



THE WORLD BANK



SSATP
Africa Transport
Policy Program



Road Safety Leadership in Africa

The Nigerian Experience



4-8
February
2019

Boboye O. Oyeyemi, Ph.D.
MFR,mni,NPoM, FNIM, FCIPM, FCILT
Corps Marshal, FRSC

Abidjan,
Cote D'Ivoire

INTRODUCTION

Emerging developments in the automobile industry and its safety implications on road transportation as a human mobility need, has made Road Safety a topical issue at the front burners of Policy and Decision Makers.

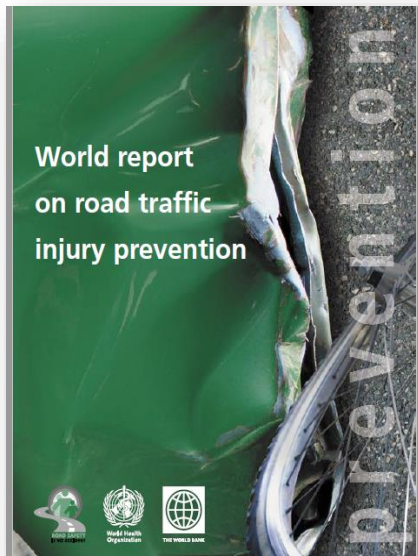


Road Traffic Crashes (RTCs) have become a public health concern worldwide.

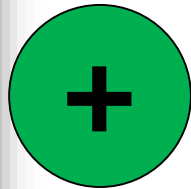
GLOBAL ROAD SAFETY CONCERNS

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

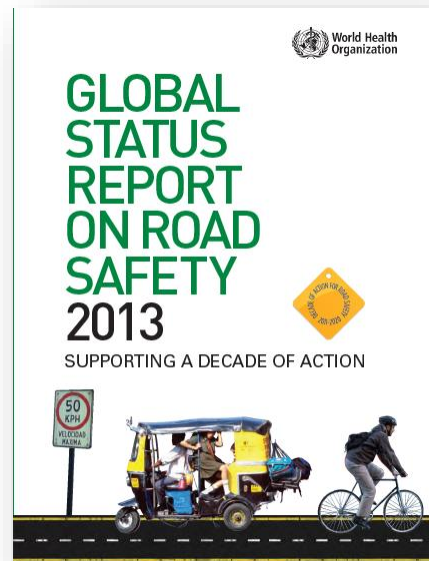
WHO Traffic Injury
Prevention Report, 2004



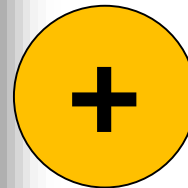
1.20 million deaths
annually



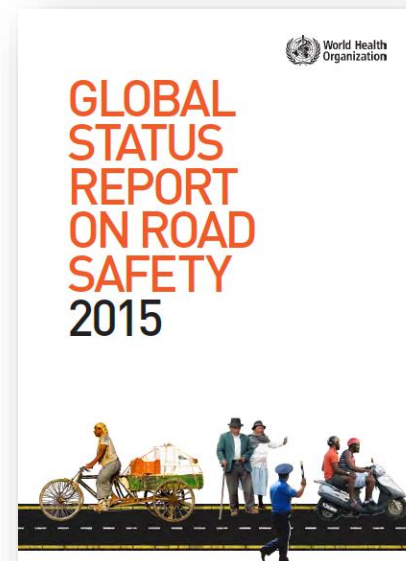
WHO Global Status
Report 2013



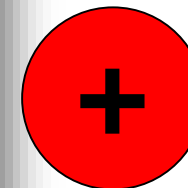
1.24 million deaths
annually



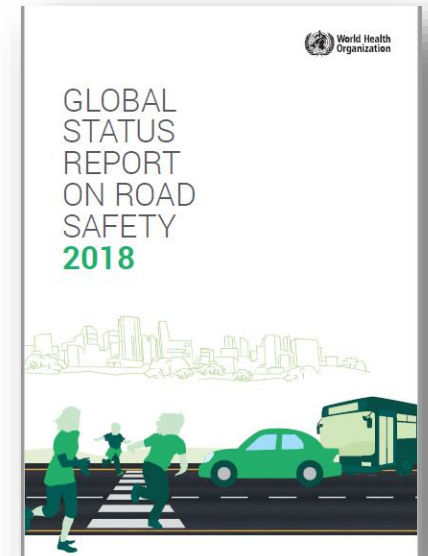
WHO Global Status
Report 2015



1.25 million deaths
annually



WHO Global Status
Report 2018



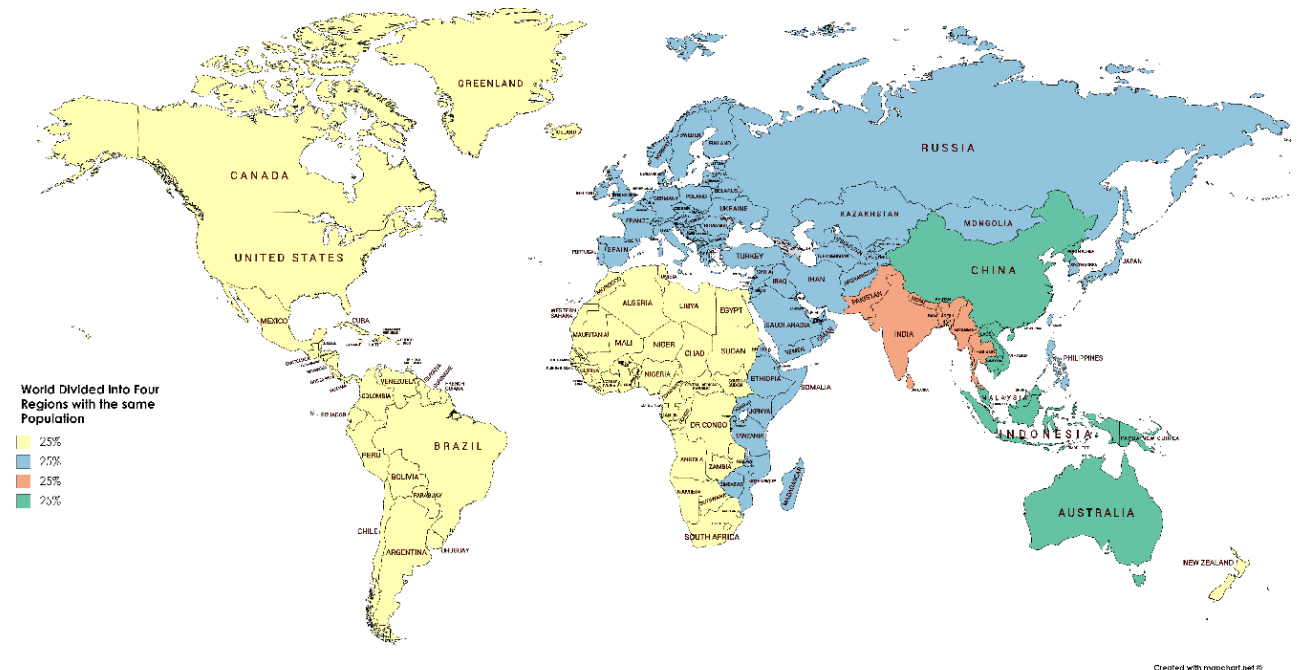
1.35 million deaths
annually

Source: World Health Organization (WHO)

REGIONAL APPROACH TO RTIs

A regional and national phase 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.

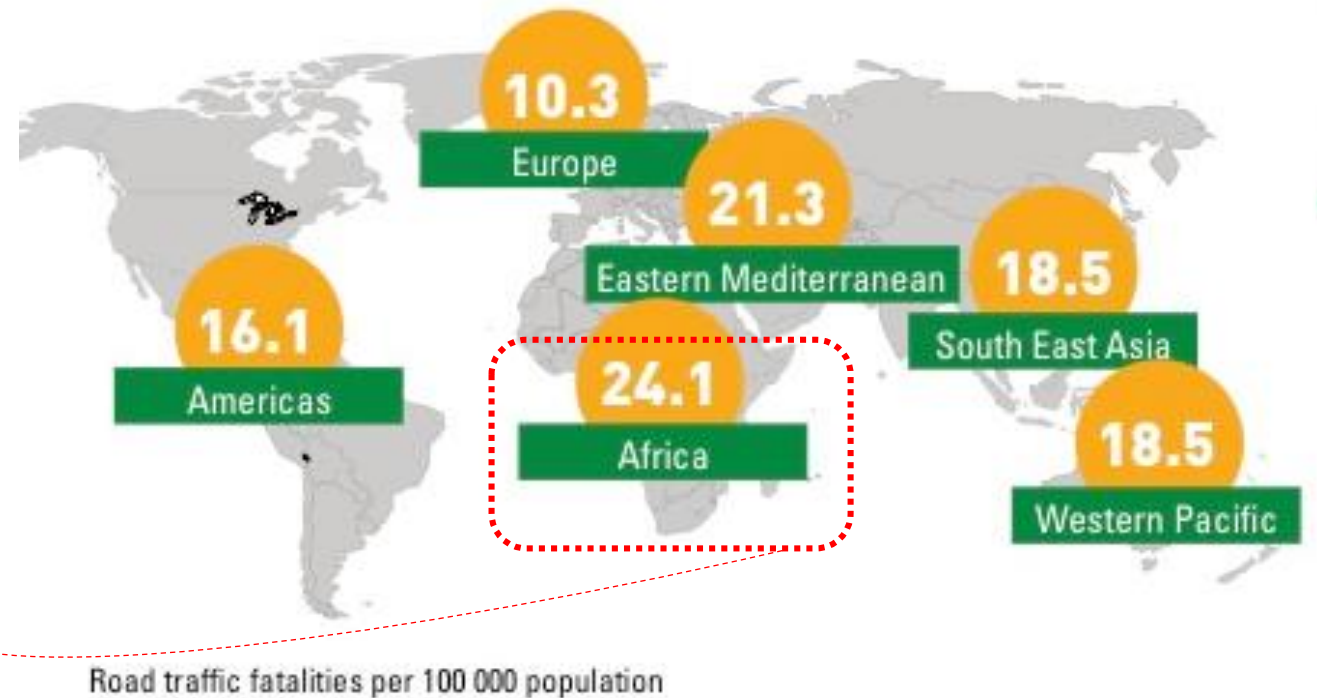


Source: <https://mapchart.net/>

THE ROAD SAFETY PICTURE IN AFRICA

Africa is most hit (**24.1 deaths per 100,000 population**) with the Road Traffic scourge.

The overall impact is negative on the general development of member countries and **Nigeria** has taken a bold step to addressing the problem.



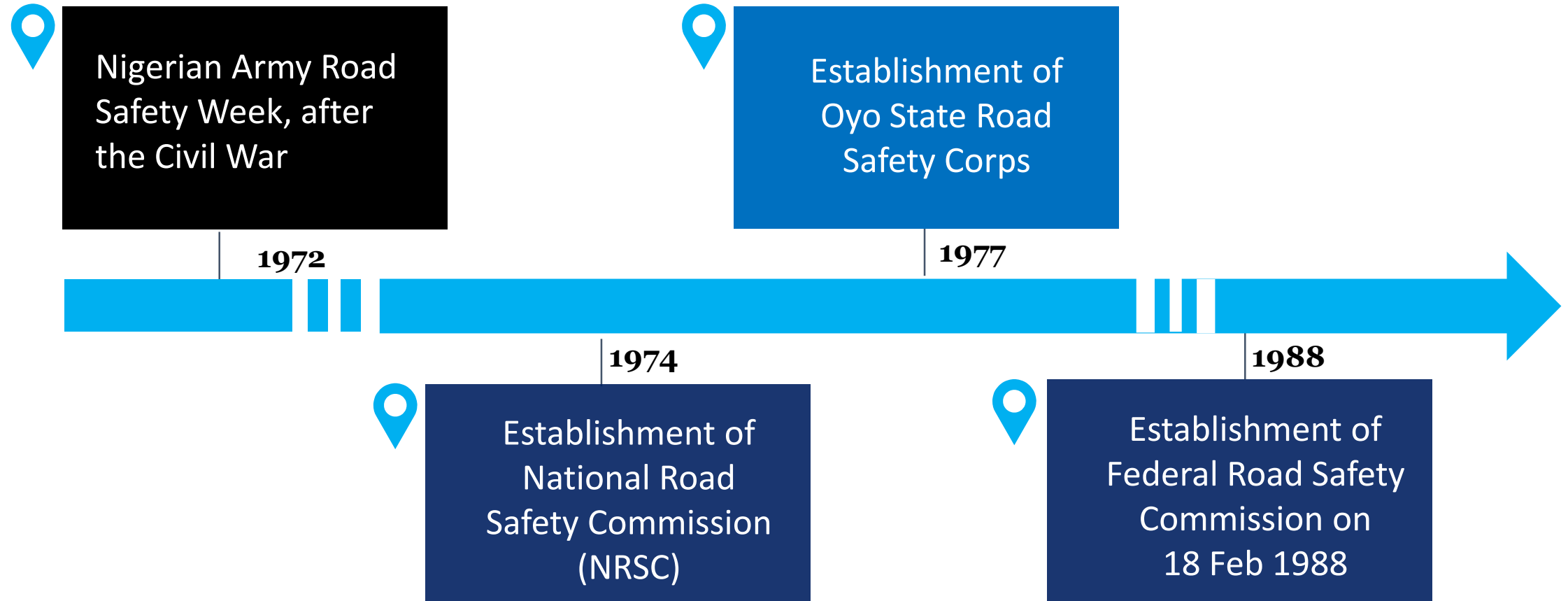
NIGERIA'S ROAD SAFETY APPROACH

The safety status and condition of roads in Nigeria were at a point in time described in a 1984 WHO 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



THE FEDERAL ROAD SAFETY CORPS: KEY NOTES

VISION

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



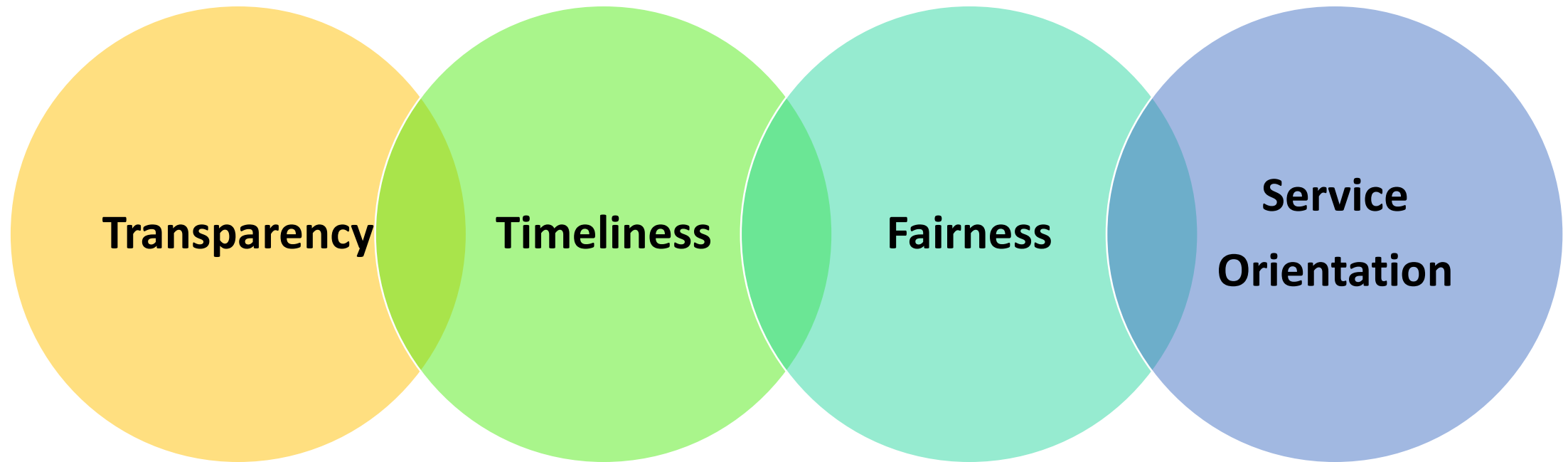
MISSION

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.

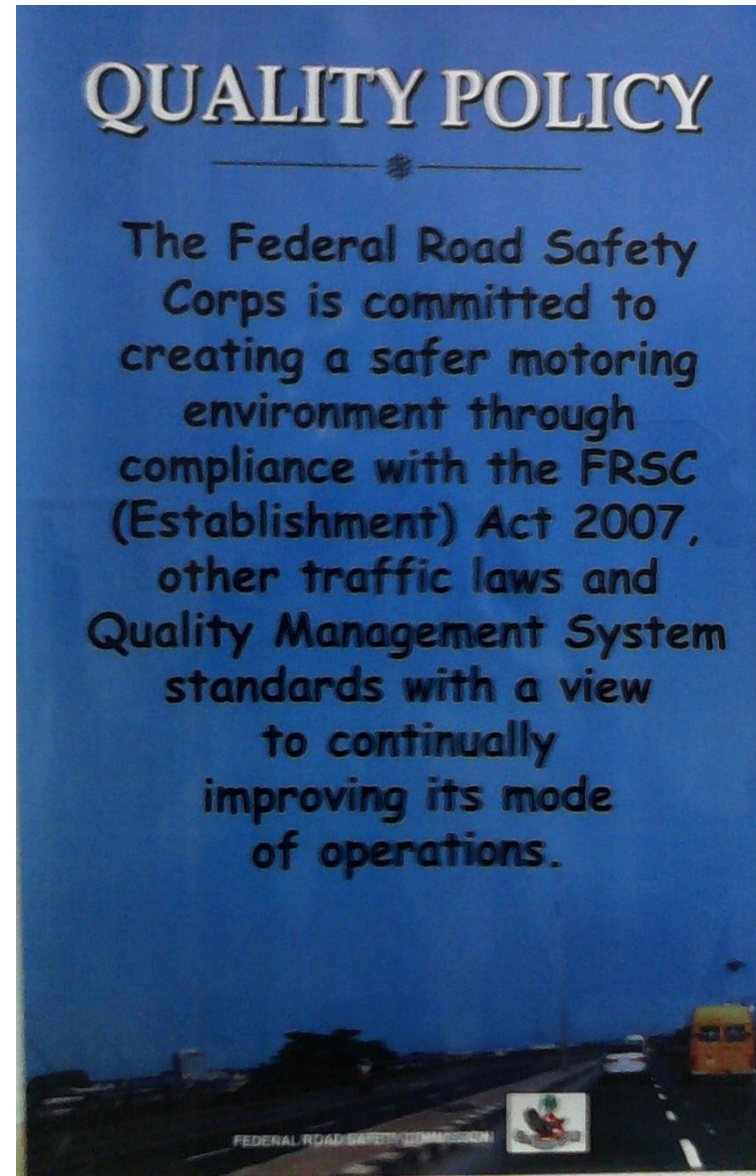
THE FEDERAL ROAD SAFETY CORPS: KEY NOTES (Cont'd)

CORE VALUES



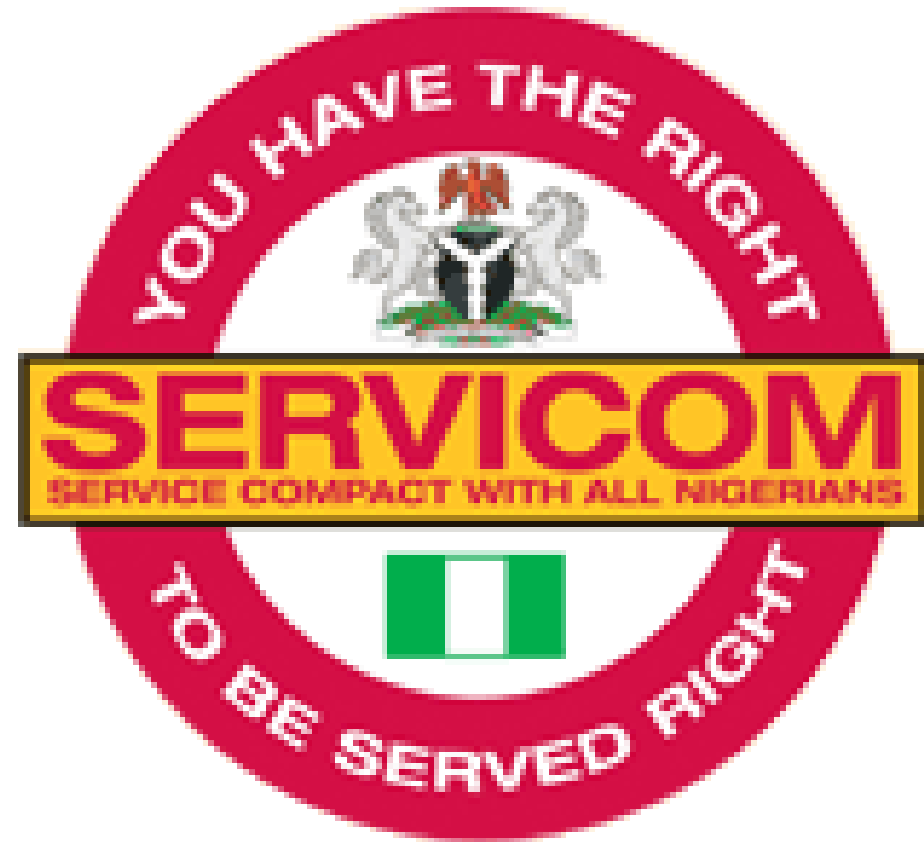
QUALITY POLICY

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

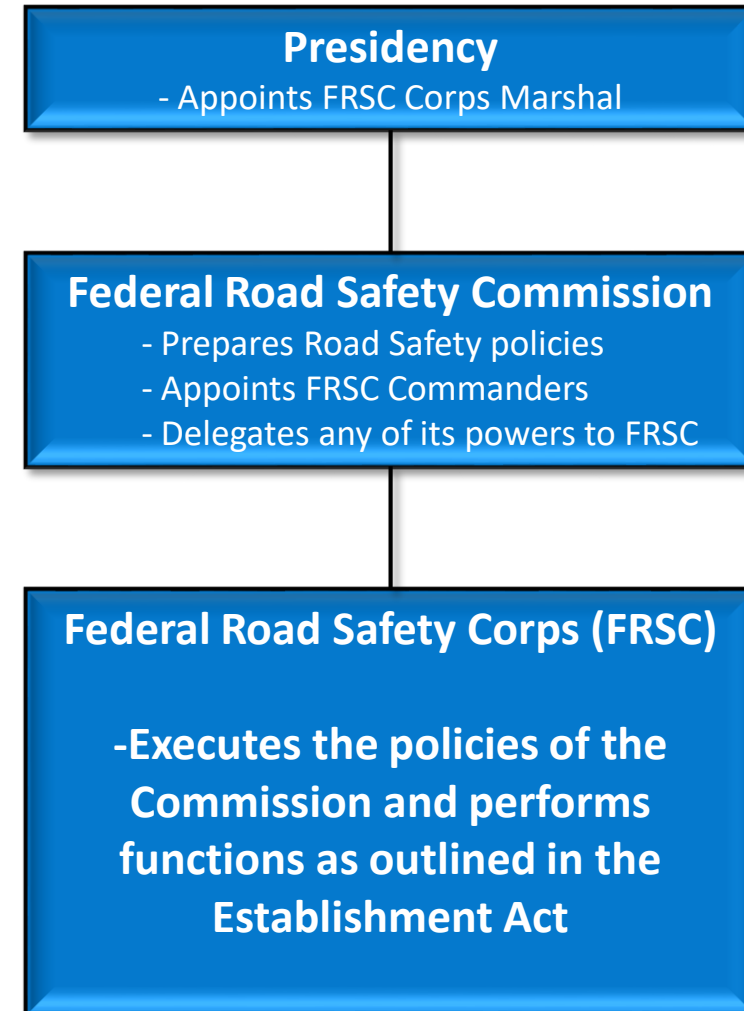
The FRSC was specifically established and empowered to coordinate road traffic administration and safety management in Nigeria with an ultimate aim of halting the trend of road traffic crashes and fatality.



PLACEMENT OF FRSC

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.



LEGAL INSTRUMENT OF OPERATION

1

Decree No. 45 of 1988

2

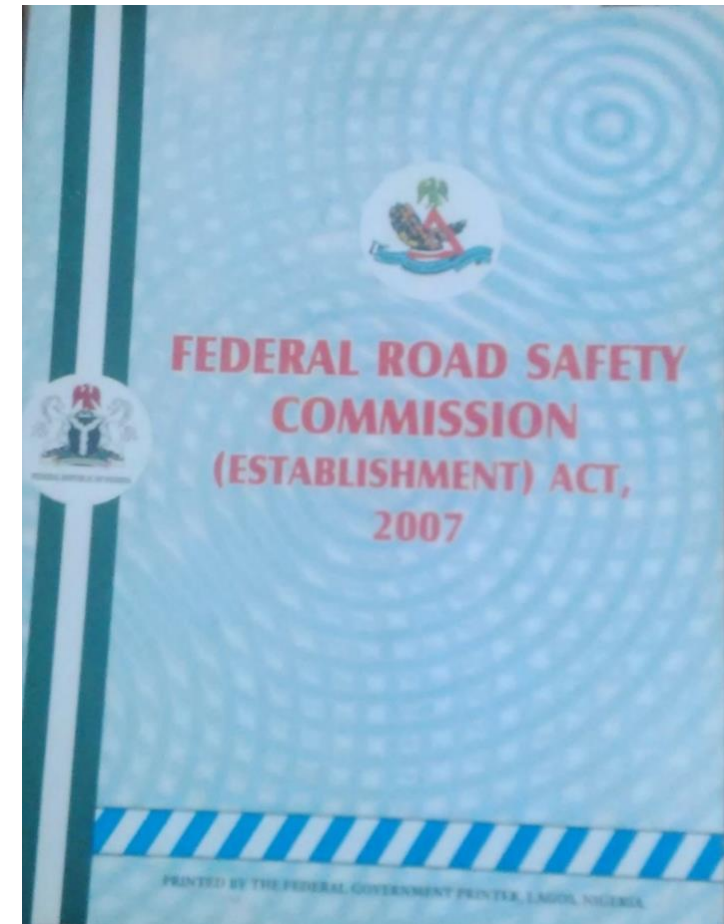
DECREE No. 35 of 1992

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

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.

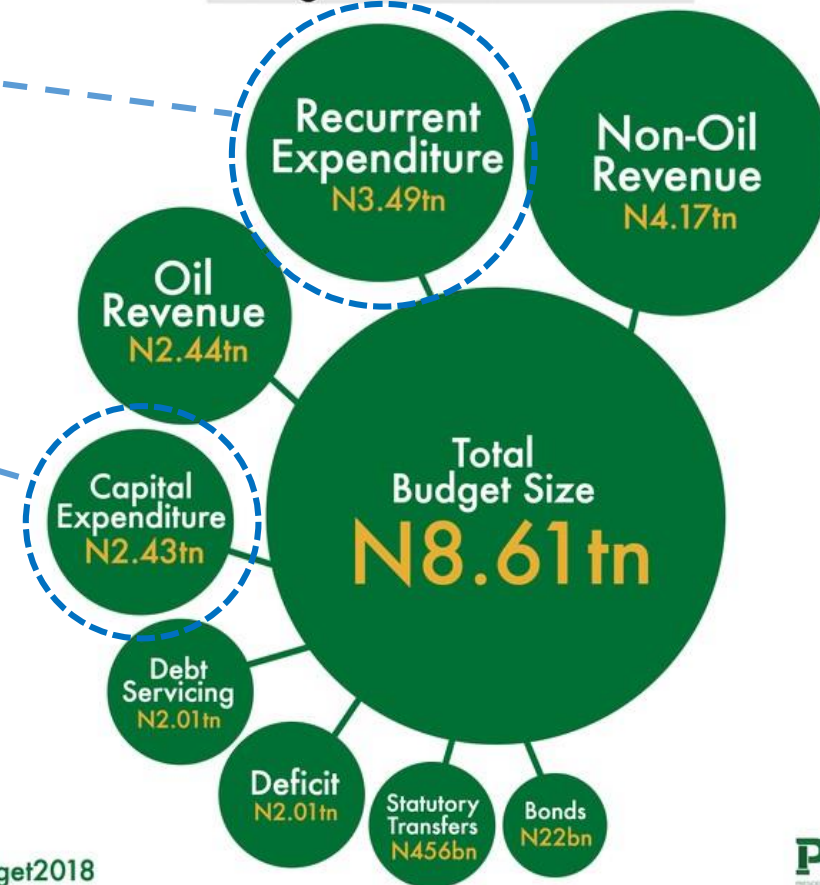


FRSC

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

BREAKDOWN OF PROPOSED BUDGET 2018

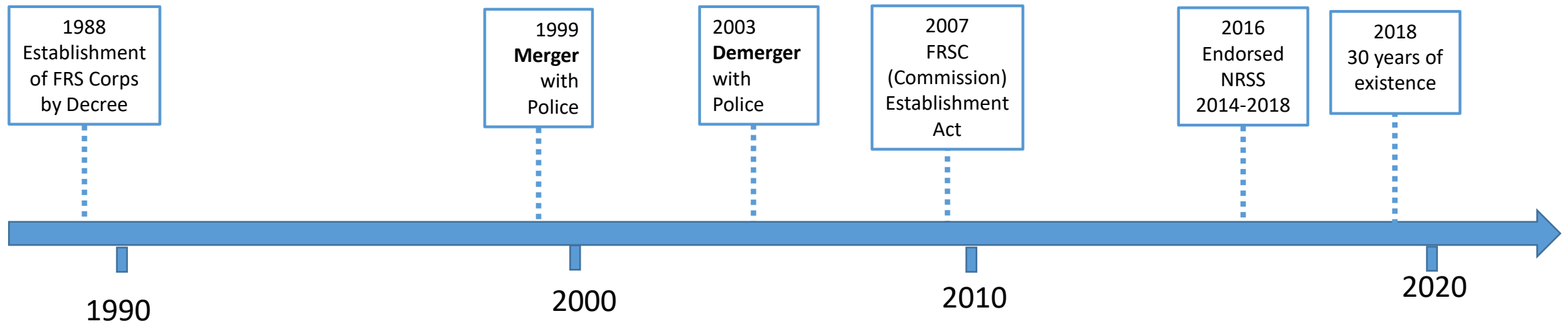
Budget of Consolidation



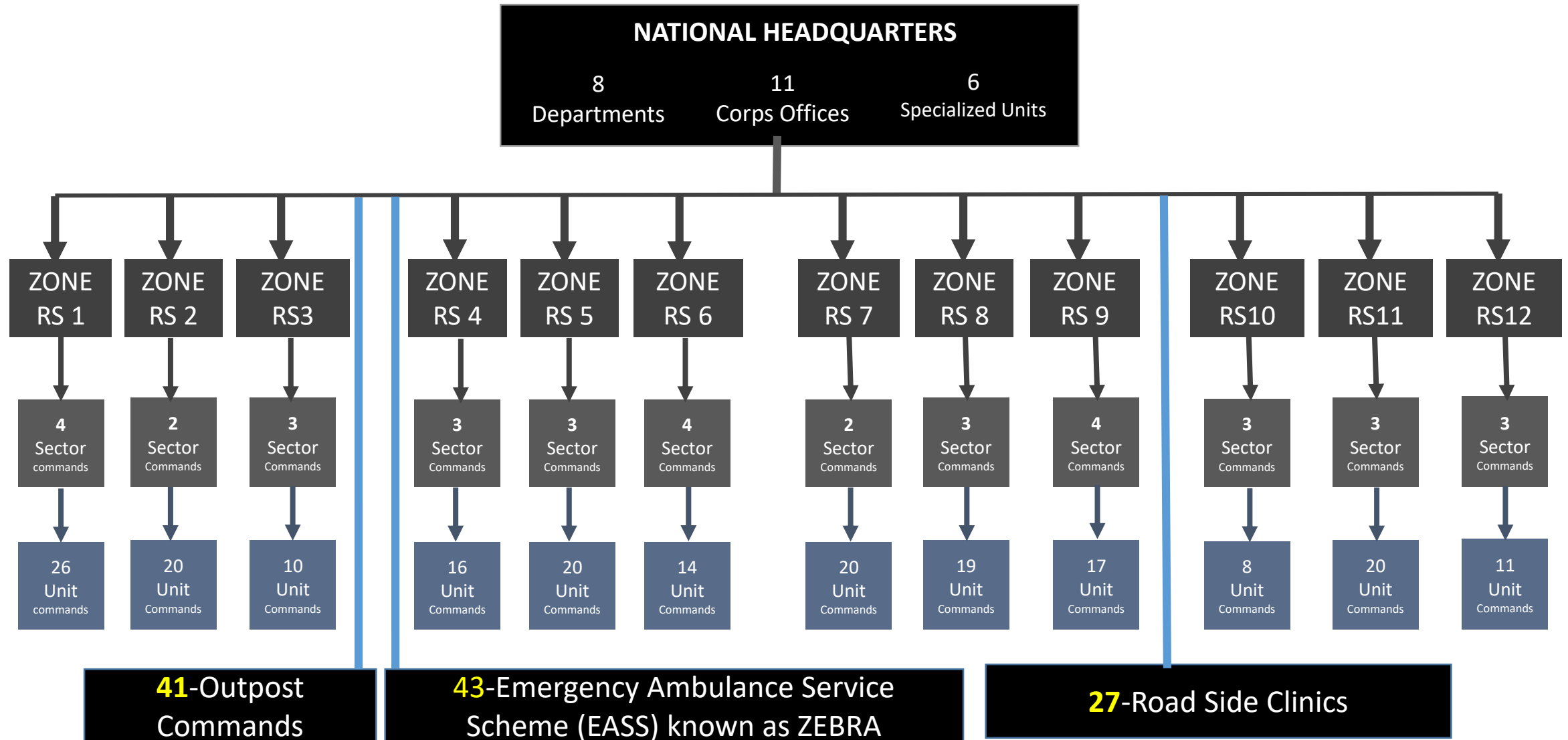
#Budget2018

FRSC MAJOR EVENTS TIMELINE

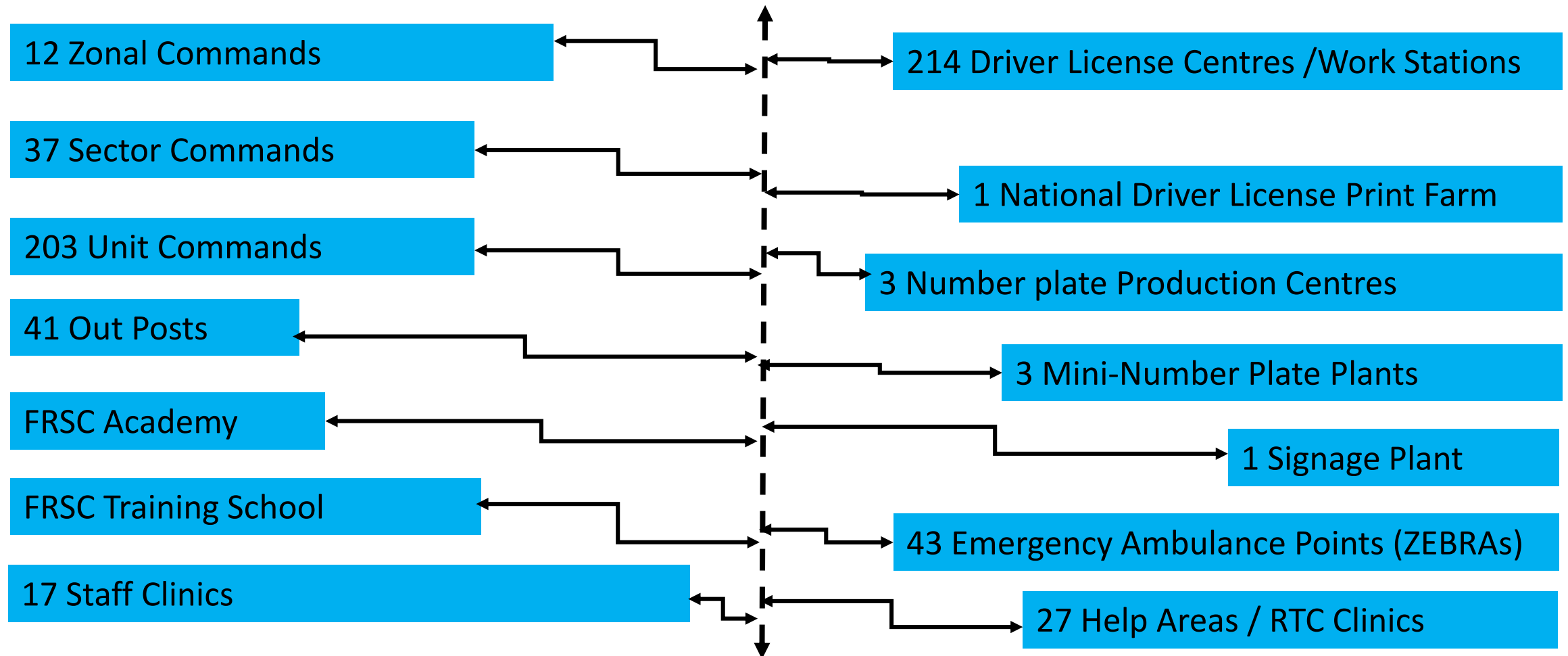
As a corporate institution, FRSC has witnessed major organizational events within 30 years of its existence as depicted below:



ORGANIZATIONAL STRUCTURE



FRSC FACILITIES & FORMATIONS



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 very successful on leadership in the last 30 years.



FRSC executes its mandate through;

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



SPECIAL MARSHALS



The Corps has been able to fuse the services of volunteers called Special Marshals in its programme to enhance road safety management in Nigeria.

SPECIAL MARSHALS (Cont'd)

Under the guidance of the Corps, Special Marshals perform road safety law enforcement duties such as patrol enforcement, traffic control and public enlightenment.

The scheme has been very successful in Nigeria.



FRSC UNIQUENESS: INCORPORATION OF VOLUNTEERS IN LAW ENFORCEMENT

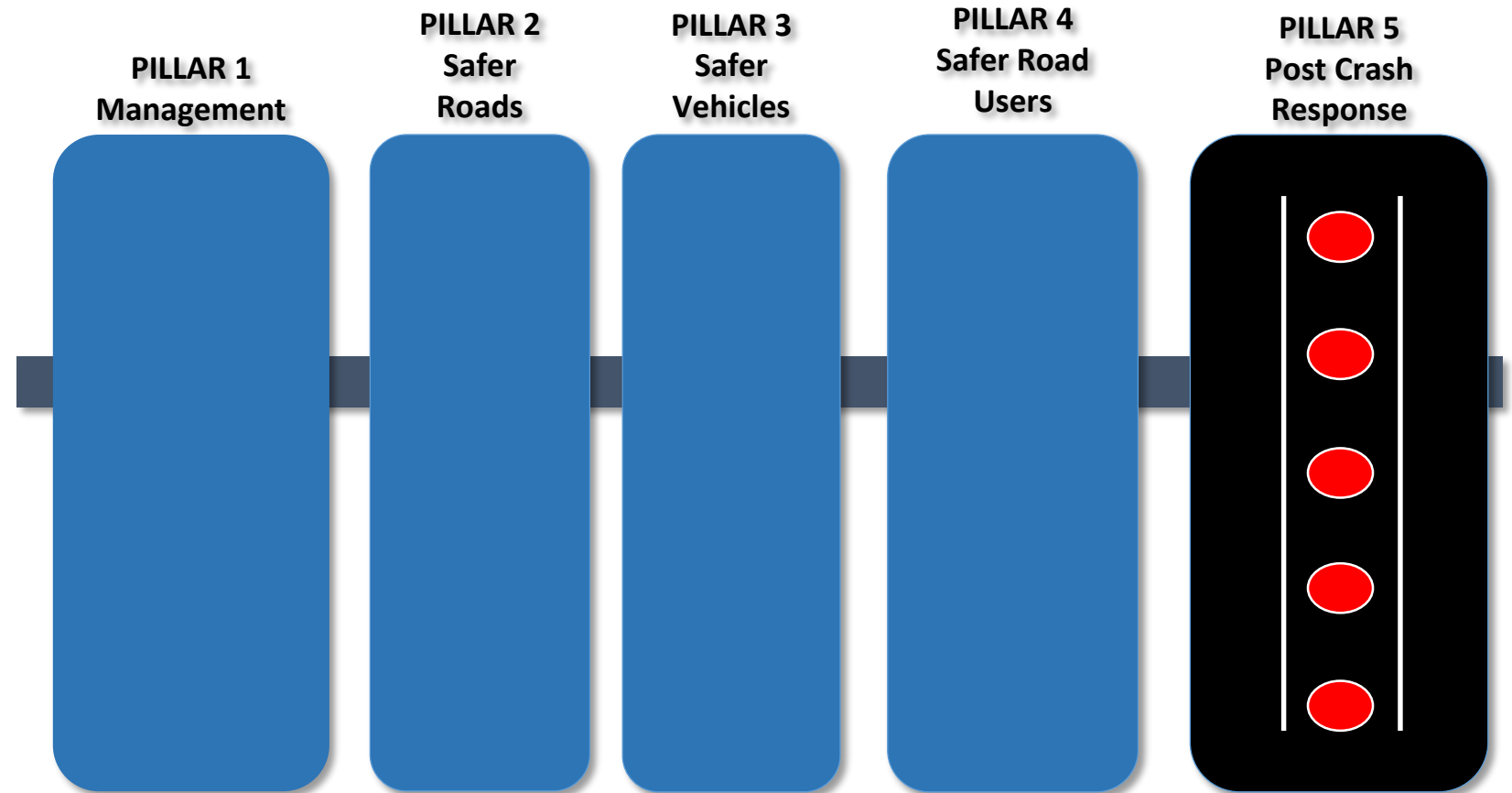
ROAD SAFETY CLUB

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



FRSC UNIQUENESS: 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)

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.



FRSC UNIQUENESS: COMMUNITY POST CRASH RESPONSE INITIATIVE

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 7th and 10th 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

FRSC UNIQUENESS: COMMUNITY POST CRASH RESPONSE INITIATIVE

OUTCOME OF TRAINING OF FIRST RESPONDERS

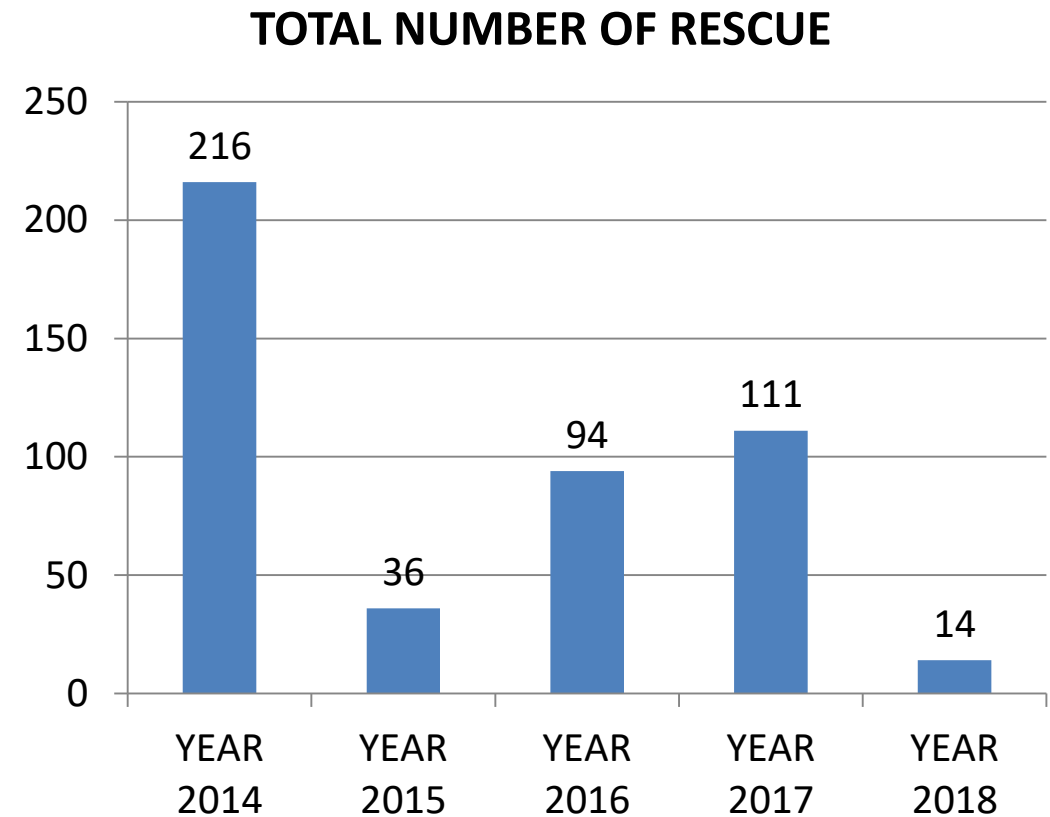


- Carried out 471 rescue missions & saving 2000 lives.
- Promoted community participation in rescue activities.

FRSC UNIQUENESS: COMMUNITY POST CRASH RESPONSE INITIATIVE

RESCUE CARRIED OUT BY THE CORRIDORS FROM 2014-2018 (Cont'd)

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.

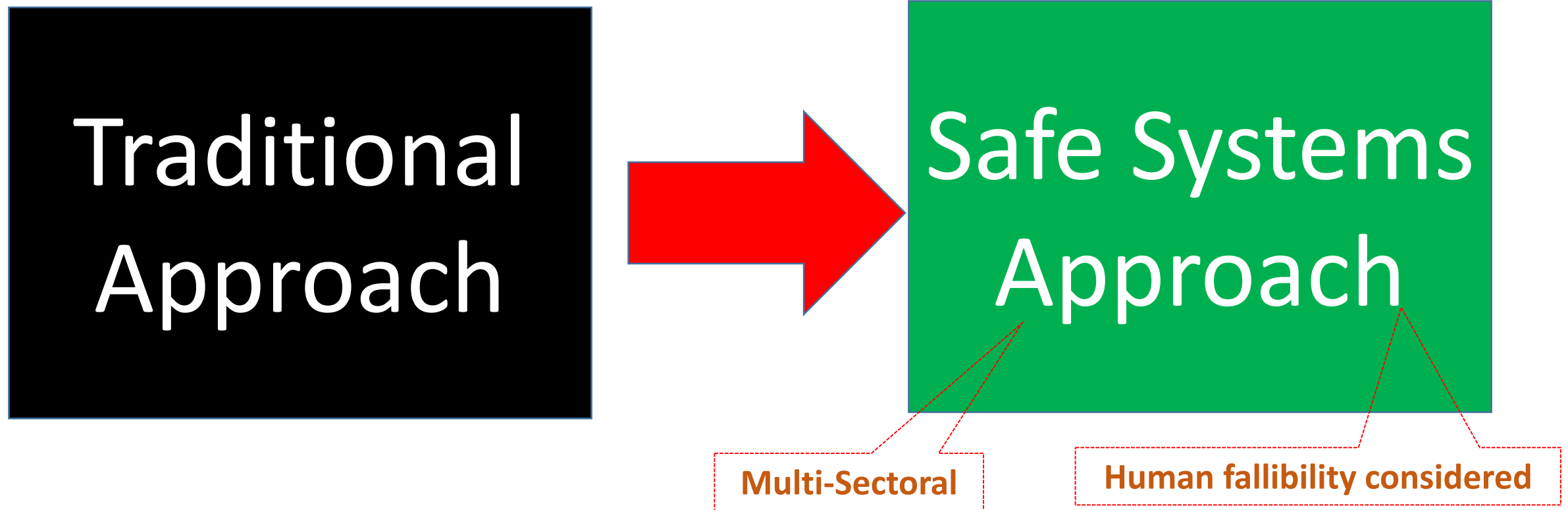
FRSC UNIQUENESS: CALL CENTRE

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

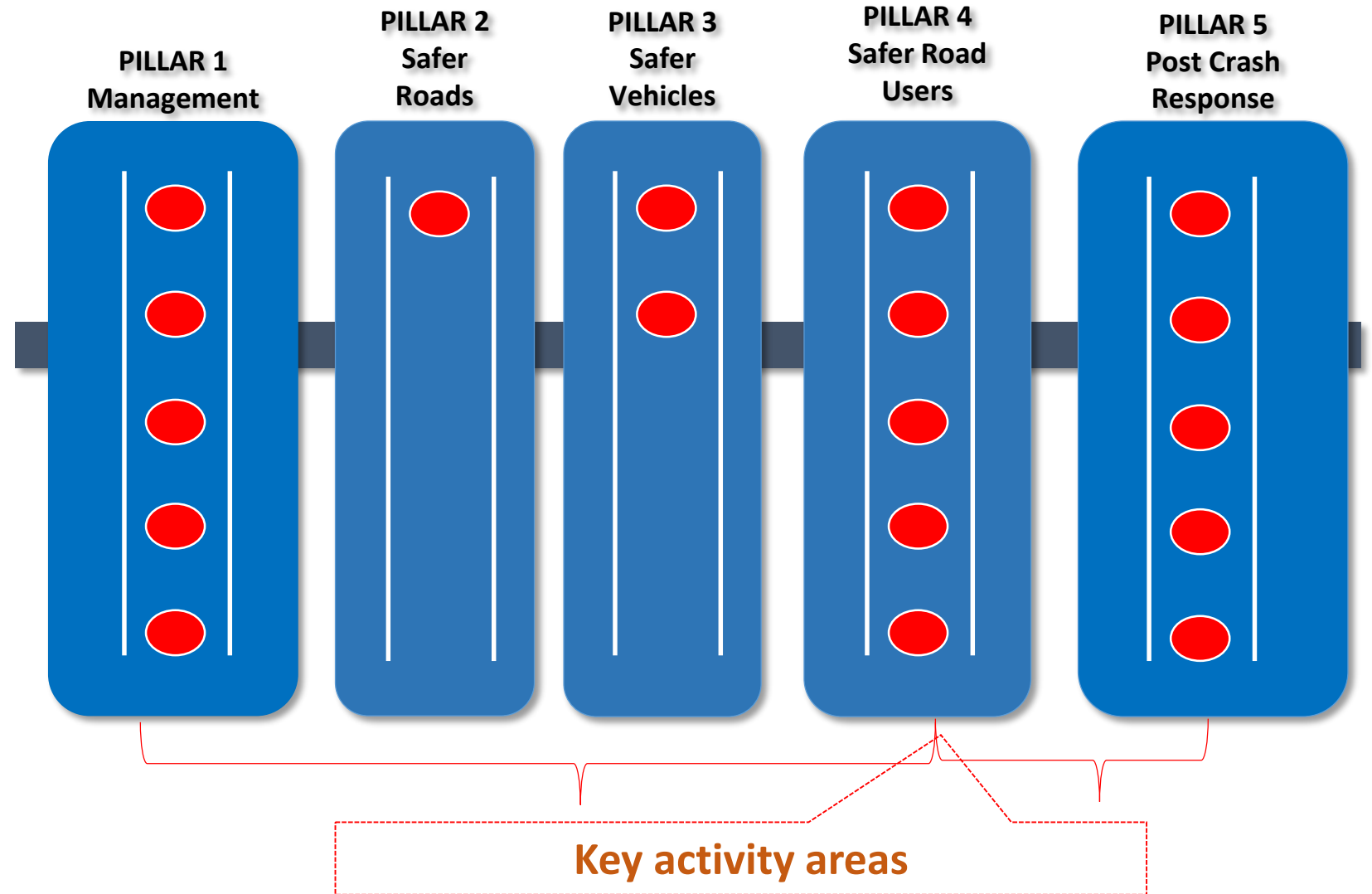


Road safety administration in Nigeria has witnessed a paradigm shift from Traditional approach to Safe Systems Approach



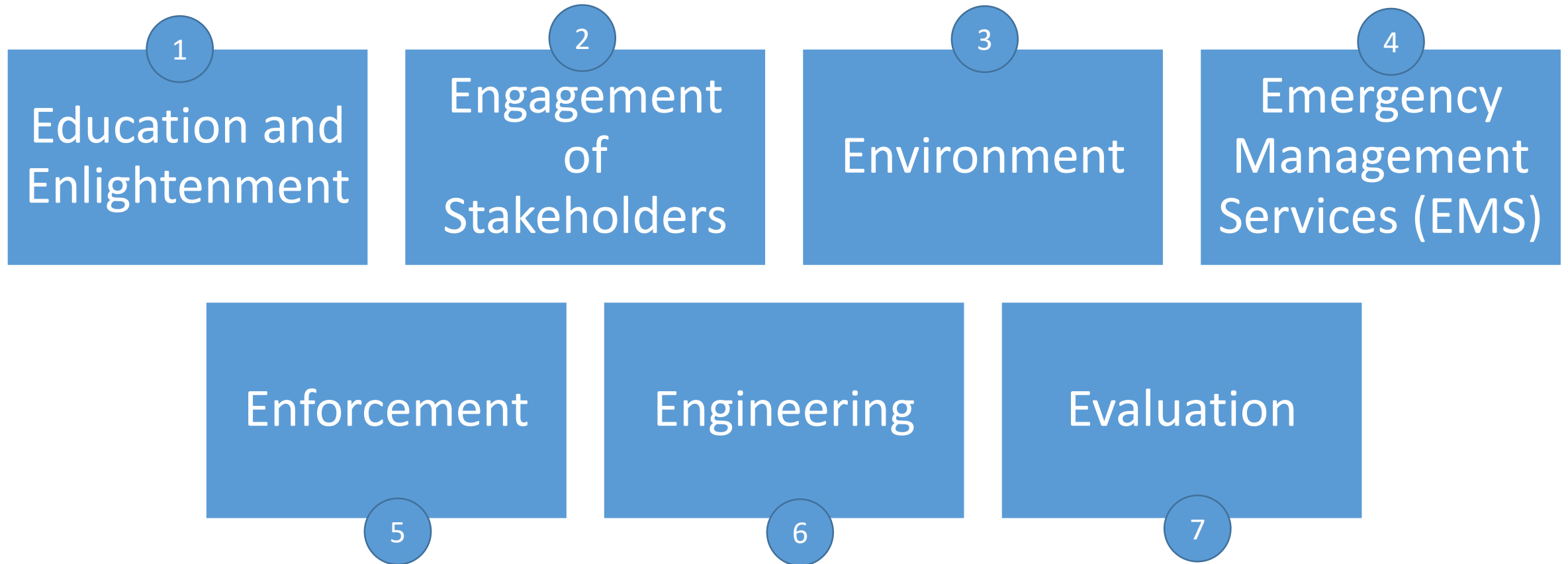
ROAD SAFETY ADMINISTRATIVE STYLE OF FRSC

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



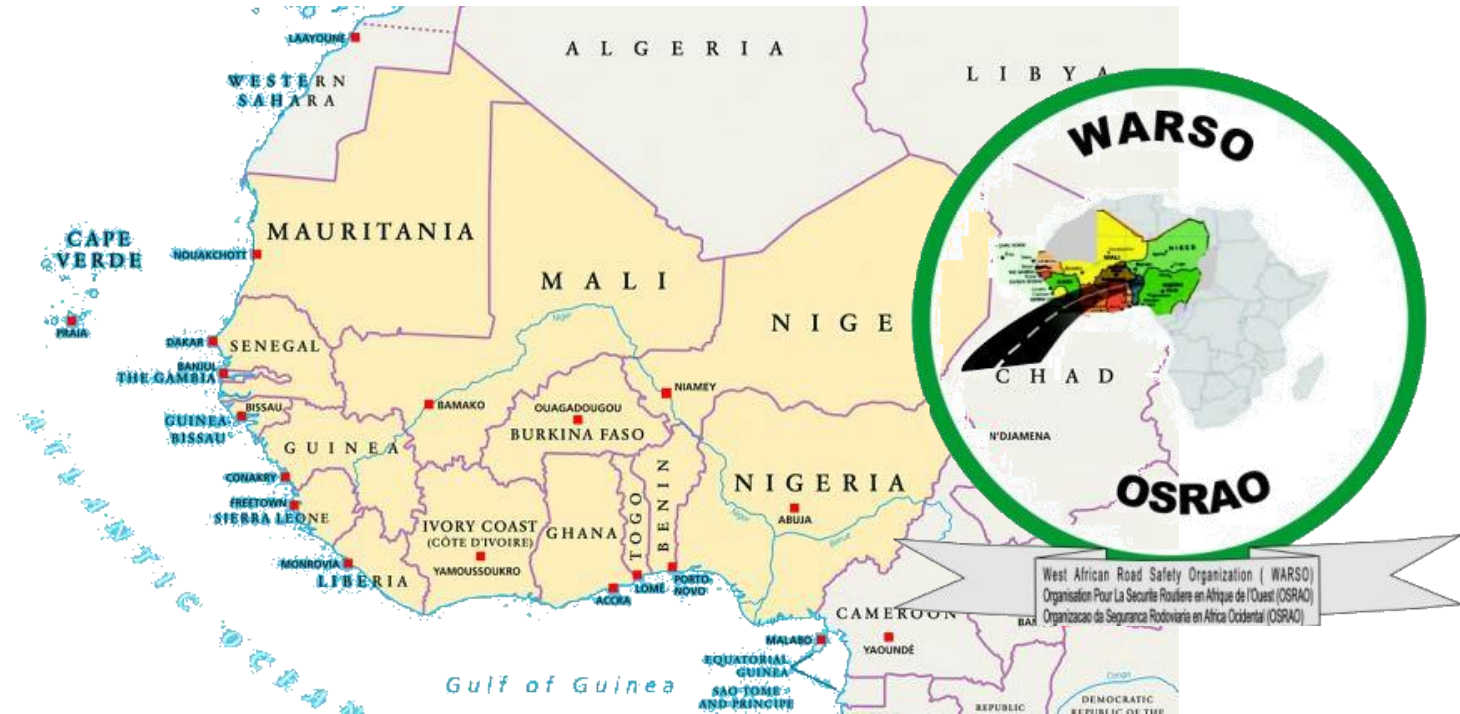
ROAD SAFETY ADMINISTRATIVE STYLE OF FRSC

The 7Es of FRSC



FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION: 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.

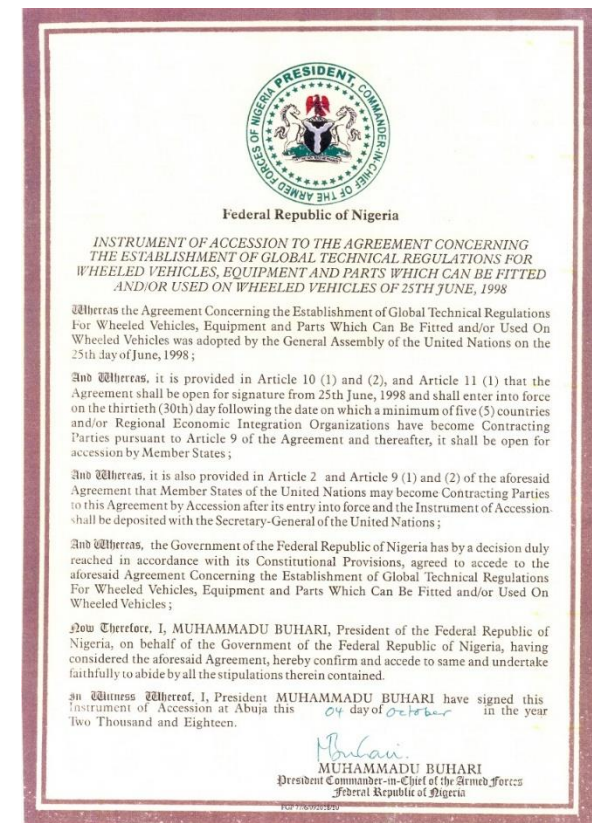
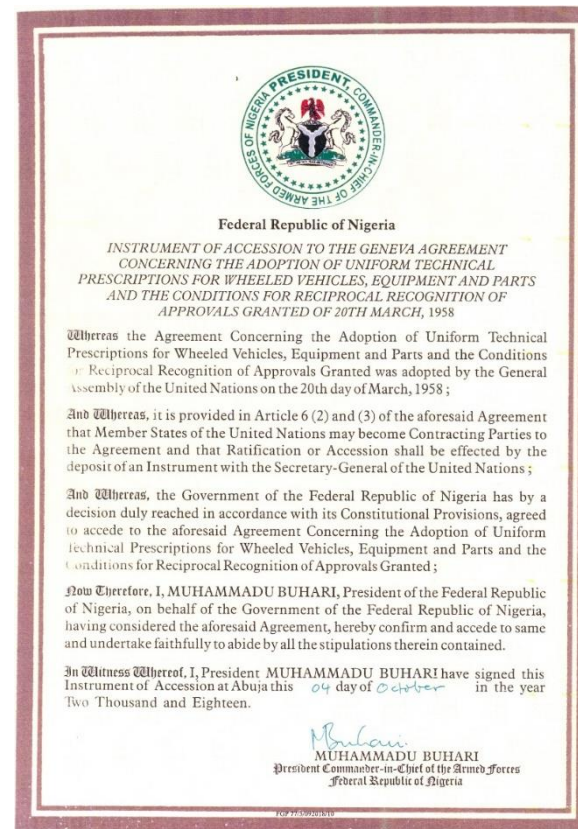
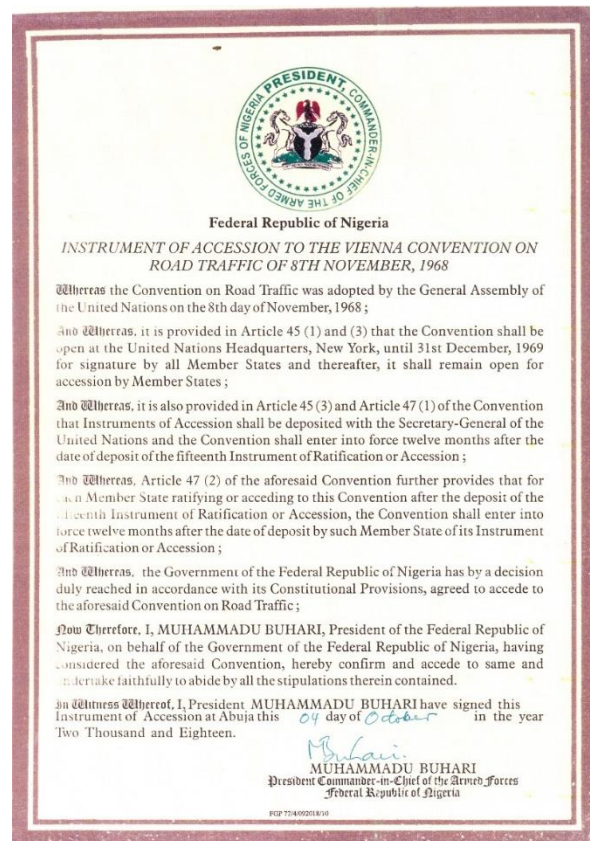
FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION-INT'L MEMBERSHIP

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

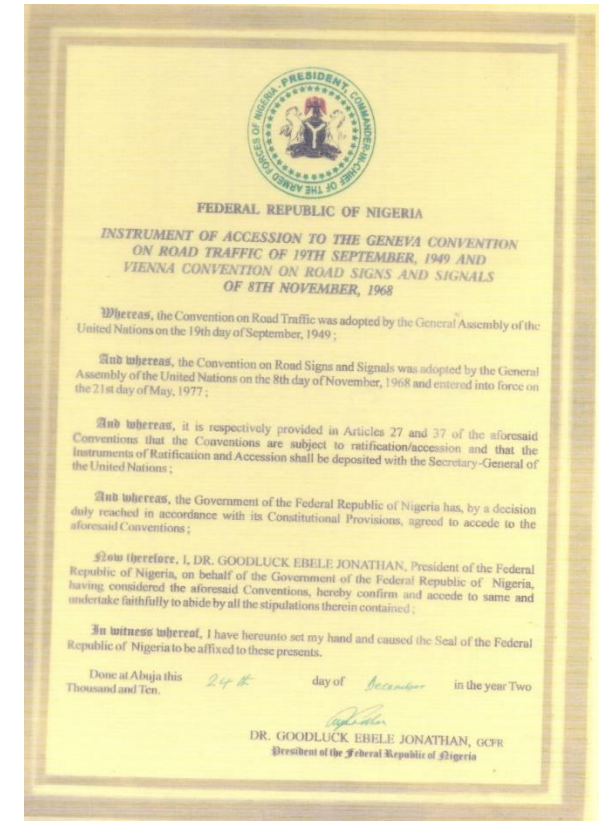
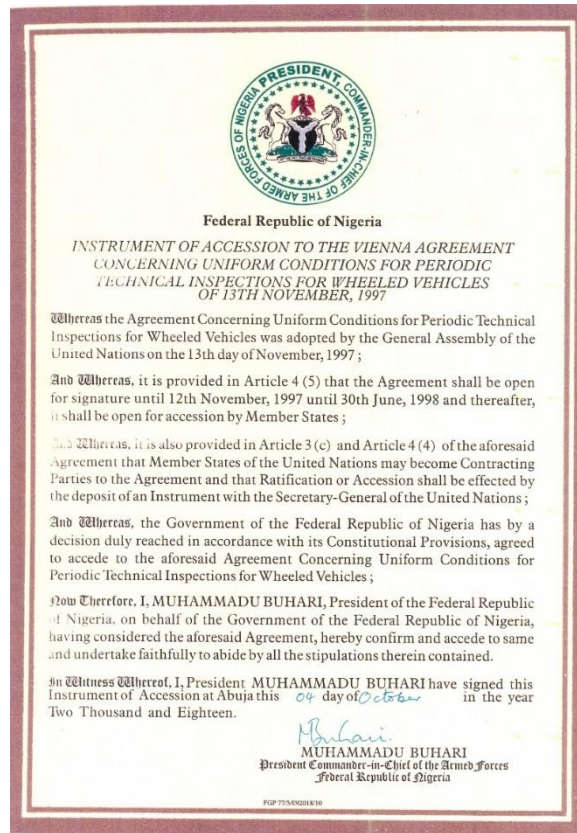


FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION

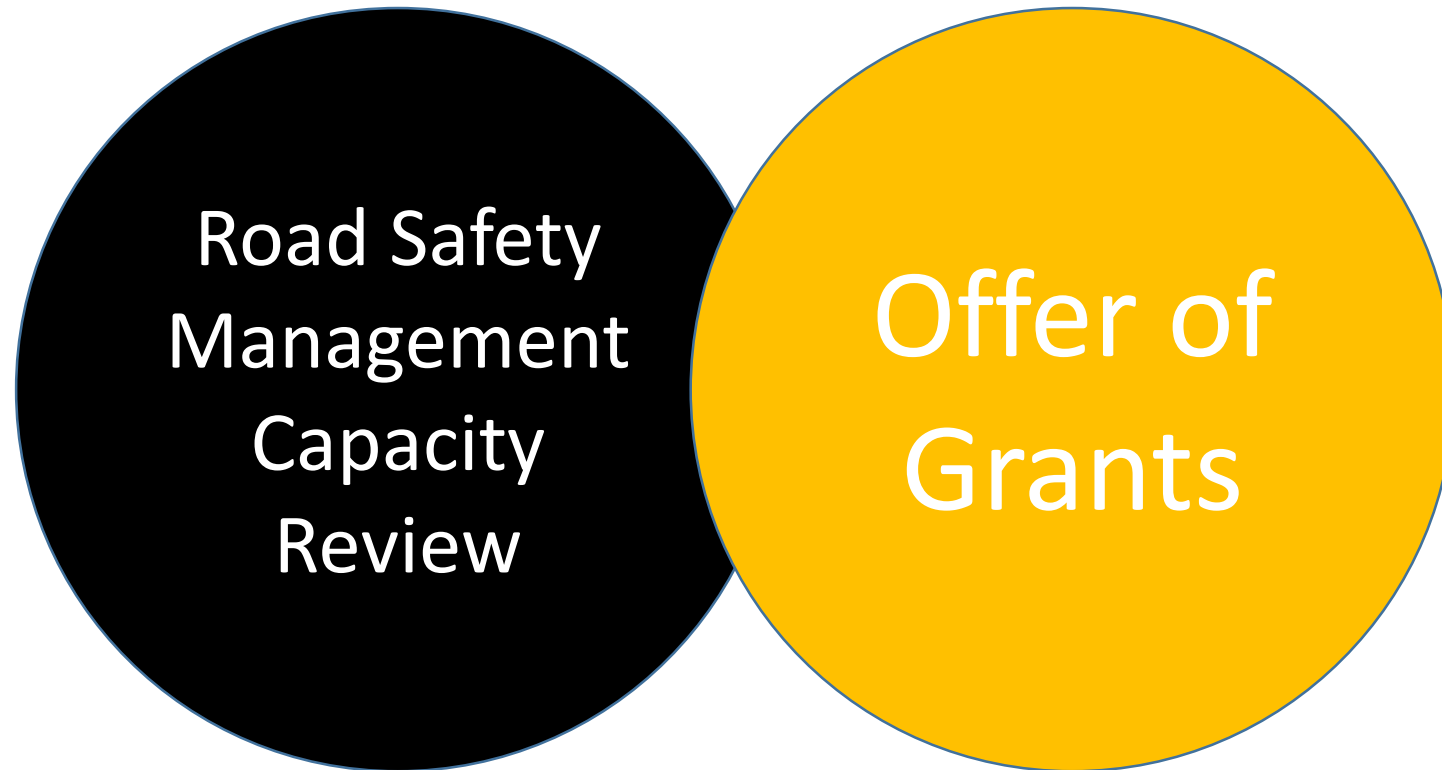
Nigeria has acceded to six (6) United Nations Conventions on Road Safety. This is to align with global best practice and domesticate the standards.



FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION



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

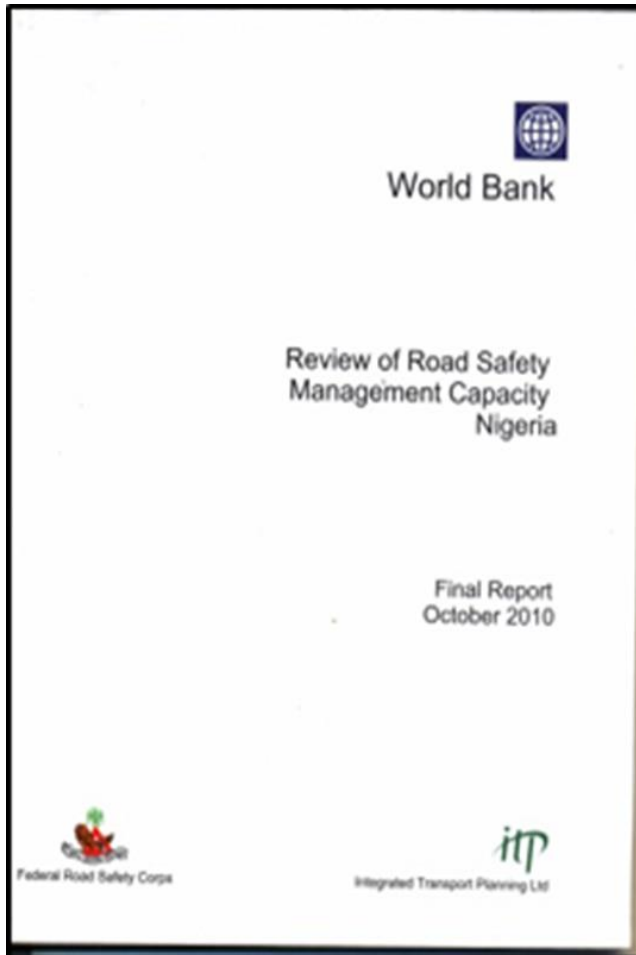


CAPACITY REVIEW

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**

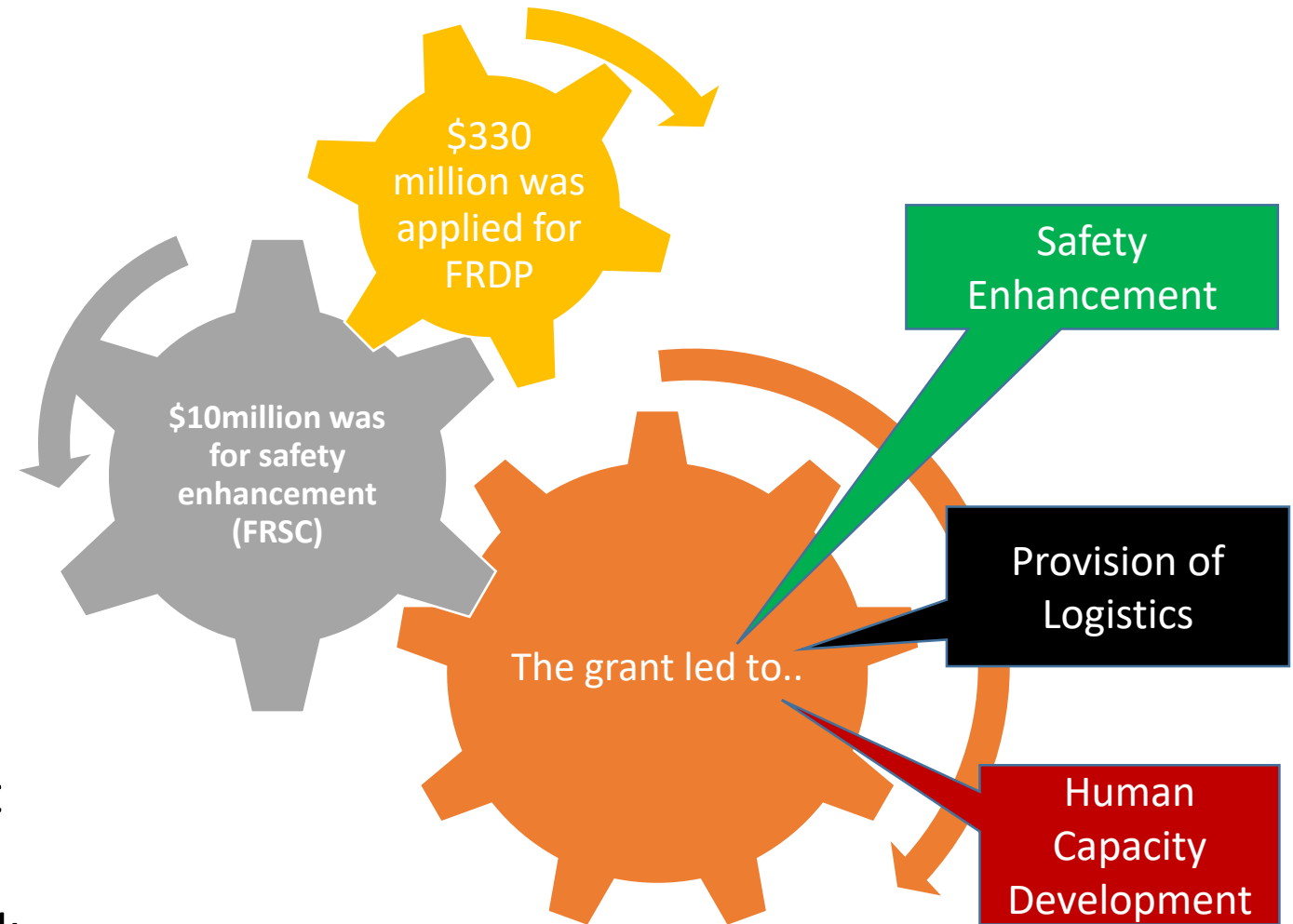


EXTERNAL INTERVENTIONS FOR FRSC: THE WORLD BANK

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.

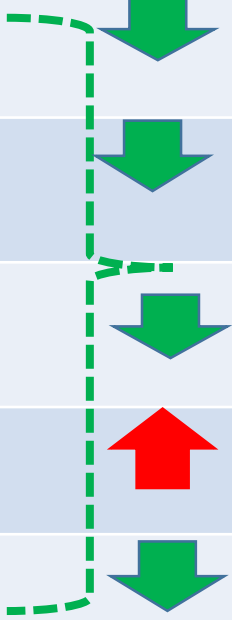


THE ROAD TRAFFIC OUTLOOK IN NIGERIA

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%

THE ROAD TRAFFIC OUTLOOK IN NIGERIA (Cont'd)

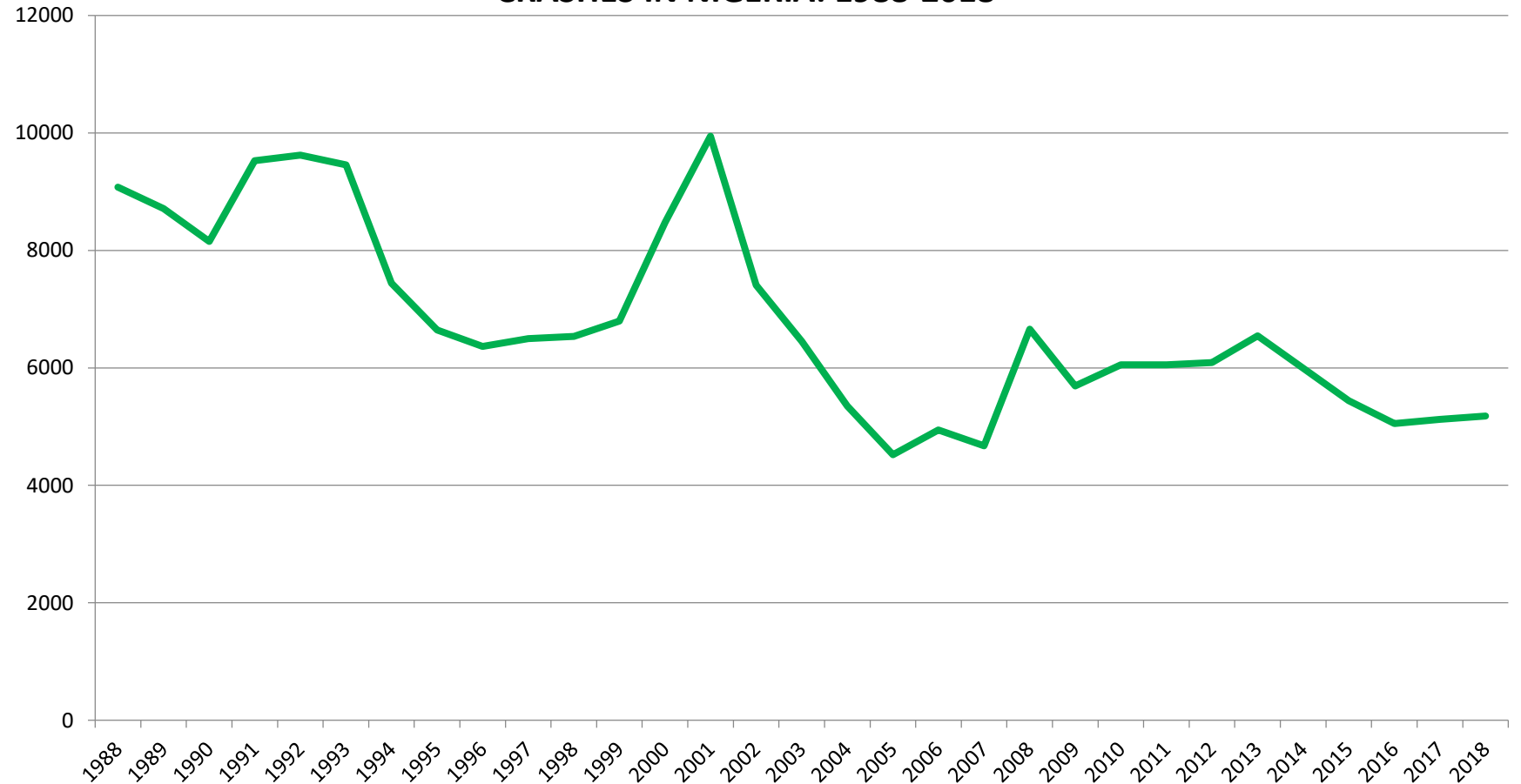
Year	Indices	Value	% change on previous year
2014	NO. INJURED	32,063	-19.66%
2015	NO. INJURED	30,478	- 4.94%
2016	NO. INJURED	30,105	-1.22%
2017	NO. INJURED	31094	+3.2%
2018	NO. INJURED	32,220	-3.62%



THE ROAD TRAFFIC OUTLOOK IN NIGERIA (Cont'd)

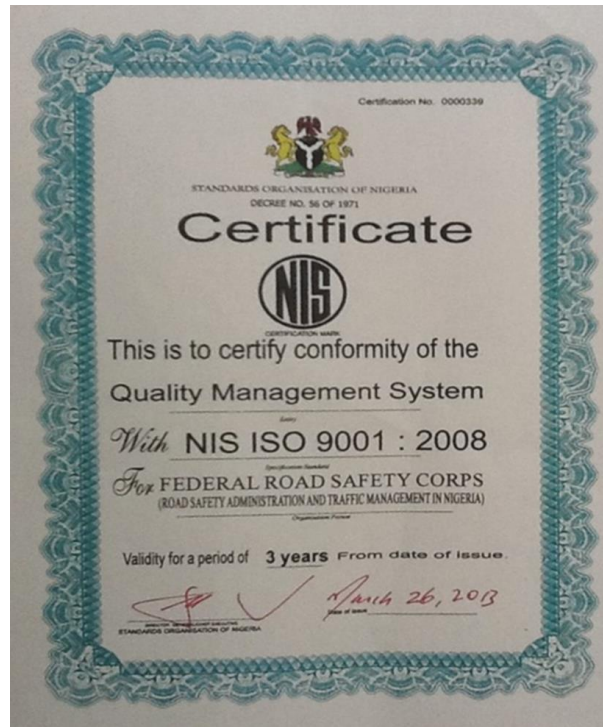
Despite increased population, motorization and attitudinal changes, the trend of fatality has been on the decline.

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



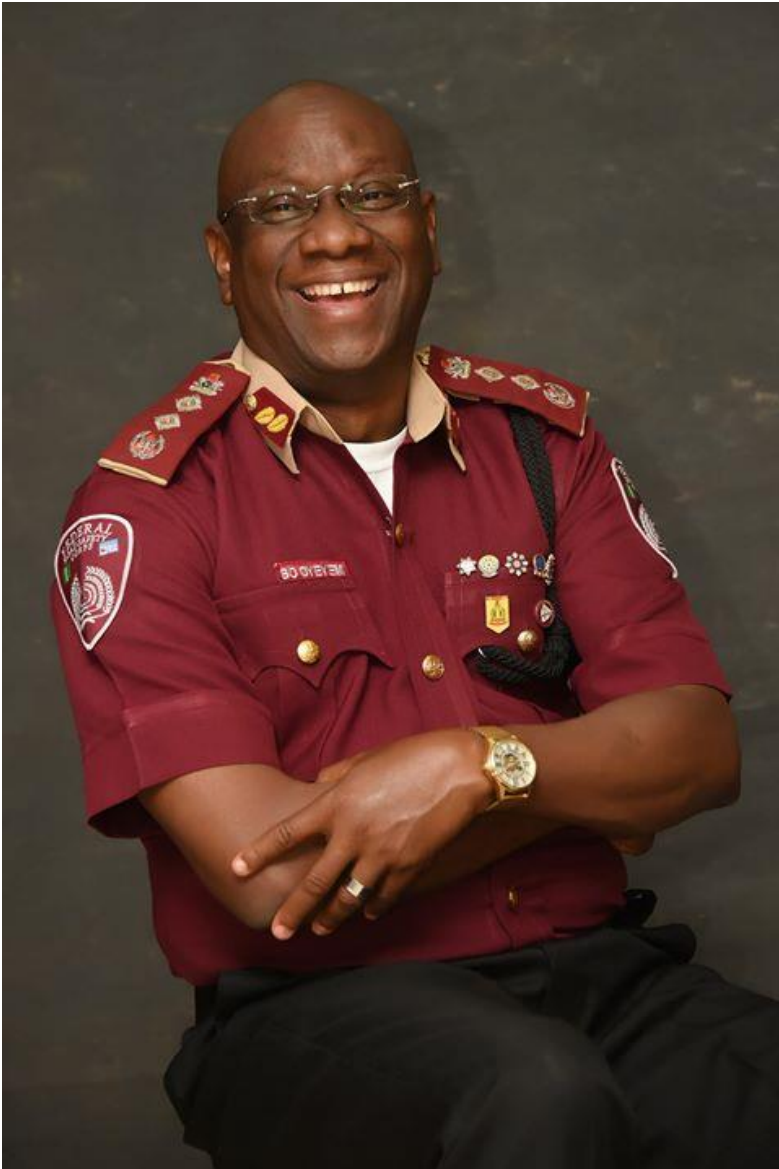
SERVICE IMPROVEMENT EFFORTS

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



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

CONCLUSION



In recognizing the leadership role FRSC has played in shaping Nigeria's Road Safety in three (3) decades, it is important to acknowledge that the political will and support received from the government made the difference.

Going by this, for African countries to succeed in road safety, government of respective nations must be fully involved.

Thank you

Phone Only



SMS Only



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

080 7769 0362

www.frsc.gov.ng