ROAD SAFETY LEADERSHIP:
African Perspective

The Nigerian Experience

The Pilot African Road Safety Leadership Course
Organised by SSATP in Collaboration with UNECA

@

28, May 2018

By

Boboye Oyeyemi, Ph.D
MFR, mni, NPoM, FNIM, FCIPM, FCILT
Corps Marshal, Federal Road Safety Corps

Dakar, Senegal
The Success of FRSC gives flip to Nigeria’s status in Africa’s Leader and this story can only be better told if the FRSC story is shared in Africa and the rest of the world.....

- Amb. Bulu Lolo
  Perm. Sec. Ministry of Foreign Affairs, Nigeria
Estimated 190 million people and the largest population in Africa

Located north of the equator in West Africa

Has tropical climate
The common forms of human transportation available are Road, Air, Water and Rail.

Road transport account for about 90% of total movements in Nigeria.
The country’s road network continues to grow due to developments on the economic front and the ever expanding business environment.

204,000 km of (paved and unpaved) road network

<table>
<thead>
<tr>
<th>Road</th>
<th>Total length (Km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Roads</td>
<td>35,000</td>
</tr>
<tr>
<td>State Roads</td>
<td>40,000</td>
</tr>
<tr>
<td>Local Roads</td>
<td>129,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>204,000</strong></td>
</tr>
</tbody>
</table>
There was no lead agency on road safety
Traffic situation was chaotic
The number plate and drivers license regimes were open to faking and multiple acquisition
There was no national database for vehicle number plates and drivers
There was frequent damage to road and roads infrastructure through unauthorized access
There was no structured drivers’ training
Various laws on road traffic were ambiguous or at best contradictory (there was no harmonized national road traffic regulation/law).
The birth of the lead agency (FRSC)
There are 1.3 million deaths annually and nearly 60 million injuries from traffic crashes worldwide.

Nigeria has its own fair share of the problem with 350,976 deaths and 1,208,924 persons injured (1960-2016).

Nigeria’s road traffic crash records resulted in the global rating of the country’s roads as the second most dangerous in the world in 1984.

In 1988 the Federal Road Safety Corps (FRSC), Nigeria’s Lead Agency in Road Traffic Administration and Safety Management was created as a RESPONSE to reverse the trend.
The FRSC was established vide an Act of Parliament which enabled it carry out its mandate as a traffic law enforcement agency.

The Corps is under the Presidency and the Vice President is the Chairman of the National Road Safety Advisory Council (NaRSAC)
<table>
<thead>
<tr>
<th>STATUTORY FUNCTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1</strong></td>
</tr>
<tr>
<td><strong>2</strong></td>
</tr>
<tr>
<td><strong>3</strong></td>
</tr>
<tr>
<td><strong>4</strong></td>
</tr>
<tr>
<td><strong>5</strong></td>
</tr>
<tr>
<td><strong>6</strong></td>
</tr>
<tr>
<td><strong>7</strong></td>
</tr>
<tr>
<td><strong>8</strong></td>
</tr>
<tr>
<td><strong>9</strong></td>
</tr>
<tr>
<td><strong>10</strong></td>
</tr>
</tbody>
</table>
To Regulate, Enforce and Coordinate all Road Traffic and Safety Management activities through:

- Sustained public enlightenment
- Promotion of stakeholders cooperation
- Robust data management
- Improved vehicle administration
- Prompt rescue services
- Effective patrol operation

To eradicate road traffic crashes and create safe motoring environment in Nigeria.

VISION

MISSION
The Corps has been able to sustain international operating standards and has earned for itself the ISO 9001: 2008 QMS Certification and recertification.

FRSC is also in the process of transiting to the upgraded ISO 9001:2015.
THE STRUCTURE OF FEDERAL ROAD SAFETY COMMISSION

Commission
(Policy Formulation, Promotion and discipline of officers)

Corps
a. 1 National Headquarter
b. 12 Zonal Commands
c. 37 State Sector Commands and FCT
d. 204 Unit Commands
e. 38 Out Posts (Sub-Units on critical corridors)
f. 214 Drivers Licence Centres
g. 3 Number Plate Production Centres
h. 3 Mini-Number Plate Plants
i. 1 Signage Plant
j. 1 National Drivers Licence Print Farm
k. 27 Road Side Clinics/Help Areas
l. 43 Emergency Ambulance Service Points/Zebra points
m. 17 Staff Clinics
n. FRSC Academy
o. FRSC Training School
From about 300 workforce in 1988, the Corps’ manpower has risen to about 21,000 complemented by the volunteer group.

Regular Marshals

20,860 Active Personnel

Uniformed Personnel

Special Marshals

13,500 Volunteer Group

The largest volunteer Law Enforcement Group in the World

Road Safety Clubs

153,000 Social Responsibility Group

Membership drawn from National Youth Corps, Nursery, Primary and Secondary Schools
The World Bank intervention has brought about a revolution in road traffic management in Nigeria.

Most of the gaps identified in the CCR report were addressed through development of the following management models:

- Weekly consideration of Dashboard by the FRSC management
- Development of yearly Corporate strategic goals
- MDAs/ Stakeholders collaboration
- Monitoring and evaluation
- Inter-agency cooperation
- Inter-service cooperation
- The Driving Schools Standardization Programme (DSSP)
- Road Transport Safety Standardization Scheme (RTSSS)
Leadership Succession in FRSC from Inception till Date

1988 - 1994

Dr. Olu Agunloye
Corps Marshal and Chief Executive

1999 - 2000

Danyaro Ali Yakasai
Acting Corps Marshal and Chief Executive

2000 - 2003

Engr. Abba Kyari Wakilbe OON, FNSE
Deputy Corps Marshal in Charge
Leadership Succession in FRSC from Inception till Date

2003 - 2007

Maj Gen Haldu Anthony Hananiya mni, (rtd)
Corps Marshal and Chief Executive

2007 - 2014

Chief Osita Chidoka OFR, NPoM
Corps Marshal and Chief Executive

2014 - Date

Dr. Boboye Oyeyemi MFR, mni, NpoM
Corps Marshal
The Regular and Volunteers Marshals approach (including Road Safety Clubs)

Evolution of Commands
- Evolution
- Factors necessitating the establishment of new Commands
- Recovery and rescue services

 ✓ Quarterly Strategic Sessions
 ✓ Leverage on use of ICT to support operations
 ✓ Quality Management System
 ✓ Verification Portal
 ✓ Leadership engagement
 ✓ Setting of Key Performance Indicators KPIs
Leadership Gains

- Quality Leadership succession and impact
- Strategic operational approach
- Regulatory roles
• Funding
• Easy access to government (All arms and levels)
• Support for programmes and initiatives (All arms and levels)
• Credibility and ease of domestic and foreign support
FRSC Cherished Culture

• Direct funding of all Commands and facilities
• Discipline and internal regulation
• Reward system
• Good welfare administration
• Regular personnel promotion
• Personnel Capacity building
• Synergy with sister agencies and professional organizations, including NGOs, on road safety policies
• Listening to public opinions
• Use of Mobile Courts for enforcements
• Community first responders
Best Standards Practices

- e-procurement
- e-Accounting system
- Academy and Training School
- ICT driven (Call Centre, social media, e-APER)
- Robust national drivers and vehicles database
- Business Intelligence
FRSC: Recognitions

• WB Best Example of a Lead Agency on Road Safety for Africa
• Membership of the UN Expert Group on Road Signs and Signals
• The fourth law enforcement agency in the world to have its processes certified in conformity to Quality Management System (with NIS ISO 9001:2008 in Road Safety Administration and Safety Management)
• West African Road Safety Organization (WARSO)
Leadership Role of FRSC in Nigeria

These Leaders ..... 

- Brought Road Safety consciousness into the process of policy making and implementation in government and the private sector.

- Professionalism of the road transportation sector of the Nigerian economy.

- Mainstreaming of road safety activities in Nigeria.

- Midwifed the formation and adoption of a National Road Safety Strategy for Nigeria.
Leadership Role of FRSC in Nigeria

- Encouraged the adoption of non-motorized transportation policy
- Established National Road Traffic observatory which has harmonized all road safety related data in Nigeria
- Elevated the efficiency of the emergency post-crash care in Nigeria
- Pioneered the use of three digit (122) toll-free emergency number in Nigeria
Series of Meetings, Workshops, Conference calls as well as submission of documents for review on the country’s situation - preparatory to intervention - was undertaken by the World Bank.

A Consultant was engaged by the World Bank to conduct **Country Capacity Review** in 2010.
The Review was conducted by Integrated Transport Planning Limited and centered on:

- Result Focus Management Function
- Coordination Management Function
- Legislative Management Function
- Funding & Resource Allocation Management Function
- Monitoring % Evaluation Management Function
- Research & Development and Knowledge Transfer Management Function
The grant led to $10 million for safety enhancement (FRSC) and $330 million for FRDP. Safety Enhancement, Provision of Logistics, and Human Capacity Development were brought about due to the development funding opportunities.
The Safe Corridor Project concept entails earmarking particular roads for rehabilitation in line with global best practices.

It is linked to the Federal Road Development Project (FRDP) and managed by the Road Sector Development Team (RSDT), a unit of the Federal Ministry of Power, Works and Housing.
The Safe Corridor Project focused mainly on six roads which contributed significantly to road fatalities and injuries.

The project focused on the rehabilitation and road safety enhancement of the following six “Unity Roads”:

- Mokwa-Bida-Lambata-Suleja
- Enugu-Abakaliki-Ikom-Mfun (Cameroon Border)
- Benin-Ifon-Owo-Ilesa
- Jos-Bauchi-Gombe
- Abuja-Kaduna-Kano
- Abuja Metropolis
The Safe Corridor Project

CORRIDORS DESCRIPTION
Corridor 1: Mokwa - Suleja
Corridor 2: Enugu - Ikom
Corridor 3: Benin - Ilesa
Corridor 4: Jos - Bauchi - Gombe
Corridor 5: Abuja - Kaduna - Kano
Corridor 6: Abuja Metropolitan
The Safety Component of the SCP involves the following key activities:

1. **Safety Engineering**
2. **Enforcement:**
   - Patrol vehicles, Ambulances, Recovery vehicles, Motor Bikes, Breathalyzers, Radar Guns
3. **Emergency Medical Services:**
   - Advanced Life Support Ambulances, Zebras
4. **Public Education and Outreach**
5. **Training, Technical Assistance and Policy Development**
6. **Monitoring and Evaluation**
## 18 OPERATION CORRIDORS IN NIGERIA

<table>
<thead>
<tr>
<th>S/N</th>
<th>NAME OF CORRIDOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ojota-Mowe-Sagamu-Ogere-Oluyole-Ibadan Corridor</td>
</tr>
<tr>
<td>2</td>
<td>Sagamu-Ijebu Ode-Ore-Benin Toll Gate-Agbor-Issele Uku-Onitsha-Nteje- Akwa</td>
</tr>
<tr>
<td>3</td>
<td>Gwagwalada-Yangoji-Abaji-Kotonkarfe-Lokoja-Zariagi</td>
</tr>
<tr>
<td>5</td>
<td>FCT-Sabon Wuse-kakau-Birnin Yero-Zaria-Chiromawa-Kano</td>
</tr>
<tr>
<td>6</td>
<td>Mokola-Oyo-Atiba-Ogbomoso-Olooru-Bode Saadu-Jebba-Mokwa-Birnin Gwari-Kaduna</td>
</tr>
</tbody>
</table>

Following the success of the project, this led to the delineation of additional 18 Operational corridors.
# 18 OPERATION CORRIDORS IN NIGERIA

<table>
<thead>
<tr>
<th>S/N</th>
<th>NAME OF CORRIDOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Iwo Road-Egbeda-Ife-Ilesha-Ipetu Ijesha-Ondo-Owo</td>
</tr>
<tr>
<td>8</td>
<td>Benin-Sapele-Warri-Ughelli-Sagbama-Ahoada</td>
</tr>
<tr>
<td>9</td>
<td>Enugu-Okigwe-Aba-Portharcourt</td>
</tr>
<tr>
<td>10</td>
<td>Lafia-Langtang-Pankshin-Jos</td>
</tr>
<tr>
<td>11</td>
<td>Jos-Saminaka-Kaduna</td>
</tr>
<tr>
<td>12</td>
<td>Maiduguri-Biu-Numan-Jalingo-Wukari-Katsina Ala-Ogoja</td>
</tr>
<tr>
<td>13</td>
<td>Bauchi-Darazo-Dogon Kuka-Potiskum-Damaturu-Benishek-Maiduguri</td>
</tr>
<tr>
<td>14</td>
<td>Kishi-Ilorin-Omuan-Ilanlu-Kabba-Ankpa-Oturkpo</td>
</tr>
<tr>
<td>15</td>
<td>Katsina-Kano-Wudil-Dutse-Azare-Potiskum</td>
</tr>
<tr>
<td>16</td>
<td>Kotangora-Birnin Kebbi-Sokoto</td>
</tr>
<tr>
<td>17</td>
<td>Katsina-Funtua-Zaria</td>
</tr>
<tr>
<td>18</td>
<td>Onitsha-Njaba-Owerri-Umuahia-Arochukwu</td>
</tr>
</tbody>
</table>
Other Interventions by the World Bank Towards Improved Road Safety in Nigeria
The World Bank intervention led to:

- Manpower development
- Capacity building
- Improved road safety practice
- Assist in the creation of additional legal framework
- Attendance of the Annual Transport Research Board (TRB) meeting for the past 11 years by the Corps
30 Patrol Rank Officers were also intensively trained in Three (3) batches at California Highway Patrol Academy (CHPA), Sacramento, California, USA.
Training of 30 Management Staff concluded in March 2016 at California Highway Patrol Academy (CHPA), Sacramento, California, USA. The training was in two (2) batches.
Support for the training of 40 Officers on train—the-trainers for the delivery of liquid hydrocarbon products at APTH in France in May, 2013 under the “safe-to-load” programme.
Support for the training of 5 Officers in IRAP course in Road Safety in September 2013 at the University of Birmingham in United Kingdom
Procurement of the services of an Australian firm, SMEC International to train 218 FRSC Officers from May-October, 2014 at the FRSC Academy
Training of 125 Personnel of the Corps as Certified First Responders at National Hospital, Abuja in 5 batches of 25 personnel each in 2014
Sponsorship of five (5) Officers at Royal Society for the Prevention of Accidents (RoSPA) for Road Safety Engineering (Crash Investigation and Prevention) in March, 2017
The IRTAD Twinning Project is a World Bank sponsored 3-year programme to create RTC data collection system for the Federal Road Safety Corps (FRSC), Nigeria that would eventually lead to a national database involving other agencies. The final report of the World Bank Consultant on implementation and Deployment of a National Road Traffic Crash Data Management System (NRTCDMS) was submitted to Road Sector Development Team (RSDT)/World Bank on 6 June, 2017.

The Stakeholders under a committee called National Crash Report Information System (NACRIS) are working together to achieve this.
In view of the additional advance equipment, training and capacity building received from the World Bank, the Corps has deployed the equipment to curb recklessness on the highways. The government had further improved the procurement of vehicles to increase visibility nationwide.
Emergency Medical Services (EMS) for the corridors are based on the recommendations of World Health Organization and studies of the Corps.

Construction of 18 Emergency Ambulance Points (Zebras): The contract for the construction of 18 emergency ambulance points (Zebras) has been re-awarded and work is in advance stage at most of the sites.

Procurement of 18 Advance Life Support Ambulances
FRSC Initiatives Towards Improved Road Safety in Nigeria
7-Es Road Safety Strategy

1. Education and Enlightenment
2. Engagement of Stakeholders
3. Environment
4. Engineering
5. Enforcement
6. Emergency Management Services (EMS)
7. Evaluation
Raising a future generation of safe road users has always been a priority for FRSC. Integrating road safety education into the formal educational setting was achieved in 2010. The Federal Executive Council approved road safety education in Primary and secondary school curriculum.
Adoption of robust approach in educating drivers and all road users is dynamic

- Media Campaigns
  - Traditional media
  - Modern / Social media
- Lecture Series
- Workshops
- Conferences
- Seminars
- Billboards/ Posters/ Handbills
- Public Fora
- Periodic Review of the Highway Code
Achieving safer roads in Nigeria rests on concerted and cohesive partnership and engagements.

The Corps takes advantage of the overwhelming role of Religious and Traditional Rulers as well as those in constituted authority to advance road safety in the country.
Relevant Stakeholders and sister para-military agencies are regularly engaged during periods of essential national services. This engagement fosters better coordination of roles and facilitates positive results.
The Corps undertakes Road Safety Audit (RSA) at all levels of government during pre and post road design and construction phases to identify gaps.

Standards were developed in collaboration with Standards Organization of Nigeria (SON) and Nigeria Automotive Design and Development Council (NADDC) in line with global best practice on vehicle standards and emission control.
Post Crash Care plays a vital role in the cardinal objectives for which the Corps was established.

Rescue activities in Nigeria have been expanded and further enhanced through the 37 Emergency Ambulance rescue points (ZEBRAS) nationwide and 26 Road Side Clinic/Help Areas spread across the nation and provision of a toll free number ‘122’ linked to a call centre. This has improved “Golden Hour” system in Nigeria.
As Nigeria aims to be in the list of the world’s 20 safest countries by 2020, road users compliance to road safety laws is key. Improvement of enforcement has resulted in increased compliance to traffic regulations nationwide with steady decrease in offender/offences ratio.
A blend of conventional technology and emerging smart solutions are constantly deployed to improve road safety in Nigeria.

Currently, 26 e-applications are applied to provide an integrated infrastructure to support other systems like:

- Speed Limiting Device Programme (SLD)
- Driving School Standardization Scheme (DSSP)
- Road Transport Safety Standardization Scheme (RTSSS)
The use of technology has significantly advanced road safety administration in the country.
Adequate measures have been put in place to monitor performance and track changes.

Gaps or deviations identified are usually addressed during strategy and performance review sessions on a regular basis.
Status of the World Bank Safe Corridor Project in Nigeria
## PATROL EQUIPMENT DEPLOYMENT

<table>
<thead>
<tr>
<th>S/No.</th>
<th>NAME OF CORRIDOR</th>
<th>No. of Patrol Vehicles</th>
<th>No. of Heavy duty Patrol Bikes</th>
<th>No. of Heavy Duty Tow truck</th>
<th>No. of Radar Gun</th>
<th>No. of Breath-alyzers</th>
<th>No. of Walkie Talkies</th>
<th>No. of Digital cameras</th>
<th>No. of Cam-coders</th>
<th>No. of VHF Base Stations</th>
<th>No. of VHF Mobile Radio</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Abuja-Kaduna-Zaria-Kano</td>
<td>8</td>
<td>10</td>
<td>1</td>
<td>10</td>
<td>150</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>Benin-Ifon-Akure-Ilesha</td>
<td>7</td>
<td>6</td>
<td>1</td>
<td>20</td>
<td>387</td>
<td>5</td>
<td>4</td>
<td>4</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>Mokwa-Bida-Lambata-Suleja</td>
<td>5</td>
<td>4</td>
<td>1</td>
<td>15</td>
<td>275</td>
<td>5</td>
<td>3</td>
<td>4</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>Jos-Bauchi-Gombe</td>
<td>6</td>
<td>7</td>
<td>1</td>
<td>7</td>
<td>137</td>
<td>0</td>
<td>4</td>
<td>4</td>
<td>3</td>
<td>7</td>
</tr>
<tr>
<td>5</td>
<td>Enugu-Abakaliki- Ikom-Mfum</td>
<td>5</td>
<td>7</td>
<td>1</td>
<td>6</td>
<td>126</td>
<td>0</td>
<td>3</td>
<td>2</td>
<td>3</td>
<td>6</td>
</tr>
<tr>
<td>6</td>
<td>Abuja Metropolis</td>
<td>6</td>
<td>11</td>
<td>2</td>
<td>21</td>
<td>126</td>
<td>25</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>17</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td><strong>37</strong></td>
<td><strong>45</strong></td>
<td><strong>7</strong></td>
<td><strong>79</strong></td>
<td><strong>1,201</strong></td>
<td><strong>35</strong></td>
<td><strong>18</strong></td>
<td><strong>19</strong></td>
<td><strong>13</strong></td>
<td><strong>48</strong></td>
</tr>
</tbody>
</table>
Impact of the World Bank Interventions on Road Safety in Nigeria
<table>
<thead>
<tr>
<th>Year</th>
<th>Indices</th>
<th>Value</th>
<th>% change on previous year</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>TOTAL RTC</td>
<td>10,380</td>
<td>23.6%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>TOTAL RTC</td>
<td>9,734</td>
<td>6.22%</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>TOTAL RTC</td>
<td>9,694</td>
<td>0.41%</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>TOTAL RTC</td>
<td>9,383</td>
<td>3.02%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>TOTAL RTC</td>
<td>9,383</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>NO.KILLED</td>
<td>5,996</td>
<td>8.37%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>NO.KILLED</td>
<td>5,440</td>
<td>9.27%</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>NO.KILLED</td>
<td>5,053</td>
<td>7.11%</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>NO. KILLED</td>
<td>5121</td>
<td>+1.34%</td>
<td></td>
</tr>
<tr>
<td></td>
<td>NO. KILLED</td>
<td>5121</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2014</td>
<td>NO. INJURED</td>
<td>32,063</td>
<td>19.66%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>NO. INJURED</td>
<td>30,478</td>
<td>4.94%</td>
<td></td>
</tr>
<tr>
<td>2016</td>
<td>NO. INJURED</td>
<td>30,105</td>
<td>1.22%</td>
<td></td>
</tr>
<tr>
<td>2017</td>
<td>NO. INJURED</td>
<td>31,094</td>
<td>+3.2%</td>
<td></td>
</tr>
</tbody>
</table>

RTC in general has trended down.
Acquisition of competence in virtually every field of road safety management

The Corps has a pool of highly competent personnel who can serve as experts for other countries and serving on several international road safety committees. E.g Sierra-Leone
In line with guidelines developed by the World Bank, based on resolutions of Gleaneagles G-8 Summit; Nigeria has implemented the 10% safety component rule on road infrastructure investment. This provides that 10% of cost of all road projects in Nigeria should be dedicated to the safety sub-components and this has attracted increased funding for road safety at all levels of governance.
Local and International recognition has followed the World Bank’s description of the FRSC as the Best example of Lead Agency in Road Safety Management in Africa

FRSC has become a member of most road safety organizations with improved interactive benefits
As a follow-up of the World Bank programme, the African Development Bank (AfDB) has outlined plans for road safety intervention along the Biu-Gombe corridor in North-Eastern part of Nigeria.
With the visible improved road safety culture in the country, the Federal Government of Nigeria committed more effort to improving road safety through the procurement of 400 Patrol vehicles, Ambulances and Tow trucks in year 2016.

**Increased Government Support and Provision of Auto-Logistics**
Nigeria now has a properly documented Road Safety Strategy (NRSS) approved by the Federal Executive Council (FEC) and endorsed by the National Economic Council (NEC) at its 66th meeting on 24 Apr 16 in Abuja.

The National Road Safety Advisory Council (NaSARC) chaired by the Vice President of Nigeria, was inaugurated on Thursday, 16 February, 2017.
FRSC in the next Decade
In the next decade the Corps will focus on the achievement of the Vision 20:2020 articulated by the Nigerian government to launch the nation onto a path of sustained social and economic progress and accelerated emergence of a truly prosperous and united Nigeria, placing her among the top 20 economies in the world by the year 2020.
Increased Visibility Nationwide

Increase in Commands formation to achieve FRSC visibility within 50 km radius in accordance with Country Capacity Review
| Assisted Fleet Renewal programme by Government for Transport Unions | Sophisticated Fleet Management (RTSSS) | Total ‘online’ conduct of business in all services and products. | Assisted Model Driving Schools for transport unions | Specialized driving schools for (tanker/trailer, motorcycle/tricycle, earth moving vehicles e.t.c.) |
Improved data management

- 100% hospital follow up
- Comprehensive Registration of vehicles
- 2-DT Crash Investigation
- Harmonization of crash records with other agencies
The Corps will consolidate on its efforts at helping States have a functional Traffic Management Agency that will be efficient to drive Road Safety Administration and Enforcement.
To accomplish her lofty goals, the Corps intends to latch on the following avenues for funding:

- Establishment of Road Safety Fund. This is in line with the Nigeria Road Safety Strategy provision.
- Exploit the 10% cost of new road construction recommended for road safety enhancement.
- Partnership funding from international donor agencies/organizations and other partners.
- Capacity development opportunities availed by organizations, local and foreign.
- Fund will aid accomplishment of the increased auto-logistics provision, acquisition and expansion of commands/facilities and recruitment of personnel.
A country where Road Traffic Crash results in no Death
Thank you

Phone Only

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

SMS Only

080 7769 0362

www.frsc.gov.ng