

Advancing Road Safety Management in Nigeria

A meeting with International Partners & Donor Agencies



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ROAD SAFETY IN NIGERIA

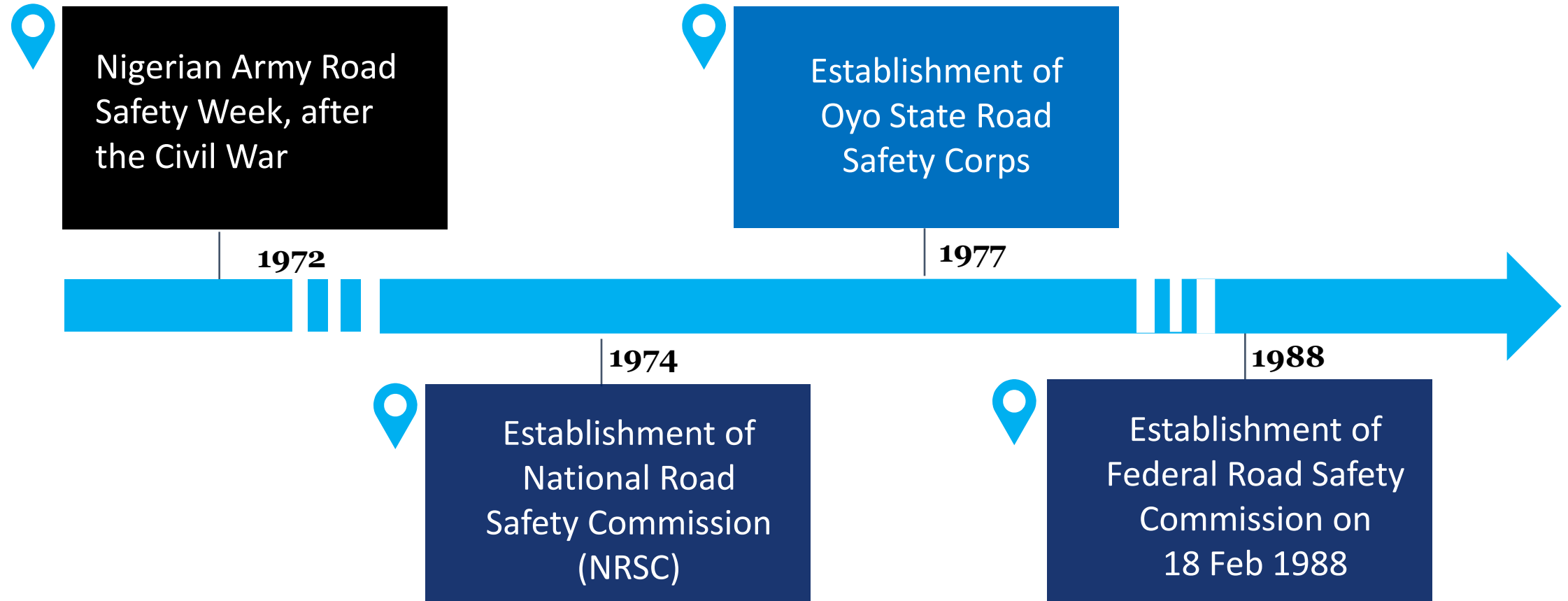
INTRODUCTION

The road safety situation in Nigeria was once described by WHO in its 1984 report as **“worst in the world to travel on”** only next to Ethiopia. The situation was aggravated by the economic boom of the 1970s; increased motorization and irregularities in vehicle and driver licensing system at the time.

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



ROAD MAP TO FRSC's ESTABLISHMENT



THE FEDERAL ROAD SAFETY CORPS: KEY NOTES

VISION

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



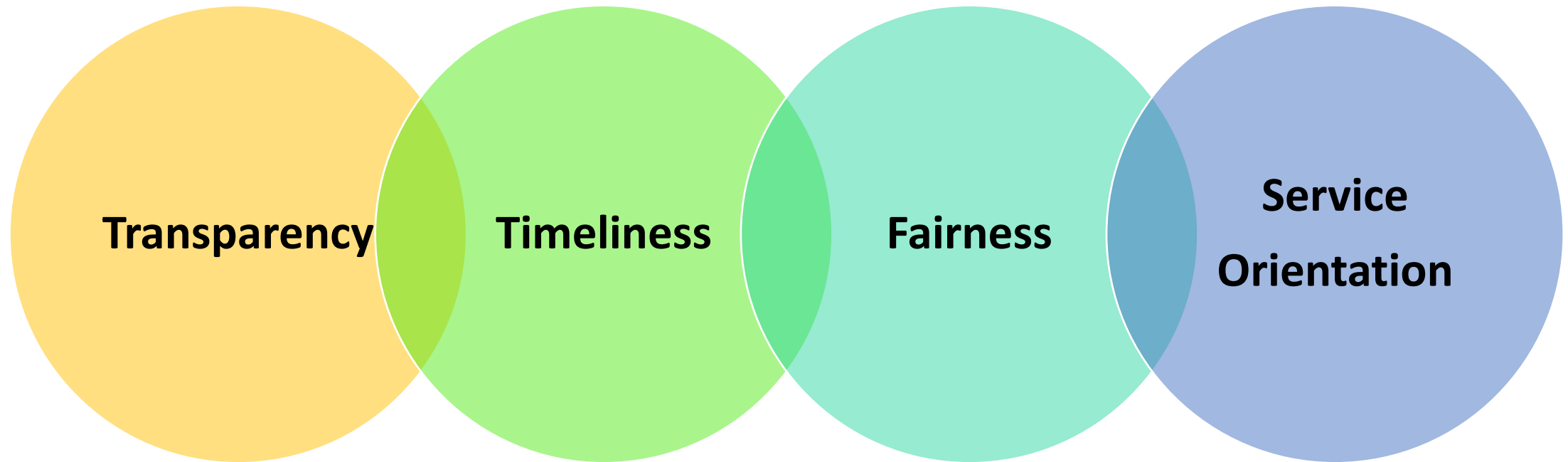
MISSION

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.

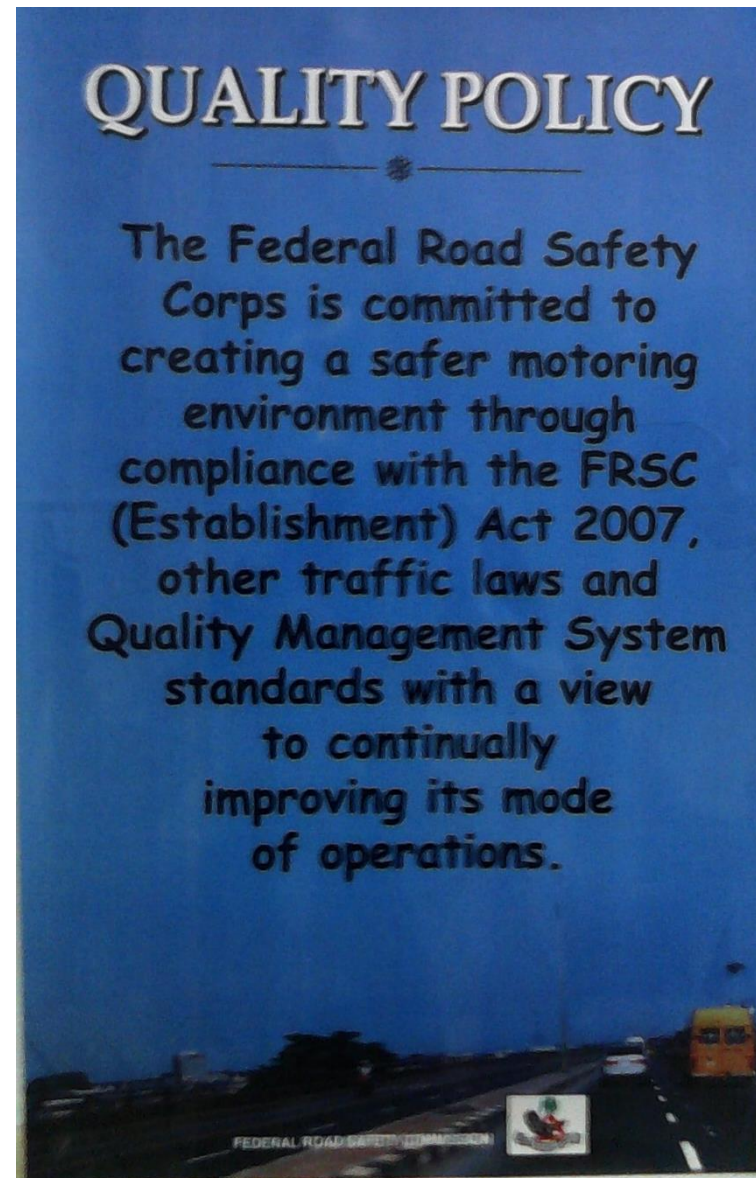
THE FEDERAL ROAD SAFETY CORPS: KEY NOTES (Cont'd)

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.



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.



THE FEDERAL ROAD SAFETY CORPS : KEY NOTES (Cont'd)

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**

ORGANIZATION OF THE FRSC

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.



OPERATIONAL JURISDICTION OF FRSC

FRSC operates on all Nigerian roads which span over 204,000km network.



LEGAL INSTRUMENT OF OPERATION

1

Decree No. 45 of 1988

2

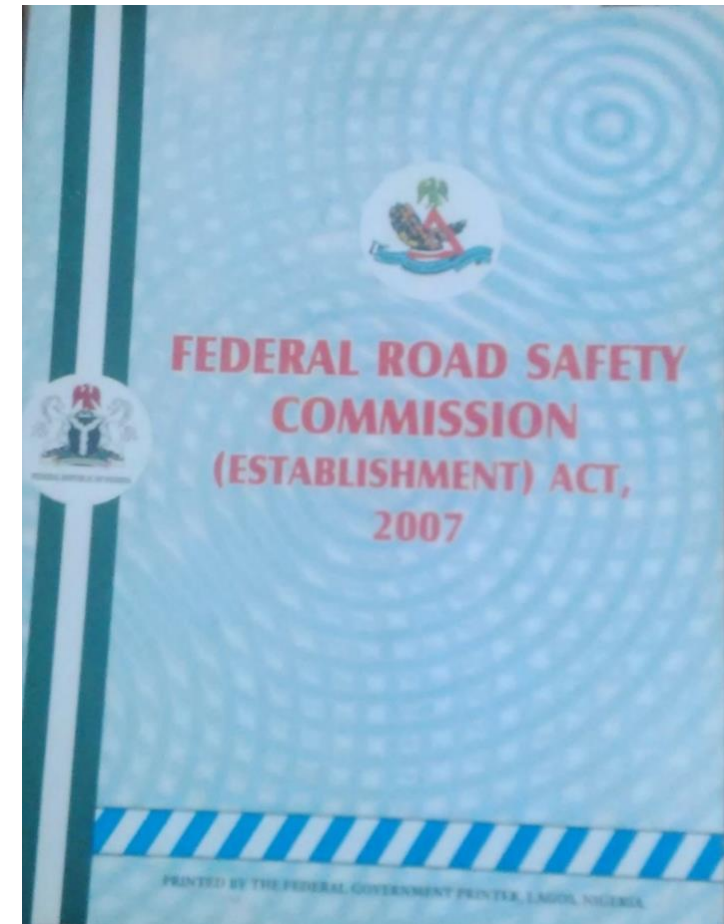
DECREE No. 35 of 1992

3

ACT CAP 141 LFN 1990

4

ESTABLISHMENT (ACT) 2007



The Commission, The Corps and Functions

The Commission

Headed by the
Chairman

The Corps

Headed by the Corps
Marshal

Prevent or
minimize accidents
on the highways

Clear obstructions
on the public
highways

Educate all road users
on the proper and
safe use of the
highways

Provide prompt
rescue services to
road traffic accident
victims

Conduct research on causes and
prevention of Road Traffic Accident and
implementing results of such researches

Determine and enforce
speed limits to all categories
of vehicles according to the
classes of roads

Cooperate with Bodies, Agencies,
and Groups engaged with road
safety management locally and
internationally

Any other duties that the Federal Government may assign from time
to time

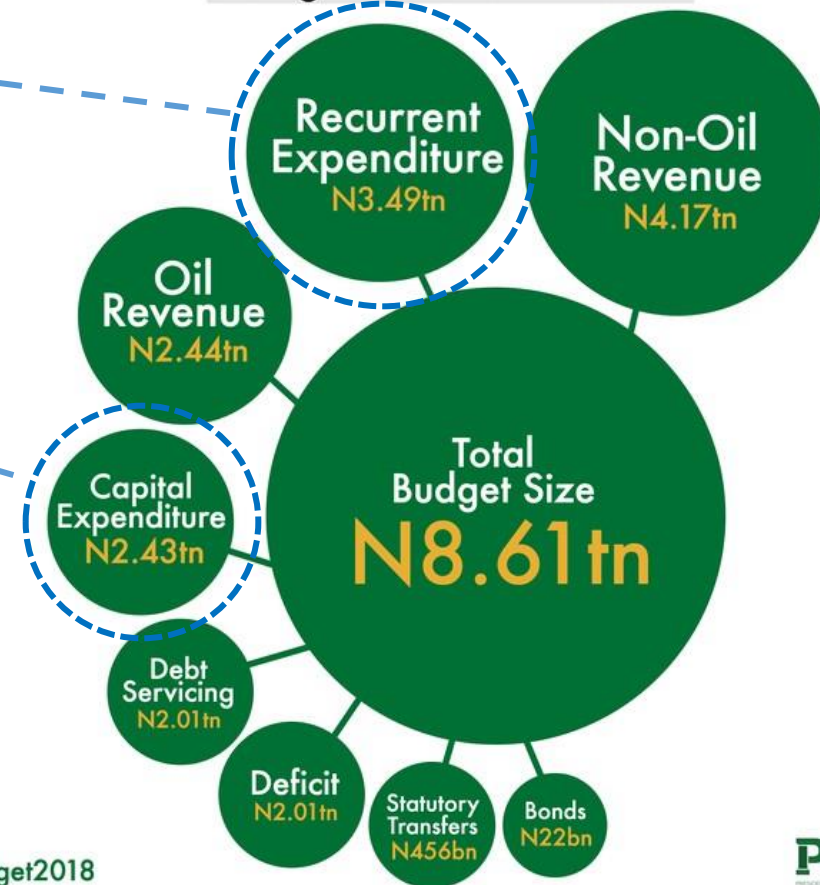
The Core functions of FRSC

FRSC

is funded by the Federal Government of Nigeria through annual budgetary allocations and other intervention funding.

BREAKDOWN OF PROPOSED BUDGET 2018

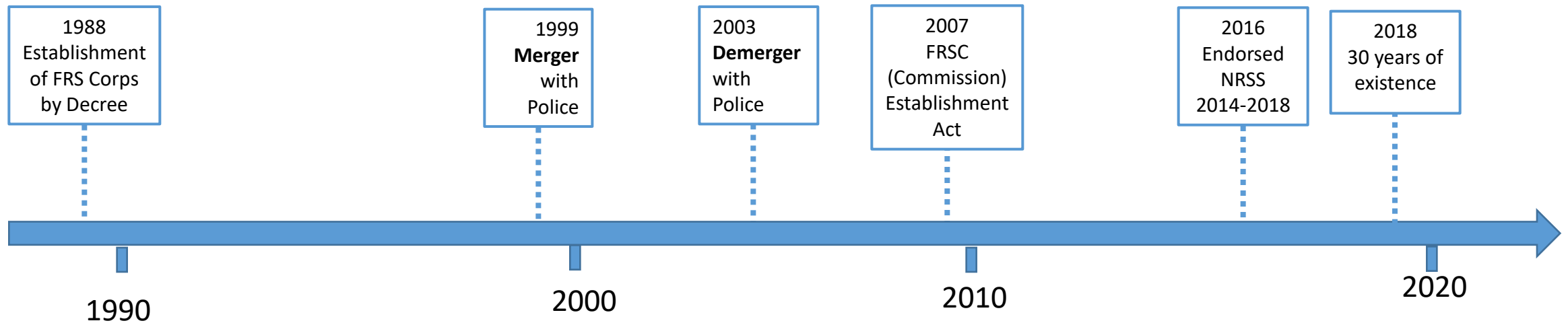
Budget of Consolidation



#Budget2018

FRSC MAJOR EVENTS TIMELINE

As a corporate institution, FRSC has witnessed major organizational events within 30 years of its existence as depicted below:

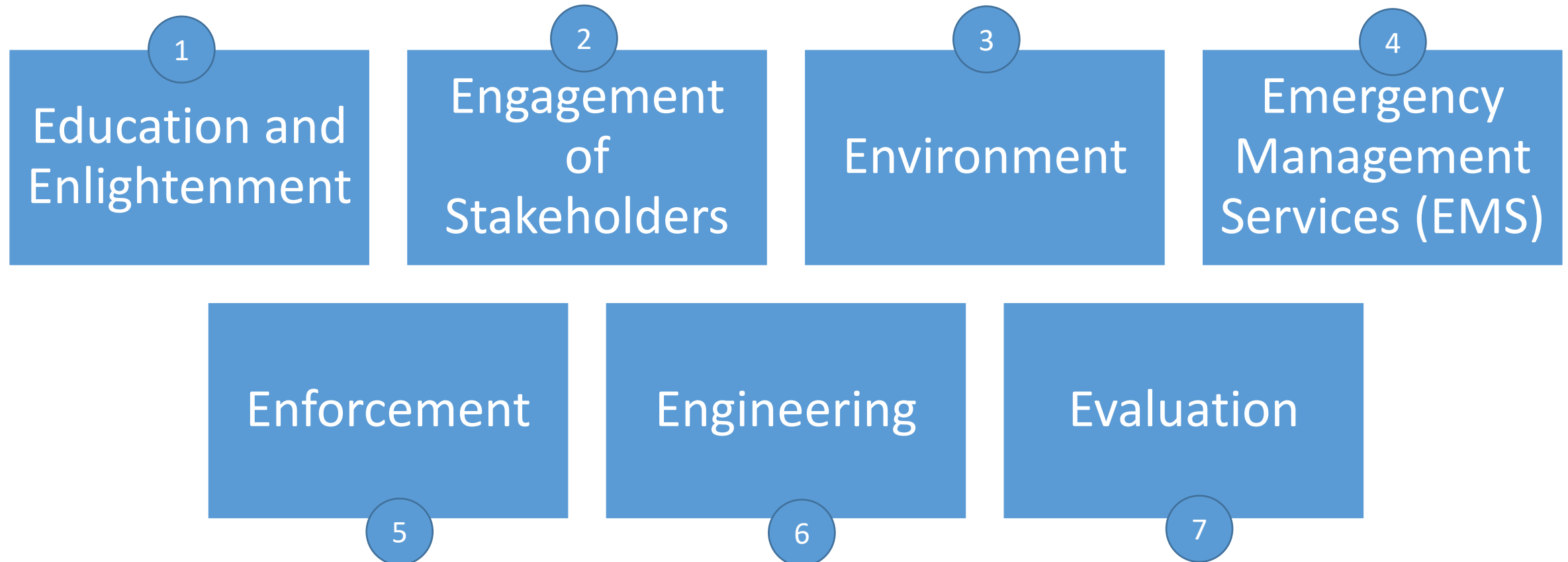


FRSC executes its mandate through;

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



The Corps adopts a 7-Es approach to Road Safety management.



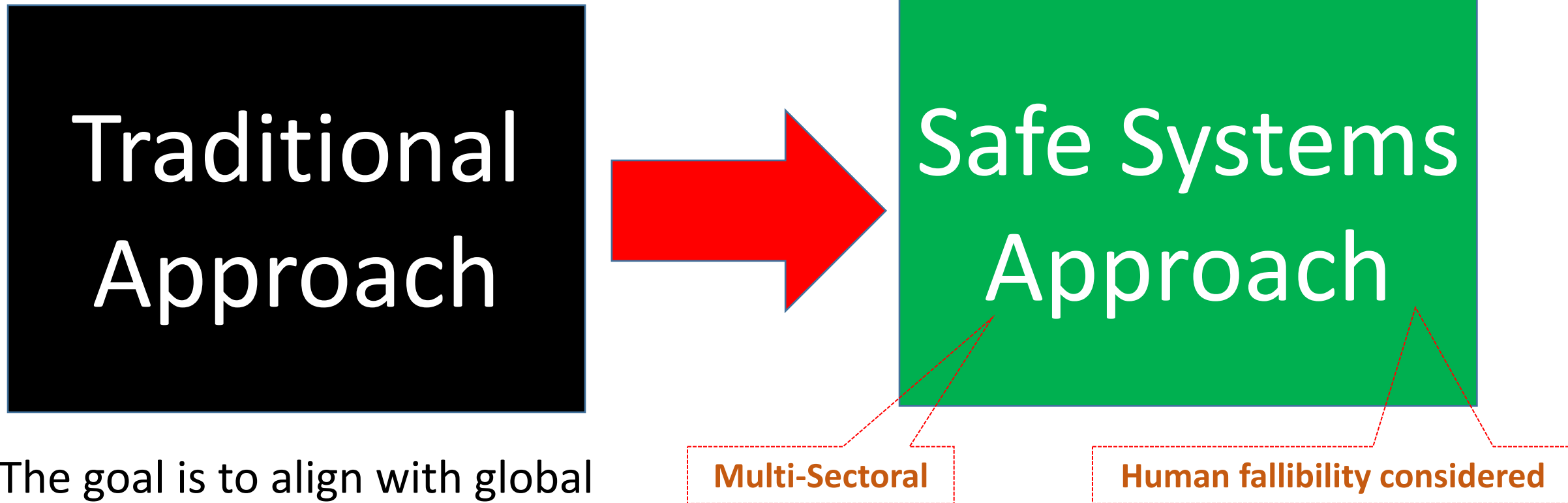
Road Traffic Crash Improvements

2014	2015	2016	2017	2018
Improved Road Safety programmes resulted to a downward trend in RTC: >Reduction in crashes by 24% with 10,380 (2014) against 13,583 (2013). >Reduction in fatality by 8% with 5996 (2014) against 6544 (2013). >Reduction in persons injured by 20% with 32063 (2014) against 40057 (2013).	RTC was reduced by 6.22% against 20% target. Fatality reduced by 9.27% against 30% reduction benchmark. Comparative decline in fatality per 100,000 human population from 3.38 in 2014 to 2.99 in 2015 was attained.	A decrease was recorded in the number of crashes with 9,694 (0.4%) and 2,629 (7%) fatalities in 2016 compared to 2015 with 9,734 crashes and 5,440 deaths.	There were 9,383 reported road traffic crashes in 2017 from which 2,587 cases were fatal, 5,456 were serious cases and 1,340 cases were minor resulting to death of 5,121 persons which denote a decline of 3% in the number of crashes and fatalities increased slightly by 1% in relative to records of 2016 with 9,694 crashes and 5,053 deaths.	With a fast paced growth in human population and motorization, the country was able to curtail the road traffic scourge in the country.

Year	Indices	Value	% change on previous year
2014	NO. INJURED	32,063	-19.66%
2015	NO. INJURED	30,478	- 4.94%
2016	NO. INJURED	30,105	-1.22%
2017	NO. INJURED	31,094	3.29%
2018	NO. INJURED	32,220	3.62%

A New Path For Road Safety Management in Nigeria

Road safety administration in Nigeria has witnessed a paradigm shift from Traditional approach to Safe Systems Approach



The goal is to align with global Best practice and achieve more.

Alignment with UN Conventions

In pursuit of global best practices in all areas of road safety administration, the FRSC has advanced the course of road safety management through alignment with seven(7) United Nations Conventions on road safety.

The Conventions have been followed through with trainings experts from United Nations Economic Commission of Europe (UNECE) in 2017 and United Nations Economic for Africa (UNECA) & UNECE in 2019.

The Conventions are as follows:

Nigeria's accession to the United Nations Road Safety Conventions

On 18 October 2018, Nigeria acceded to the following agreements:

- 1968 Convention on Road Traffic (enters into force 18 October 2019);
- 1958 Agreement concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations (enters into force 17 December 2018);



Nigeria's accession to the United Nations Road Safety Conventions (Cont'd)

- 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles (enters into force 17 December 2018);
- 1998 Agreement concerning the Establishing of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts (enters into force 17 December 2018);
- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) (enters into force 18 November 2018).
- Geneva Convention on Road Traffic of 19 September 1949 and Vienna Convention on Road Signs and Signals of 8 November 1968

Instruments of accession to UN Conventions by Nigeria



Federal Republic of Nigeria

INSTRUMENT OF ACCESSION TO THE VIENNA CONVENTION ON ROAD TRAFFIC OF 8TH NOVEMBER, 1968

Whereas the Convention on Road Traffic was adopted by the General Assembly of the United Nations on the 8th day of November, 1968;

And Whereas, it is provided in Article 45 (1) and (3) that the Convention shall be open at the United Nations Headquarters, New York, until 31st December, 1969 for signature by all Member States and thereafter, it shall remain open for accession by Member States;

And Whereas, it is also provided in Article 45 (3) and Article 47 (1) of the Convention that Instruments of Accession shall be deposited with the Secretary-General of the United Nations and the Convention shall enter into force twelve months after the date of deposit of the fifteenth Instrument of Ratification or Accession;

And Whereas, Article 47 (2) of the aforesaid Convention further provides that for each Member State ratifying or acceding to this Convention after the deposit of the fifteenth Instrument of Ratification or Accession, the Convention shall enter into force twelve months after the date of deposit by such Member State of its Instrument of Ratification or Accession;

And Whereas, the Government of the Federal Republic of Nigeria has by a decision duly reached in accordance with its Constitutional Provisions, agreed to accede to the aforesaid Convention on Road Traffic;

Now Therefore, I, MUHAMMADU BUHARI, President of the Federal Republic of Nigeria, on behalf of the Government of the Federal Republic of Nigeria, having considered the aforesaid Convention, hereby confirm and accede to same and undertake faithfully to abide by all the stipulations therein contained.

In Witness Whereof, I, President MUHAMMADU BUHARI have signed this Instrument of Accession at Abuja this 04 day of October in the year Two Thousand and Eighteen.


MUHAMMADU BUHARI
President Commander-in-Chief of the Armed Forces
Federal Republic of Nigeria

FCP/77/092018/10



Federal Republic of Nigeria

INSTRUMENT OF ACCESSION TO THE GENEVA AGREEMENT CONCERNING THE ADOPTION OF UNIFORM TECHNICAL PRESCRIPTIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS AND THE CONDITIONS FOR RECIPROCAL RECOGNITION OF APPROVALS GRANTED OF 20TH MARCH, 1958

Whereas the Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles, Equipment and Parts and the Conditions for Reciprocal Recognition of Approvals Granted was adopted by the General Assembly of the United Nations on the 20th day of March, 1958;

And Whereas, it is provided in Article 6 (2) and (3) of the aforesaid Agreement that Member States of the United Nations may become Contracting Parties to the Agreement and that Ratification or Accession shall be effected by the deposit of an Instrument with the Secretary-General of the United Nations;

And Whereas, the Government of the Federal Republic of Nigeria has by a decision duly reached in accordance with its Constitutional Provisions, agreed to accede to the aforesaid Agreement Concerning the Adoption of Uniform technical Prescriptions for Wheeled Vehicles, Equipment and Parts and the Conditions for Reciprocal Recognition of Approvals Granted;

Now Therefore, I, MUHAMMADU BUHARI, President of the Federal Republic of Nigeria, on behalf of the Government of the Federal Republic of Nigeria, having considered the aforesaid Agreement, hereby confirm and accede to same and undertake faithfully to abide by all the stipulations therein contained.

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MUHAMMADU BUHARI
President Commander-in-Chief of the Armed Forces
Federal Republic of Nigeria

FCP/77/092018/10



Federal Republic of Nigeria

INSTRUMENT OF ACCESSION TO THE AGREEMENT CONCERNING THE ESTABLISHMENT OF GLOBAL TECHNICAL REGULATIONS FOR WHEELED VEHICLES, EQUIPMENT AND PARTS WHICH CAN BE FITTED AND/OR USED ON WHEELED VEHICLES OF 25TH JUNE, 1998

Whereas the Agreement Concerning the Establishment of Global Technical Regulations For Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Used On Wheeled Vehicles was adopted by the General Assembly of the United Nations on the 25th day of June, 1998;

And Whereas, it is provided in Article 10 (1) and (2), and Article 11 (1) that the Agreement shall be open for signature from 25th June, 1998 and shall enter into force on the thirtieth (30th) day following the date on which a minimum of five (5) countries and/or Regional Economic Integration Organizations have become Contracting Parties pursuant to Article 9 of the Agreement and thereafter, it shall be open for accession by Member States;

And Whereas, it is also provided in Article 2 and Article 9 (1) and (2) of the aforesaid Agreement that Member States of the United Nations may become Contracting Parties to this Agreement by Accession after its entry into force and the Instrument of Accession shall be deposited with the Secretary-General of the United Nations;

And Whereas, the Government of the Federal Republic of Nigeria has by a decision duly reached in accordance with its Constitutional Provisions, agreed to accede to the aforesaid Agreement Concerning the Establishment of Global Technical Regulations For Wheeled Vehicles, Equipment and Parts Which Can Be Fitted and/or Used On Wheeled Vehicles;

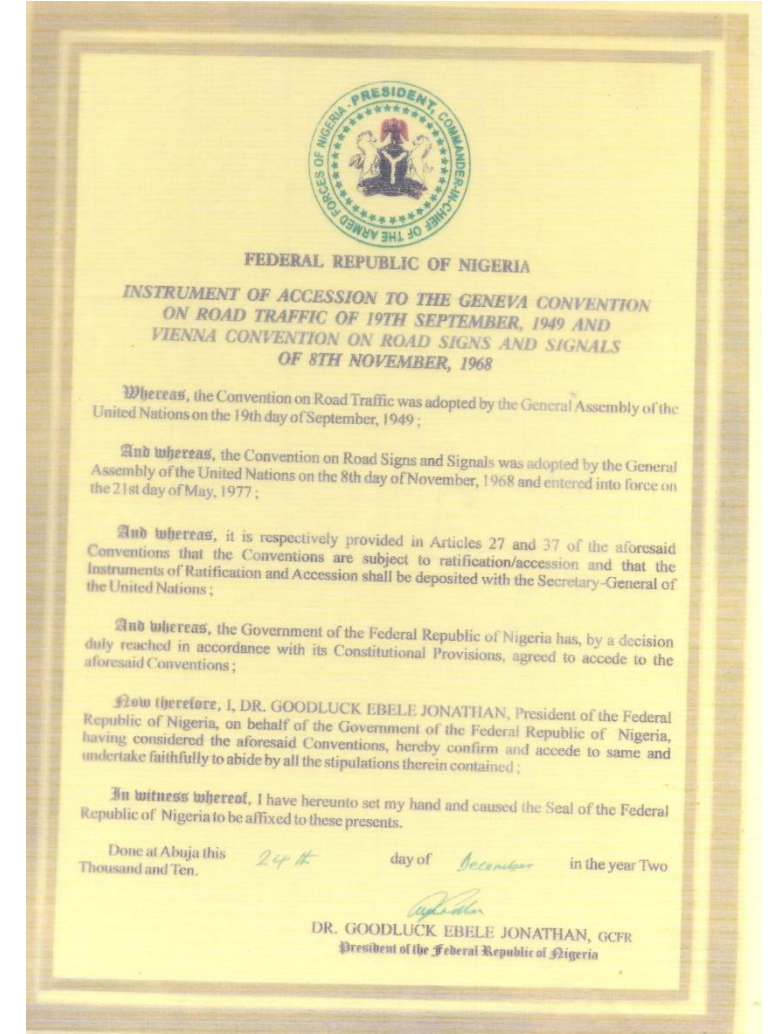
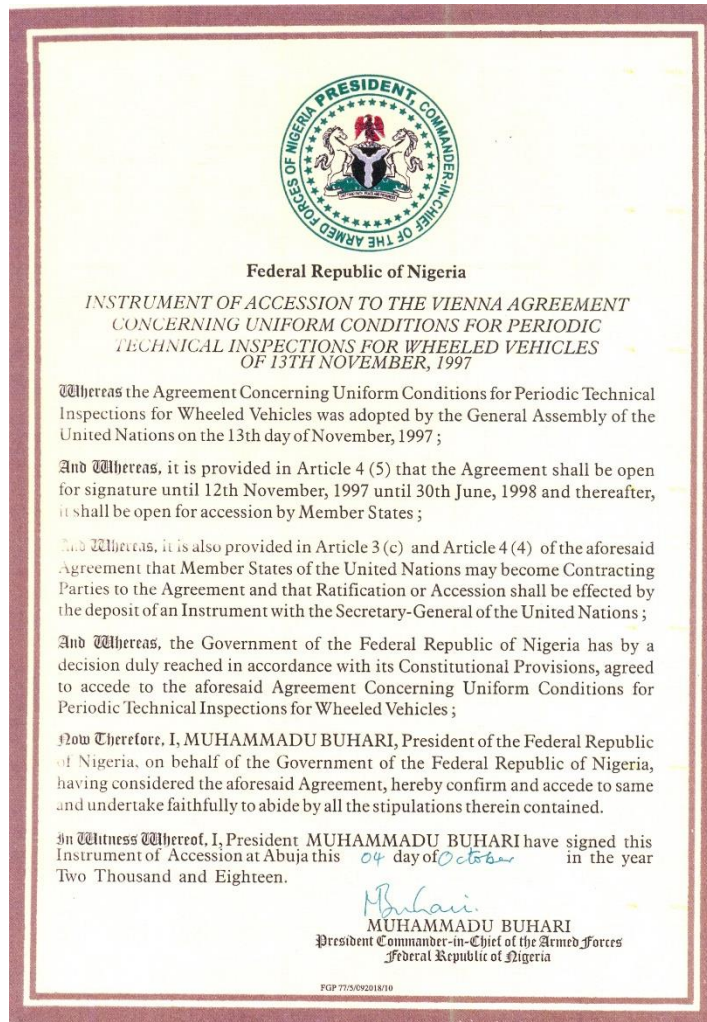
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President Commander-in-Chief of the Armed Forces
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FCP/77/092018/10

Pictures of UN Conventions Deposition



UN Convention Implementation: Signage Plant

Following through on implementing and domesticating the UN Conventions on Road Safety in Nigeria, a signage plant was commissioned by the Corps to produce standard road signs and signage for all roads in the country.

The Corps therefore require further assistance in building capacity to increase the production capacity of the plant to meet national road signage needs.



Areas for Assistance: Operations

Road Safety administration and operations in Nigeria is capital intensive.

The logistics demand places a huge burden that require partnership / intervention for better service delivery.

To actualize a vision of having a patrol presence in every 50km radius, the Corps needs:

- ***Smart Patrol cars (with cameras)***
- ***State-of-the-Art Ambulances***
- ***High Capacity Tow Trucks***
- ***Power Bikes***

Patrol cars



Ambulances



Tow Trucks



Power Bikes



Areas for Assistance: Para-Medics Certification & Post Crash Care



Further assistance is required in getting FRSC Rescue Officers to be Certified Para-Medics as well as the expansion of the current Post Crash Care architecture in the country.

Areas for Assistance: Specialized Capacity Development

Due to immediate and post traumatic effects of road traffic crashes and the need to upgrade rescue and recovery techniques, the Corps is seeks collaboration to improve the current rescue and recovery services in the country.



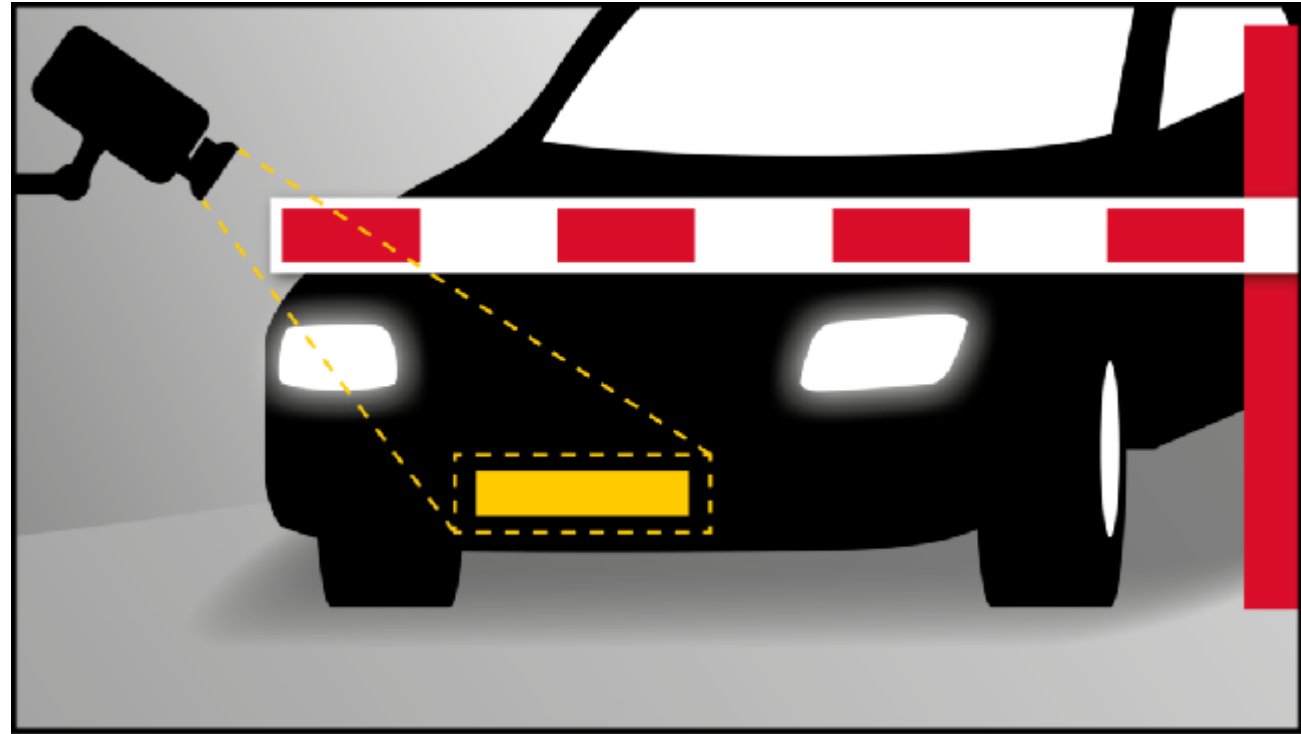
Areas for Assistance: Road Safety Awareness



As a pre-crash strategy, road safety awareness and enlightenment is a key element in achieving road safety consciousness as a culture of the people. More support is needed to fund road safety public education projects.

Areas for Assistance: Enforcement

With a focus on improving road safety enforcement through the use of cutting edge technology, the Corps seeks further assistance in deploying number plate recognition technology in its motor vehicle administration process.



Areas for Assistance: Road Safety Observatory



The Corps will require necessary help and assistance in setting up a Road Safety Observatory that will help in establishing a centre for Data and Knowledge sharing on road safety in Nigeria and possibly for the ECOWAS Sub-Region under the WARSO platform

Areas for Assistance: FRSC Training Institutions

Desirous of completing all phases of the FRSC learning institutions including the Academy in Udi (Enugu State) and Training School in Jos (Plateau State), the Corps hopes to establish a Centre of Excellence (CoE) in Road Safety Management in Africa through these institutions.



The FRSC Academy and Training School has been accredited and will soon be issuing Degree and Diploma Certificates on Road Safety Courses offered.

Conclusion

The enormity of the resources required for road safety management in Nigeria necessitates the involvement of donor agencies and international partners. It is therefore necessary to invite contributions and seek assistance from all to facilitate safety on Nigeria highways.

Thank you

Phone Only



SMS Only



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

080 7769 0362

www.frsc.gov.ng