



A Presentation of key Road Safety Programmes in Nigeria in 2017 to the World Bank in Washington D.C. USA

by

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INTRODUCTION

This is the 10th in the annual brief of the FRSC to the World Bank on the Safe Corridor Project in Nigeria.

Road Safety is a challenge that has provoked global, regional and national concerns on tackling its consequences through numerous approaches.

Apart from evolving local content initiatives which are uniquely adaptable and effective to peculiar environments, global partnerships and sharing of road safety experiences on addressing major risk factors on road safety (*speed, seatbelt, helmet, drink-driving* etc.)

2017 Corporate Strategic Goals

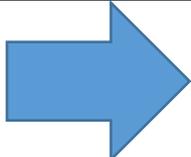


At the beginning of the year, four (4) major goals were set to be achieved.

This provided guidance and focus for the Corps in achieving the Decade of Action for Road Safety.

The performance of the Corps were reviewed quarterly.

2017 Corporate Strategic Goals- How FRSC Performed

S/N	Month	Fatality	RTCs
1	Percentage Reduction compared to 2016 Baseline figures. At the end of March 2017	70.99%	73.50%
2	Percentage Reduction compared to 2016 Baseline figures at the end of June, 2017.	45.68%	47.81%
3	Percentage reduction compared to 2016 baseline figures at the end of September, 2017.	26.64%	32.50%
4	Percentage reduction compared to 2016 baseline figures at the end of December, 2017.	3.74%	14.45%
	At the end of 2017, our performance was: 	-3.74%	-14.45%

Provisional figures

Abuja Airport Closure

Due to repairs on the runways of the Nnamdi Azikiwe International Airport Abuja, air travels were diverted to Kaduna for six (6) weeks (09 March–19 April, 2017)



The implication was increase in road travels especially on the Abuja-Kaduna road both for international and local travelers.

The road and its infrastructures operated on higher pressure and required greater surveillance for safety. FRSC was called up for the task.

Manpower and Logistics deployment during Abuja Airport Closure

The diversion of air traffic to kaduna implied that FRSC needed to improve on its visibility and road safety services along the stretch of road between the two (2) airports.

FORMATIONS/MANPOWER

EXISTING COMMANDS	ADDIUTIONAL OUTPOSTS ESTABLISHED	ADDITIONAL AMBULANCE POINTS CREATED	TOTAL VISIBILITY POINTS	OFFICERS DEPLOYED	MARSHALS MOBILIZED
10	09	04	23	147	375

LOGISTICS

PATROL VEHICLES DEPLOYED	AMBULANCES DEPLOYED	POWER BIKES DEPLOYED	HIGH CAPACITY TOW TRUCKS DEPLOYED
27	10	04	04

FRSC Services during Abuja Airport Closure

Between commencement of the exercise on 9th March and 19th April, 2017, (**42 days**) FRSC provided:



S/N	Services	Number
1	Pilot services	537
2	Vehicles conveyed	1,286
3	Passengers Conveyed	36,649
4	Number of flights	
	International	44
	Domestics	1,102

March 2017						
SUN	MON	TUE	WED	THU	FRI	SAT
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

2017 APRIL						
SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30						

Impact on Abuja – Kaduna Corridor

Coincidentally, Abuja-Kaduna Road is a 199km stretch section of the World Bank Safe Corridors that stretches through Zaria to Kano



This road corridor became the most travelled within Nigeria during the six (6) weeks of the airport closure.

To enhance road safety within the period, more Staff of FRSC were deployed to man the new outposts, while additional tow trucks were provided for the removal of obstructions.

Introduction of Outposts

The diversion of passengers to the Kaduna airport put more pressure on the Abuja-Kaduna highway - an estimated driving distance of 199 kilometres.

The new outposts, were located at:

Idu Railway Station

Madalla

Tafa

Jere

Alheri Camp

Barkin Ruwa

Rugasa Railway Station

Kaduna Airport

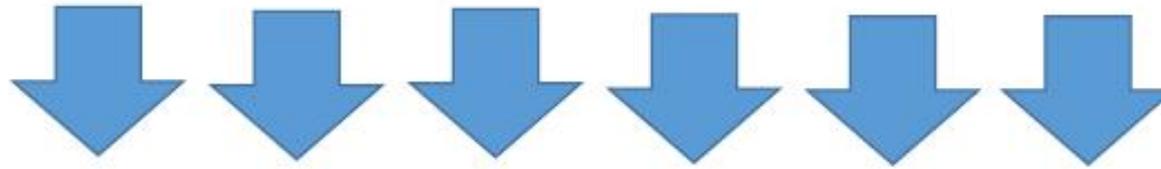
Barkin Ruwa

There were five outposts on the Abuja-Kaduna axis before the additional eight, bringing the total to 13 in 2017.

FRSC Command spread-nationwide

Year	Number of Zonal Commands	Number of Sector Commands in existence	Number of Unit Commands at end of the year	Number of Outposts established at end of the year	Number of Command formation at the end of the Year
2014	12	37	171	4	224
2015	12	37	206	9	264
2016	12	37	201	13	263
2017	12	37	198	33	280

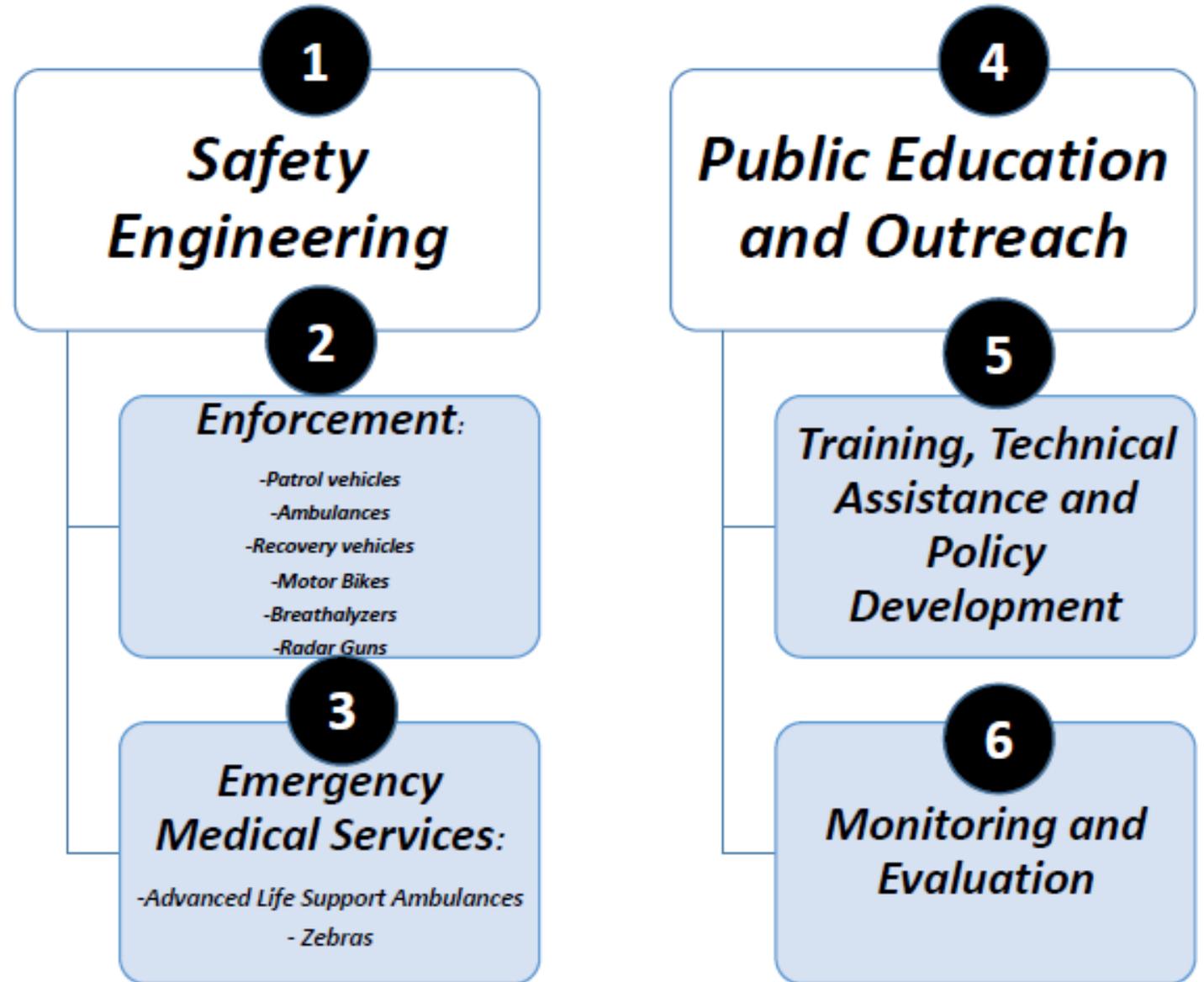
The Safe Corridor Project is a success story in Nigeria. The programme led to the equipping of six critical corridors with road safety provisions.



- Mokwa-Bida-Lambata-Suleja
- Enugu-Abakaliki-Ikom-Mfun (Cameroon Border)
- Benin-Ifon-Owo-Ilesa
- Jos-Bauchi-Gombe
- **Abuja-kaduna-Kano**
- Abuja Metropolis

All the safety-sub components of the project has been successfully executed

The Safe Corridor Project was rounded off in June, 2017.



Buy over of tow truck contract



All formal processes and steps have been concluded on the “buy-over” of tow truck contract by the Corps

The Procurement could not be concluded by the World Bank before 30 June 2017 when the programme rounded up.

Conduct of Road Safety Audit on all WB Corridors

Road Safety Audit was successfully conducted on all the Six World Bank Corridors in Nigeria in 2017.

Gaps identified were noted and appropriately escalated for future improvements.



In continuation of the manpower and capacity building of the Safe Corridor project, specialized training on Road Safety Audit (RSA) was conducted for five(5) personnel of FRSC at the Royal Society for the Prevention of Accident (RoSPA) in the United Kingdom.

This is further to the training earlier in the California Highway Patrol Academy (USA), APTH in France and Birmingham University in the UK.

Training of Paramedics at National Hospital Abuja

The World Bank facilitated the training of paramedics at the National Hospital, Abuja on trauma care handling to improve professionalism in care giving to crash victims in Nigeria. Eighty (80) Officers and Marshals were trained



Construction of 18 Ambulance Points

Additional 18 Ambulance points were constructed in 2017

This is to facilitate response to crash scenes and improve post crash care service generally in Nigeria. The ambulances had earlier been procured by the World Bank



Implementation and Deployment of an Online NRTCDMS

The final report of the World Bank Consultant on implementation and Deployment of a National Road Traffic Crash Data Management System (***NRTCDMS***) was submitted on 6 June, 2017.



The Corps has submitted its observations to enhance implementation which will turn around crash reporting nationwide.

The Stakeholders under a committee called ***National Crash Report Information System*** (NACRIS) are working together to achieve this.

Activating the National Road Safety Strategy (NRSS)

Adoption and implementation of Safe Systems approach on road safety was identified as essential . The Nigeria Road Safety Strategy (NRSS) was endorsed, while proper execution of NRSS led to the inauguration of the National Road Safety Advisory Council (NaRSAC) on 16 February, 2017.



Technical Working Group (TWG) on NRSS

The Technical Working Group (TWG) of NaRSAC was inaugurated on 3 August, 2017 to ensure implementation of NRSS

The Technical Working Group (TWG) has convened twice in year 2017 on working out modalities for greater accomplishments and involvements



Annual Lecture Series

The 7th Annual Lecture was held at the Presidential Villa on 24 August, 2017 with the theme: *Achieving the Goals of the UN Decade of Action for Road Safety*.

The lecture was delivered by the United Nations Special Envoy for Road Safety, **Jean Todt**

Policy Statements made by Jean Todt awakened political consciousness at the of government in Nigeria, the effect of which has translated into several considerations and interventions for Road Safety in Nigeria.



Capacity Building on Road Sign & Signals

To improve on the local content development drive on road safety products production in Nigeria, Select Staff were trained on production of road signs and symbols that aligns with the UN Conventions on Road Traffic of which Nigeria is signatory.

A Road Signage Plant has been commissioned by the Corps, in the country and production has commenced



Implementation of Speed Limiting Device (SLD)

From records and observations, high speed *impacts* have resulted in a number of unacceptable annual deaths on Nigerian roads.

YEAR/ MOST PROBABLE CAUSE OF RTC	2012	2013	2014	2015	2016
SPEED VIOLATION – SPV	35.2%	32.0%	30.9%	26.5%	34%

As a smart approach on mitigating the trend, Speed Limiting Device installation in commercial vehicles became operational with nationwide enforcement on 1 February, 2017.

Upgrade of FRSC Academy & Training School to Centre of Excellence

The FRSC Academy Udi, Enugu State received approval for affiliation with relevant institutions by the National Universities Commission (NUC) to award degrees while the FRSC Training School in Jos, Plateau State was certified by National Board for Technical Education to run certificate and diploma courses.



Membership of the Expert Group on Road Signs and Signals and Examination of gaps in Nigeria Road Safety Statuses

Flowing from Jean Todt's visit to Nigeria during the Lecture Series, Nigeria was granted membership of the Expert Group on Road Signs and Signals.

The visit which opened up for other gaps identification led to the deployment of 3 experts from the UN on capacity building for road safety on UN Conventions on Road Signs and Markings from 28 – 29 November 2017 at the CBN training Institute, Maitama Abuja

The Corps (FRSC) is at an advanced stage of commissioning a national traffic radio in Nigeria.

The major objective is to expand the scope and reach of road safety education and enlightenment in Nigeria.

Although a number of radio stations in the country air road safety programmes, the impact needs to be increased, hence, the lead initiative of FRSC to establish a Traffic Radio.

Coordination of States Traffic Agencies

Recognizing that Road Safety is a shared responsibility, the FRSC has for long encouraged each State of the Federation on establishing a State Traffic Management Agency that will effectively manage and coordinate road safety matters at the State level while working harmoniously with the FRSC on building capacity and training.

FRSC has assisted several States in setting up their own State Traffic Management Agencies using some proven parameters as shown:

S/No	Parameter
1	Legal Regime
2	Manpower
3	Budget
4	Infrastructure
5	Road Traffic Crashes

Coordination of States Traffic Agencies...2

As a facilitator on this initiative, the Corps has convened two (2) meetings with all Heads of State Traffic Management Agencies between 2016 and 2017.

The impact is progressive and is envisaged to lead to more States having Road Safety Agencies being established in coming years. This is in addition to the existing 17 that are already established.



Alternative NDL duration

FRSC proposed and introduced the expanded validity option for the National Driver's License in Nigeria.

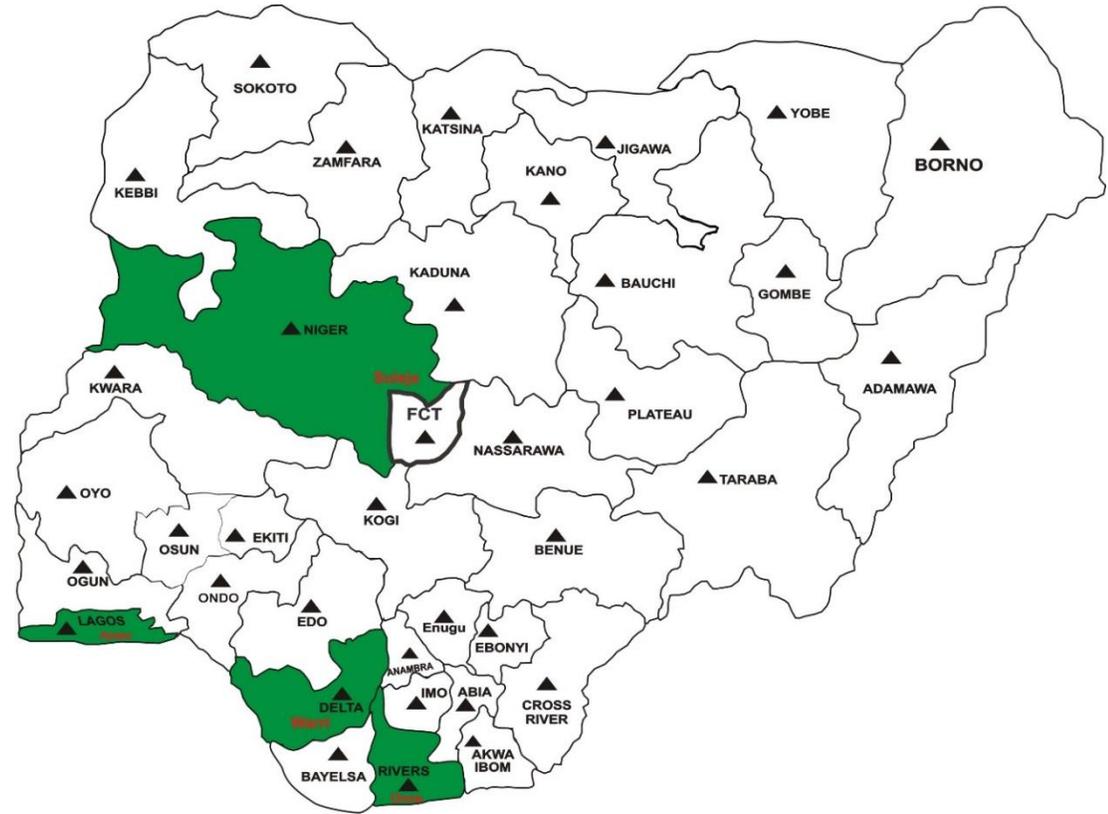
This is therefore offer Nigerians the freedom to choose whatever option is suitable to them. The flexibility in options comes with the following:

- *The new validity period shall be 5year in addition to the existing 3year validity license.*
- *The fee for the 3year validity license remains N6,350, while the 5year validity license shall be N10,350.*
- *It is optional*

Establishment of 4 Special National Driver License Centres

One of the major observations of a special operations was non-possession of Drivers License by most trailer and tanker drivers in Nigeria. As a step forward in addressing the gap, four (4) specialized Drivers License Centers (DLCs) were created in **Suleja**, **Apapa**, **Warri** and **Onne** to address deficiencies in acquisition of Drivers License by drivers of Tankers and Trailers in the country.

This step was to ensure that every trailer/tanker driver goes through the process and get certified duly.



Safe To Load Integrity Test for Drivers / Vehicles

Safe-To-Load (STL) programme was instituted to curtail the excesses of tanker drivers and prevent crashes that involved tankers /trailers at the point of loading, during transit and at final destination.

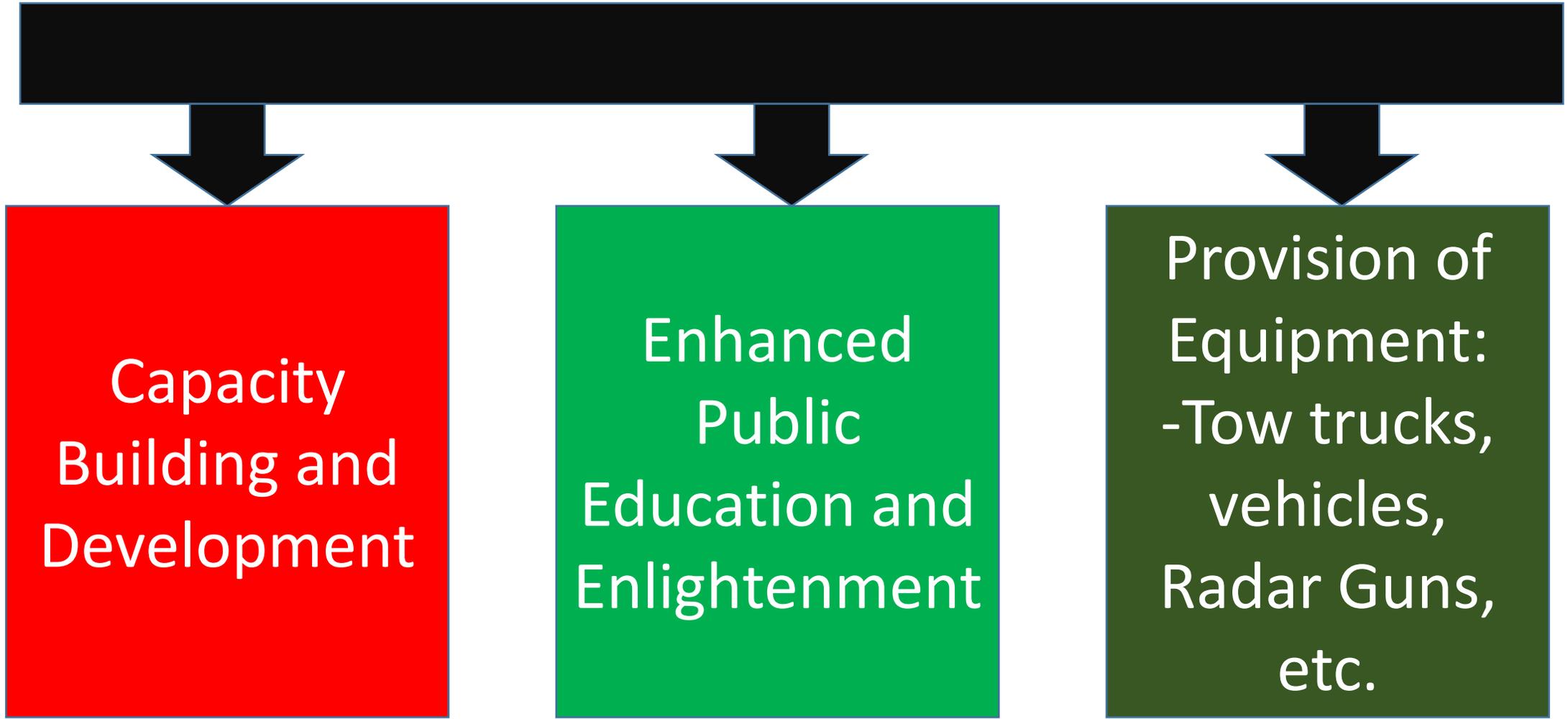
To evaluate the STL programme, Integrity Tests were conducted on both drivers and vehicles in Nigeria.

S/N	Parameter	October, 2015	October, 2017	Remarks
1	Drivers Checked	6,113	8,868	
2	Drivers with Valid Driver's License	3,558 (58%)	8,480 (95%)	37% Improvement
3	Drivers with Invalid Driver's License	1,943 (32%)	240 (3%)	29% Reduction
4	Drivers without Driver's License	612 (10%)	148 (2%)	8% Reduction

S/N	Parameter	October, 2015	October, 2017	Remarks
1	Vehicles Checked	6,113	8,868	
2	Vehicles that Met STL Standards	4,079 (67%)	8,565 (97%)	30% Improvement
3	Vehicles that Did not meet STL Standards	2,034 (33%)	303 (3%)	30% Reduction

Recognizing the impact and successes of the World Bank Safe Corridor Project in Nigeria, the Corps is expectant that further assistance will enhance road safety activities in the country.

With the on-going road rehabilitation and construction nationwide, the Corps is hopeful on the following areas of assistance:





The infographic features the FRSC logo at the top, which includes an eagle and a shield with the motto 'FEDERAL ROAD SAFETY COMMISSION'. Below the logo, the text 'FRSC 2018' is displayed in blue and red. The main title 'Corporate Strategic Goals' is centered. Four blue horizontal bars list the goals, each with a corresponding icon to its right: a radio tower for communication, a stretcher for rescue services, three people for professionalism, and a handshake for business cooperation.

FRSC 2018
Corporate Strategic Goals

- 1 Enhance Communication, Social Media and Technology**
- 2 Improve Enforcement and Rescue Services :**
 - Reduce RTC by 15%
 - Reduce Fatality by 30%
- 3 Enhance Professionalism**
- 4 Promote Ease of Doing Business and Stakeholders' Cooperation**

Looking forward, the Corps has outlined four (4) key goals to be accomplished by the end of the year in furtherance with Nigeria's aspiration of meeting the goal of the United Nations Decade of Action by year 2020; as well as align with the policy direction of the Government.

The intervention of the World Bank on road safety in Nigeria is a landmark achievement that has left indelible impression on the country with hopes for extension and multiplication to other corridors.

With the successes recorded in the six (6) World Bank corridors, it is hoped that our development partners will complement the efforts of the government in getting more done on road safety in Nigeria.

thank you