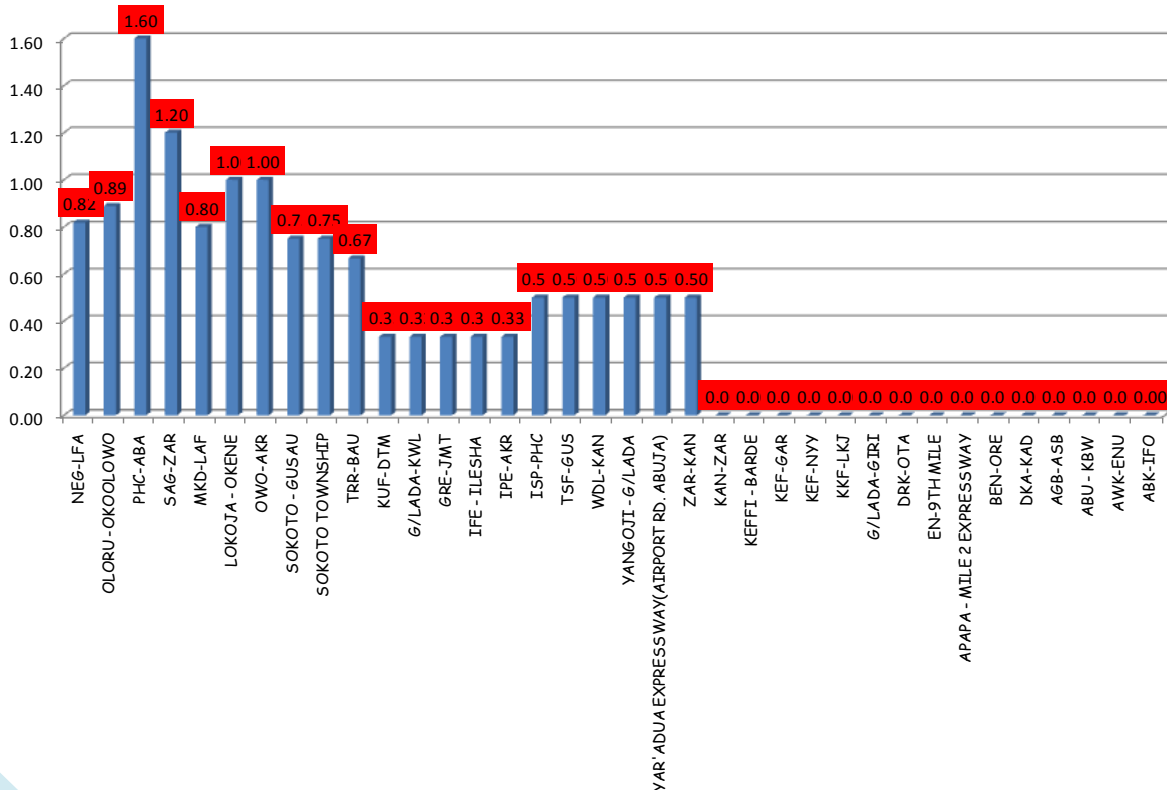
NO. KILLED ON IDENTIFIED ROUTES



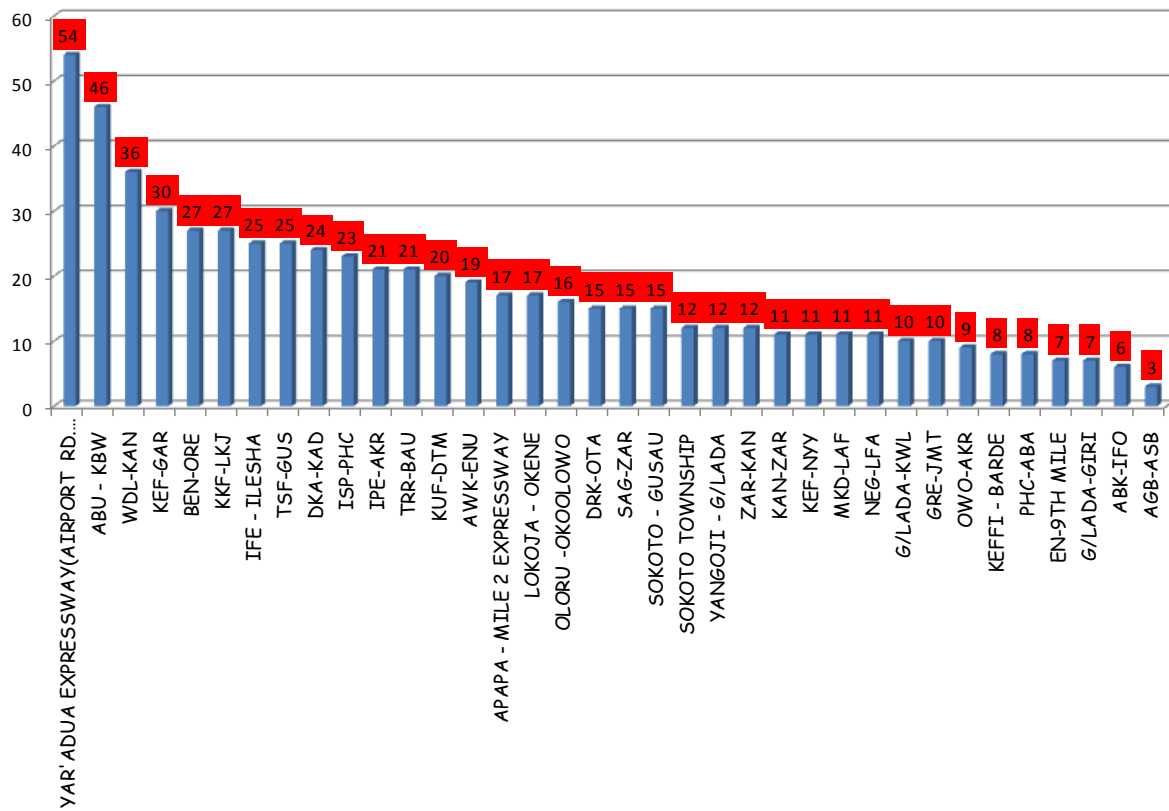
NO. PEOPLE INVOLVED IN RTC ON IDENTIFIED ROUTES



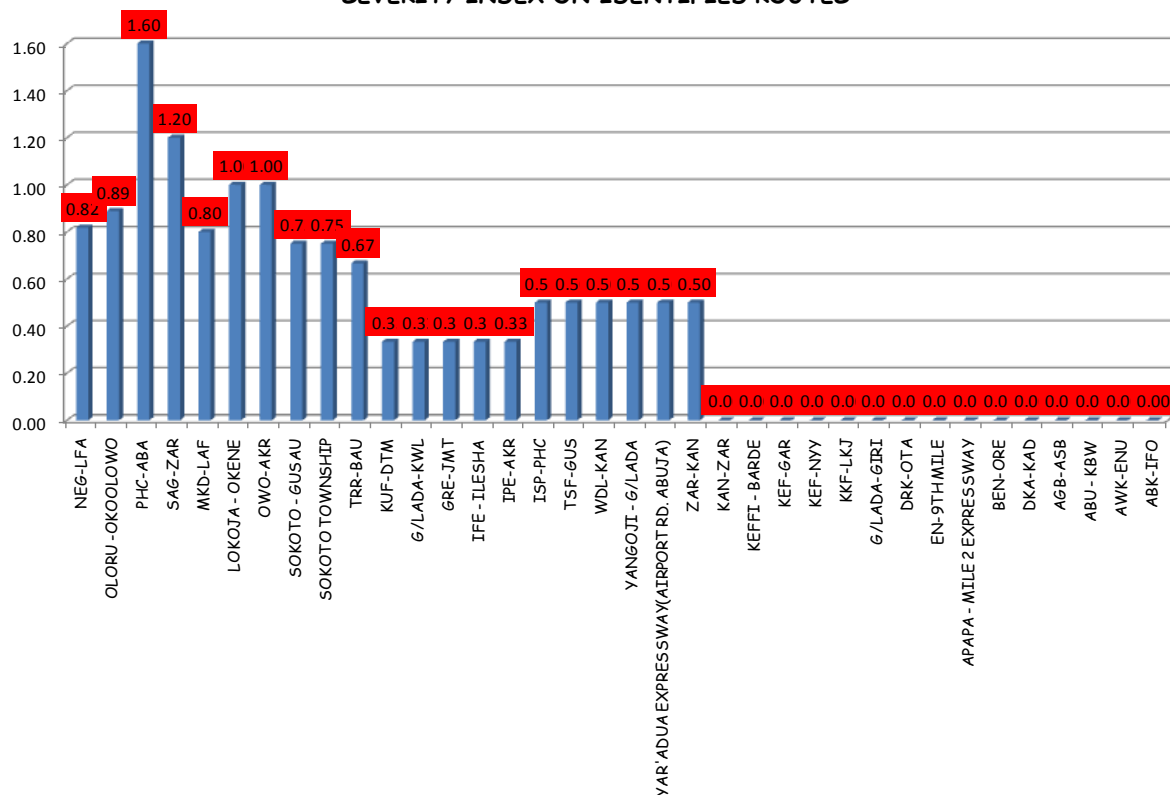
SEVERITY INDEX ON IDENTIFIED ROUTES



NO. PEOPLE INVOLVED IN RTC ON IDENTIFIED ROUTES

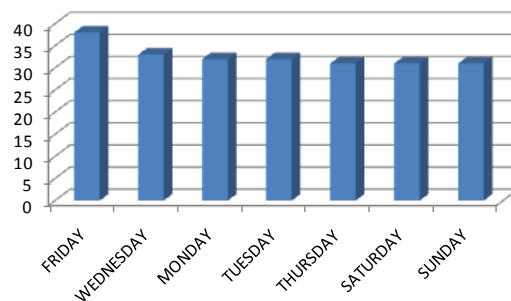


SEVERITY INDEX ON IDENTIFIED ROUTES

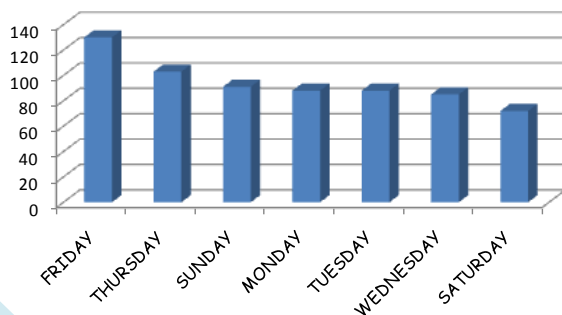


DAY OF WEEK	NUMBER OF CRASHES	TOTAL INJURED	TOTAL KILLED	TOTAL OF PEOPLE INVOLVED
MONDAY	32	88	14	163
TUESDAY	32	88	9	155
WEDNESDAY	33	85	15	178
THURSDAY	31	103	5	253
FRIDAY	38	130	10	195
SATURDAY	31	72	28	219
SUNDAY	31	91	26	204
TOTAL	228	657	107	1367

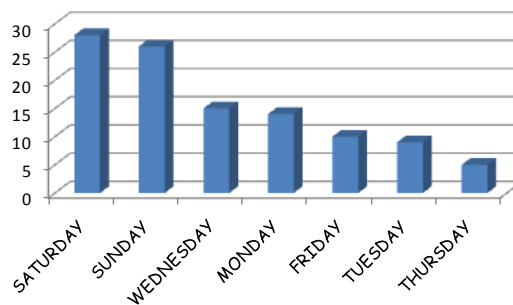
NO. OF CRASHES BY DAY OF WEEK



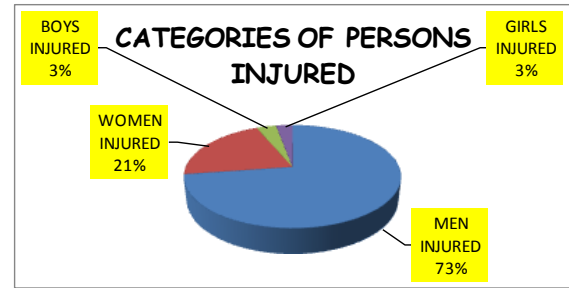
NO. INJURED BY DAY OF WEEK



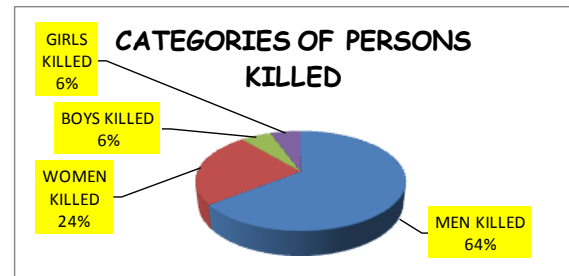
NO. KILLED BY DAY OF WEEK



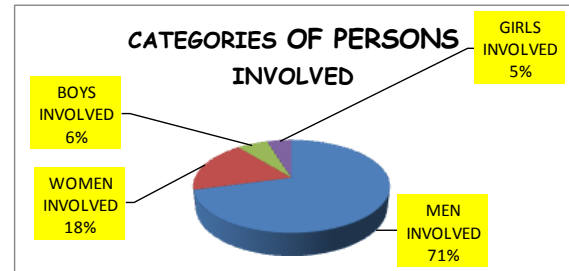
MEN INJURED	WOMEN INJURED	BOYS INJURED	GIRLS INJURED	TOTAL INJURED
475	136	23	19	656



MEN KILLED	WOMEN KILLED	BOYS KILLED	GIRLS KILLED	TOTAL KILLED
69	26	6	6	107



MEN INVOLVED	WOMEN INVOLVED	BOYS INVOLVED	GIRLS INVOLVED	TOTAL INVOLVED
966	250	82	66	1364

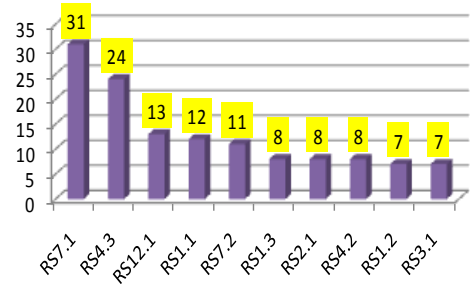


SUMMARY OF OBSERVATIONS-WEEK 47

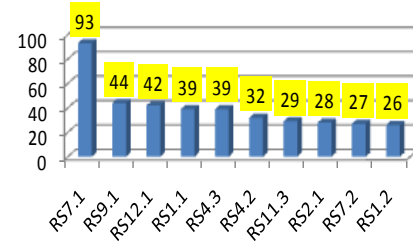
- *A total of 217 road crashes occurred in week 47. Out of these crashes, 643 persons were injured and 96 persons in total were killed.*
- *The Federal Capital Territory (FCT) led the States in the country with the highest number of road crash occurrence as much as 31 instances, resulting in the death of 10 persons and 93 persons being severely injured. Nasarawa State (RS4.3) being FCT's neighbour followed the trail with 24 recorded cases of road crashes and 39 persons being confirmed seriously injured, there was no person on the Nasarawa State road that was involved in RTC that was confirmed dead in week 47.*
- *Kaduna-Digan Kuka, Gwagwalada-Yangoji, Gwagwalada-Giri, Zuba-Kaduna and Benin-Ore routes were prominent on routes where recorded cases of RTC led to death of human lives. Kaduna-Digan Kuka route led the trail with just 2 road crashes resulting in 17 people being killed and 19 persons being injured. The Gwagwalada-Yangoji route followed with 7 recorded road crashes resulting in 5 deaths and 40 injured persons. Gwagwalada-Giri road followed with 5 road crashes, 4 deaths and 24 injured persons. Linking these RTC data with the location of these three routes spotlighted could show an increased road use activity typical of the high vehicular movements towards the end of the year. This might signal the need to have preparatory measures by the Corps in place to stem the trend during the yule-tide proper.*
- *Most road crashes occurred between 1600Hrs-1800Hrs and 1000Hrs-1200Hrs. As much as 31 persons were killed between the hours of 1600Hrs-1800Hrs and 20 persons were killed between the hours of 1000Hrs-1200Hrs. The same period of the day accounted for the highest number of persons that were injured in road crashes in week 47.*
- *Friday, Sunday and the mid-week accounted for the days with high record of road crashes. 32 persons were killed on Wednesday and that same day, 118 persons were injured across the whole federation.*

S/N	REPORTING COMMAND	TOTAL NO. INJURED	TOTAL NO. KILLED	TOTAL NO. OF PEOPLE INVOLVED	NO. OF CRASHES
1	RS1.1	39	28	132	12
2	RS1.2	26	1	37	7
3	RS1.3	20	5	46	8
4	RS1.4	16	1	18	5
5	RS2.1	28	12	64	8
6	RS2.2	8	1	31	5
7	RS3.1	24	0	35	7
8	RS3.2	6	0	9	3
9	RS4.1	25	0	52	7
10	RS4.2	32	1	44	8
11	RS4.3	39	0	94	24
12	RS5.1	13	4	24	4
13	RS5.2	20	1	24	5
14	RS5.3	4	0	6	4
15	RS6.1	2	1	8	3
16	RS6.2	7	1	12	4
17	RS6.3	1	0	2	1
18	RS6.4	2	0	33	4
19	RS7.1	93	10	153	31
20	RS7.2	27	4	47	11
21	RS8.1	4	1	12	3
22	RS8.2	1	0	1	1
23	RS8.3	23	6	75	4
24	RS9.1	44	0	62	4
25	RS9.2	4	2	19	1
26	RS9.3	1	0	2	1
27	RS9.4	17	1	22	4
28	RS10.1	4	1	8	3
29	RS10.2	4	0	4	2
30	RS10.3	19	1	34	6
31	RS11.1	4	2	8	2
32	RS11.2	15	3	48	6
33	RS11.3	29	5	57	6
34	RS12.1	42	4	69	13

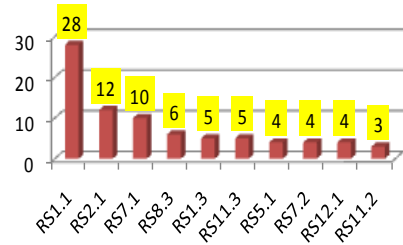
TOP TEN SECTOR COMMANDS WITH HIGHEST NUMBER OF CRASH OCCURRENCE IN WEEK 47



TOP TEN SECTOR COMMANDS WITH HIGHEST NUMBER OF INJURED PERSONS

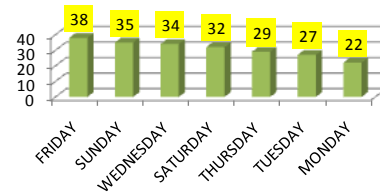


TOP 10 SECTOR COMMANDS WITH HIGHEST NUMBER OF PERSONS KILLED

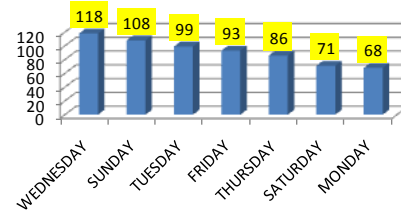


DATE	TOTAL INJURED	TOTAL KILLED	NO. OF CRASHES
FRIDAY	93	13	38
SUNDAY	108	11	35
WEDNESDAY	118	32	34
SATURDAY	71	16	32
THURSDAY	86	3	29
TUESDAY	99	13	27
MONDAY	68	8	22

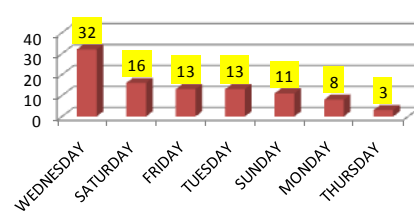
DAYS OF THE WEEK AND NUMBER OF CRASHES



PERSONS INJURED PER DAY OF THE WEEK

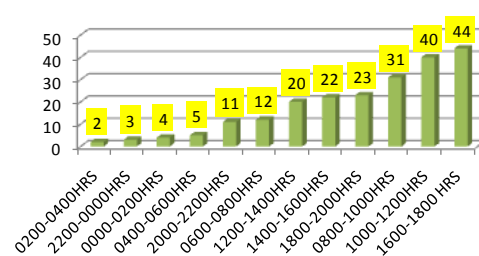


NUMBER OF PERSONS KILLED PER DAY OF THE WEEK

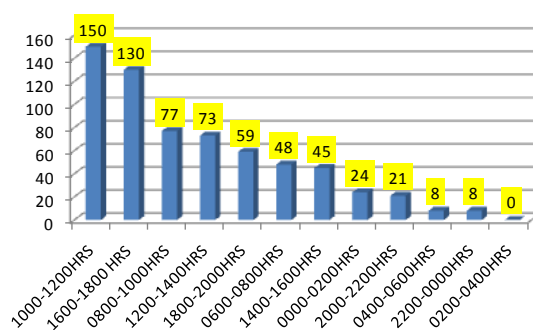


S/N	CRASH TIME	TOTAL INJURED	TOTAL KILLED	NO. OF CRASHES
1	0000Hrs-0200Hrs	24	6	4
2	0200Hrs-0400Hrs	0	3	2
3	0400Hrs-0600Hrs	8	4	5
4	0600Hrs-0800Hrs	48	1	12
5	0800Hrs-1000Hrs	77	11	31
6	1000Hrs-1200Hrs	150	20	40
7	1200Hrs-1400Hrs	73	7	20
8	1400Hrs-1600Hrs	45	4	22
9	1600Hrs-1800Hrs	130	31	44
10	1800Hrs-2000Hrs	59	6	23
11	2000Hrs-2200Hrs	21	3	11
12	2200Hrs-0000Hrs	8	0	3

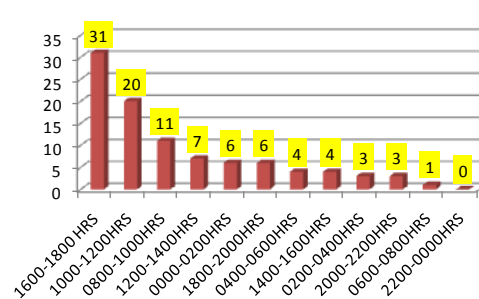
NO. OF CRASHES BY PERIOD OF DAY



PERSONS INJURED BY PERIOD OF DAY



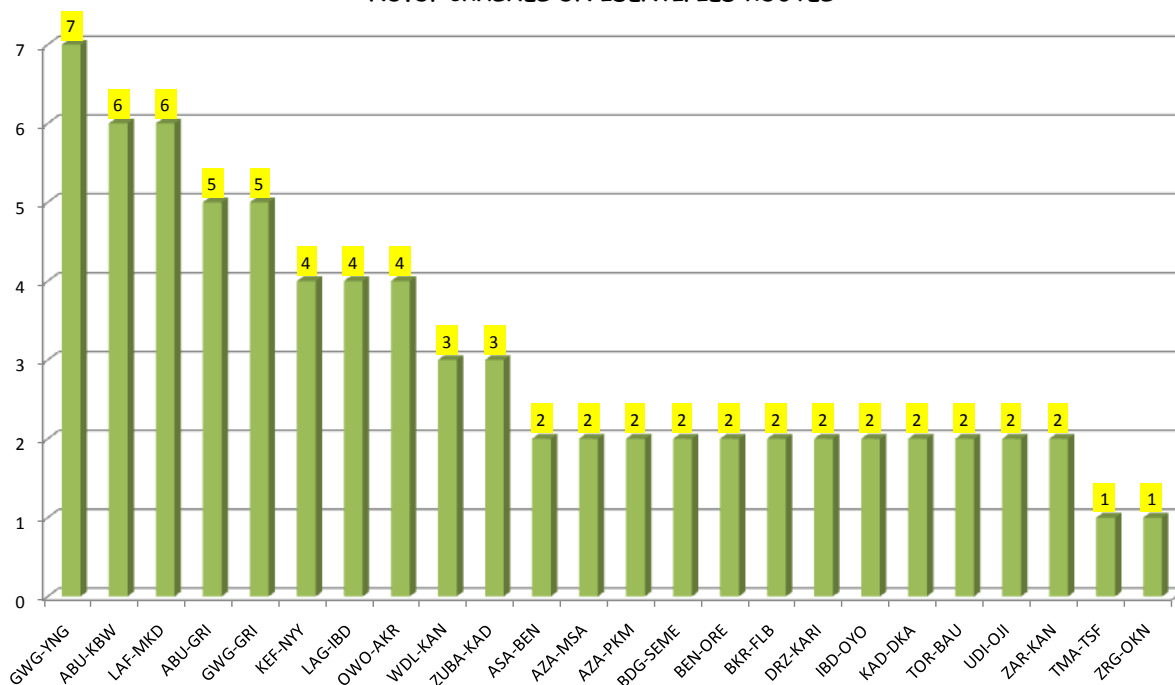
PERSONS KILLED BY PERIOD OF DAY



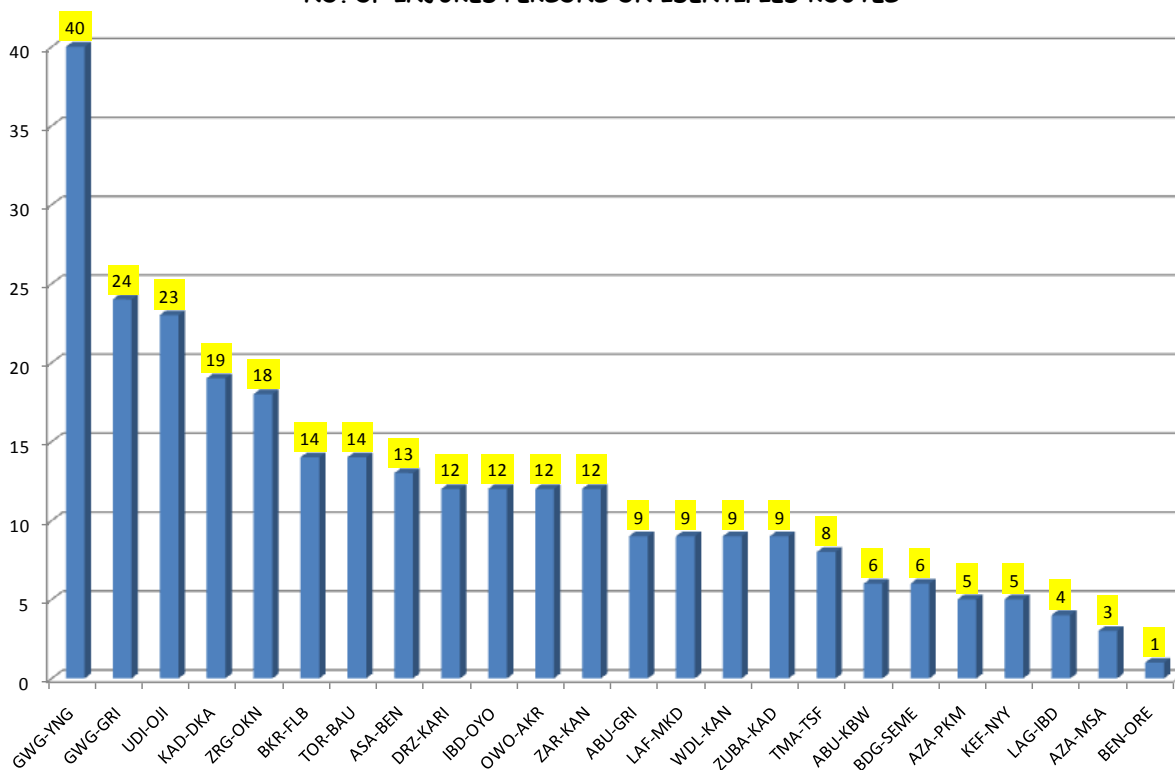
ROAD CRASH ROUTE ANALYSIS, WEEK 47 (15-21 NOV.2013) SUMMARY: RTC OCCURENCES ON ROUTES

ROUTE	TOTAL INJURED	TOTAL KILLED	NO.OF CRASHES
GWG-YNG	40	5	7
ABU-KBW	6	0	6
LAF-MKD	9	0	6
ABU-GRI	9	0	5
GWG-GRI	24	4	5
KEF-NYY	5	1	4
LAG-IBD	4	3	4
OWO-AKR	12	2	4
WDL-KAN	9	0	3
ZUBA-KAD	9	4	3
ASA-BEN	13	1	2
AZA-MSA	3	1	2
AZA-PKM	5	3	2
BDG-SEME	6	2	2
BEN-ORE	1	3	2
BKR-FLB	14	0	2
DRZ-KARI	12	0	2
IBD-OYO	12	2	2
KAD-DKA	19	17	2
TOR-BAU	14	0	2
UDI-OJI	23	0	2
ZAR-KAN	12	1	2
TMA-TSF	8	1	1
ZRG-OKN	18	2	1

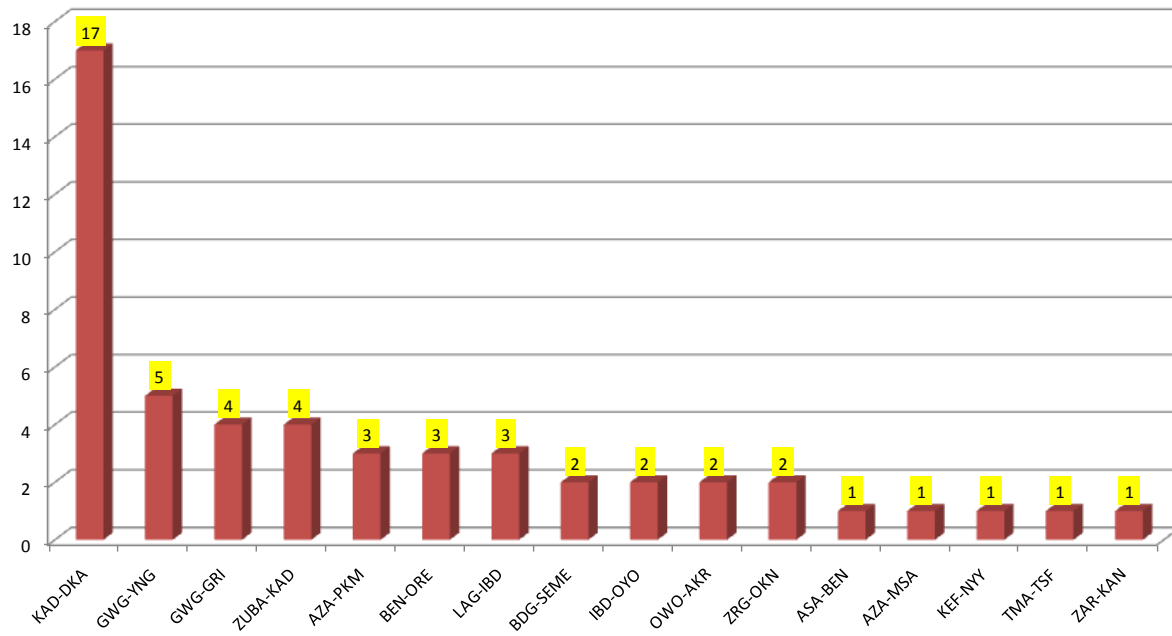
NO. OF CRASHES ON IDENTIFIED ROUTES



NO. OF INJURED PERSONS ON IDENTIFIED ROUTES



NO. OF PERSONS KILLED ON IDENTIFIED ROUTES

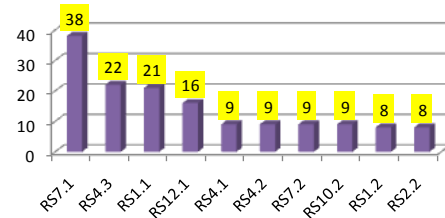


SUMMARY OF OBSERVATIONS-WEEK 48

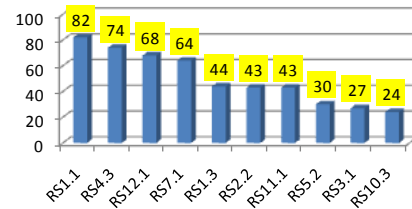
- A **12.4% rise** in total number of road crashes was recorded over last week figures. Similarly , there was a **24% increase** in the number of persons injured , **19.8% increase** in the number of persons killed and **26% rise** over the total number of persons that were involved in road crashes over last week (Week 47).
- Looking around the country in week 48, **RS 7.1 (FCT) and RS 4.3 (Nasarawa)** led the list of top ten (10) Sector Commands that recorded highest number of road crashes 38 and 22 respectively. However, **RS 1.1 (Kaduna)** led the list of top ten (10) Sector Commands with highest number of persons injured (82)as well as killed(20) in 21 instances of road crashes in week 48.
- More people were killed on **Saturday (31)** than any other day in week 48 but more road crashes and injuries occurred on **Friday (45 road crashes, 143 persons injured)** than other days in the week.
- The hours of **0900-1100Hrs** accounted for the period during each day of the week where more road crashes occurred (49) as well as highest number of injuries and deaths. A total of 184 persons were injured within this period of the day and 27 persons were killed during this hours of the day.

S/N	SECTOR CMDS	TOTAL NUMBER INJURED	TOTAL NUMBER KILLED	TOTAL PEOPLE INVOLVED	NO. OF CRASHES
1	RS1.1	82	20	136	21
2	RS1.2	23	2	38	8
3	RS1.3	44	12	71	5
4	RS1.4	2	0	6	2
5	RS2.1	7	0	80	5
6	RS2.2	43	6	82	8
7	RS3.1	27	0	50	8
8	RS3.2	20	0	20	1
9	RS3.3	2	0	4	1
10	RS4.1	21	0	47	9
11	RS4.2	20	2	45	9
12	RS4.3	74	5	137	22
13	RS5.1	4	2	37	3
14	RS5.2	30	3	60	8
15	RS5.3	16	2	38	5
16	RS6.1	16	2	34	5
17	RS6.2	9	2	25	5
18	RS6.3	0	1	2	1
19	RS7.1	64	8	207	38
20	RS7.2	13	4	36	9
21	RS8.1	15	7	53	5
22	RS8.2	3	1	6	2
23	RS8.3	20	14	40	4
24	RS9.1	5	1	18	3
25	RS9.2	8	0	24	2
26	RS9.3	15	0	19	5
27	RS9.4	11	3	34	4
28	RS10.1	5	0	5	1
29	RS10.2	15	3	23	9
30	RS10.3	24	4	31	7
31	RS11.1	43	4	58	5
32	RS11.2	22	1	25	4
33	RS11.3	24	2	34	3
34	RS12.1	68	4	104	16
35	RS12.2	4	0	4	1
	TOTAL	799	115	1633	244

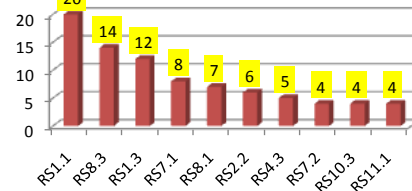
TOP TEN (10) SECTORS WITH HIGH NO. OF CRASHES WITHIN THE WEEK 48



TOP TEN(10) SECTOR COMMANDS WITH HIGH NUMBER OF PERSONS INJURED

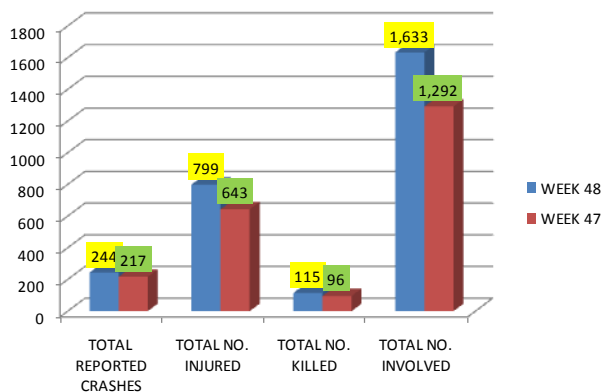


TOP TEN(10) SECTOR COMMANDS WITH HIGH NUMBER OF PERSONS KILLED



OVER VIEW OF WEEK 48 AND WEEK 47

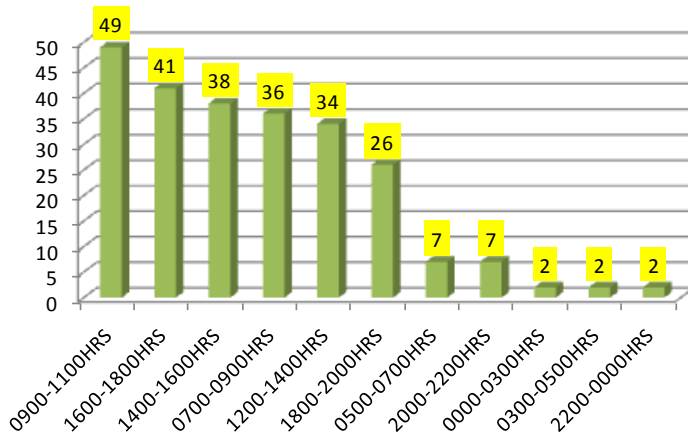
WEEK	TOTAL NO. OF REPORTED CRASHES	TOTAL NO. INJURED	TOTAL NO. KILLED	TOTAL NO. INVOLVED
WEEK 48	244	799	115	1,633
WEEK 47	217	643	96	1,292



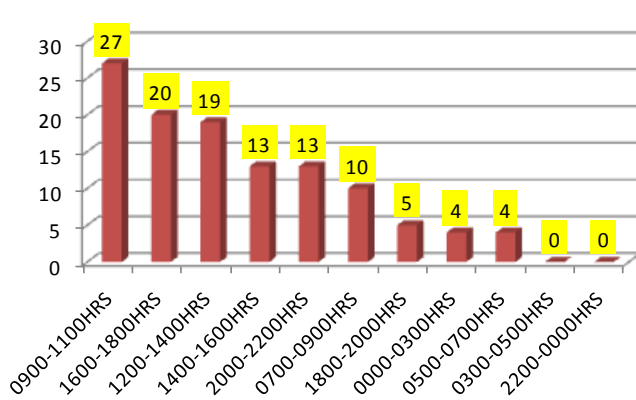
RTC PARAMETER	REMARK
TOTAL CRASHES RECORDED	12.40% ↑
TOTAL NO. INJURED	24.30% ↑
TOTAL NO. KILLED	19.80% ↑
TOTAL NO. OF PEOPLE INVOLVED	26.40% ↑

TIME OF DAY CRASH AND FATALITIES DATA COMPARISON OF WEEK 48 AND WEEK 47

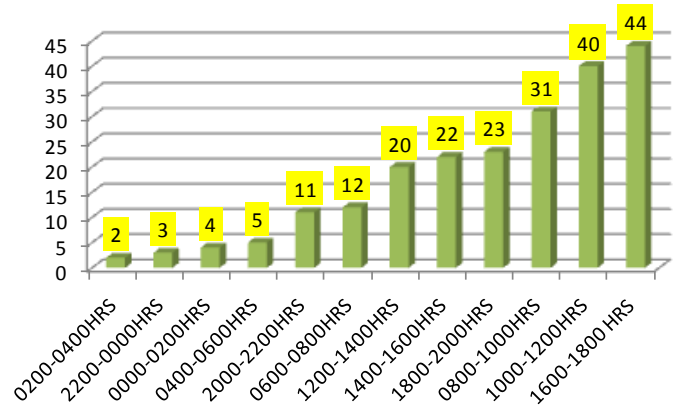
NO. OF CRASHES BY TIME OF DAY (WEEK 48)



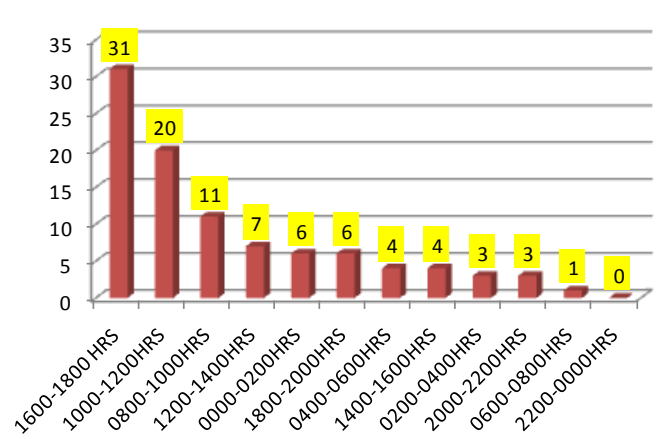
NUMBER OF PERSONS KILLED BY TIME OF DAY(WEEK 48)



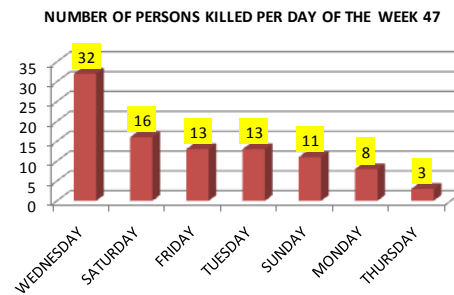
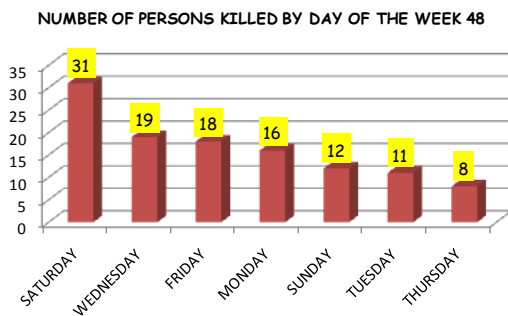
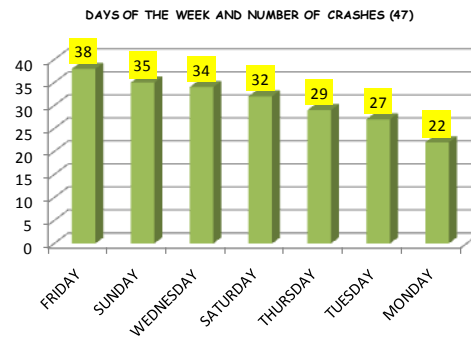
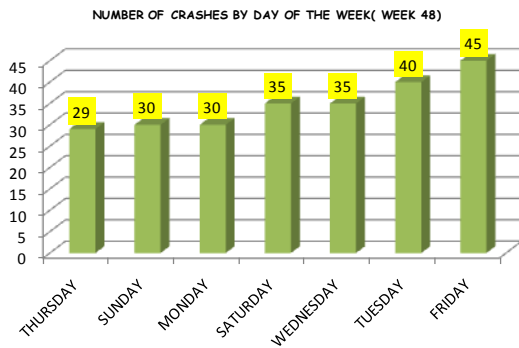
NO. OF CRASHES BY PERIOD OF DAY (WEEK 47)



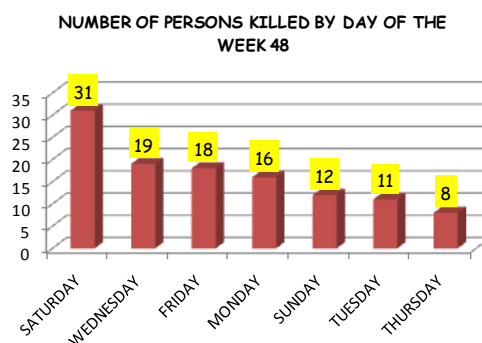
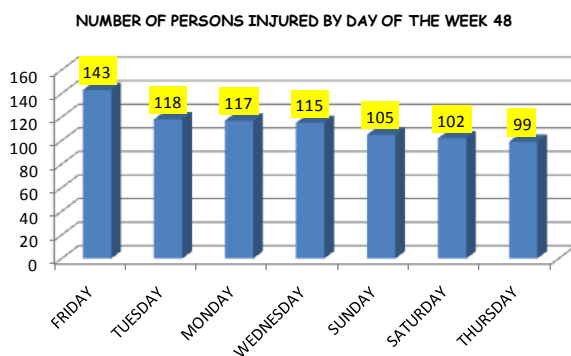
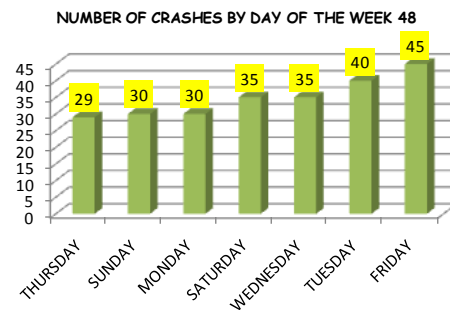
PERSONS KILLED BY PERIOD OF DAY (WEEK 47)



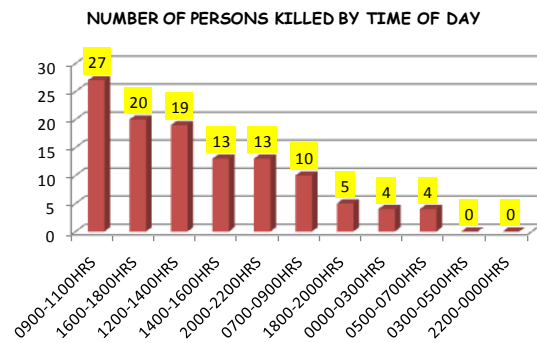
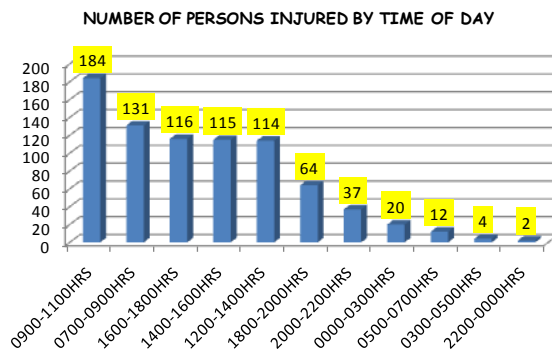
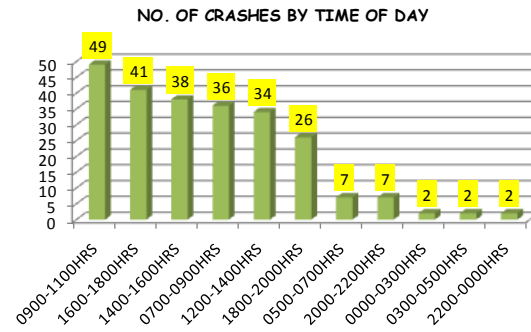
NO. OF CRASHES BY DAY OF THE WEEK DATA COMPARISON OF WEEK 48 AND WEEK 47



S/N	DAY OF WEEK	TOTAL NUMBER INJURED	TOTAL NUMBER KILLED	NO. OF CRASHES
1	FRIDAY	143	18	45
2	SATURDAY	102	31	35
3	SUNDAY	105	12	30
4	MONDAY	117	16	30
5	TUESDAY	118	11	40
6	WEDNESDAY	115	19	35
7	THURSDAY	99	8	29
	TOTAL	799	115	244



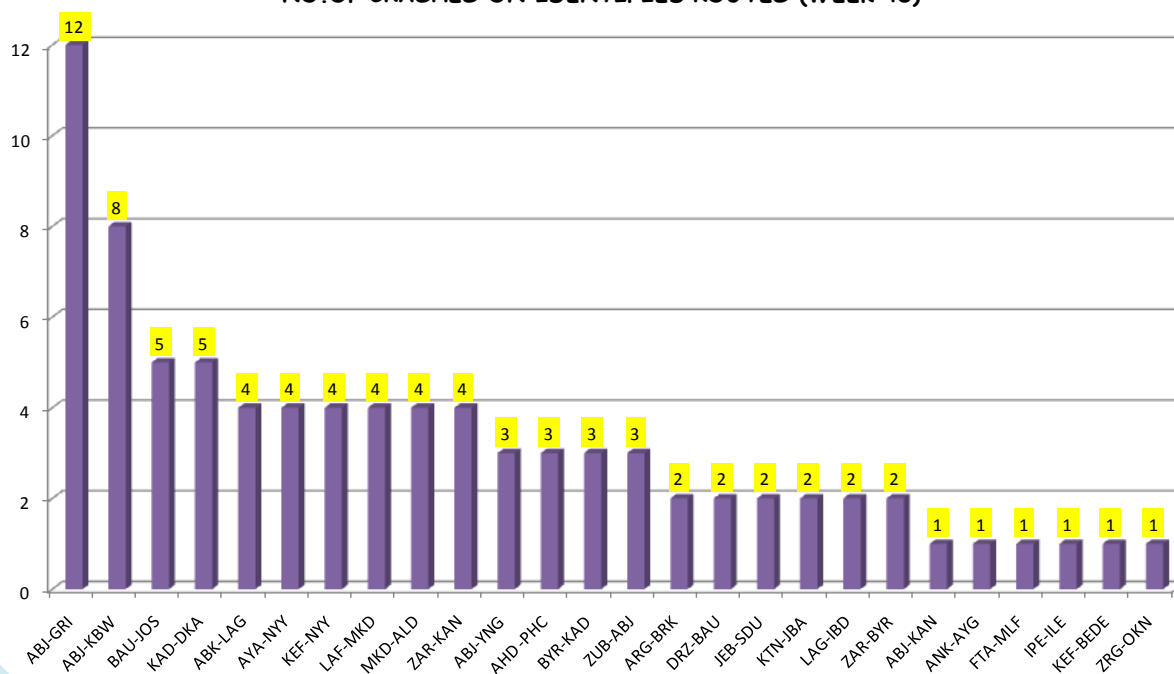
S/N	CRASH TIME	TOTAL NUMBER INJURED	TOTAL NUMBER KILLED	NO. OF CRASHES
1	0000-0300HRS	20	4	2
2	0300-0500HRS	4	0	2
3	0500-0700HRS	12	4	7
4	0700-0900HRS	131	10	36
5	0900-1100HRS	184	27	49
6	1200-1400HRS	114	19	34
7	1400-1600HRS	115	13	38
8	1600-1800HRS	116	20	41
9	1800-2000HRS	64	5	26
10	2000-2200HRS	37	13	7
11	2200-0000HRS	2	0	2
	TOTAL	799	115	244



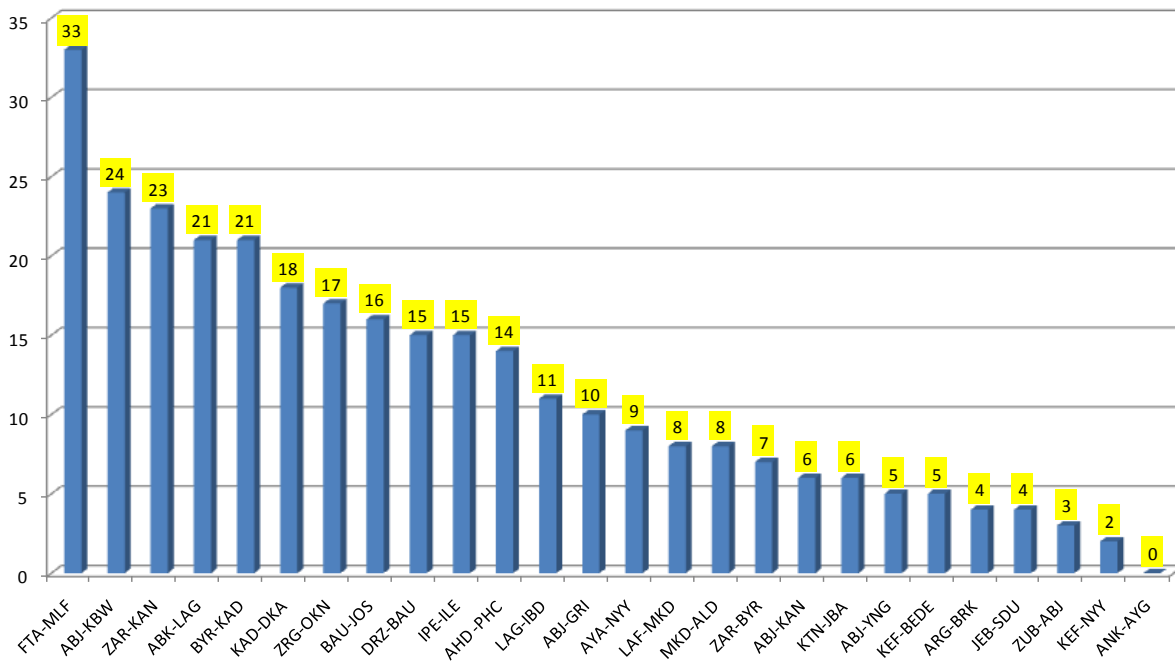
ROAD CRASH ROUTE ANALYSIS, WEEK 48 (22-28 NOV.2013) SUMMARY: RTC OCCURENCES ON ROUTES

S/N	ROUTE	TOTAL NUMBER INJURED	TOTAL NUMBER KILLED	TOTAL PEOPLE INVOLVED	NO. OF CRASHES
1	ABJ-GRI	10	3	47	12
2	ABJ-KAN	6	3	9	1
3	ABJ-KBW	24	0	61	8
4	ABJ-YNG	5	3	9	3
5	ABK-LAG	21	1	40	4
6	AHD -PHC	14	0	25	3
7	ANK-AYG	0	7	7	1
8	ARG-BRK	4	1	6	2
9	AYA-NYY	9	1	23	4
10	BAU-JOS	16	3	39	5
11	BYR-KAD	21	4	26	3
12	DRZ-BAU	15	1	20	2
13	FTA-MLF	33	5	50	1
14	IPE-ILE	15	3	21	1
15	JEB-SDU	4	3	26	2
16	KAD-DKA	18	1	27	5
17	KEF-BEDE	5	3	8	1
18	KEF-NYY	2	0	25	4
19	KTN-JBA	6	6	13	2
20	LAF-MKD	8	1	16	4
21	LAG-IBD	11	5	18	2
22	MKD-ALD	8	1	12	4
23	ZAR-BYR	7	3	16	2
24	ZAR-KAN	23	4	32	4
25	ZRG-OKN	17	5	23	1
26	ZUB-ABJ	3	4	14	3

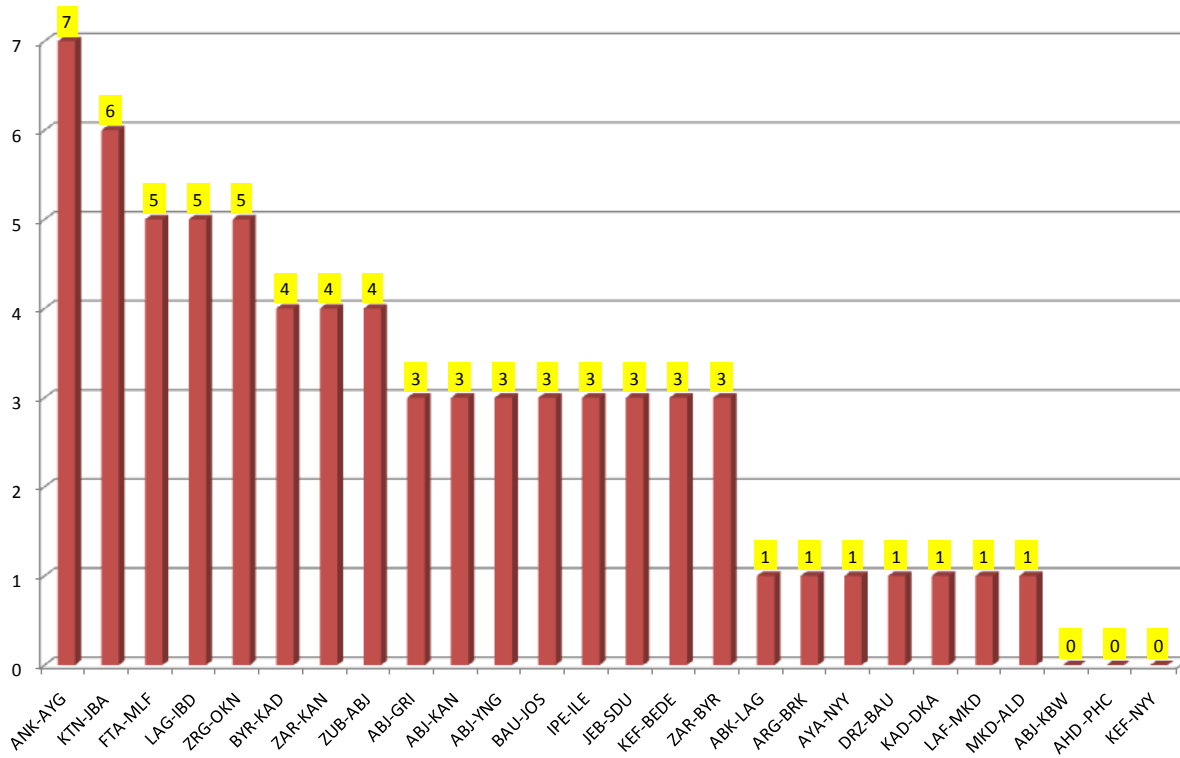
NO.OF CRASHES ON IDENTIFIED ROUTES (WEEK 48)



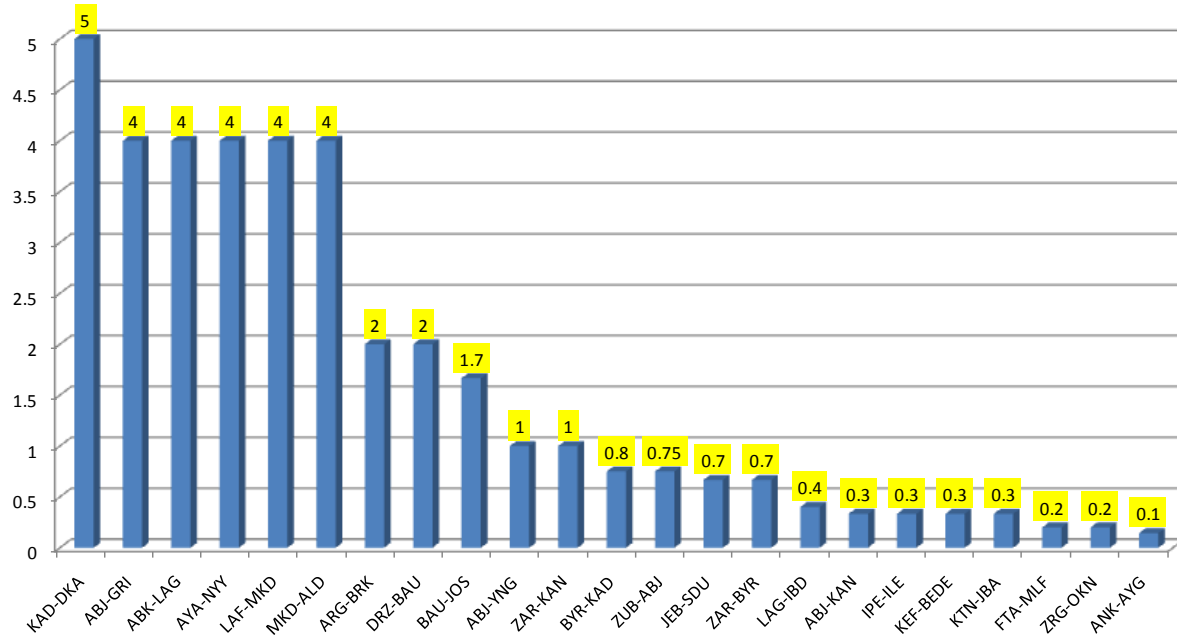
TOTAL NUMBER OF PERSONS INJURED ON IDENTIFIED ROUTES (WEEK 48)



TOTAL NUMBER OF PERSONS KILLED ON IDENTIFIED ROUTES (WEEK 48)



ROUTE SEVERITY (WEEK 48)



THE EFFECTS OF ALCOHOL AND DRUGS ON ROAD TRAFFIC ACCIDENT

Written by:

Adewale T Akande, an Author and Road Safety Traffic Consultant

based in Barcelona, Spain-is presently in Nigeria on World Bank project assignment on implementation of Governance Accountability Action Plan in the Road Sector.



Driving is a very demanding activity that requires a serious responsibility, attitudes with physical and mental abilities for safety. The most important steps to be taken in order to stay out of trouble on the road are to; continuously observe the roads around you, anticipate what may happen that could be a risk to you and other road users, and respond by taking appropriate quick step or action before the risk increases. Driver's attitude on the road determines his safety and others around. Alcohol and drugs are among the most causes of fatal road accident on our roads.

Thousands of people die or suffered from physical or mental disability every year due to drunk

driving and drugs taking. These are the things that can increase the chances of getting an accident even on a very good road. Alcohol is a major factor directly or indirectly contributes to the cause of high percentage road accident in both developed and developing countries. Alcohol disrupts the driver's skills and abilities when it goes into the bloodstream and spreads throughout the body system, affecting mainly the brain and the eyes. Alcohol is specifically does not affect everyone equally. The intensity is differing from one person to another. It depends on the factors like age, the body weight, gender, (women are mostly affected), the amount taken either with food or empty stomach (worst).

Meanwhile, it is possible to detect alcohol five minutes after consuming it but the Blood Alcoholic Content or Concentration (BAC) reaches its maximum concentration between thirty minutes and an hour after the last cup. Alcohol is eliminated more slowly when the person sleeps than when they are awake. Most countries set their legal BAC level and making it illegal to driving or operating under the influence of alcohol or intoxicated. Some instruments like Breathalyser, Etilometro or Intoximeter are mostly used to test driver's consumption of alcohol.

Alcohol impairs cognitive functions which include planning, vision, perception and decision making when drunk driving. It affects judgement of speed, distance and ability to evaluate risks on the road. It makes simple task more difficult and reduces your ability to do more than one thing at a time. It reduces ability to react and concentration on the wheel. Sometimes, it relaxes you and increases your chances of falling asleep on the wheel. Apart from this, a drunk driver tends to be less prudent, aggressive and traffic offences are more likely to be

committed with ease thereby increases the risk of getting accident. You can see the danger a drunk driver will put his passengers, motorcycle riders, bicycle riders, school pupils and the rest of the pedestrians on the road.

The influence of drugs in road accident is another factor claiming more lives on our roads. Drugs are medications prescribed or unprescribed may impair driving abilities and skills. All traffic laws strictly forbid driving under the influence of drugs, medication or other substances that can alter one's physical or mental state. Some kind of drugs can cause your reactions to slow down, reduce your ability to make decisions and process information quickly while on the wheel. It is very advisable not to take any medication less than an hour before operating or driving a vehicle. This is because most medicines prescribed by your doctor and those bought without prescription have side effects such as sedative and analgesics (pain relievers) medication can cause drowsiness, blurred vision or dizziness, nausea, undue aggression, shakiness and inability to concentrate. It is very vital to always read your medicine

label carefully and obey directions and warning -they are there for your protection.

Moreover, the effects of other ban drugs and substances like cannabis (marijuana or hemp plant), cocaine, LSD, Amphetamines, Extasis etc are inimical to safe driving. The psychoactive chemical in Cannabis or Marijuana is called Tetrahydrocannabinol THC which has different effect from alcoholic drinks and it is worst when combine with alcohol. This THC can be detected in the body for up to four weeks. It affects driver's perception on surrounding, time and space and loss of concentration capacity. Cocaine is a drug from coca used as local anaesthetic and as stimulant. It over-estimate driver's capabilities when consume at high doses. It also bring impulsiveness and aggressiveness. Lysergic Acid Diethylamide (LSD) is a semisynthetic psychedelic drug. Its psychological effects can include altered thinking processes, closed and open eye visuals, distortion of reality

and hallucination. Amphetamines increases violent conduct and psychomotor alterations. It is better to avoid all these ban drugs in all ramifications.

On a last note, it is more dangerous to mix alcohol with other drugs. The effect is severe and can reduce your ability to drive safely thereby putting your lise and the lives of other passengers or road users in danger. If you are planning on drinking in a party, it is advisable to plan not to drive. Plan and arrange for other alternatives such as asking a relation to pick you up, getting a lift from somebody who doesn't drink, taking a taxi or public transport or even stay overnight. The life is too precious to be wasted on alcohol and drugs. Remember that accident can ruin a life in a split of second. It is better to late to your destination than be the late person. It is our collective responsibility to eradicate or reduce the ever increasing volume of road accidents worldwide.

A VIEW OF PUBLIC MOTOR PARKS IN NIGERIA-

By OR Salam (ACC)

Lagos! Lagos! Lagos! Umuahia!
Umuahia! Port! Port! Portharcourt!
These are canvassers or loaders of intercity buses in a major Motorpark in Abuja the capital city of Nigeria, calling out to people in private cars, taxi cabs, or pedestrians with bags or other baggage passing the front of the Motor parks. These canvassers collect intending passengers' bags and assist them to the loading point of the route of their choice. In some parks megaphones are used to advertise routes and invite intending passengers, and in others still bell is rung to indicate loading points of buses.

Motorparks in Nigeria are equivalent of bus stations in advanced nations like the UK and the USA, but they are far from being well designed and operated when compared with bus stations in these advanced nations.

Motor parks are the places where

passengers can board vehicles for their intercity journeys or alight when they arrive. Traditionally, in Nigeria a park is usually created by a local council authority that allocates a parcel of land usually a few acres with little or no facility at the outskirts of towns and cities; although, later development do catch up with it and become encircled with residential and commercial buildings leading to congestion. In Abuja the Federal Capital Territory of Nigeria the parks are created by the area councils and minimal facilities are provided in form of concrete fence and probably a well for water. Most of the parks are usually few acres about 20-30 acres. Shops are usually created in some to further serve as an additional source of revenue to the local council. Some illiterate council officials with no administrative skills are posted there for revenue collection, most of which

do not get to the coffers of the government. Parks are centre of commercial activities even though they usually look like junkyards because of the arrangement of goods, and even the vehicles used for conveying passengers many of them are badly looking, not fit for the kind of journey they are used for. Why there won't be crashes from these vehicles you may ask.

Once built Motor parks are usually handed over to Transport unions among of them being National Union of Road Transport Workers (NURTW), Road Transport Employers Association (RTEAN), and National Association of Road Transport Owners (NARTO) etc. One union will usually dominate a park. Although, there are few instances where co-location of unions exist, running of these parks is left to the unions who run it according to their whims and caprices, and you can be sure it is with little attention to safety since personal end is their goal.

When you have these types of Motor parks you can imagine the scenario of activities therein. The attitude of drivers, loaders, union members and finally government in these parks cannot ensure safe journeys because government has failed to provide the necessary conditions. For instance, the grounds of most parks are not tarred and they look like grounds fit for agricultural shows or fair.

Approaches to the parks are full of touts, noisy, disorderly, and full of hawkers hawking materials that are inimical to safety like alcohol and other drugs. A look at photograph in figure 1, 2, and 3 will indicate the differences between the safety conscious and anything goes arrangement of Motor parks or bus stations management style.

In a survey conducted by the Federal Road Safety Corps and published in A Report on Motor Parks and Terminals in Nigeria out of the 1392 parks

surveyed 57% belong to the government and 41.7% were of private ownerships. These are the parks that, according to the same report travelled 205,862,472 passengers between 2009 to 2011 with a total of 16,388,801 vehicles, covering a total

distance of 5,368,995,466 kilometers. Within the same period 34745 vehicles were involved in 20949 crashes leading to 14130 death of human beings, and 62829 number of men, women and children injured



Figure 1: Utako Motorpark in Abuja: The foreground is untidy- what do you expect inside.



Figure 2: Kamppi Centre is the largest underground bus station in Europe: Courtesy of Wikipedia



Figure 3: Flensburg bus station, Germany. Courtesy Wikipedia

Loading of vehicles is usually done with passengers coming in trickles. A vehicle may not get its required number of passengers for the next

two hours and the wait has to be made. When the vehicle is being loaded the driver may not be in the vicinity or if around will not be

identified. And if enquiries are made about him you may be told that he is resting which may not be true as it may turn out to be that he is somewhere with a commercial sex partner or in a drinking joint. When the vehicle finally gets its passengers and was about to move various forms of scampering do start by the touts around. The driver would be made to pay various forms of levies both official and unofficial. He also has to settle the touts who helped him load, settle his friends who are grounded for lack of vehicle to handle, and finally pay the official levy at the gate before he can be at peace and face his task of driving the passengers hopefully safe to their destinations. After leaving, such a driver may not come to that park till another fortnight. No attachment, no commitment between the drivers and the operators of the parks. They only exchange transaction always to the detriment of passengers. When anything happens to the vehicle such

as vehicle breakdown on the way the driver is usually helpless and cannot guarantee the safety of his passengers. These are not encouraging scenarios.

The Road Transport Safety Standardization Scheme of the Federal Road Safety Corps has come to address the issues and to formulate standards for the operation of Motor parks in Nigeria, but the effort is yet to sink into most of these parks as noted in the FRSC publication on Motor parks and Terminals in Nigeria.

It is not time yet to take our hands off the need to go back to the basics. It is glaring that the public Motor parks have not imbibed the standards, and it should be vigorously impressed upon the owners of these parks the need to standardize. Facilities must be upgraded, the management of the parks must be given to those who know how to. It is not enough to just provide an open parcel of land,

supporting facilities must be provided.
It is an understatement to say that
the parks as presently constituted

and operated need rehabilitation; in
fact they need reconstitution and
reformulation.

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1. Olagunju, K (2012) - A Report on Motor Parks Terminals in Nigeria. A publication of the Corps Transport Standardization Office of the Federal Road Safety Corps, Abuja, Nigeria
2. http://en.wikipedia.org/wiki/Bus_station.
3. Federal Road Safety Corps (2013) - 'Analysis of Road Traffic Crashes 2012/2013'. An Unpublished Report of the Policy, Research and statistics Department of the Federal Road safety Corps, Abuja, Nigeria