

3<sup>rd</sup>

## African Road Safety Leadership Programme



# African Perspective on Road Safety Leadership

## The Nigeria's Experience



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# Introduction

Road Traffic Crashes (RTCs) have become a public health concern globally, Africa inclusive and a major issue for Policy and Decision.

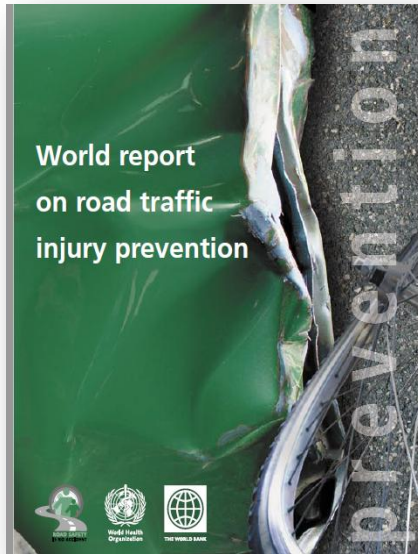




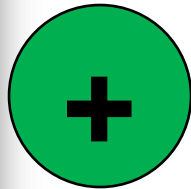
# GLOBAL ROAD SAFETY AWARENESS

Courtesy of the World Health Organization (WHO) and the World Bank, the situational awareness level of Road Traffic Injuries (RTIs) has increased.

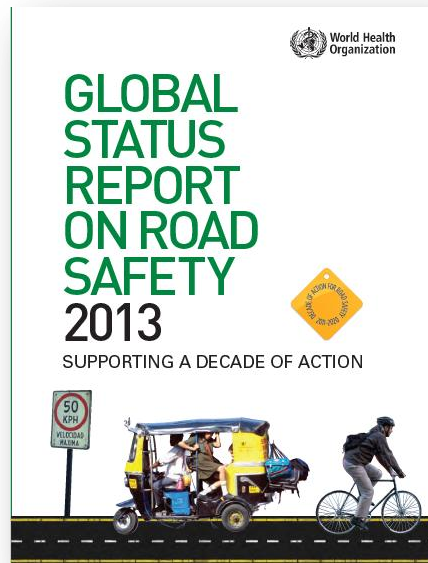
WHO Traffic Injury  
Prevention Report, 2004



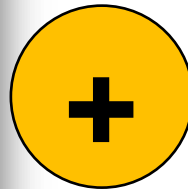
1.20 million deaths  
annually



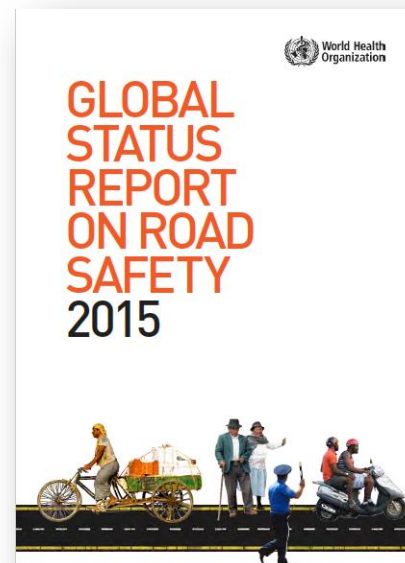
WHO Global Status  
Report 2013



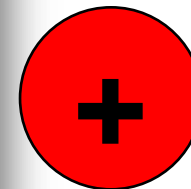
1.24 million deaths  
annually



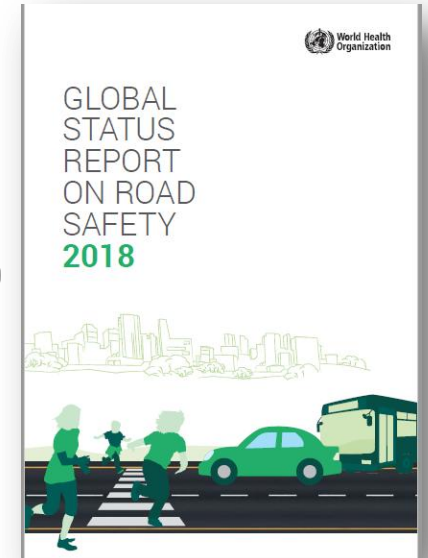
WHO Global Status  
Report 2015



1.25 million deaths  
annually



WHO Global Status  
Report 2018



1.35 million deaths  
annually

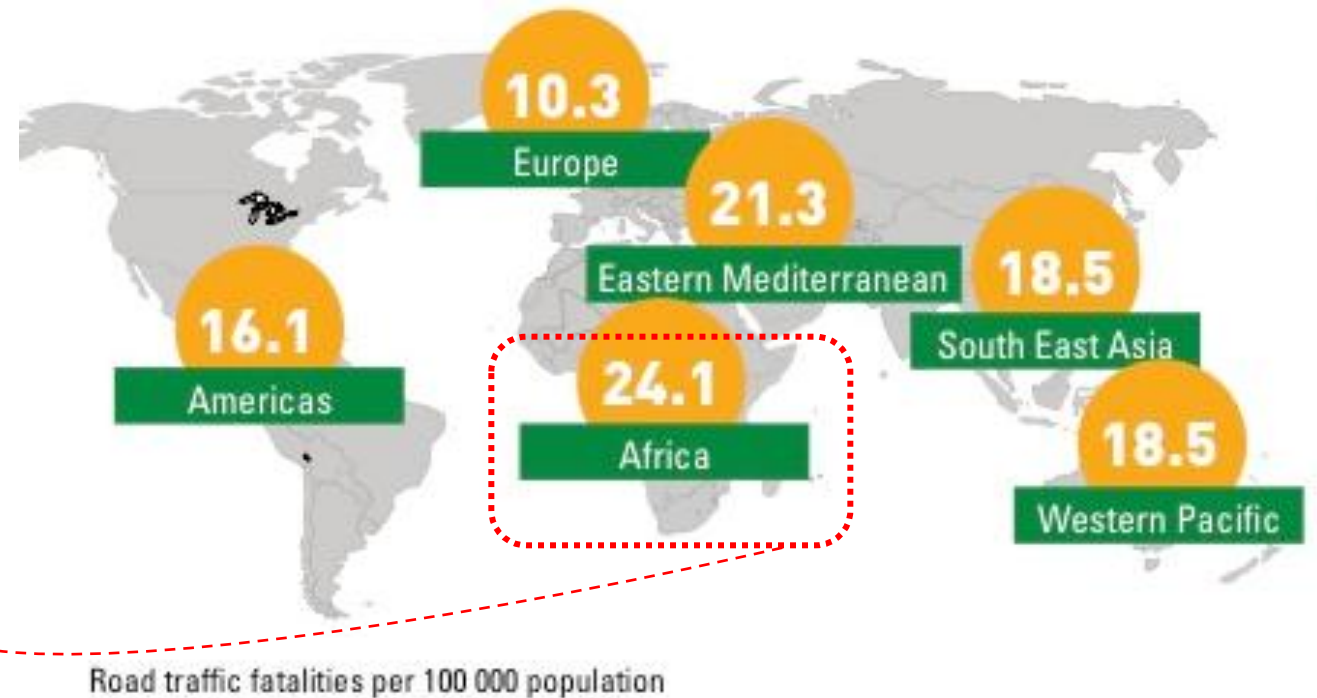
Source: World Health Organization (WHO)



# ROAD SAFETY IMPLICATIONS IN AFRICA

In 2013, Africa was most hit (**24.1 deaths per 100,000 population**) with the Road Traffic Scourge.

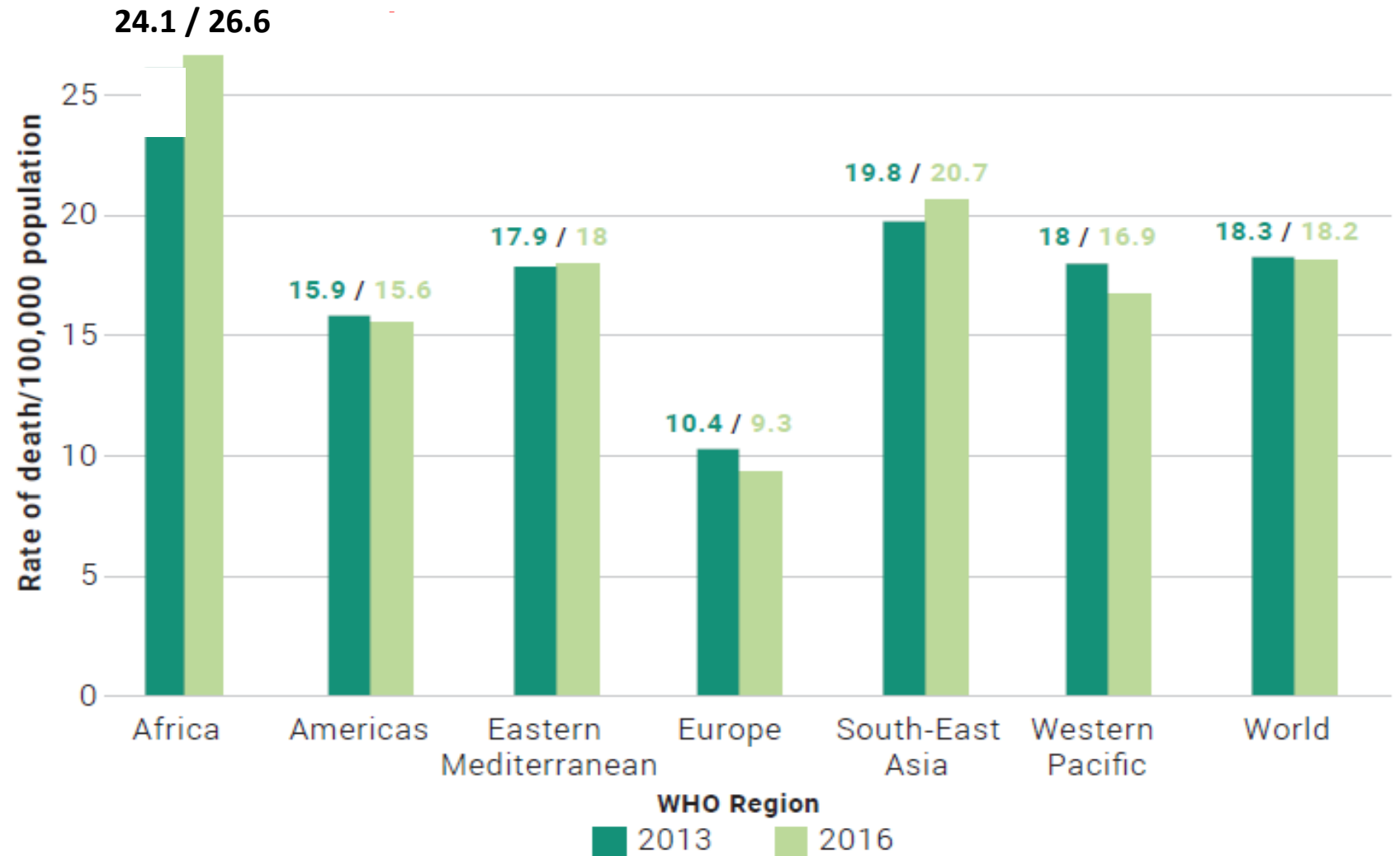
The direct and long term effects are negative on the general development of member countries.



# ROAD SAFETY IMPLICATIONS IN AFRICA (Cont'd)

From year 2016 till now, Africa remains the region with the highest road traffic deaths

index (**26.6 deaths per 100,000 population**).



# ROAD SAFETY COSTS TO AFRICA

The economy and other socio-economic indicators of the continent are continually affected by road traffic crashes and this is reflected at national levels.

Africa is a Resource-Rich Continent:

- **Population:**  
1.307 billion (16%; 2019)
- **GDP:**  
\$2.19 trillion (Nominal; 2017)
- **GDP growth:**  
3.7%

**But ...**

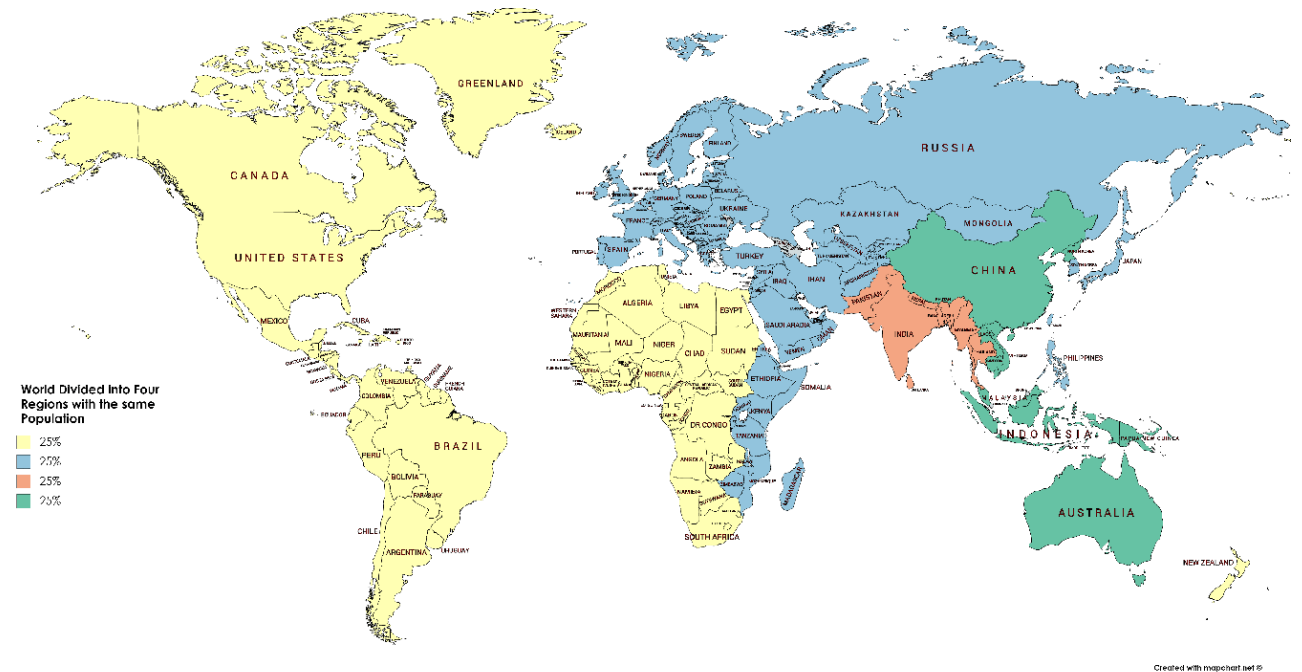
- Every day, about 650 deaths occur on Africa's roads
- \$0.0657 trillion is lost to Road Traffic Crashes being 3% of GDP
- GDP growth: Is slowed down due to high rate of death occasioned by RTC involving the productive manpower (aged 15-29 years)



# REGIONAL APPROACH TO RTIs

A regional and national approach to tackling the RTI problem has been identified.

Efforts of the United Nations Organs like UNECA and the World Bank are helping to reshape the trend on the African Continent.



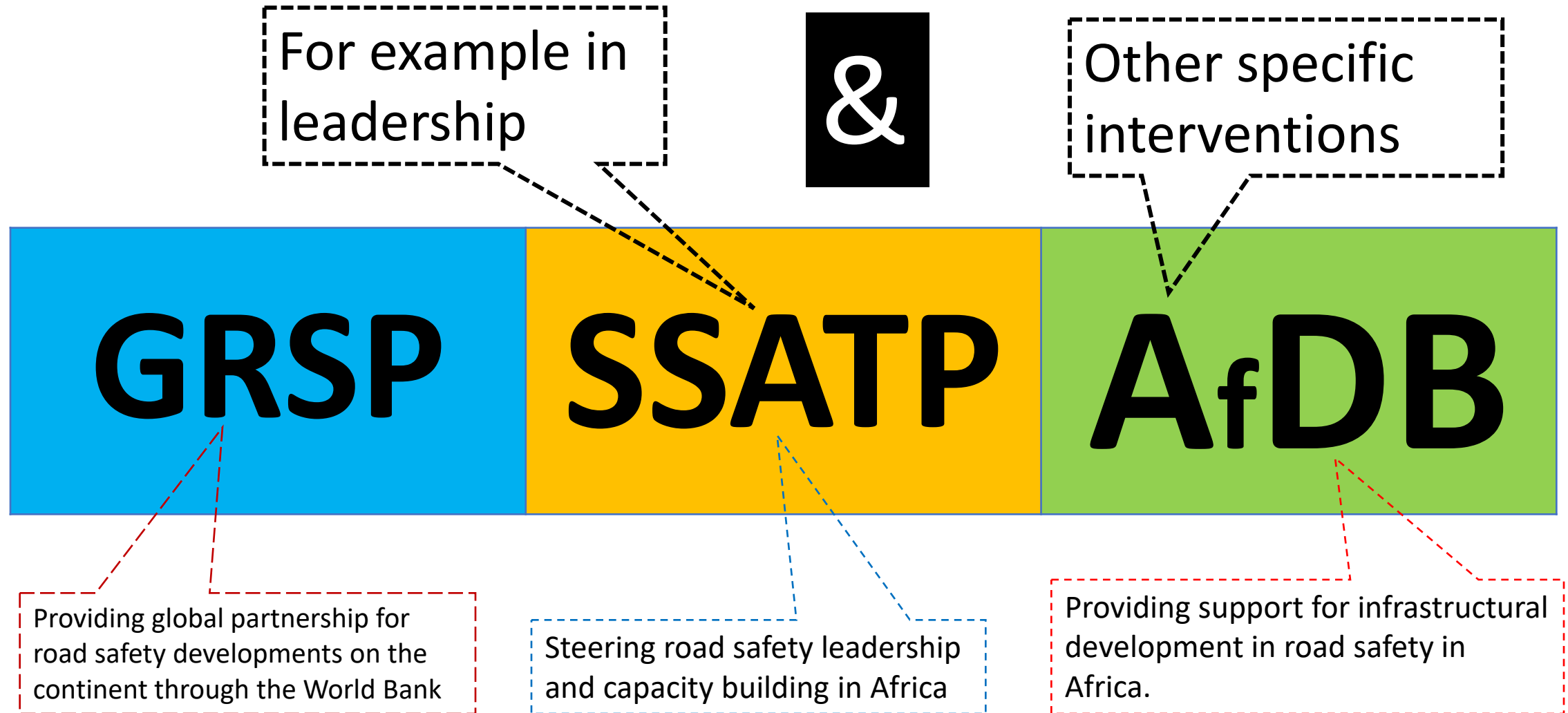
Source: <https://mapchart.net/>

# REGIONAL APPROACH TO RTIs (Cont.)

Interventions from various sources have helped to raise awareness and provided necessary interventions on road safety in Africa.



# REGIONAL APPROACH TO RTIs (Cont.)





# OVERVIEW OF ROAD SAFETY IN NIGERIA

Nigeria is one of the few African nations that has leveraged on some road safety principles and have recorded remarkable progress in road safety administration and management despite a “gloomy” beginning.



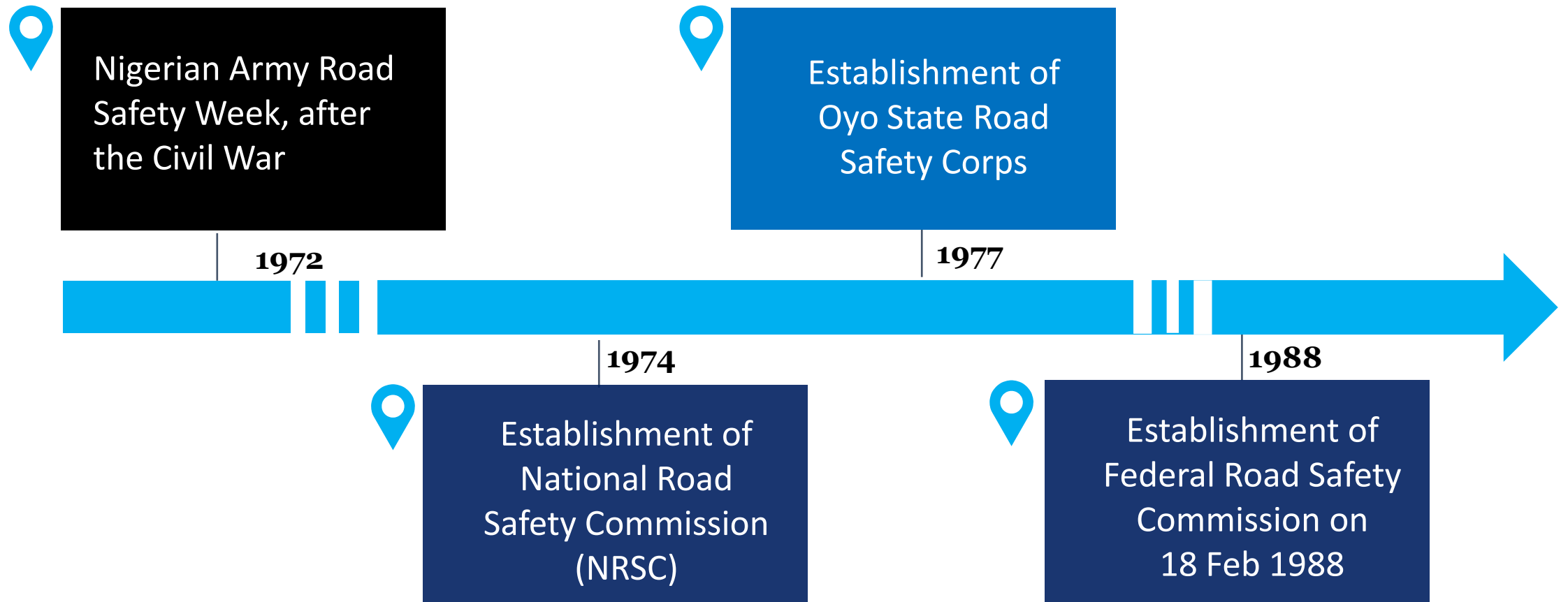
# NIGERIA'S ROAD SAFETY APPROACH

The road safety situation in Nigeria was so deplorable that the WHO once described the country's roads in its 1984 report as “worst in the world to travel on” only next to Ethiopia.



That narrative changed through government's effort by establishing the **Federal Road Safety Commission (FRSC)** as Road Safety Lead Agency in Nigeria.

# ROAD MAP TO FRSC's ESTABLISHMENT





### **Note:**

FRSC was established as the Lead Agency for Road Traffic Administration and Safety Management in Nigeria 10 years prior to the recommendation of the UN for nations to establish Lead Agencies directly situated under the Central Government for ease of unfretted operations.

# LEGAL INSTRUMENT OF OPERATION

1

Decree No. 45 of 1988

2

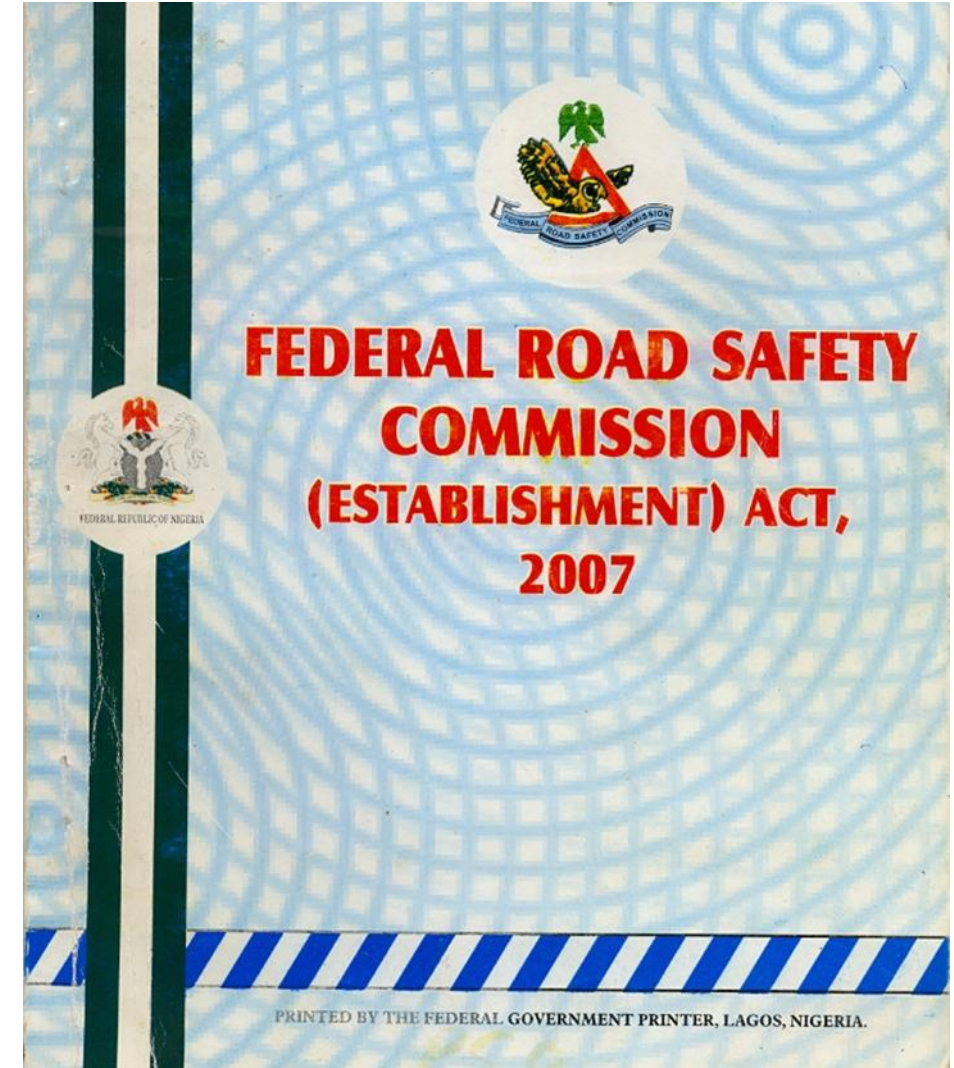
DECREE No. 35 of 1992

3

ACT CAP 141 LFN 1990

4

ESTABLISHMENT (ACT) 2007



# PURPOSE OF FRSC

The FRSC was specifically established and empowered to coordinate road traffic administration and safety management in Nigeria with an ultimate aim of halting the trend of road traffic crashes and fatality.







# Functions of the Corps

# The Core Functions of FRSC

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

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

**(c) Educating motorists and members of the public on the importance of discipline on the highway.**

In Particular, the Corps' responsibilities include::

- (a) Preventing or minimizing accident on the highways;
- (b) Clearing obstruction on any part of the highways;
- (c) Educating motorists and other members of the public generally on the proper use of the highways;

- (d) Designing and producing the driver's license to be used by various categories of vehicle operators;
- (e) Determining from time to time, the requirements to be satisfied by an applicant for a driver's license;
- (f) Designing and producing vehicle number Plates;
- (g) The standardization of highway traffic code;



- (h) Giving prompt attention and care to victim of accidents;
- (i) Conducting researches into causes of motor accidents and method of preventing them and putting into use the result of such researches; establishment, functions, etc. of the Federal Road Safety Corps.
- (j) Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device;
- (k) Co-operating with bodies or agencies or groups engaged in the road safety activities or in the prevention of accidents on the highway;

(l) Making regulation in pursuance of any of the functions assigned to the Corps by or under this Act;

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


(n) Providing Roadside and mobile clinics for the treatment of accident victims free of charge;

- (o) Regulating the use of mobile phones by motorist;
- (p) Regulating the use of seat-belts and other safety devices;
- (q) Regulating the use of motorcycles on the highways;
- (r) Performing such other function as may, from time to time, be assigned to the Corps by the Commission.



# **Clear Ambition and Purpose**





The Corps has in place an unambiguous vision and mission projections designed to guide its affairs on short, medium and long term endeavours.

# THE FEDERAL ROAD SAFETY CORPS: KEY NOTES

## VISION

To **eradicate** Road Traffic Crashes and create safe motoring environment in Nigeria.



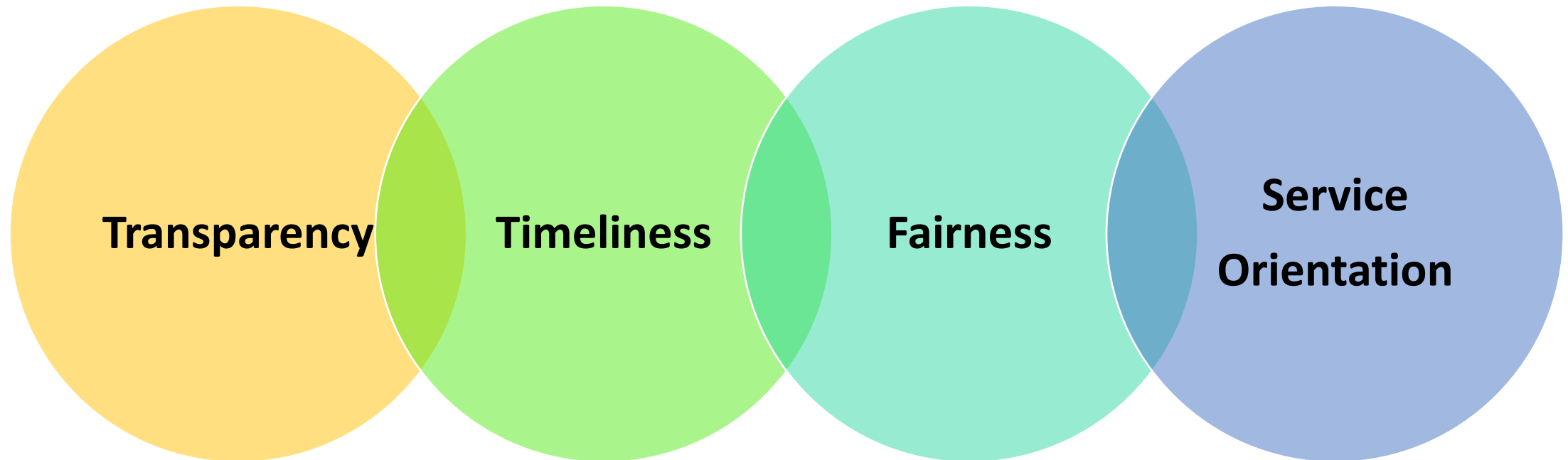
## MISSION

Regulate, Enforce  
and Coordinate  
Road Traffic and  
Safety Management  
activities through:

- Sustained Public Enlightenment.
- Promotion of Stakeholder Cooperation.
- Robust Data Management.
- Improved Vehicle Administration.
- Prompt Rescue Services.
- Effective Patrol Operations.

# THE FEDERAL ROAD SAFETY CORPS: KEY NOTES (Cont.)

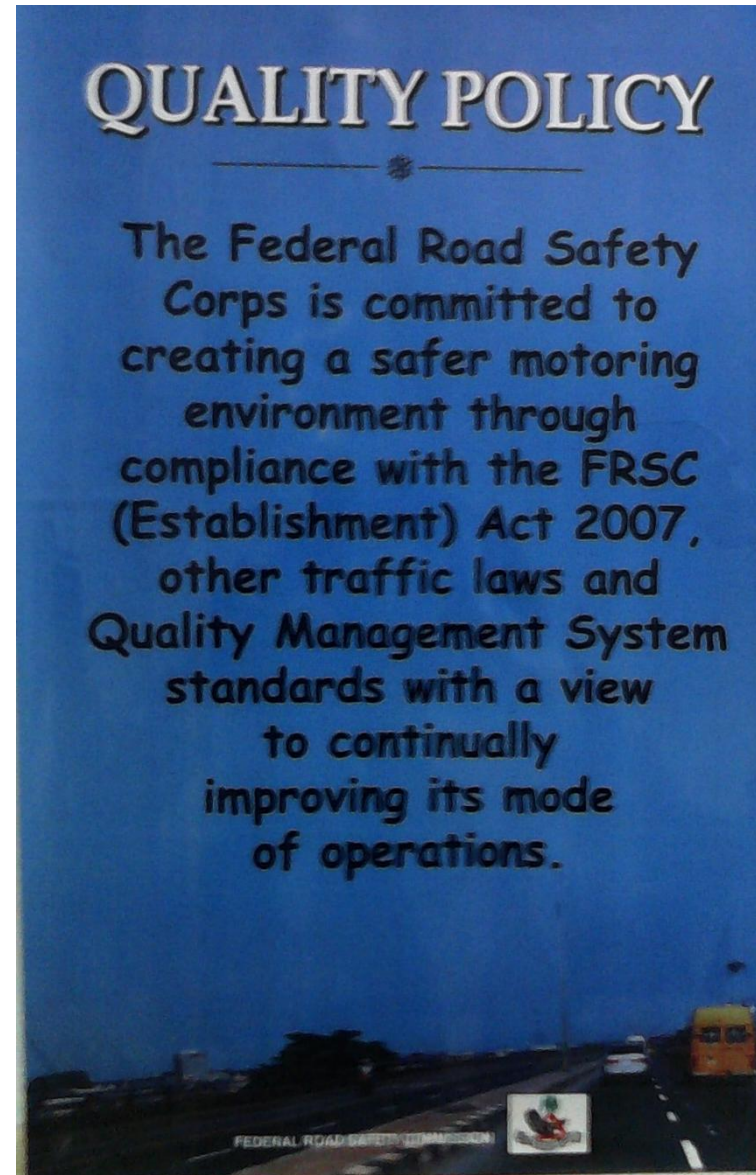
## CORE VALUES





## QUALITY POLICY

FRSC operates and delivers high quality services in line with a Quality Policy that is not at variance with other laws of the land in respect to road safety administration and management.



# THE FEDERAL ROAD SAFETY CORPS : KEY NOTES (Cont.)

## MAJOR GOALS OF THE CORPS

a

**Be A World  
Class  
Organization**

b

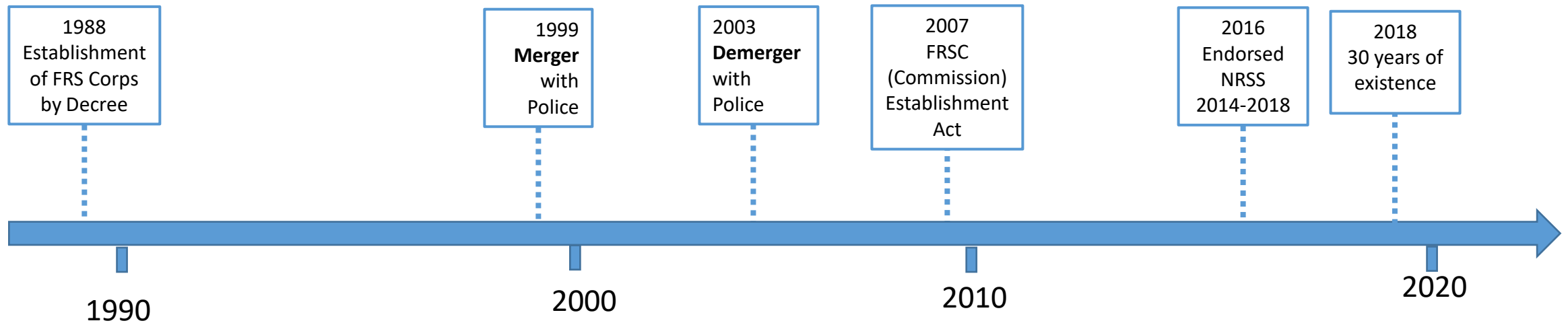
**Achieve the UN  
Decade of Action  
of 50% reduction  
in Fatality by  
2020**

c

**Meeting Vision 20:2020 of the  
Federal Government of Nigeria  
by making Nigerian roads  
belong to the league of the 20  
safest roads in the world**

# FRSC MAJOR EVENTS TIMELINE

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



# OPERATIONAL JURISDICTION OF FRSC

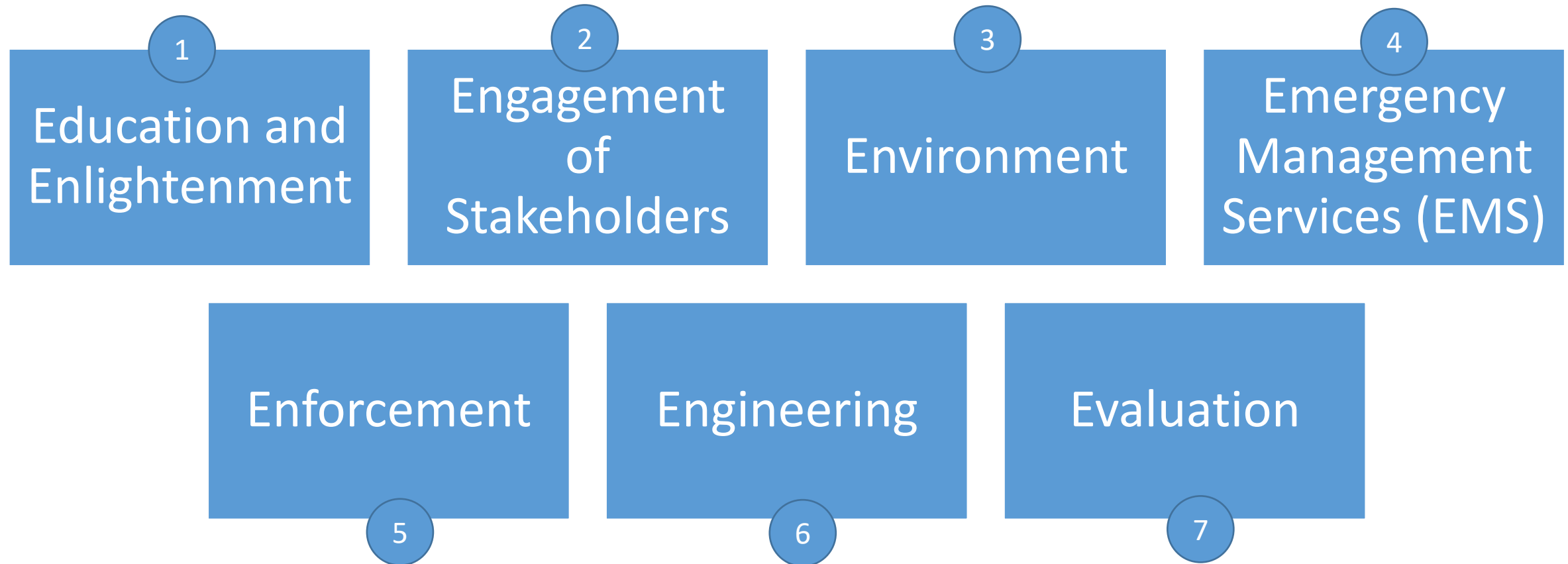
FRSC operates on all roads (204,000km) in the country and its Laws and Regulations can be exercised in any part of the country.





# OPERATIONAL APPROACH TO ROAD SAFETY IN NIGERIA

## The 7Es of FRSC





# **Unique Corps Principles**



The Corps operates on the following principles to deliver on its mandate of making Nigeria's road safe for all road users.

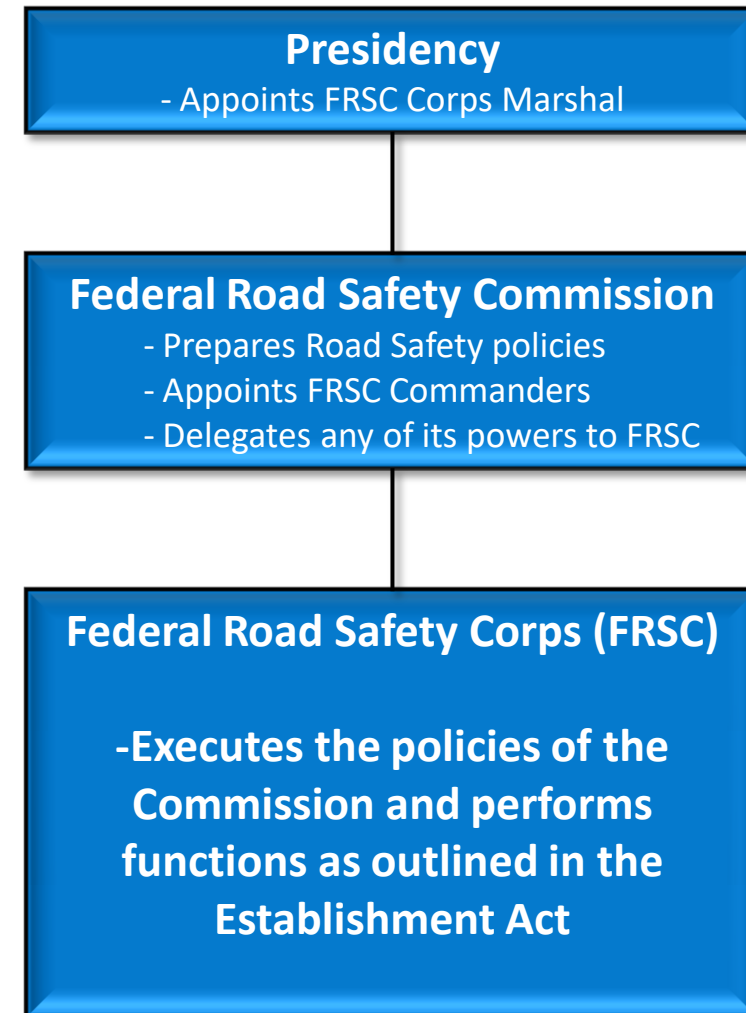
# COMMAND AND CONTROL STRUCTURE (Cont.)

The Corps being a Para-Military organization makes it easy to execute its administrative priorities with an effective Command and Control system typical of any uniform organization in the world.



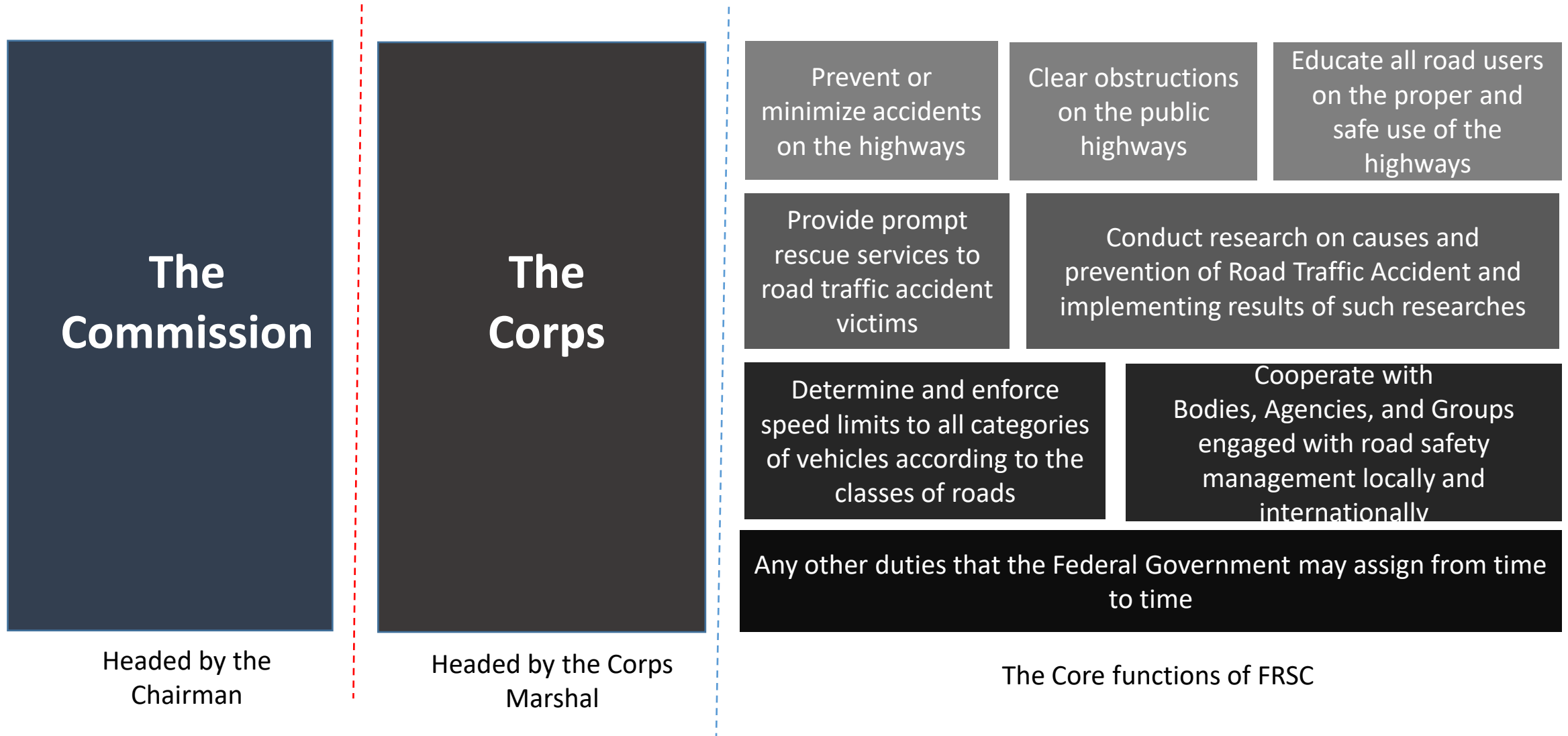
The Corps is placed under the Presidency and supervised by the Office of the Secretary to the Government of the Federation (OSGF).

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

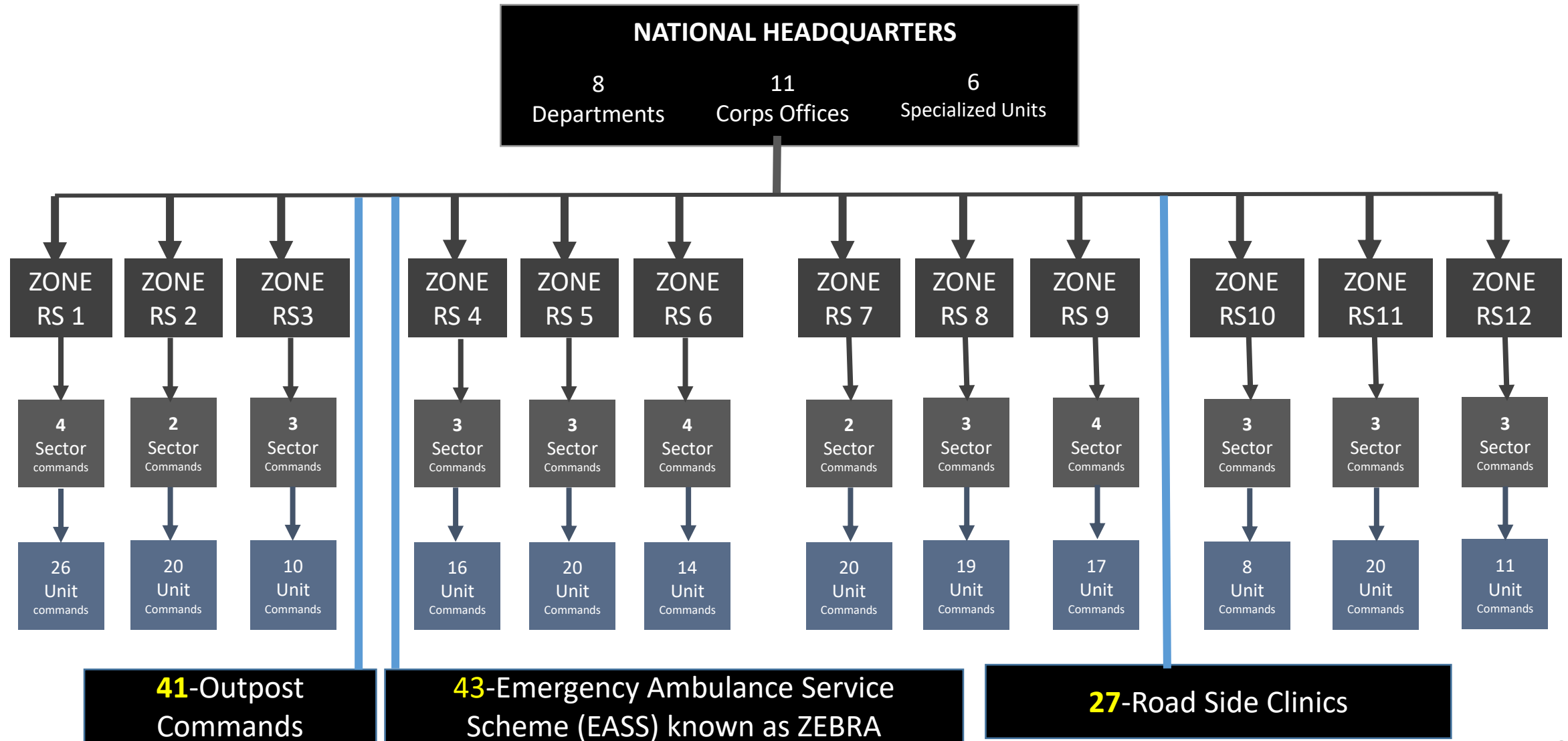




# COMMAND AND CONTROL STRUCTURE (Cont.)

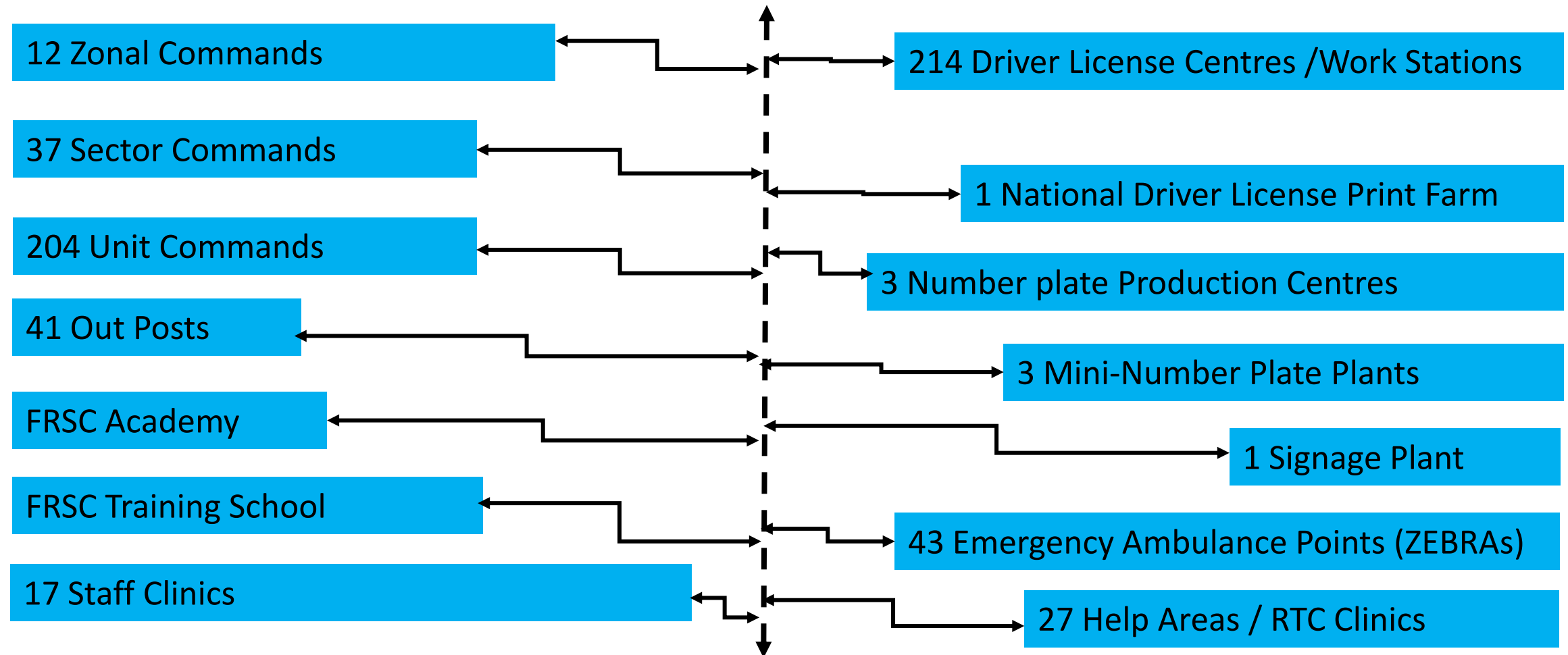


# COMMAND AND CONTROL STRUCTURE (Cont.)



# COMMAND AND CONTROL STRUCTURE (Cont.)

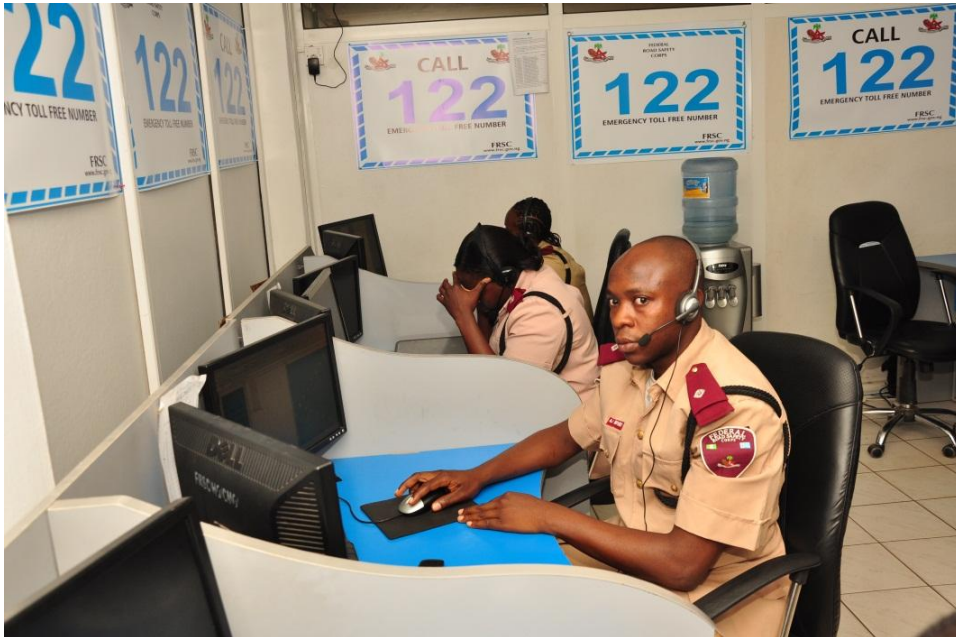
## FRSC FACILITIES & FORMATIONS



# USE OF TECHNOLOGY

Post crash responses in Nigeria is enhanced by a functional 24/7 Call Centre which operates a nationwide Toll-Free line ('122') for road traffic emergencies.

- Common, simple emergency number
- Call center open 24/7
- Toll-free calls
- Toll-free assistance



## Nationwide integrated IT-based operations : e-Applications

S/N	Application	Purpose	Type
1	FRSC Intranet	Internal data sharing and communication	Web Application
2	PSS	Post Service Scheme	Web Application
3	FRSC Insight	Virtual Online Magazine	Web Application
4	SMP	Special Marshals Platform	Web Application
5	Cooperative	Staff Cooperative portal	Web Application
6	IVP	Information Verification	Productivity Tools
7	Duty Room	Duty Room Information System	Web Application
8	Driving School	Driving School Standardization Programme	Web Application
	Unified Field Operating System (UFOS)		
9	RTCIS	Road Traffic Crash Information System	Web Application
	Offender's System	Online system for traffic violations	Web Application
	e-Payment	Online Payment /records	Productivity Tools
	VSC	Vehicle Safety Checks	Productivity Tools



## Nationwide integrated IT-based operations: e-Applications (Cont.)

S/N	Application	Purpose	Type
	Fleet Operating Systems (FOS)		
10	RTSSS	Road Transport Safety Standardization Scheme	Web Application
	Speed Limiter	Speed limiter regulation	Web Application
11	NDL	National Driver License	Web Application
12	FRSC Website	FRSC official web portal	Web Application
13	NVIS	National Vehicle Identification Scheme	Web Application
14	DLC Monitor	Monitoring activities at Driver Licensing Centers	Productivity Tools
15	FM Tracker	File Mail Tracker	Productivity Tools
16	e-Library	Online Library	Productivity Tools
17	SharePoint	Document sharing App.	Productivity Tools
18	Aper	Annual Performance Evaluation Report	Productivity Tools
19	Vehicle Tracking System	Tracking of FRSC vehicle	Productivity Tools
20	SAP	Systems Application Product	Productivity Tools

# Use of Social Media to drive FRSC Operations

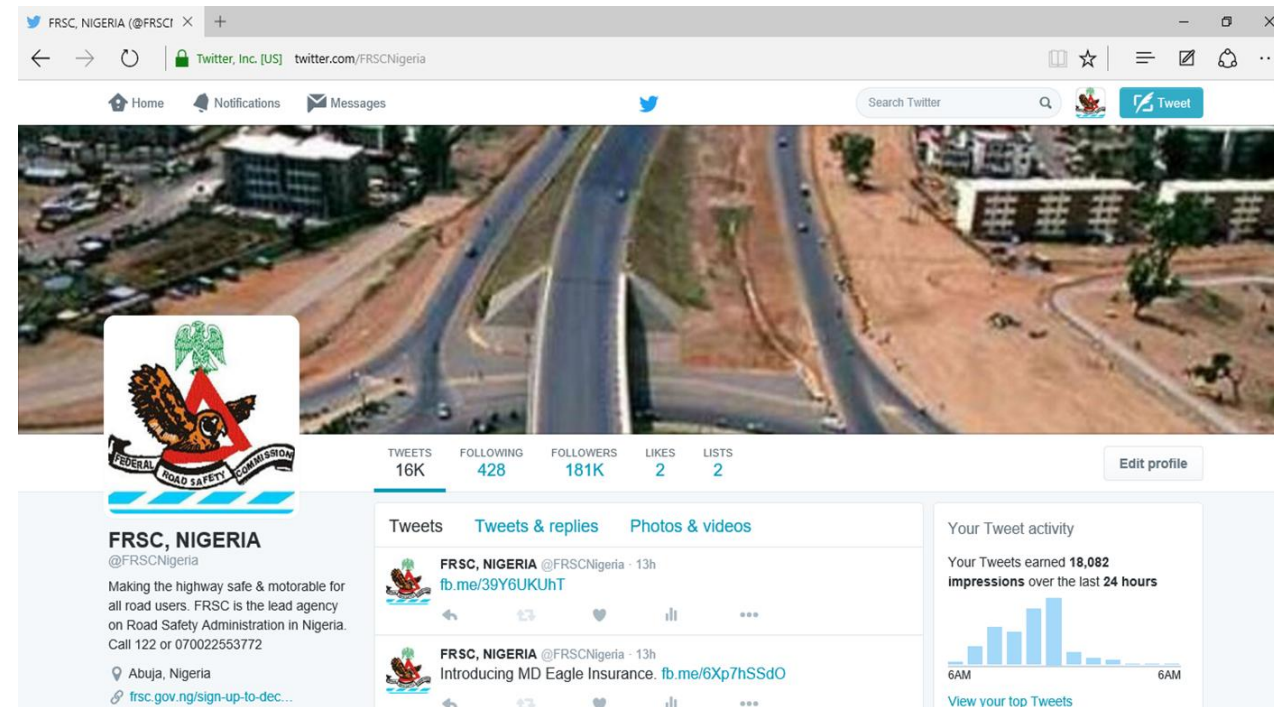
## FRSC presence on social media (Facebook)

[www.facebook.com/Federalroadsafetycorps](http://www.facebook.com/Federalroadsafetycorps)



## FRSC presence on social media (Twitter)

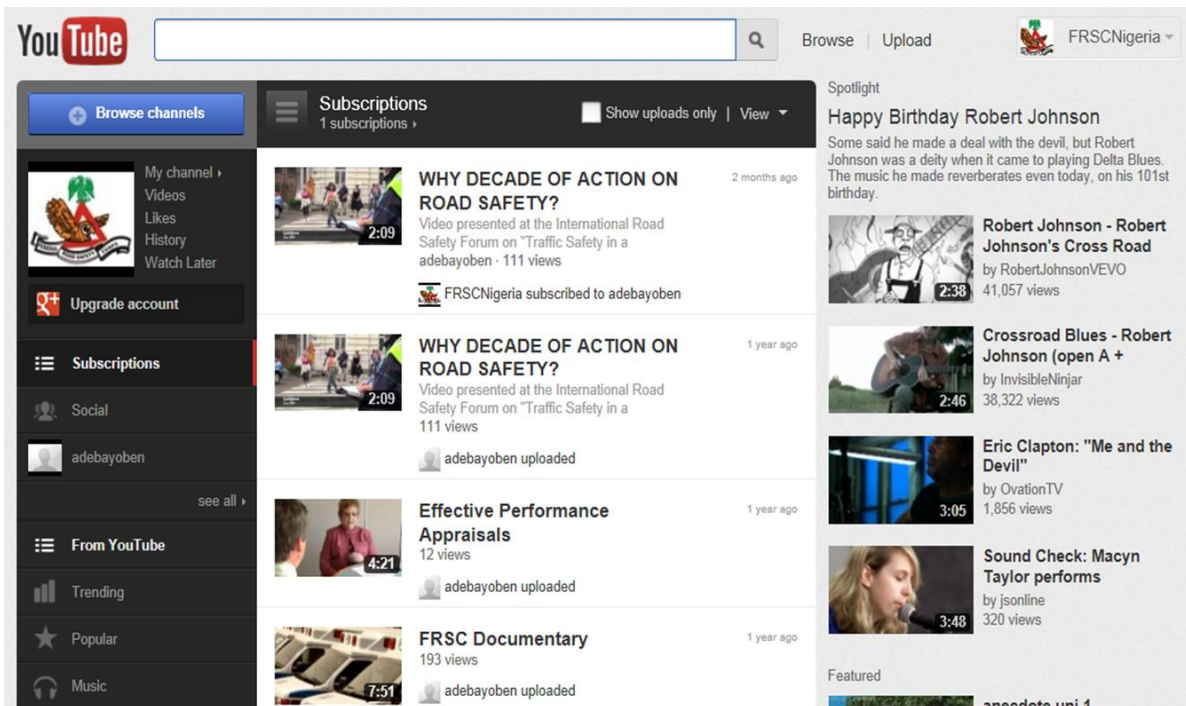
[www.twitter.com/FRSCNigeria](http://www.twitter.com/FRSCNigeria)



# Use of Social Media to drive FRSC Operations

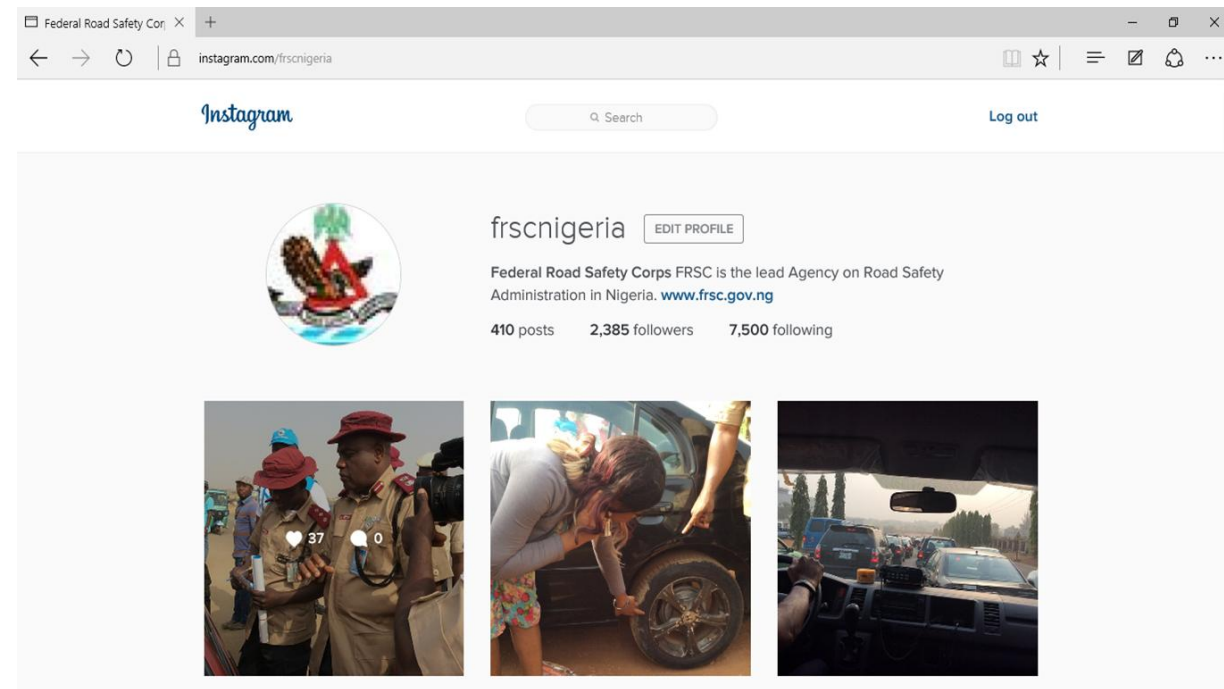
## FRSC presence on social media (YouTube)

[www.youtube.com/FRSCNigeria](http://www.youtube.com/FRSCNigeria)



## FRSC presence on social media (Instagram)

[www.instagram.com/FRSCNigeria](http://www.instagram.com/FRSCNigeria)





# UNDERSTANDING COUNTRY CULTURE & LATCHING ON POLICY FORMULATION AND ENFORCEMENT

## States Advisory Committee on Road Safety



## Local Governments Advisory Committee on Road Safety



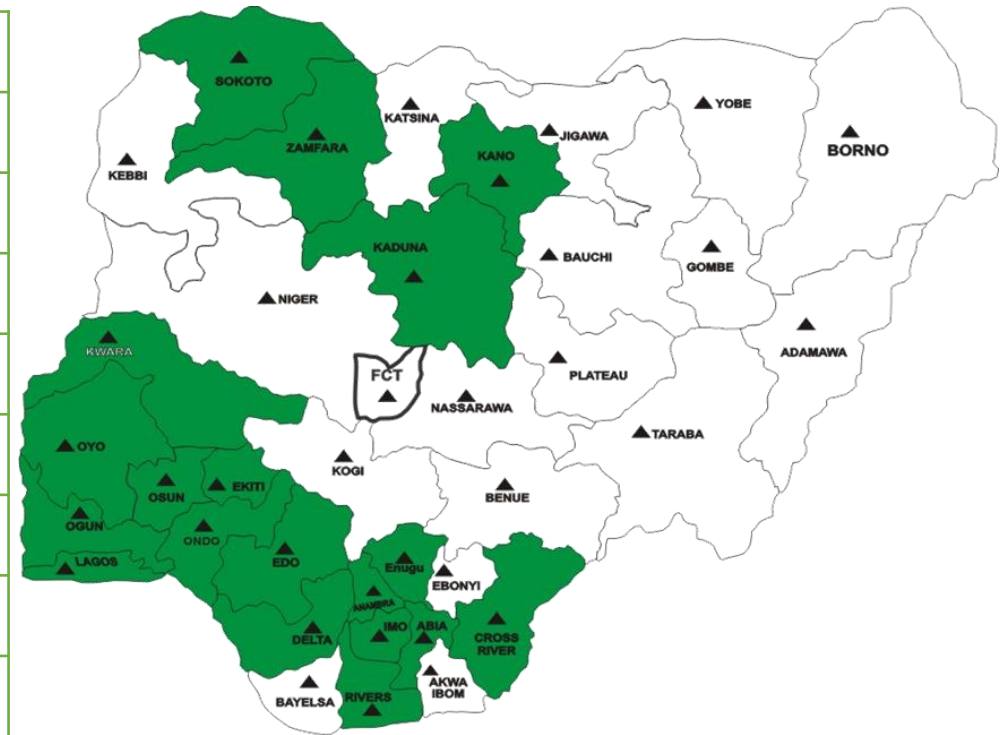
# UNDERSTANDING COUNTRY CULTURE & LATCHING ON POLICY FORMULATION AND ENFORCEMENT (Cont.)

## Encouragement of States to establish of State Traffic Management Agencies

As at 2019

The Corps provides leadership guidance to States on Road Traffic and Safety Management matters.

S/N	State	S/N	State
1	Kaduna	11	Imo
2	Kano	12	Sokoto
3	Lagos	13	Zamfara
4	Ogun	14	Osun
5	Delta	15	Ondo
6	Anambra	16	Oyo
7	Cross River	17	Rivers
8	Kwara	18	Edo
9	Ekiti	19	Enugu
10	Abia		





# UNDERSTANDING COUNTRY CULTURE & LATCHING ON POLICY FORMULATION AND ENFORCEMENT (Cont.)

Some of the  
19 State  
Traffic  
Management  
Agencies in  
Nigeria



## SERVICE COMPACTIBILITY PACT

FRSC has signed a Service Compatibility Pact (**SERVICOM**) to deliver quality and assured road safety services to all Nigerians through the FRSC SERVICOM charter which is implemented Corps-wide.



# PURPOSEFUL CITIZENSHIP / LARGER SOCIETY UNDERSTANDING OF ROAD SAFETY TO ENGENDER OWNERSHIP AND SUPPORT

Regular  
Marshals

Special  
Marshals

Road Safety  
Clubs

FRSC executes its  
mandate through;

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



**25,000**

Active Personnel

Uniform Personnel



**16,279**

Volunteer Group

The largest volunteer Law  
Enforcement Group in the  
World



**153,000**

Social Responsibility Group

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



## SPECIAL MARSHALS



Special Marshals are the Non-Uniform wearing and voluntary members of the Corps who perform same functions as the uniformed members (Regular Marshals) of the Corps.

## SPECIAL MARSHALS (Cont'd)

The Special Marshal approach has been very successful with over 16,000 membership strength in Nigeria.

The Special Marshal system has been lauded by the UN and projected as a good road safety approach.





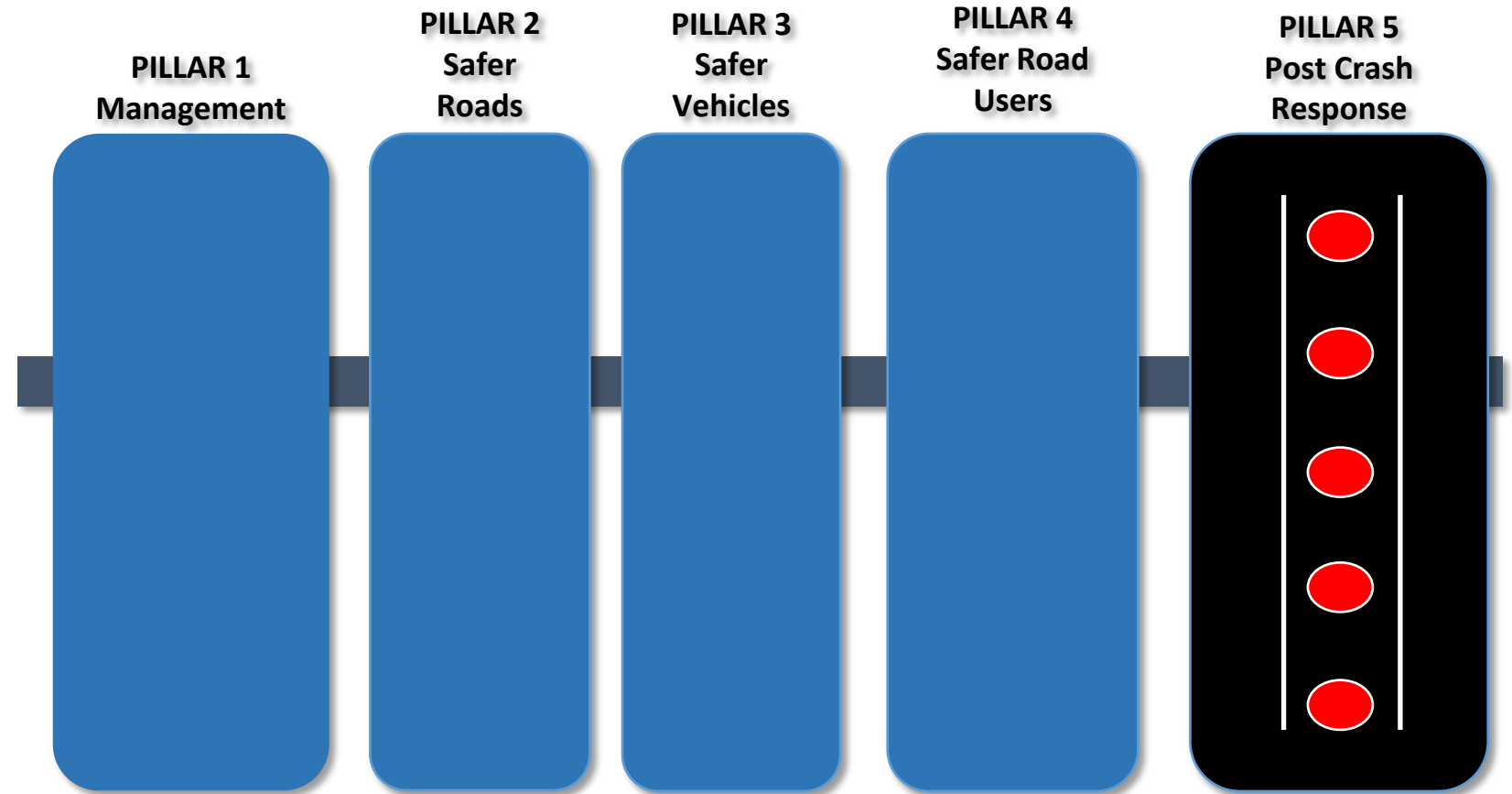
## ROAD SAFTY CLUB

Through the Road Safety Club (RSC) platform, positive road use culture and general road safety awareness has increased in youths.



# COMMUNITY POST CRASH RESPONSE INITIATIVE

Post Crash Care administration has been key to achieving the goal of UN Decade of Action for Road Safety in Nigeria.



FRSC has enhanced its approach on PILLAR 5 through a scheme known as **National Community Post Crash Care Initiative (NCPCCI)**

# COMMUNITY POST CRASH RESPONSE INITIATIVE (Cont.)

## NCPCCI

It was observed that the condition of victims of road crash get worsened through poor handling and care by some First Responders. The FRSC being convinced on this, initiated NCPCCI to communities to acquire skills to enhance post crash care especially along critical corridors in Nigeria.





# COMMUNITY POST CRASH RESPONSE INITIATIVE (Cont.)

## NCPCCI

The National Community Post Crash Care Initiative NCPCCI is a :



Grass root Road Safety  
Management  
programme



It involves the participation of  
community volunteers (first  
responders) along major  
highways to promptly attend  
to road traffic crash victims

The Corps in collaboration with SHELL, launched the Post Crash Pilot Programme with 540 pioneer volunteers drawn from 27 critical corridors in 13 states. Crash severity index was the criteria for Centre selection.

### NCPCCI

The programme was initiated in 2013 with engagement and partnership building. In 2014 FRSC in collaboration with Shell Petroleum Development Corporation (**SPDC**) enlisted, trained, equipped and deployed 540 volunteers to 27 critical corridors (average of 20 volunteers per corridor) in 13 States of the country under the Pilot Scheme.

Activities at each corridor is supervised by FRSC nearest command (Host Command).

### TRAINING OF FIRST RESPONDERS

Training of volunteers was carried out in four (4) centres from 7<sup>th</sup> and 10<sup>th</sup> April, 2014 as follows:

**Group A:** Lagos, Ogun , and Oyo (160 volunteers)-Ibadan centre

**Group B:** Rivers, Enugu,Delta and Anambra (180 volunteers-Enugu centre

**Group C:** Bauchi and Gombe (80 volunteers)-Bauchi centre

**Group D:** Kaduna, Niger & Kogi (120 volunteers)- Minna centre



# COMMUNITY POST CRASH RESPONSE INITIATIVE (Cont.)

## OUTCOME OF TRAINING OF FIRST RESPONDERS

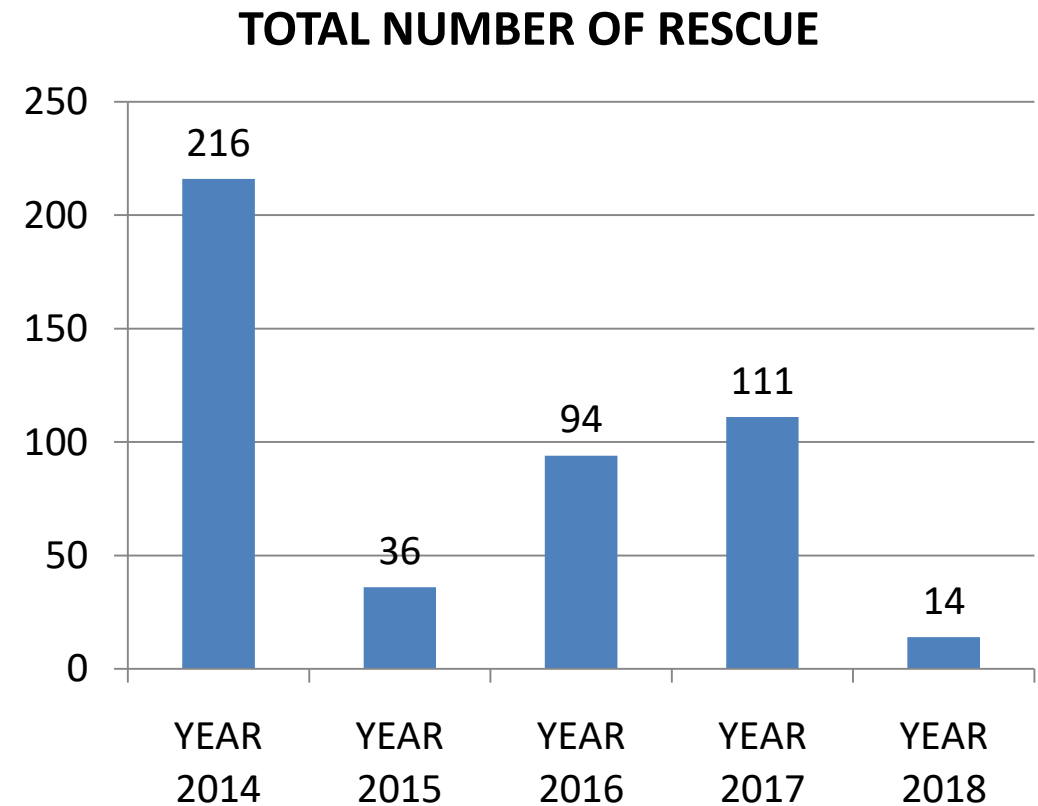


- Carried out 471 rescue missions & saving 2000 lives.
- Promoted community participation in rescue activities.

# COMMUNITY POST CRASH RESPONSE INITIATIVE (Cont.)

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

YEAR	No. OF STATES	NO. OF CORRIDORS	NO. OF HOST COMMAND	TOTAL NUMBER RESCUES
2014	13	27	27	216
2015	13	27	27	36
2016	13	27	27	94
2017	13	27	27	111
2018	13	27	27	14
TOTAL				471



### NCPCCI SUCCESS



The NCPCCI concept and practice has proven to be a successful post-crash care programme in Nigeria so much that the West African Road Safety Organization (WARSO) in its 6th General Assembly held in Mali on the 15th October, 2015, adopted NCPCCI template for replication by member states.

# THE PLACE OF EDUCATION & ENLIGHTENMENT ON ROAD SAFETY

The impact of the effect of loss of lives on the nation's highways weighed against the level of citizen education and enlightenment has been evaluated.

The Corps has therefore developed a number of approaches to make considerable contribution to address the situation within possible spheres especially through road safety education.



# THE PLACE OF EDUCATION & ENLIGHTENMENT ON ROAD SAFETY

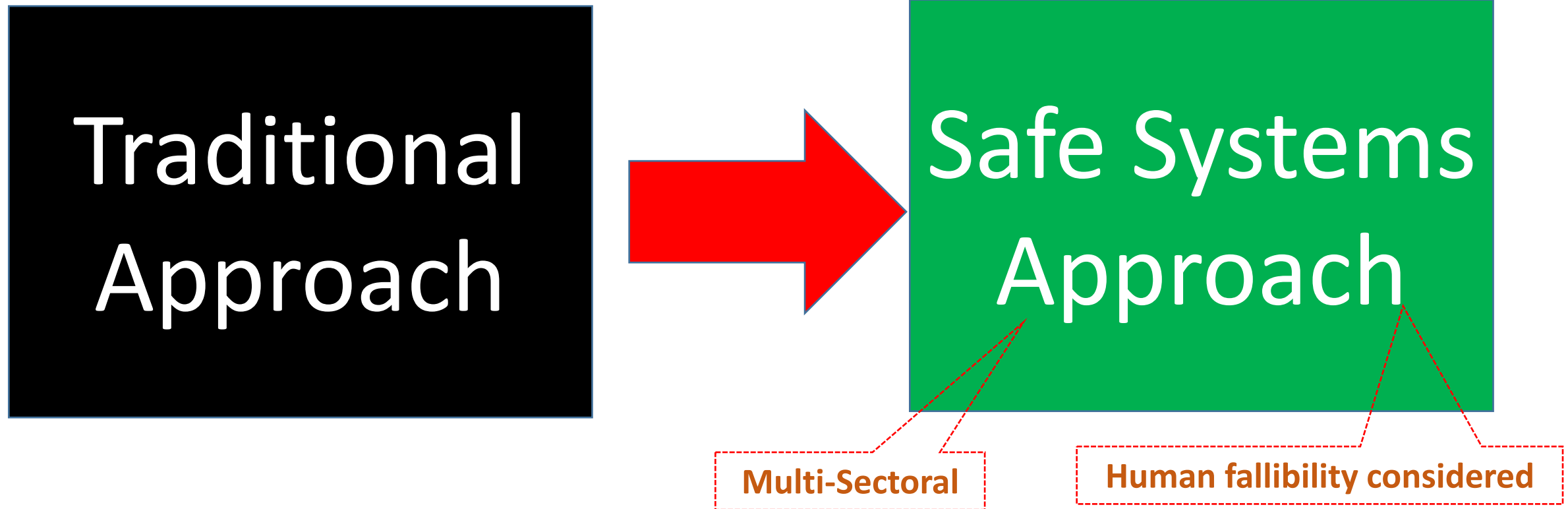


Infusion of Road Safety into the nation's basic education school's curriculum (primary and Junior Secondary Schools) is seen as strategic.

The benefits of this approach have translated to adjusted safety life styles in younger Nigerians who will become future leaders and affect the society positively.



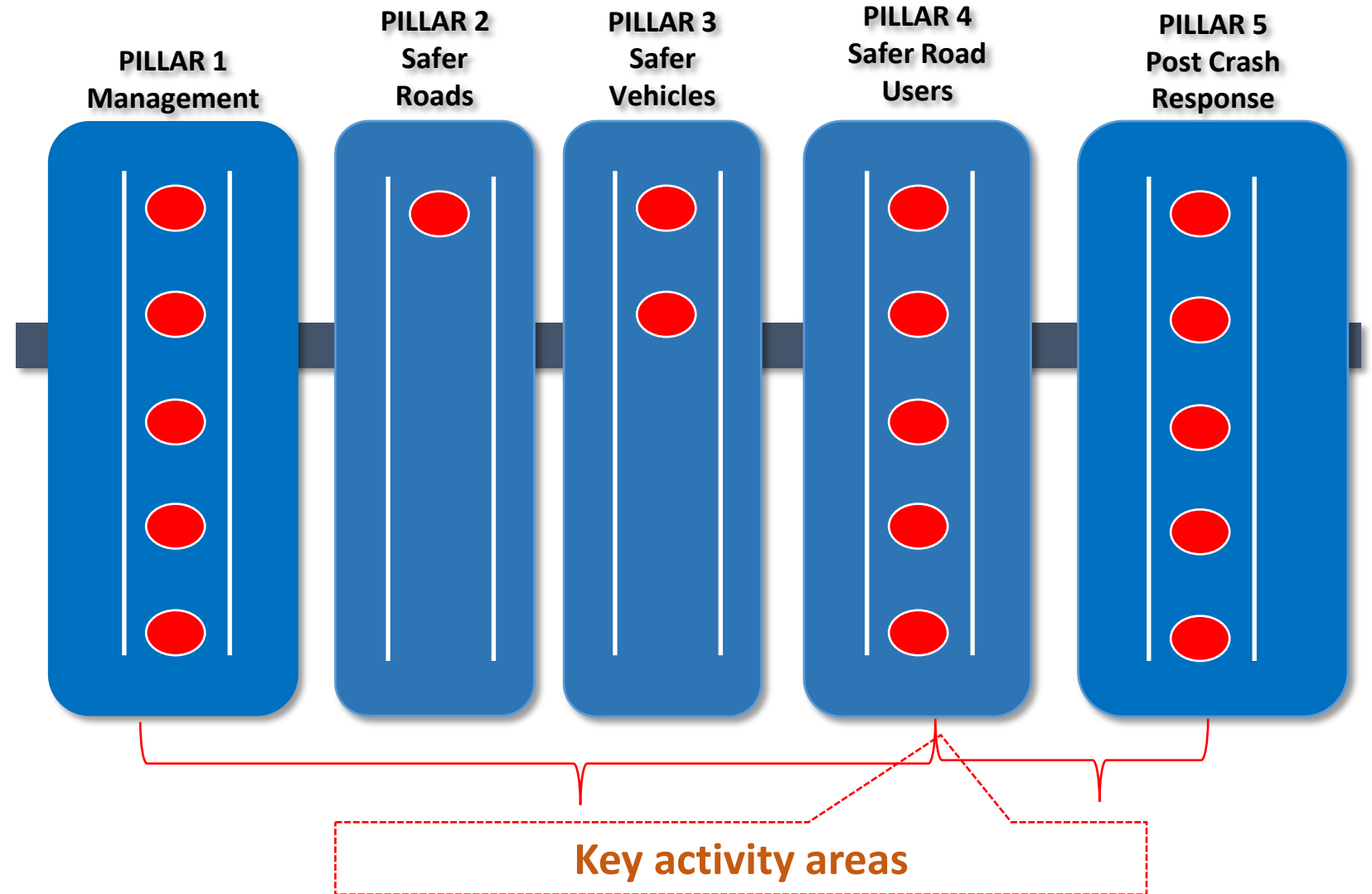
Road Safety Administration in Nigeria has witnessed a paradigm shift from Traditional Approach to Safe Systems Approach





# FRSC STRATEGIC ADMINISTRATIVE APPROACH TO ROAD SAFETY

In implementing the Safe Systems Approach, the Corps adopts a “7Es” strategy on each of the Pillars.



## FRSC WEEKLY e-DASHBOARD ANALYSIS AND REVIEW

[https://intranet.frsc.gov.ng/frsc\\_db/loginSRC.php](https://intranet.frsc.gov.ng/frsc_db/loginSRC.php)

The weekly e-Dashboard is the nucleus of the FRSC Road Safety Observatory.

It provides an overview of the Corps activities and presents Management with insights for informed decision making.



LOGIN	
PIN:	<input type="text"/>
Email:	<input type="text"/>
Password:	<input type="password"/>
<input type="button" value="Login"/>	

## ROAD TRAFFIC EMERGENCY REPORTING FEEDBACK

Through the services of “122” Toll-Free line, responses to road traffic emergencies has improved and feedbacks has been very encouraging.

YEARS	CRASHES	TRAFFIC CONGESTIONS	ENQUIRIES	COMPLAINTS	INFORMATION	OTHER INCIDENTS	TOTAL
2015	2526	273	6202	550	239	523	10,313
2016	2660	236	7896	490	337	418	12,037
2017	3103	288	12464	211	216	637	16,919
2018	3671	292	10867	5282	455	477	21,044
TOTAL	11960	1089	37429	6533	1247	2055	60,313

To ensure that all staff are abreast with best practices engendering improved service delivery.

<b>California</b>		<b>France</b>	<b>UK</b>	<b>Nigeria</b>	
Training of 30 Management Staff at California Highway Patrol Academy, Sacramento USA was successfully completed March 2016.	Training of 30 Patrol Officers of the Corps at California Highway Patrol Academy, USA	Training of 40 Officers on Safe-To-Load Programme for the delivery of liquid hydrocarbon products at APTH in France.	Training of 5 Officers on Road Safety Audit in Birmingham University	Procurement the services of an Australian firm, SMEC International for 6 months intensive training of Officers of the Corps in Nigeria.	Certified First Responder Training: Training of 100 personnel of the Corps.

## ROBUST CAPACITY DEVELOPMENT (Cont.)

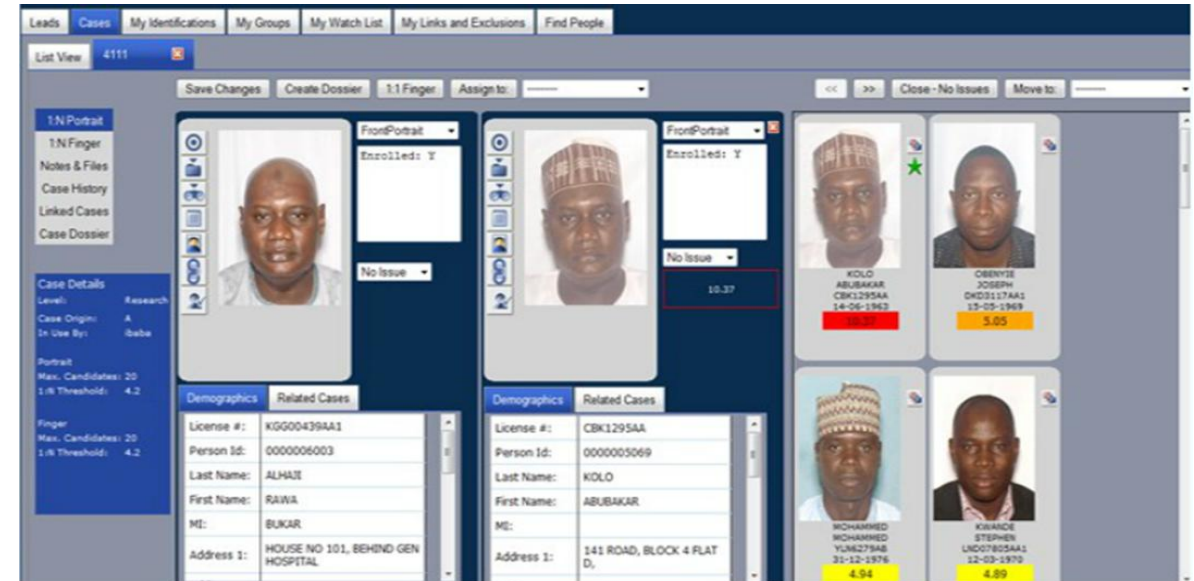
The Corps has in place a capacity building institution called the FRSC Academy located in Udi, Enugu State, Nigeria for the training of University graduates as Cadets. The Academy is planned to be a Centre of Excellence (CoE) in Road Safety Management in Africa.





# STRONG CONFLICT RESOLUTION MECHANISM

The Corps supports internal national security system through back-end database infrastructure. This helps in averting security challenges and resolves impending conflicts that are motor vehicle related.



- The Corps constantly builds on strengths (understanding prevailing challenges) and making people saddled with responsibilities to account for their stewardship.
- The Corps also operates on internal and external communication systems which shapes attitudes towards road safety goals achievements.

- The Corps' eagle-eye for performance is equally constantly focused on its public perception and has developed robust and positive ease of doing business system.

- Encouraging team work and deriving most valuable results from talent hunt and harness.



# **Building Strong Connections**



# STRONG CONNECTIONS ACROSS INSTITUTIONS (LOCAL & INTERNATIONAL)

FRSC leverages on its membership of International Organizations on road safety to learn, share and domesticate global best practice in Nigeria.



## West African Road Safety Organization (WARSO)

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



Until December 2016, WARSO Presidents have always been the Corps Marshal of FRSC which provided quality leadership on road safety improvements in the sub-region.

## World Bank Assistance and Intervention

The achievements of the Corps has been enhanced through interventions by the World Bank in a number of ways:



Road Safety  
Management  
Capacity Review

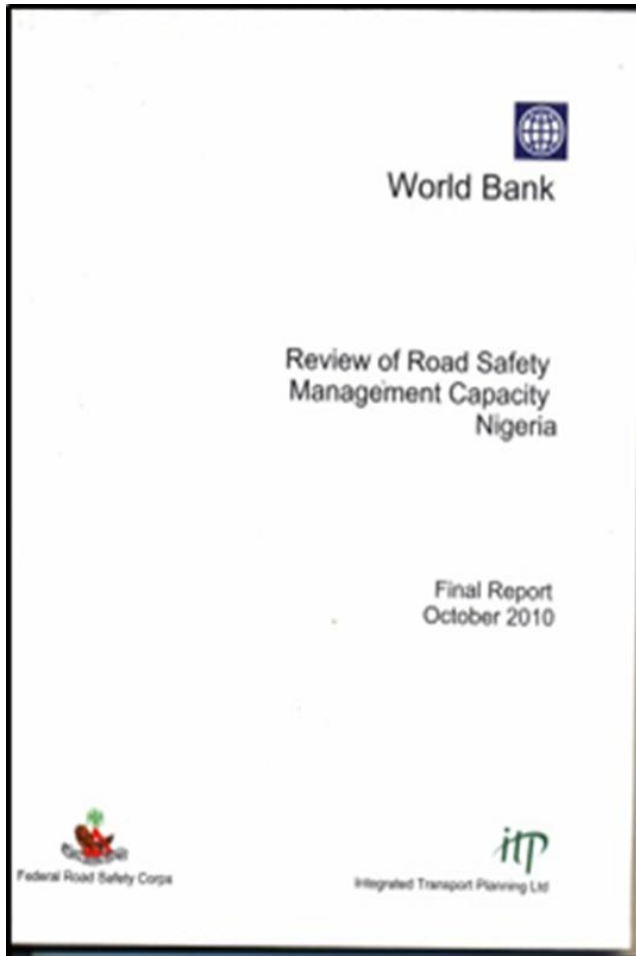
Offer of  
Grants

## CAPACITY REVIEW

The Review was accomplished in year 2010 and it focused on:



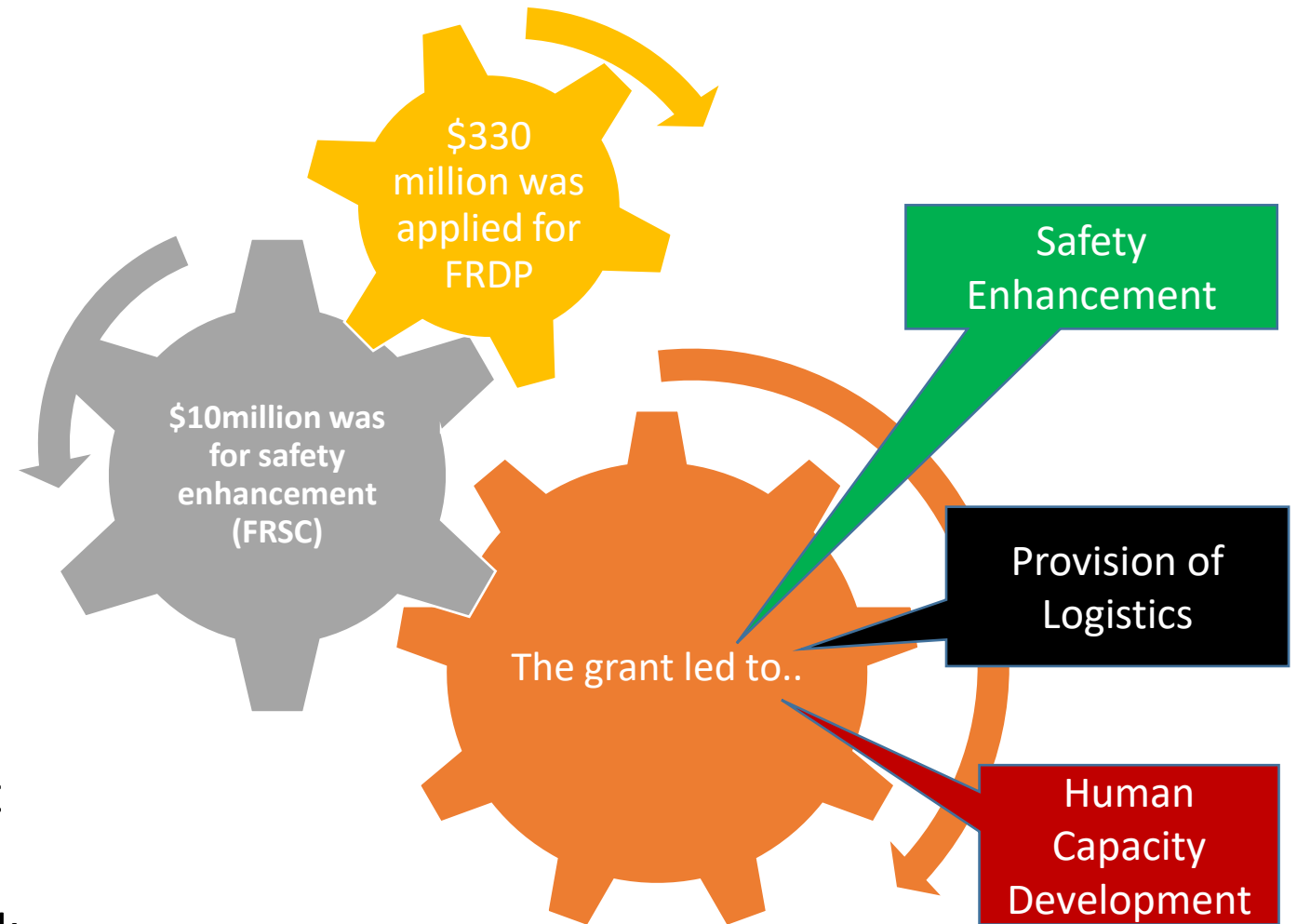
- **Result Focus Management Function**
- **Coordination Management Function**
- **Legislative Management Function**
- **Funding & Resource Allocation Management Function**
- **Monitoring & Evaluation Management Function**
- **Research & Development and Knowledge Transfer Management Function**



## OFFER OF GRANT

The support received has led to the following:

- ❖ Safety improvements on 6 Critical Corridors.
- ❖ Provision of Life Support Ambulances
- ❖ Provision of High Capacity Recovery Vehicles.
- ❖ Training of Staff in USA, France, UK
- ❖ Six (6) months Capacity Building for FRSC Staff in Nigeria.
- ❖ Six (6) months deployment of World Bank Consultant to FRSC.

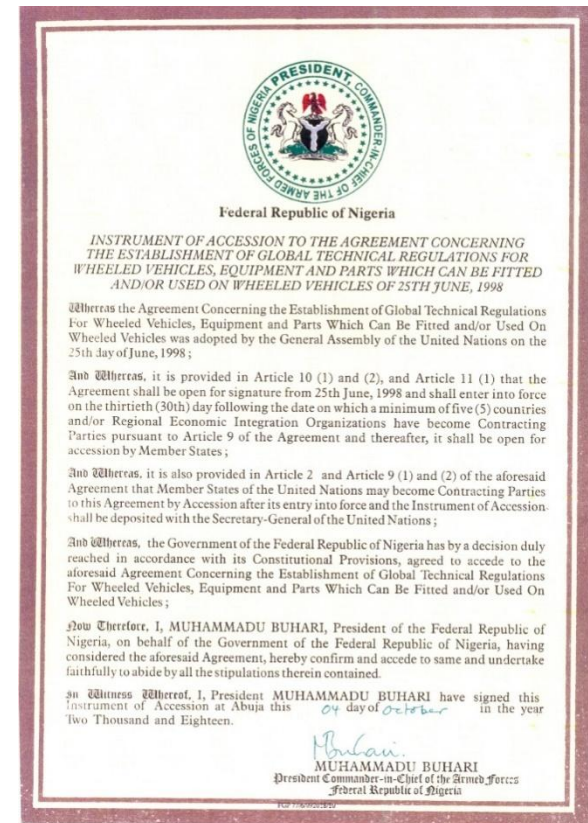
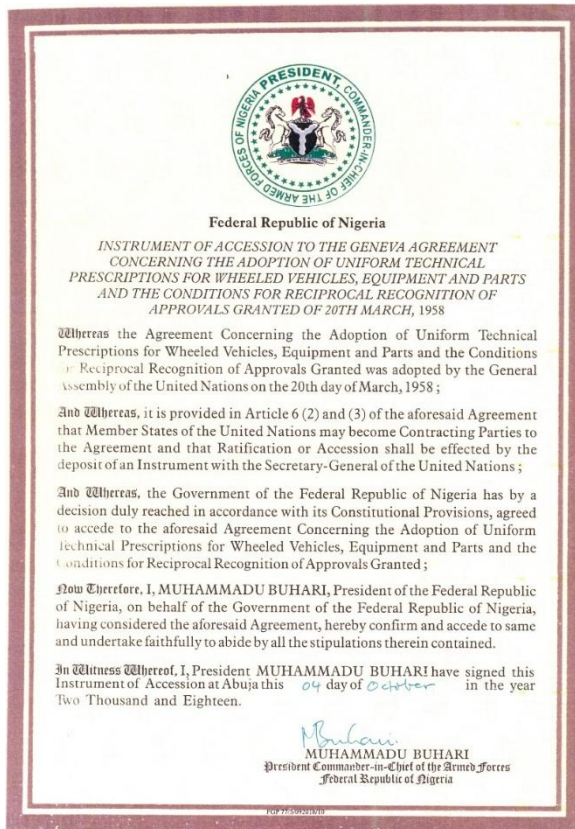
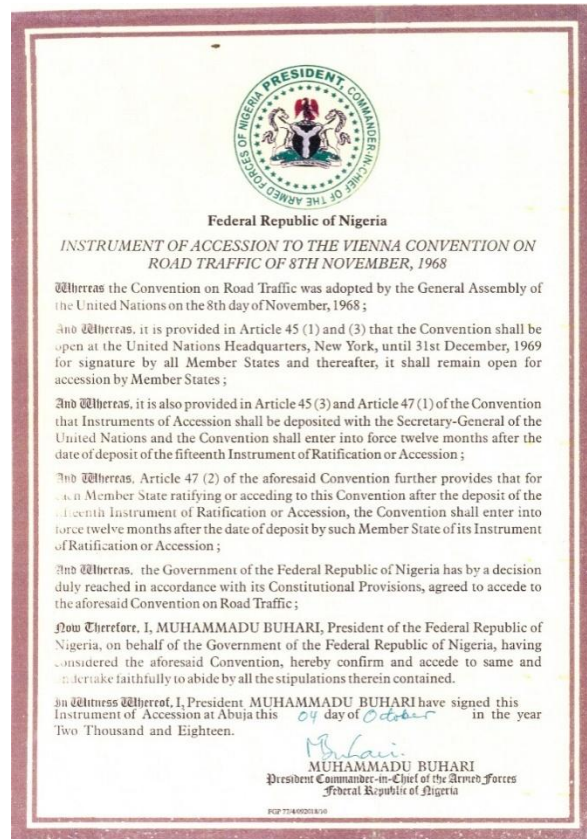




# STRONG CONNECTIONS ACROSS INSTITUTIONS (LOCAL & INTERNATIONAL)

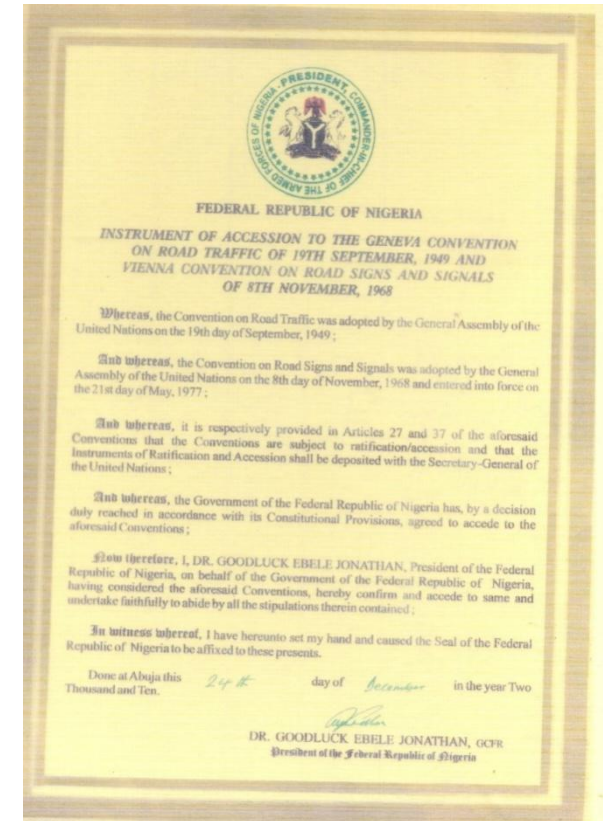
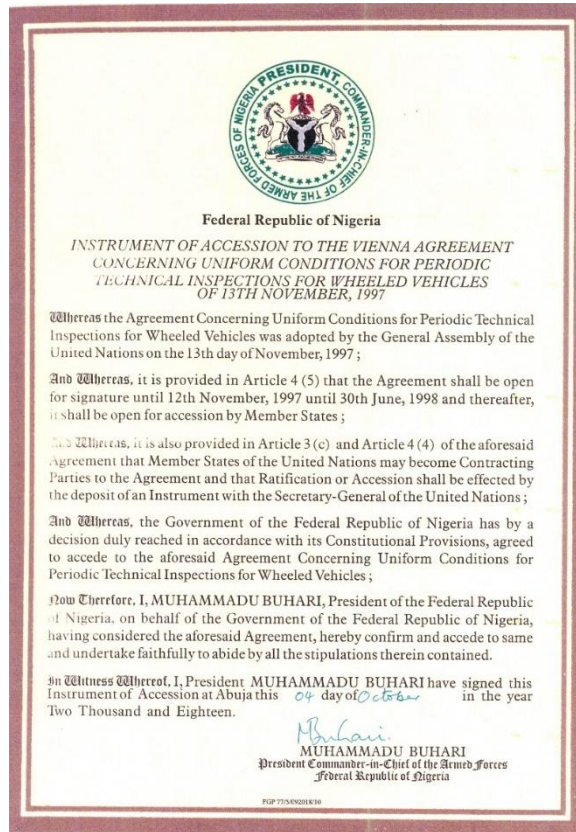
## ACCESSION TO UN CONVENTIONS

Nigeria has acceded to six (6) United Nations Conventions on Road Safety. This is to align with global best practice and domesticate the standards.




# STRONG CONNECTIONS ACROSS INSTITUTIONS (LOCAL & INTERNATIONAL)

## ACCESSION TO UN CONVENTIONS (Cont.)







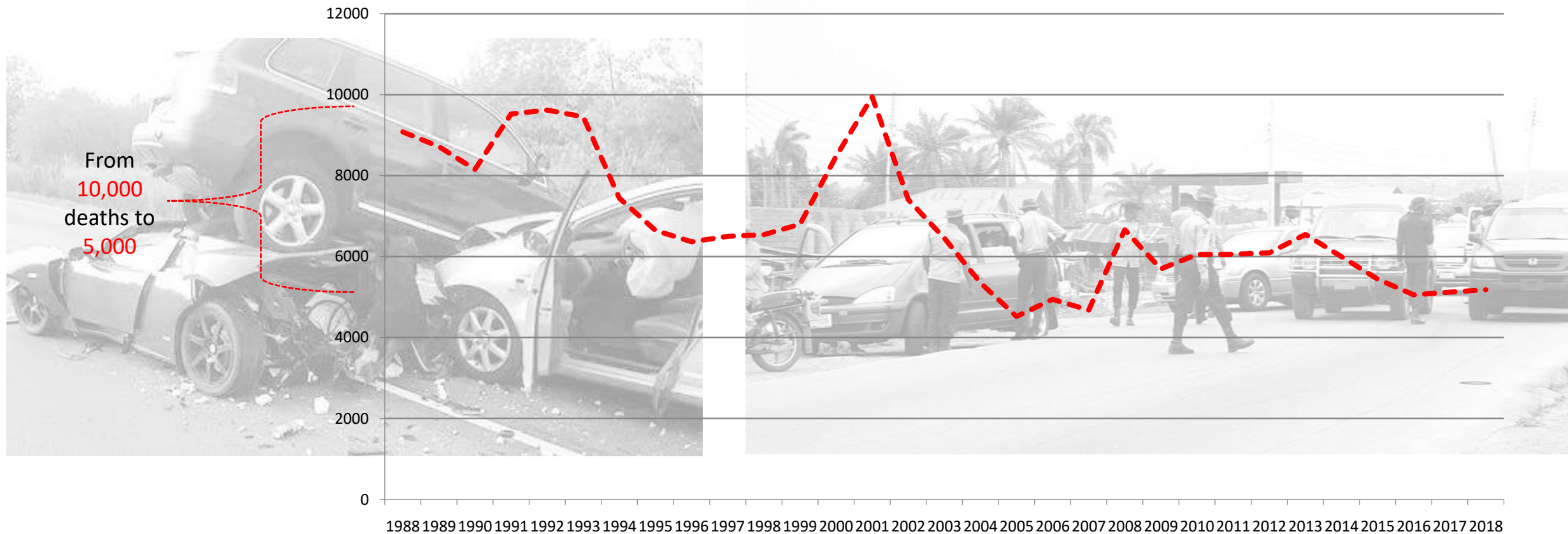
# **Evaluating & Assessing Progress**

# BENCH MARKING TASKS FOR ACHIEVEMENT LEVELS & TIMELINES

Year	Indices	Value	% change on previous year
2014	TOTAL RTC	10,380	-23.6%
2015	TOTAL RTC	9,734	-6.22%
2016	TOTAL RTC	9,694	-0.41%
2017	TOTAL RTC	9383	-3.02%
2018	TOTAL RTC	9,741	+3.82%
2014	NO.KILLED	5,996	-8.37%
2015	NO.KILLED	5,440	-9.27%
2016	NO.KILLED	5,053	-7.11%
2017	NO. KILLED	5121	+1.34%
2018	NO. KILLED	5,181	+1.17%

Despite increased population, motorization and attitudinal changes, the trend of fatality has been on the decline.

LINE GRAPH OF TOTAL NO. OF PERSONS KILLED IN ROAD TRAFFIC CRASHES IN NIGERIA: 1988-2018

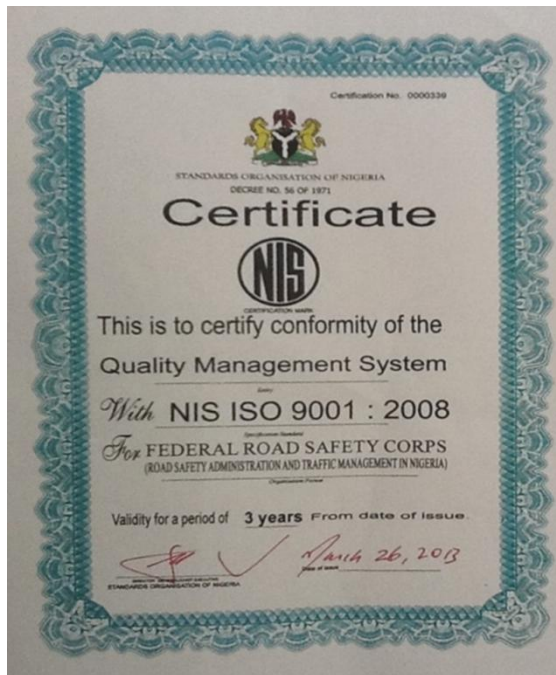


Source – FRSC



# CONSTANTLY PUSHING BOUNDARIES

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



The Corps has successfully transited to the latest version of ISO which is **ISO 9001:2015**

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# **Successive Quality Leadership**

# LEADERSHIP SUCCESSION IN FRSC

## Referring to the World Bank recommendations on road safety:

### World Bank guidelines on road safety:

- Highly complex, multi-sectoral
- Shared responsibilities may be submerged by competing interests
- **Strong leadership required to organize effective results-focus**
- In good practice countries this role is played by a lead governmental agency



The Corps has been quite fortunate in quality leadership since its establishment.

Successive leaders have been dreamers who lived their dreams practically to the fullest such that country road safety has been practiced in line with best global practice in the best adaptive forms.




# **Government Political Will**



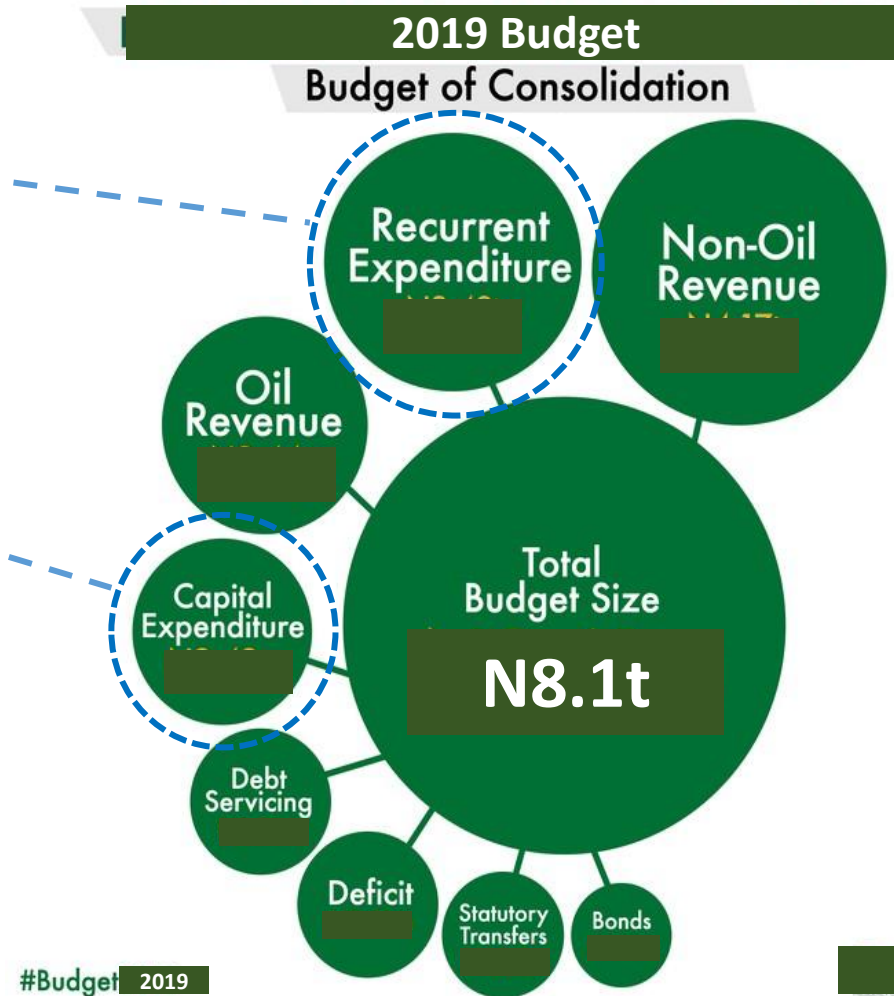
The receptiveness of government to understand in its proper perspective the challenge that road traffic carnage had assumed in the country and the need to establish a country Lead Agency on Road Traffic Administration and Safety management to tackle the menace head-on, in 1988 directly under the Central Government.




- 
- The very essence of the establishment of FRSC connotes government's understanding of the challenges that road traffic crashes and attendant consequences became, thus;

# FRSC

- a. Sustained interest in road safety and direct budgetary funding for FRSC by the Executive arm of the Central Government.



- 
- b. Giving the nation a National Transport Policy in the form of the Nigeria Road Safety Strategy (NRSS)
  - c. Sustained support by the Judiciary on road safety judicial matters.
  - d. Sustained support by the Legislature in road safety laws and regulations reforms.

The FRSC practice has been clearly enunciated in this presentation. It is, therefore, recommended that desiring countries, especially in the African region, should latch on the FRSC experience, with adaptations where necessary, to sooth their respective domestic environments thereby enhancing country Road Traffic Administration and Safety Management.



## Recommendations (Cont.)

There is also no doubt that continuous building of regional Road Safety blocks and mutual understanding will bring developing nations out of the woods of Road Traffic Crashes and the attendant consequences.



# CONCLUSION



Basically, the firm support of the political leadership for road safety closely linked with quality succession in leadership of the FRSC has made the Corps what it is today. The leadership style of the Corps can be closely linked to the Thomas Juli (2015) submission on the principles for organizational performance which includes leadership mindset entailing long term thinking, understanding and living

## CONCLUSION (Cont.)

organization's aspirations, robust administrative structure, with each operational Command spread all over the nation issued clear and unambiguous roles and responsibilities to accomplish;

commitment and discipline with eyes for details, accountability, transparency, team work, fairness and objectivity; sustained objective self-appraisal and conscious improvement drive, operational stability arising from astute planning that continually engender quality service delivery as well as continuity and sustainability of policies and programmes.





Safety starts with  
**you**

# Thank you

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Thomas Juli (2015). Principles for organizational performance. (online). Available at: <http://motivate2b.com/principles-for-org-performance/>. Accessed 26 Jul 2019