

OVERVIEW OF ROAD SAFETY IN AFRICA (NIGERIA)



University of Wolverhampton Road Safety Stakeholders' Workshop, 2019

University of
Ibadan
(UI)
Oyo State
Nigeria

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INTRODUCTION

Road Safety concerns have become topical on the agenda of governments in Africa.

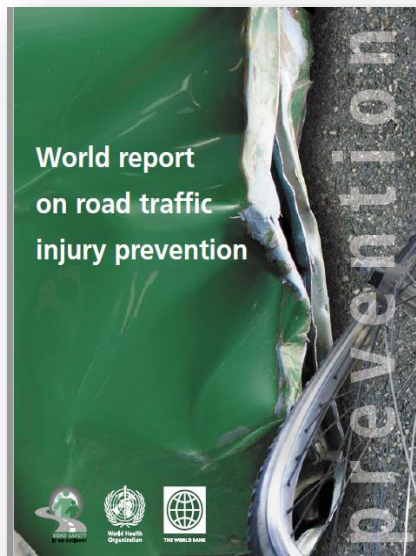
- The African picture of the global road safety problem presents the continent as one requiring concerted efforts and commitment to overcome another major epidemic.



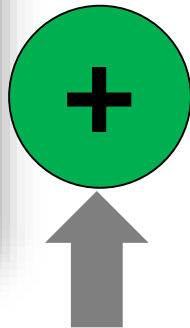
INTRODUCTION (Cont'd)

Globally, Road Traffic Crashes are on the rise and a significant proportion of these is in Africa year in year out with attendant consequences.

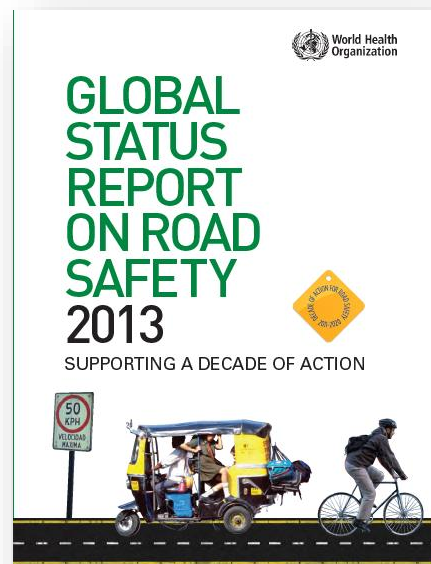
WHO Traffic Injury
Prevention Report, 2004



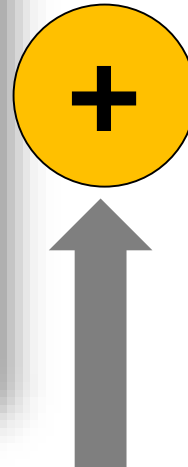
1.20 million deaths annually



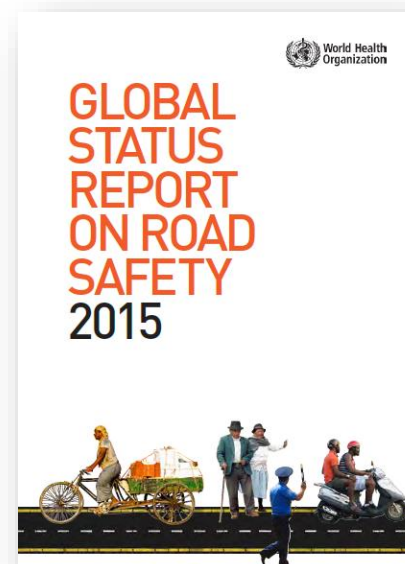
WHO Global Status
Report 2013



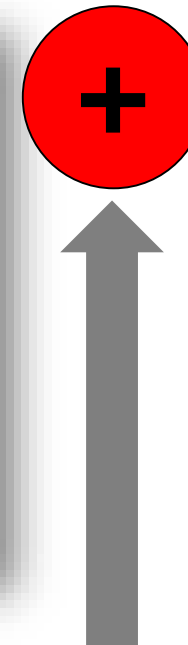
1.24 million deaths annually



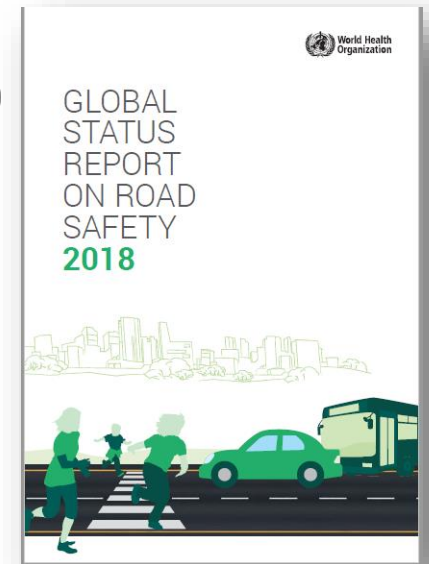
WHO Global Status
Report 2015



1.25 million deaths annually



WHO Global Status
Report 2018

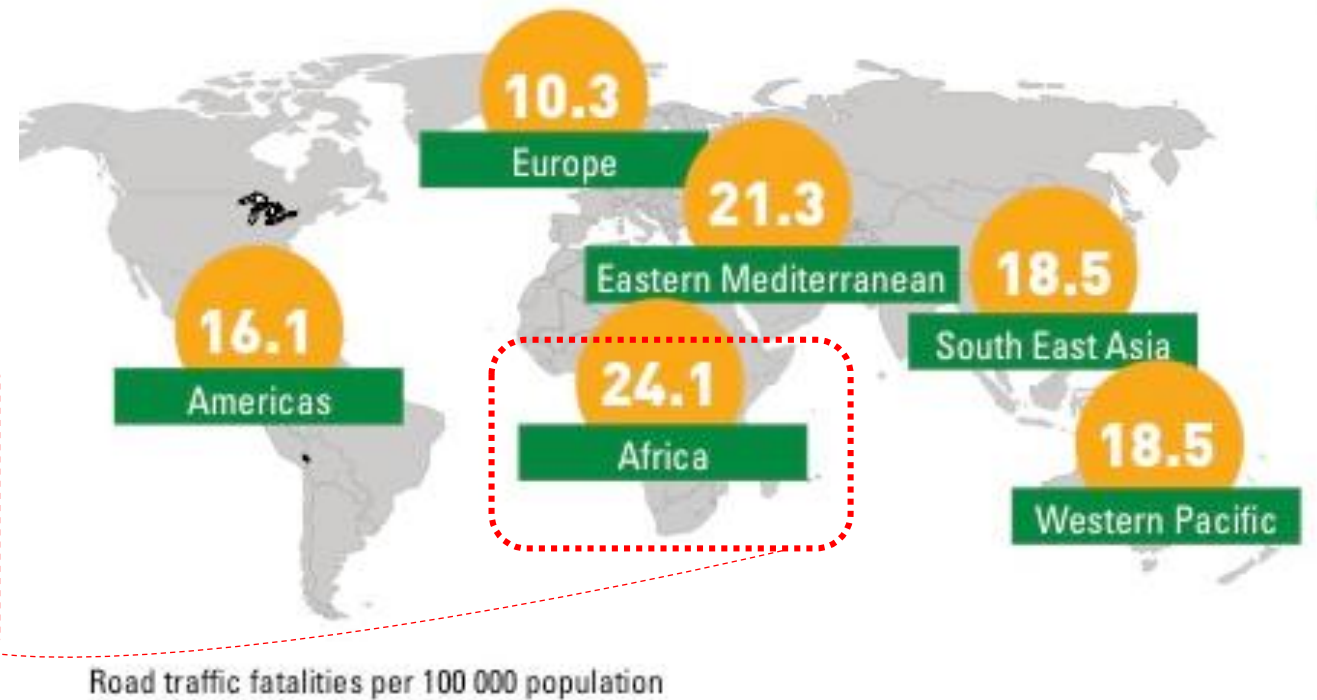


1.35 million deaths annually

ROAD SAFETY IMPLICATIONS ON AFRICA

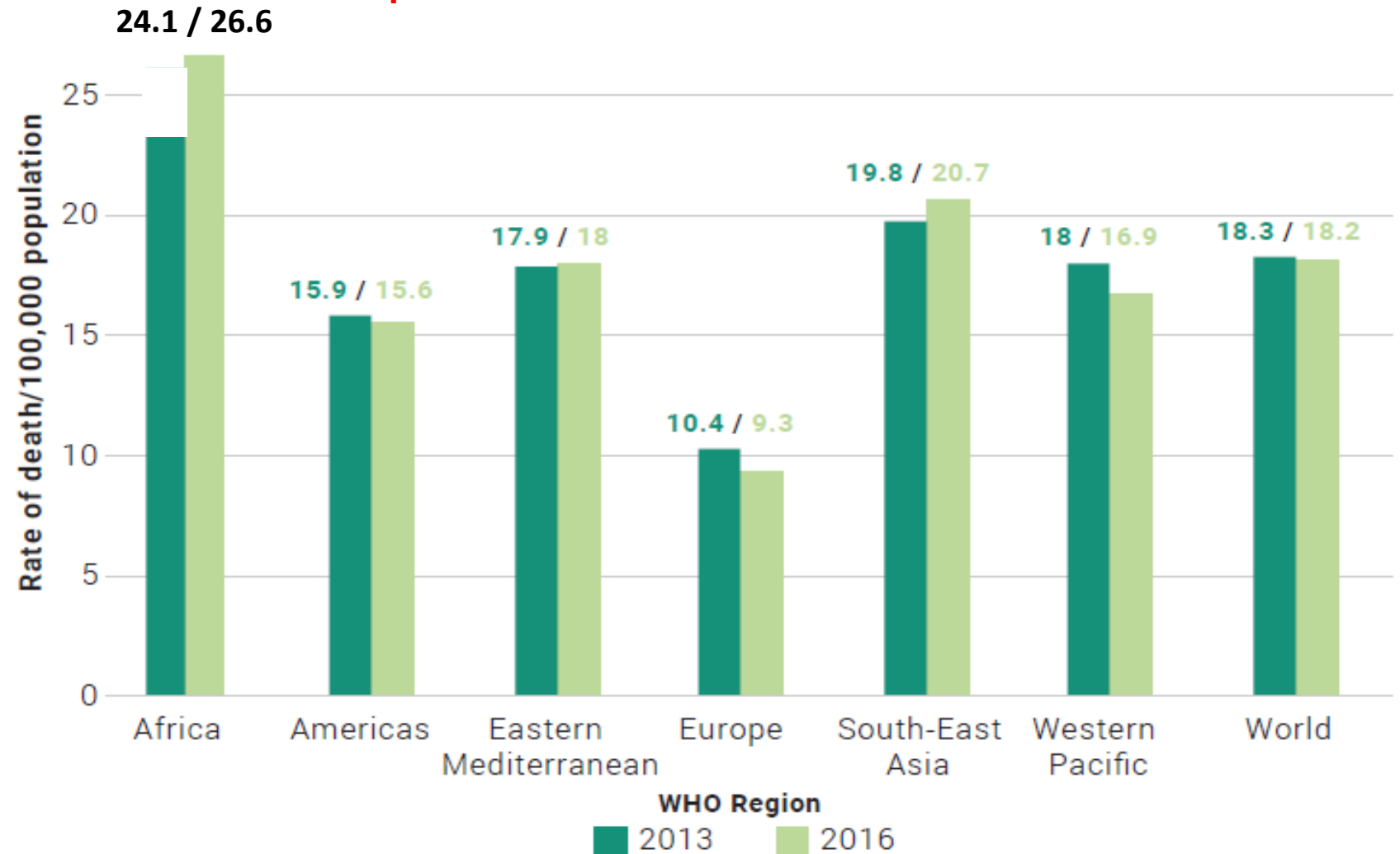
In 2013, Africa was most hit (**24.1 deaths per 100,000 population**) with the Road Traffic Scourge.

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



ROAD SAFETY IMPLICATIONS ON AFRICA

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.

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)

- Despite the challenges confronting road safety in the continent, there has been centralized and de-centralized efforts with global, regional and national strategies developed to improve the situation.
- Based on individual challenges, gaps and peculiarities, member countries have had the opportunity to adopt certain affordable and efficient policies in achieving the various frameworks on road safety advancement.

RESPONSIBILITIES OF POLICY MAKERS IN RTC REDUCTION



- Enactment of effective Laws and Regulations on Road Safety
- Sustainable funding for road safety programmes and activities
- Setting of targets and its review/ evaluation
- Development of Road Safety Standards
- Alignment with International Conventions on Road Safety
- Development of National Road Safety Strategies

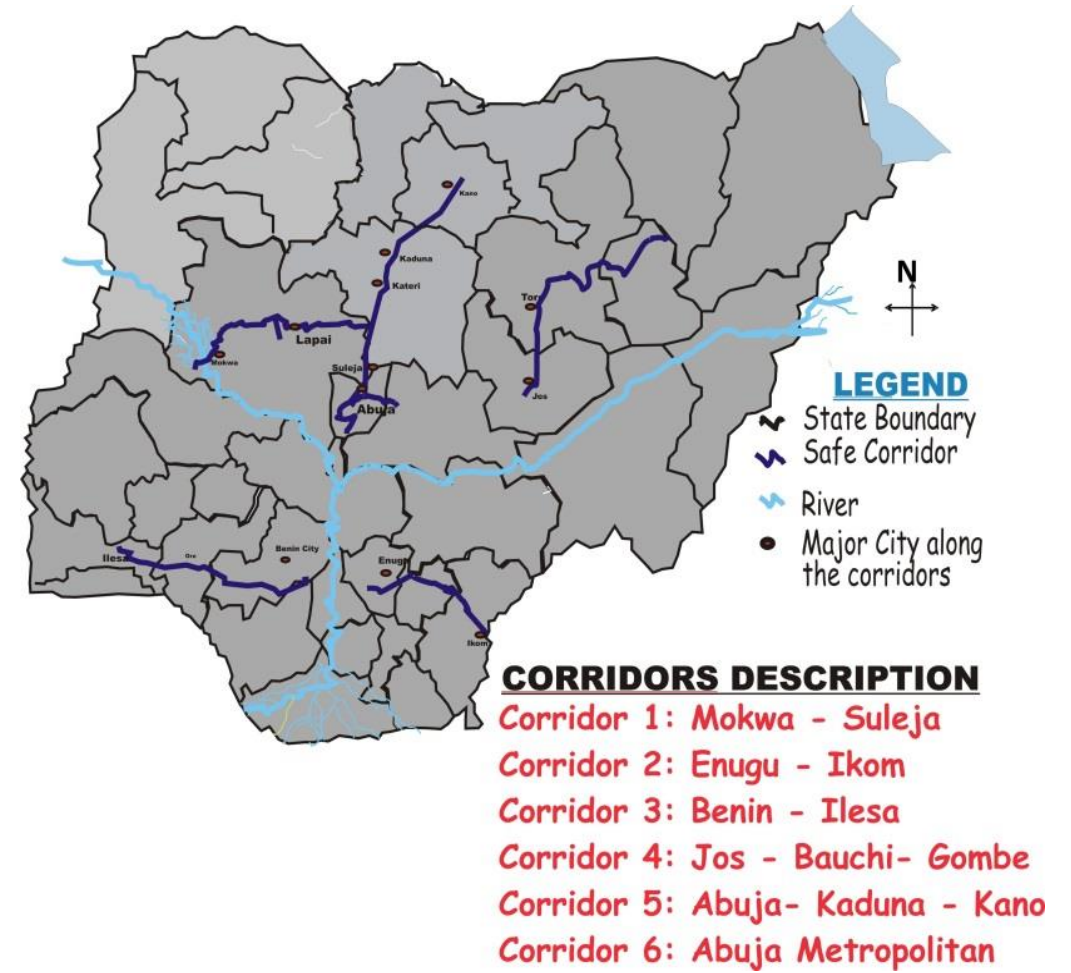
ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

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



ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

The World Bank sees road safety as a development challenge and has committed to investing in ways that improves the quality of life on the continent. In Nigeria for example, the World Bank commenced and completed a “Safe Corridor” Project on six designated World Bank corridors in the country.



ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

Furthermore, regional constructive approaches have been adopted to enhance the road safety situation on the continent. These include:

GPA-PRI



**La Prévention Routière
Internationale**

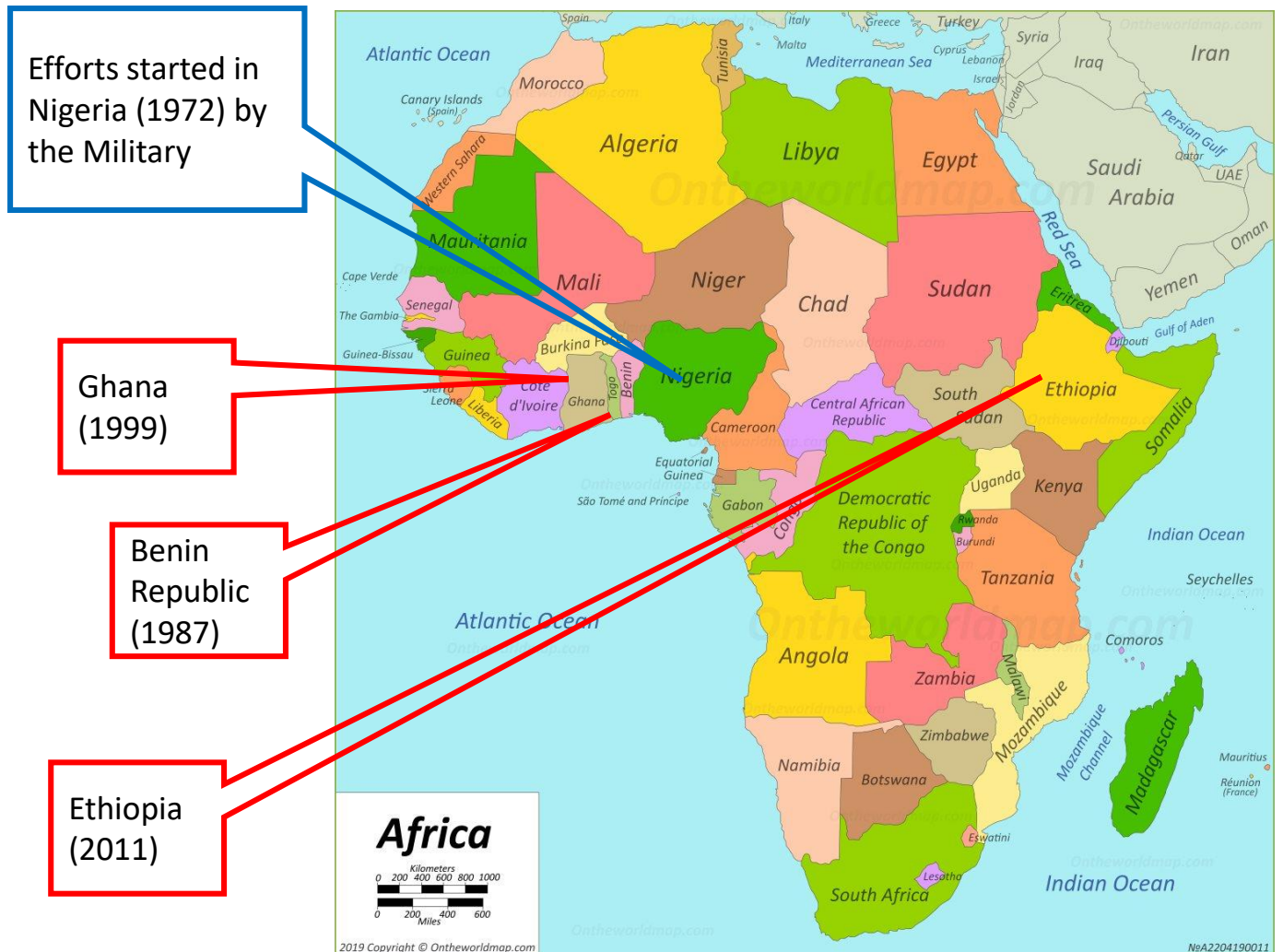
WARSO



ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

As a concrete step to road safety improvements on the continent, Lead Agency Concepts were recommended to provide a strategic framework on achieving national road safety objectives.

In Africa, some countries have in place Lead Agencies on road safety. They include;



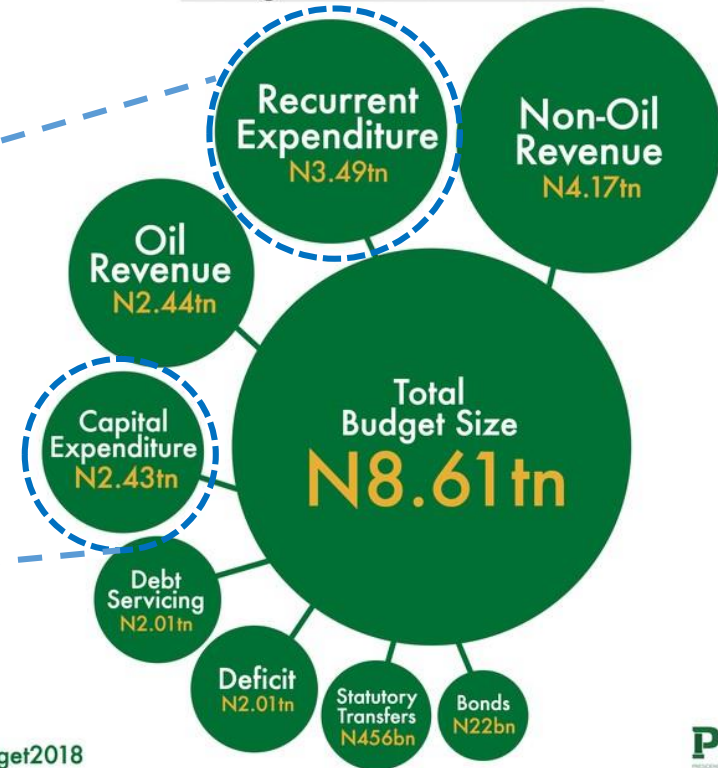
ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

Funding of Road Safety Lead Agencies are vital. Most countries' Lead Agencies are funded through the Ministry of Transport or the Police. However, in Nigeria, FRSC is funded directly from budget provisions.

FRSC

BREAKDOWN OF PROPOSED BUDGET 2018

Budget of Consolidation

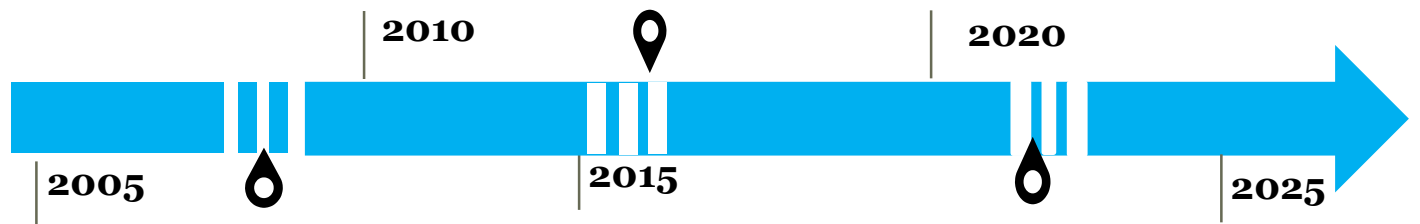


#Budget2018

ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

Strategic plans have also been developed to help nations in Africa achieve progressively targeted road safety reduction. Such plans include but not limited to:

- 📍 The Accra Declaration by Ministers of Transport and Health, meeting at the African Road Safety Conference in February 2007.
- 📍 The Declaration of a Decade of Action for Road Safety and Injury Prevention 2011-2020 by the United Nations
- 📍 The Africa Road Safety Action Plan 2011-2020, adopted by the Conference of Ministers Responsible for Transport in Luanda in 2011



ROAD SAFETY IMPROVEMENTS IN AFRICA (Cont'd)

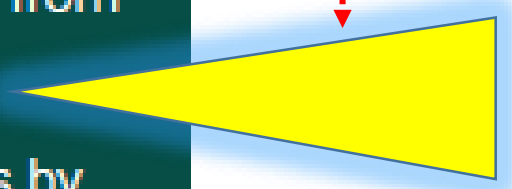
To knit observations with proper and informed actions, an African Road Safety Observatory (ARSO) has been established for the continent and some countries including Nigeria have established their own National Observatories.



ROAD SAFETY AT NATIONAL LEVELS

- The number of road traffic deaths on the world's roads remains unacceptably high.
- Road traffic injuries are the leading killer of children and young adults.
- More than half of global road traffic deaths are amongst pedestrians, cyclists and motorcyclists who are still too often neglected in road traffic system design in many countries.
- There is progress being made, however, it is far from uniform across countries.
- SDG 3.6 target to halve road deaths and injuries by 2020 will not be met without drastic action.

The WHO recognizes that progress has been recorded over the years on road safety despite the increase in deaths, but noted that such progress is not uniform even in Africa.



The case in Nigeria is different.

OVERVIEW OF ROAD SAFETY IN NIGERIA

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

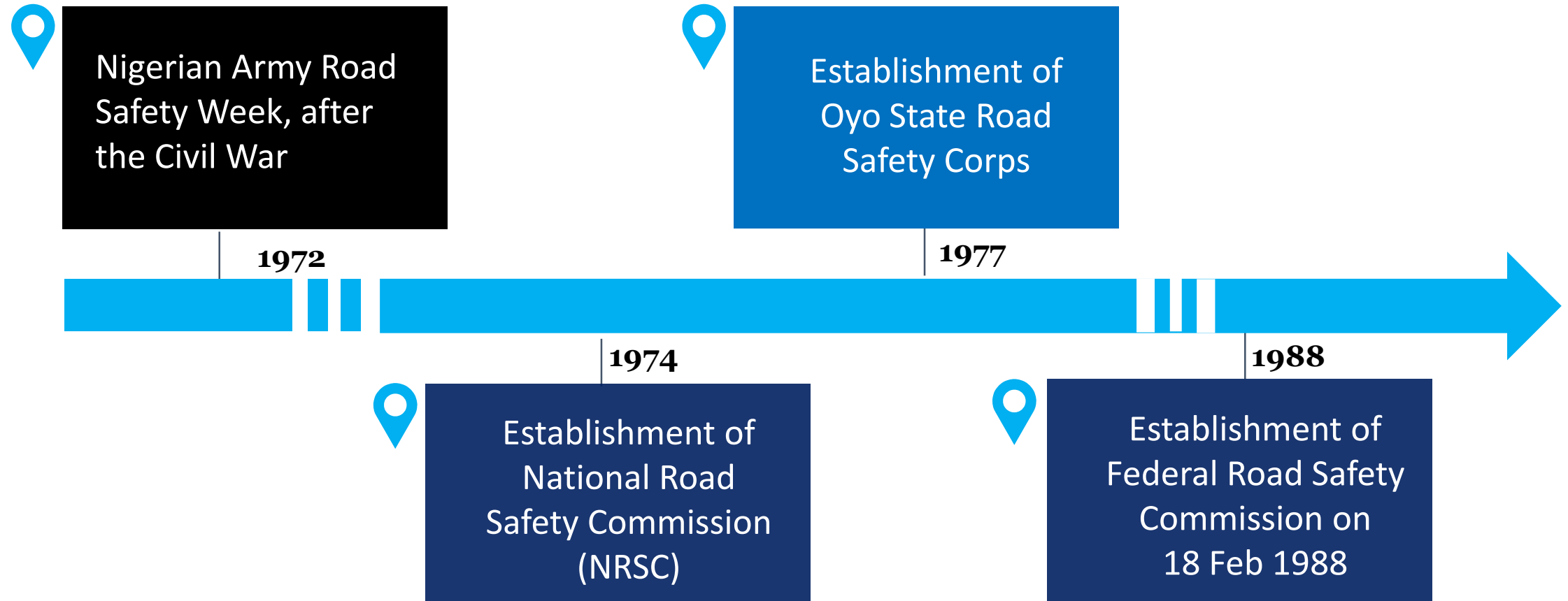


NIGERIA'S ROAD SAFETY SITUATION IN THE PAST

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.



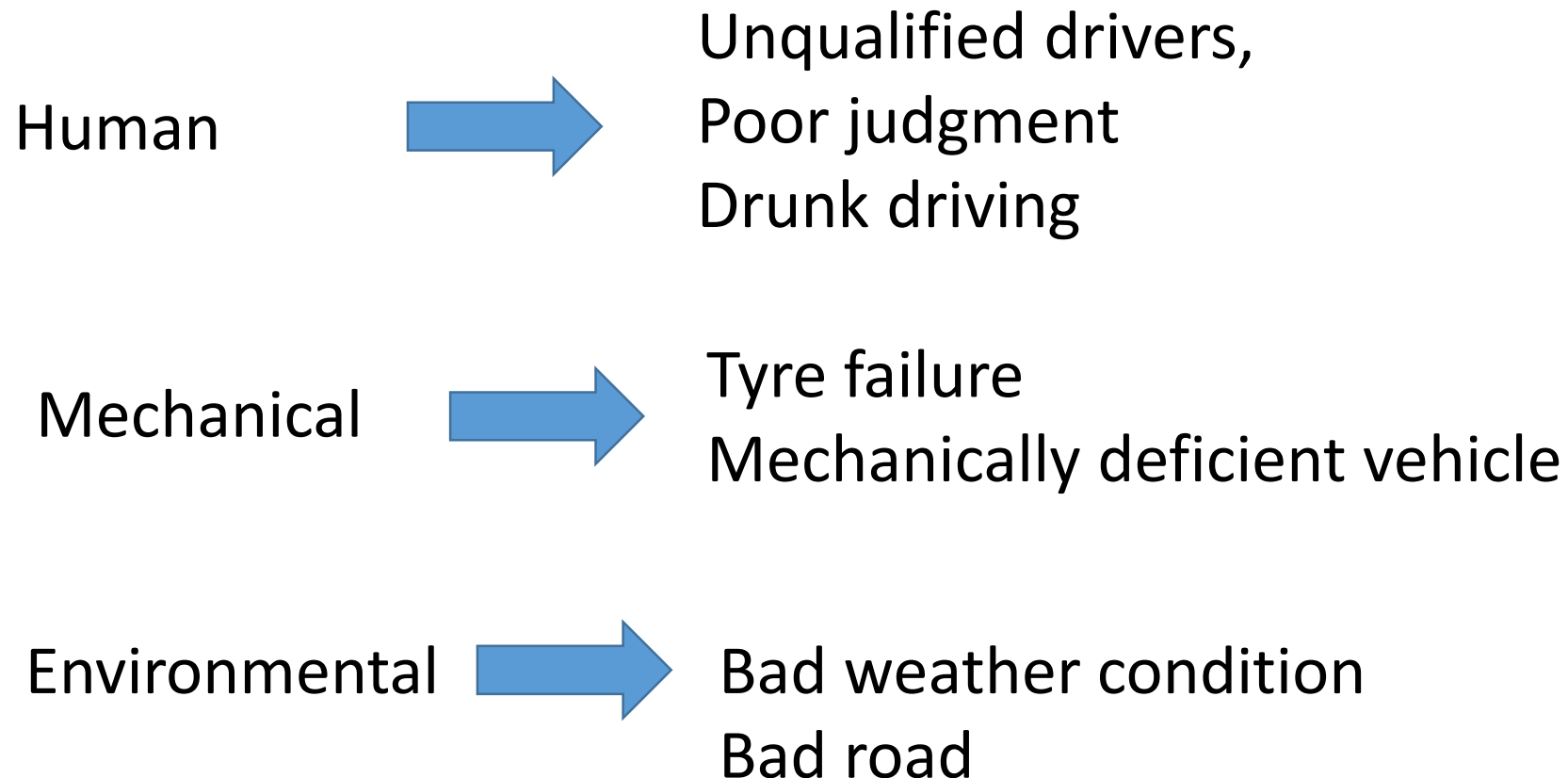
GOVERNMENT'S EFFORT ON ROAD SAFETY IN NIGERIA



Government experiment various options until a Lead Agency (FRSC) was established on 18 Feb 88.

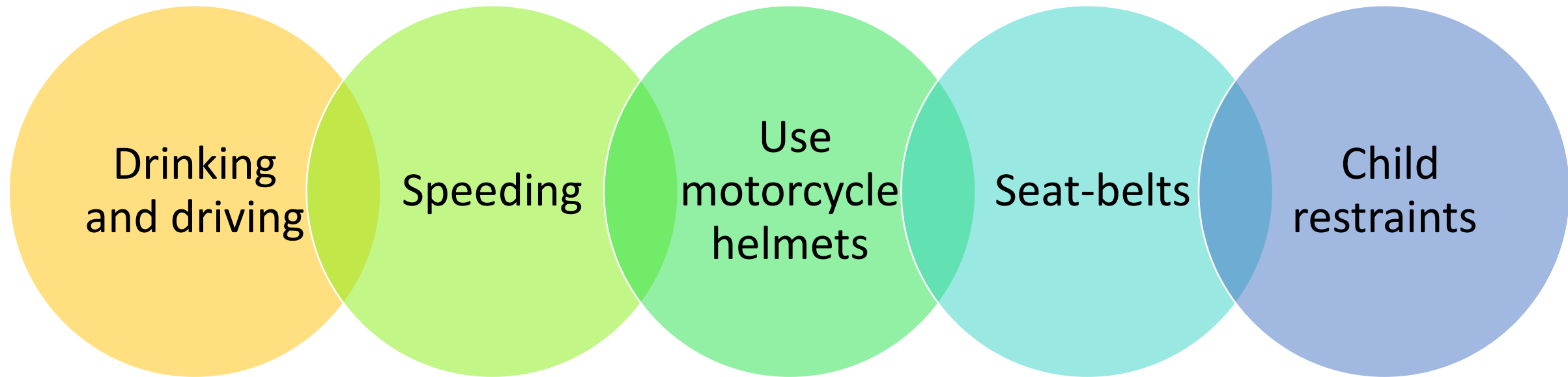
CAUSES OF ROAD TRAFFIC CRASHES

Basically, the following are the causes of Road Traffic Crashes

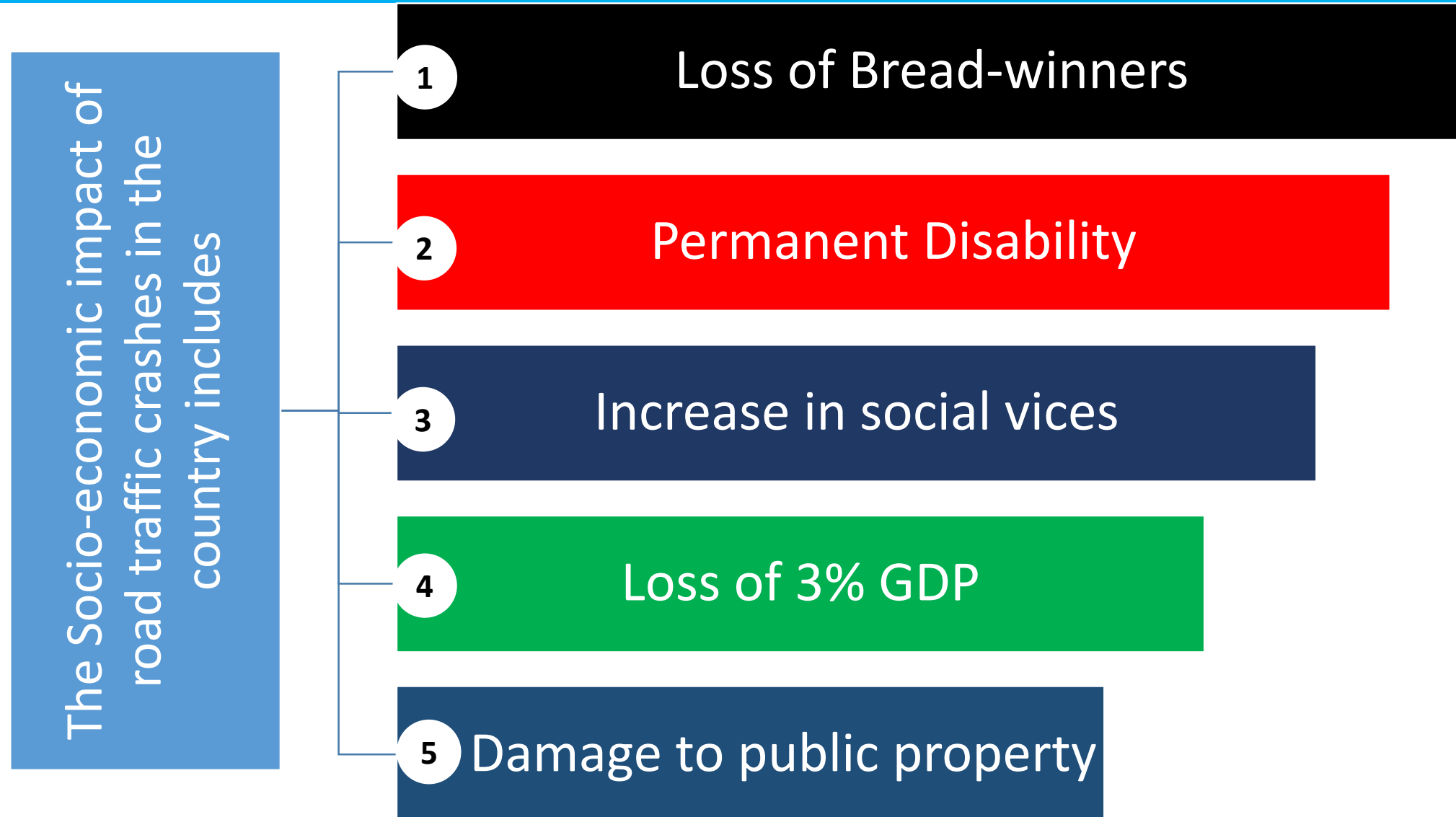


KEY BEHAVIOURAL ROAD SAFETY BEST PRACTICES

Flowing from the high proportion of human error in the causes of road traffic crash, the Corps has implemented measures to address five (5) key behavioural road safety issues based on recommendations by WHO. These are:



SOCIO-ECONOMIC IMPACT OF RTCs IN NIGERIA



PSYCHOLOGICAL EFFECTS ON FAMILIES OF RTC VICTIMS

Family members of RTC victims experience some devastating psychological effects. These include:



- Suicidal feelings,
- Anger
- Depression
- Anxiety attacks
- Loss of drive

ROAD SAFETY ACTIONS IN NIGERIA

The enormity and scale of devastation prompted action on improving road safety in the country and it was escalated at all levels.



FRSC AS A LEAD AGENCY

FRSC was established as a necessity to provide Lead Agency roles and help Nigeria achieve a sustainable framework for road safety development in the country.



VISION

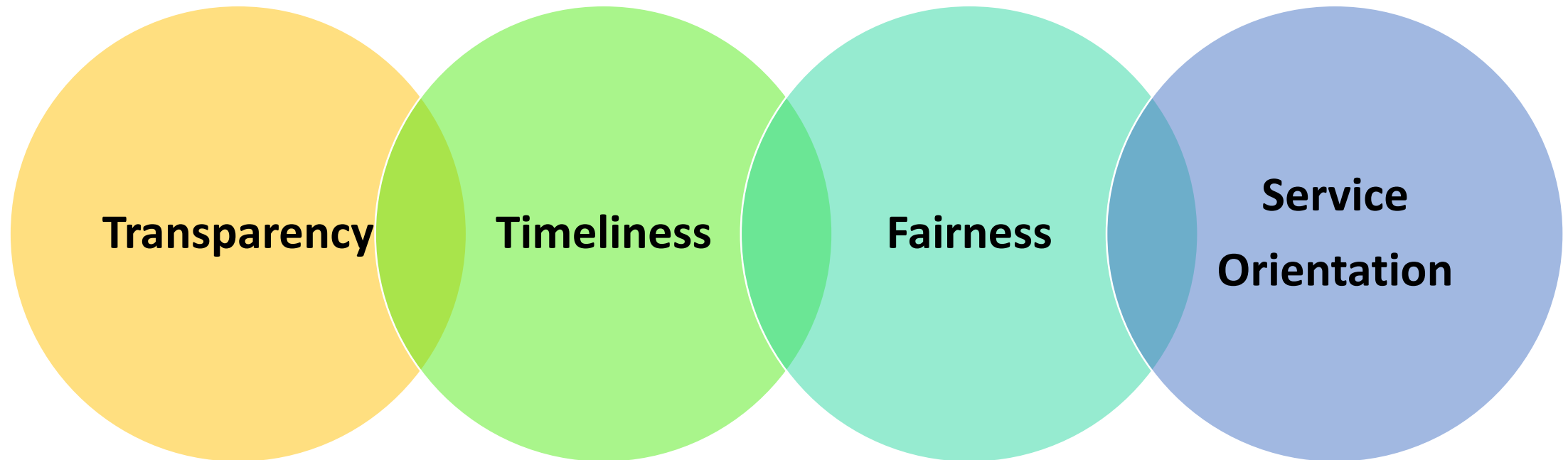
To **eradicate** Road Traffic Crashes and create safe motoring environment in Nigeria.

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.

CORE VALUES



QUALITY POLICY

The Federal Road Safety Corps is committed to creating a safer motoring environment through compliance with the FRSC (Establishment) Act, 2007, other traffic laws and Quality Management System standards with a view to continually improving its mode of operation.

The Corps has operated within the ambit of the Law as amended when necessary to reflect response to needs per time.

1

Decree No. 45 of 1988

2

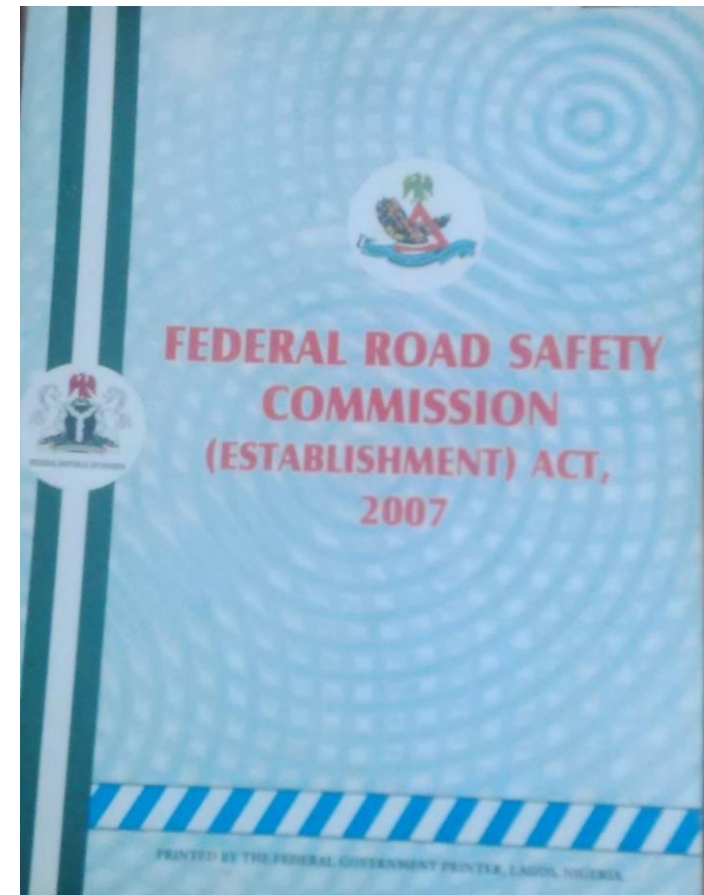
DECREE No. 35 of 1992

3

ACT CAP 141 LFN 1990

4

ESTABLISHMENT (ACT) 2007



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;

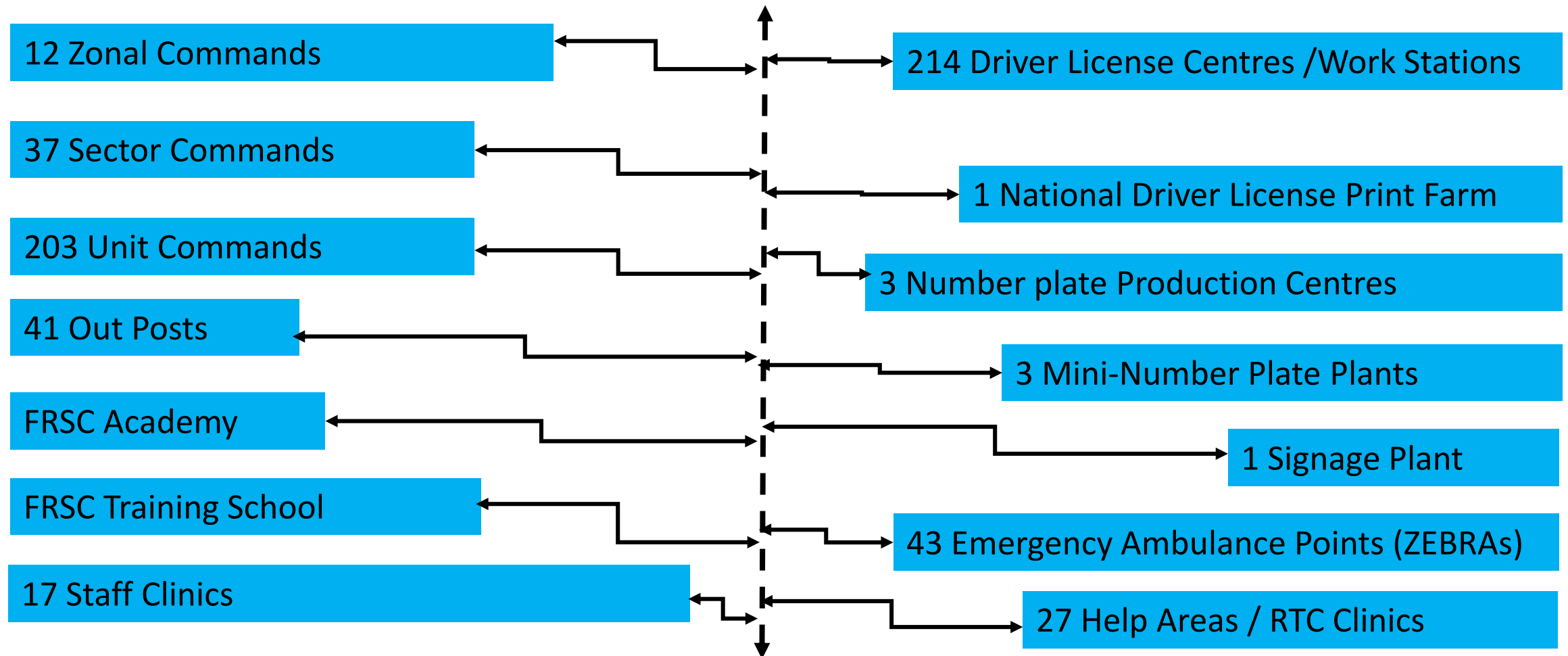
- (d) Designing and producing the driver's license to be used by various categories of vehicle operators;
- (e) Determining from time to time, the requirements to be satisfied by an applicant for a driver's license;
- (f) Designing and producing vehicle number Plates;
- (g) The standardization of highway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

- (k) Giving prompt attention and care to victim of accidents;
- (l) 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.
- (m) Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device;
- (n) Co-operating with bodies or agencies or groups engaged in the road safety activities or in the prevention of accidents on the highway;

- (o) Making regulation in pursuance of any of the functions assigned to the Corps by or under this Act;
- (p) 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;
- (q) Providing Roadside and mobile clinics for the treatment of accident victims free of charge;

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

FRSC FACILITIES & FORMATIONS



FRSC executes its mandate through;

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



FRSC MANPOWER: REGULAR MARSHALS

FRSC operates on all roads (204,000km) in the country to enforce traffic laws to ensure public order.



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.

SPECIAL MARSHALS

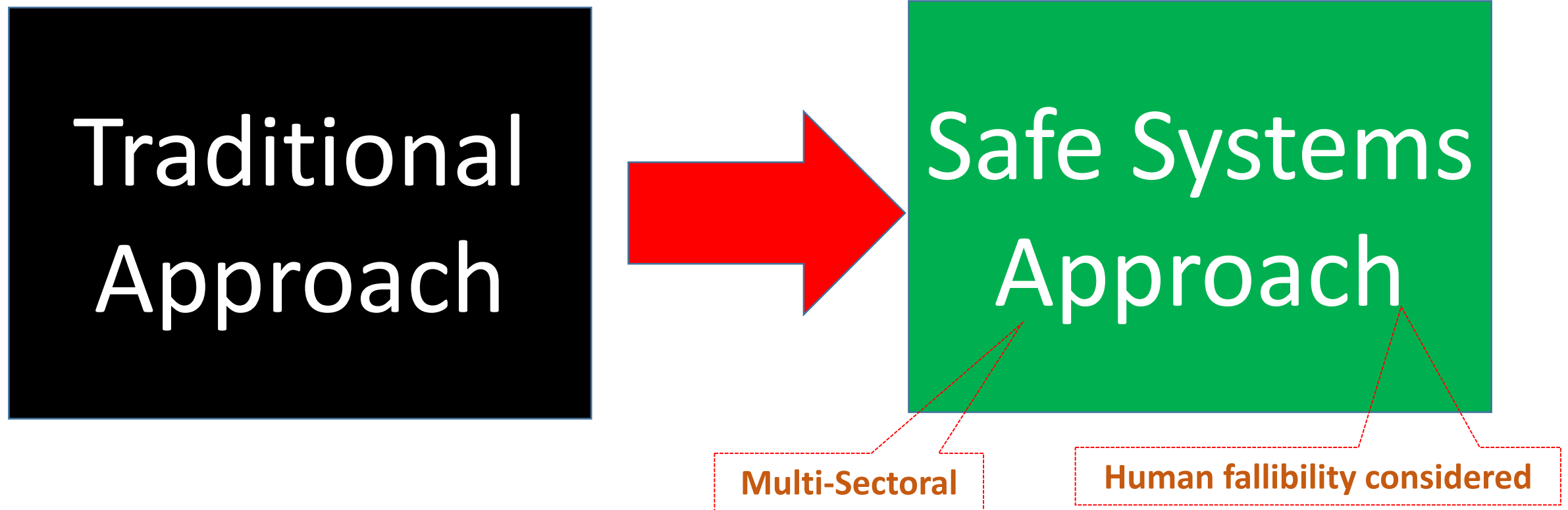


ROAD SAFTY CLUB

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



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



ROAD SAFETY STRATEGY

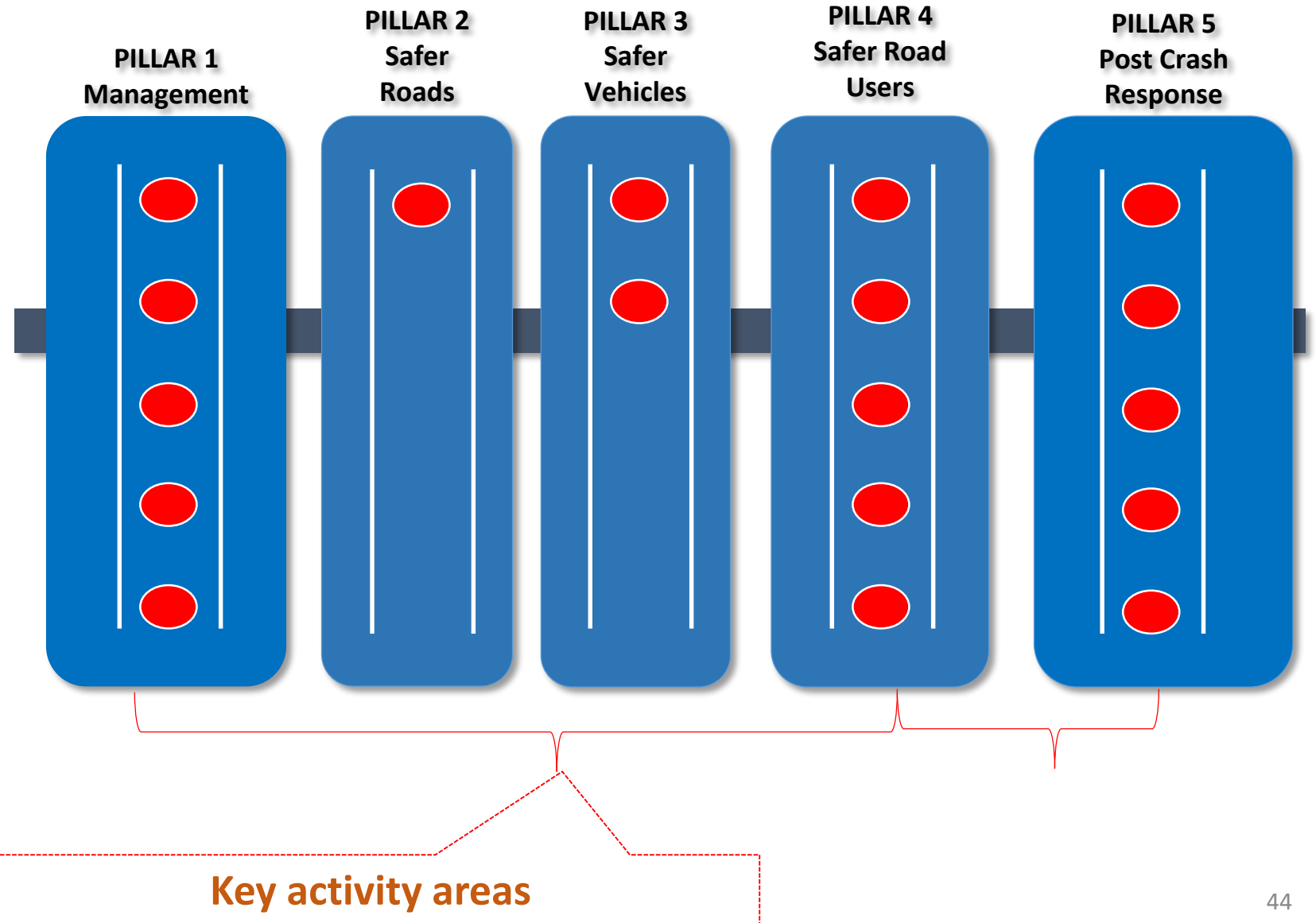
A Nigeria Road Safety Strategy (NRSS) is currently implemented on medium term review basis.

The Strategy allows for multi-sectoral approach to road safety advancement and it has received the full nod of the Government.

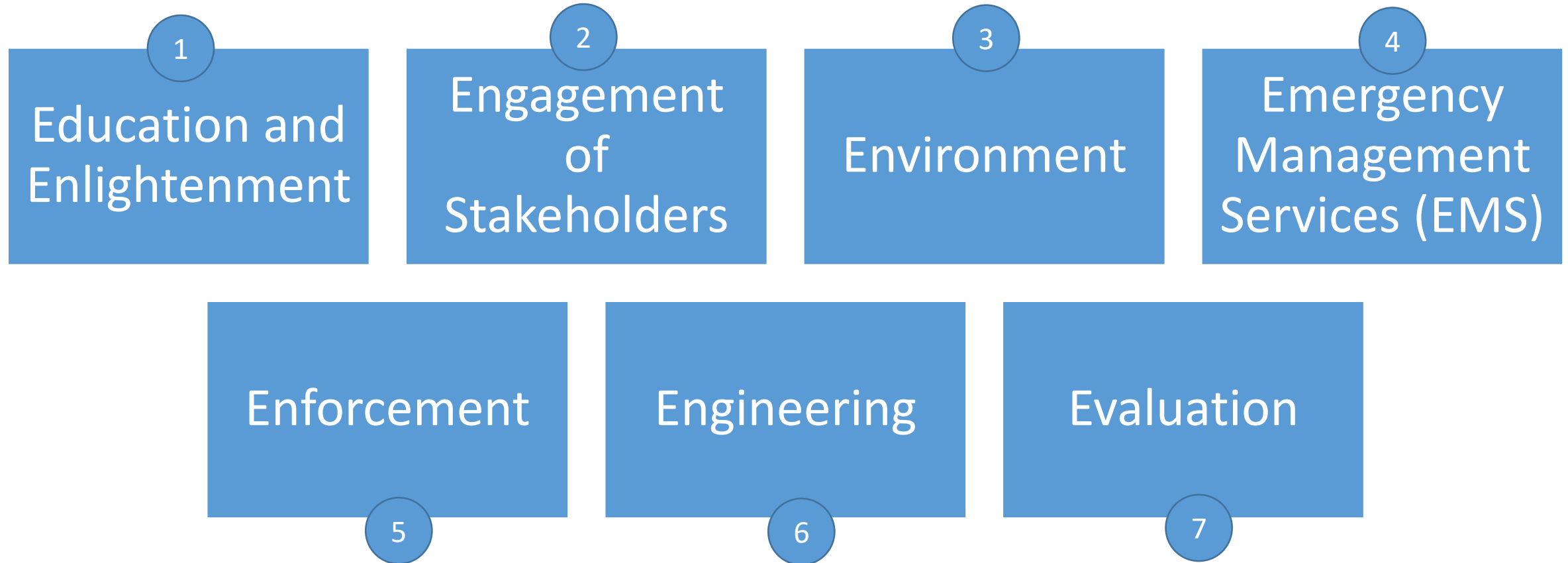


CONTEMPORARY ROAD SAFETY ENDEAVOURS

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



CONTEMPORARY ROAD SAFETY ENDEAVOURS : 7Es Approach



The “7Es” strategy has enabled the Corps to record some successes in key areas of road safety priority in Nigeria.

CONTEMPORARY ROAD SAFETY ENDEAVOURS

Compulsory Crash Helmet and Seatbelt Usage

❑ Compulsory Seatbelt and Crash helmet usage is implemented nationwide to protect vehicle occupants and motorcycle riders from the effects of direct impact during a crash.



Introduction of *School Bus* Policy



To safeguard school children from RTCs especially during school hours, the national school bus policy and school bus standards were introduced.

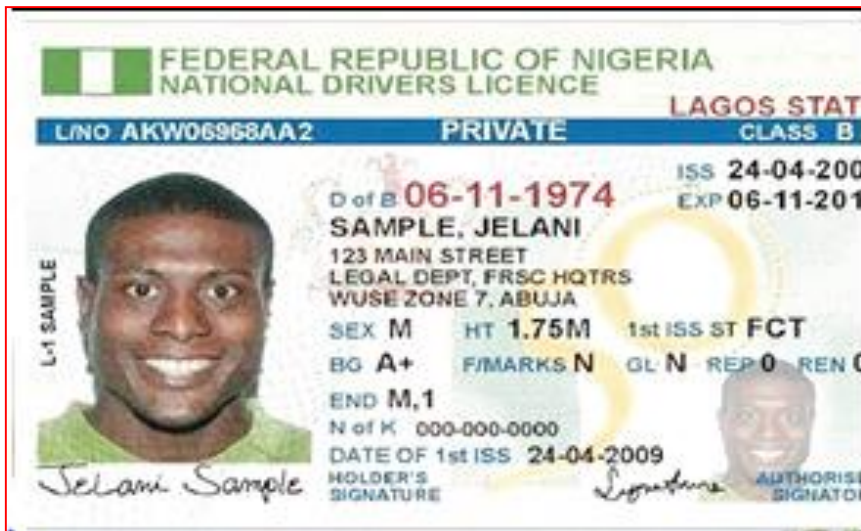
Expansion of Production capacity of FRSC products

- ☐ Establishment additional 2 Number Plate Plants in Awka and Abuja to complement the Lagos main Plant production capacity.
- ☐ Establishment of 3 mini-Number Plate production plants
- ☐ Establishment of a Signage Plant
- ☐ Expansion of Driver's Licence Centres (DLCs)
- ☐ Establishment of a National Driver's License (NDL) Print Farm

CONTEMPORARY ROAD SAFETY ENDEAVOURS

Obtaining a Nigeria Driver's License

National Driver's Licence administration has been upgraded. There are ten classes of NDL in Nigeria.



- ❑ To access the Nigeria Driver's Licence:
 - ✓ Applicants must not be less than 18 years or above 70 years of age.
 - ✓ Attend a certified Driving School and pass a driving test.
 - ✓ Complete an application and make payments of a prescribed fee.
 - ✓ Go for biometrics capture at Driver's Licence Centre.

CONTEMPORARY ROAD SAFETY ENDEAVOURS

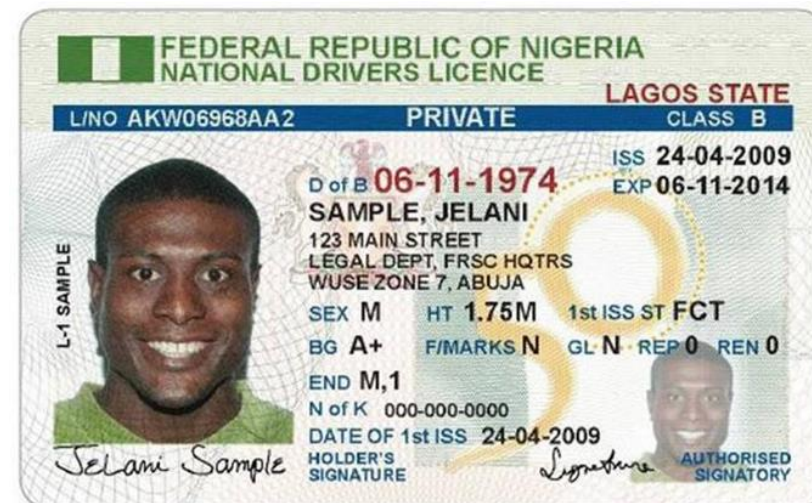
Nigeria Driver Licence and Number Plate Production: 2015-2018

Year	2015	2016	2017	2018	Total
NDL	1,151,906	889,834	849,631	825,390	3,716,761
Number Plate	573,069	417,093	370,604	501,049	1,861,815

CONTEMPORARY ROAD SAFETY ENDEAVOURS

International Standard alignment and reciprocity

- The National Driver's Licence has been enhanced to standards that makes it acceptable and reciprocal in the USA and some parts of Europe.
- The NDL has been modified to align with international standards so as to make it acceptable worldwide.



CONTEMPORARY ROAD SAFETY ENDEAVOURS

Road Safety Biometrics to drive National Security

- Vital biometrics from National Driver’s Licence and Vehicle Plate database have been harnessed and applied to other networks for synergy on national security matters. This is particularly manifest in recovery of stolen vehicles throughout the country.

SUMMARY OF RECOVERED STOLEN VEHICLES (2012-2018)

YEAR	2012	2013	2014	2015	2016	2017	2018	TOTAL
NO. OF RECOVERY	0	1	4	18	53	90	69	235

Driving School Standardization Programme (DSSP)

The Driving School Standardization Programme (DSSP) is geared towards regulating driving schools in Nigeria to ensure quality driver's training and better implementation of Enhanced Graduated Drivers Training.

**FEDERAL ROAD SAFETY CORPS**
Driving School Standardization Programme (DSSP)

[Home](#) [About DSSP](#) [Useful Links](#) [FAQ](#) [Contact](#)



Driving School Standardization Programme (DSSP)...ii

Driving Schools teach the nitty-gritty of safe driving for fresh applicants of the National Driver's Licence including rules regarding

- Overtaking in Nigeria which is by the left (**except in some rare cases**)
- Lane markings;
- Road signs;
- Defensive and cooperative driving as well as;
- Driving under special conditions.

Driving School Standardization Programme (DSSP)...iii

Also in Driving Schools, drivers are taught certain responsibilities that create a safe motoring environment for other road users such as:

- ❖ Observation of traffic rules and regulations.
- ❖ Consideration for other road users.
- ❖ Sharing the road with other road users.
- ❖ Ensuring that the vehicle is in road worthy condition.
- ❖ Maintaining sound health and good vision before embarking on any trip.
- ❖ Possessing valid NDL and vehicle papers.

Driving School Standardization Programme (DSSP)...iv

The number of trainees enrolled for the programme nationwide from year 2015 has continued to grow as more and more driving schools have been established and standards followed:

	2015	2016	2017	2018
Number of Enrolled Trainees	-	301,122	591,428	501,399
Number of Trainees certified	-	171,158	489,608	385,692

Road Transport Safety Standardization Scheme

To address Fleet operations safety in Nigeria, Road Transport Safety Standardization Scheme (RTSSS) was launched to address the following:



Road Transport Safety Standardization Scheme (RTSSS)

- Operators' Standards
- Vehicles' Standards
- Drivers' Standards

CONTEMPORARY ROAD SAFETY ENDEAVOURS

Road Transport Safety Standardization Scheme...ii

Through the RTSSS, regular assessment and certification of Fleet operators have been redefined thus leading to improvements in the sector.

YEAR	NEW FLEET REGISTERED	NO. OF FLEET OPERATORS CERTIFIED	GROUP & CLASS											
			AA	AB	AC	BA	BB	BC	CA	CB	CC	AF	BF	CF
2015	52	544	34	41	64	17	85	170	11	31	79	0	5	15
2016	309	752	0	0	0	4	3	2	86	195	426	5	6	25
2017	115	613	1	28	36	0	2	63	0	18	401	1	2	61
2018	77	516	0	6	15	0	5	62	0	3	262	7	27	129
	553	2425	35	75	115	21	95	297	97	247	1168	13	40	230

Road Transport Safety Standardization Scheme...iii

Road Safety improvements in fleet transport services have resulted in increased activities in the sector.

FLEET ACTIVITIES	CUMULATIVE	
	YEAR 2018	YEAR 2019
FLEET OPERATORS REGISTRATION	102	61
PASSENGERS TRAVELLED	46,172,178	32,590,543
LUX BUS TRAVELLED	23,189	314,551
VEHICLES TRAVELLED	3,500,098	3,286,041
VEHICLES KILOMETRE COVERAGE	1,284,162,872	819,616,472

Nationwide integrated IT-based operations

- ☐ Online Information verification platforms
- ☐ Nationwide network computerized call centers for emergencies

Other IT based road safety management initiatives:

- ☐ Points system to encourage appropriate road behaviour and rule of law
- ☐ Use of number plate information capturing devices
- ☐ Real-time data processing

CONTEMPORARY ROAD SAFETY ENDEAVOURS

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

CONTEMPORARY ROAD SAFETY ENDEAVOURS

Nationwide integrated IT-based operations: e-Applications (Cont'd)

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

CONTEMPORARY ROAD SAFETY ENDEAVOURS

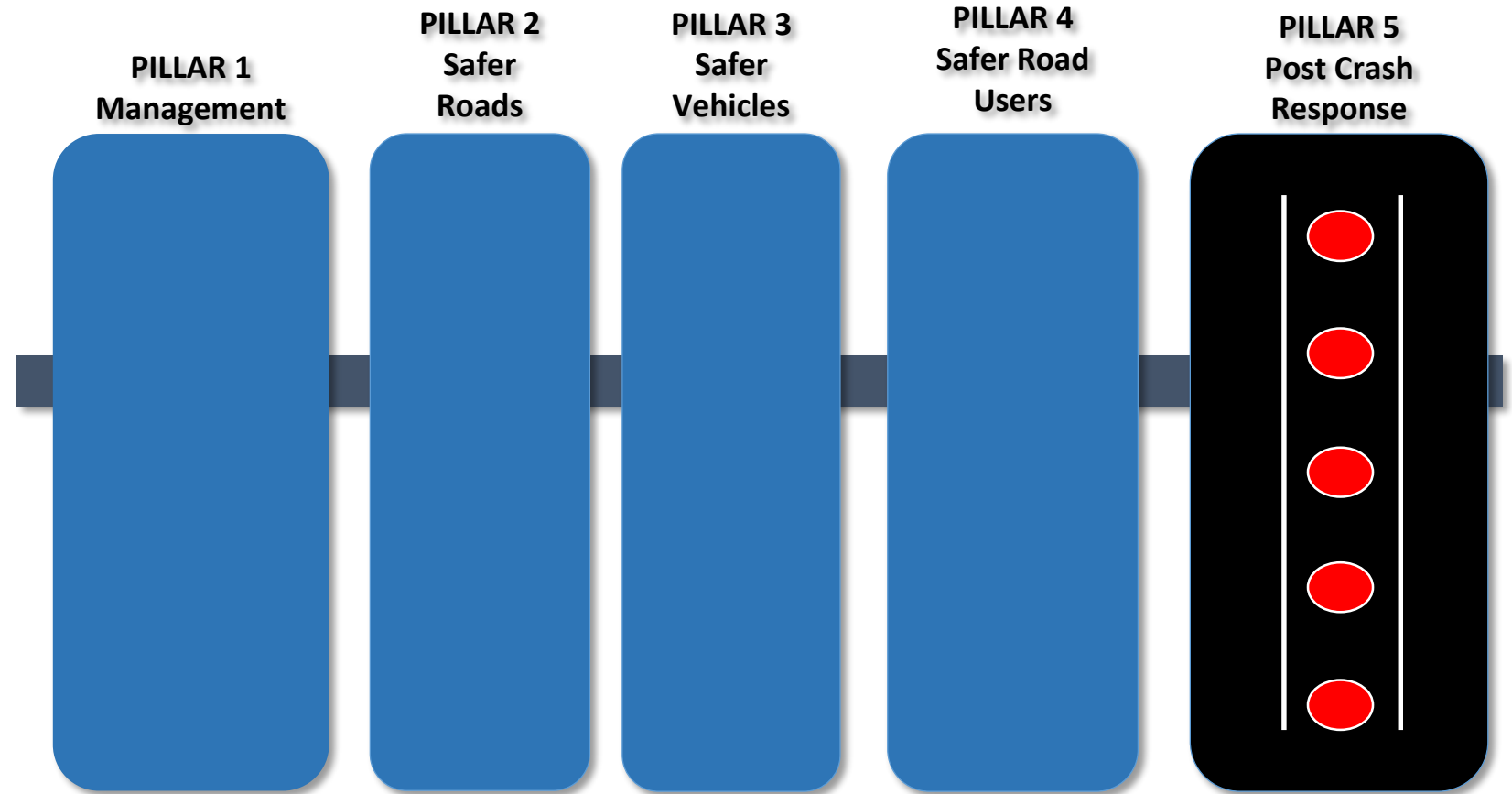
Increment in Basic Health Care and Emergency Response Services

- ☐ Establishment of more Road Traffic Crash Clinics along highways
- ☐ Establishment and Expansion of Staff Clinics in the Zonal Commands



CONTEMPORARY ROAD SAFETY ENDEAVOURS: COMMUNITY PARTICIPATION

The Corps has broadened its post crash care to include wider community participation to improve responses to road traffic crashes.



A special scheme known as **National Community Post Crash Care Initiative** (NCPCCI) has been operational on critical corridors.

The NCPCCI seeks to enhance the emergency preparedness framework in Nigeria to boost “First Responder” readiness to crash scenes.

First Responders are individuals who are trained with basic first aid skills on first aid administration in the event of road traffic crashes.

First Responders help to:

- a. Stabilize victim’s condition
- b. Prevent degeneration of injuries
- c. Reduce response time
- d. Facilitate victim’s recovery
- e. Valuable in crash investigations
- f. Evacuate victims from danger

CONTEMPORARY ROAD SAFETY ENDEAVOURS: EMERGENCY RESPONSES

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.



"122" is integrated with the National Emergency Number **"112"**

The services of “**122**” Toll-Free line, responses to road traffic emergencies have been stepped up.

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

CONTEMPORARY ROAD SAFETY ENDEAVOURS

SPECIFIC INTERVENTENTION

Cobra Patrol was introduced to address road traffic violations that are life-threatening in nature. These include:

- Drunk-Driving
- Traffic Light Violation
- Speeding
- Use of Mobile Phone While Driving
- Overloading
- Seat Belt Violation



CONTEMPORARY ROAD SAFETY ENDEAVOURS:

SPECIFIC INTERVENTENTION...ii

Mental Stability Test Patrol by FRSC is in its pilot phase in some selected cities in Nigeria.

This is a follow-through on the Corps' psychological evaluation enforcement that has been on for some time.



- The permissible Blood Alcohol Concentration (BAC) in Nigeria is 0.5g per litre.
- Alcohol or drugs affects a driver's : *Vision, Judgement, Coordination, Reaction*

CONTEMPORARY ROAD SAFETY ENDEAVOURS

SPECIFIC INTERVENTION...iii

Enforcement of Laws relating to infractions on life-threatening road traffic violations shows that:

MAR-MAY, 2017: **BEFORE INTERVENTION PATROL**

OFFENCES	MAR	APR	MAY	TOTAL
UPD	157	109	102	368
LSV	126	77	58	261
OLV	192	99	99	390
RTV	264	160	357	781

JUNE, 2017-JUNE, 2019: **AFTER THE INAUGURATION OF OPERATION COBRA PATROL**

OFFENCES	FIGURE	QUARTERLY VALUE
UPD	5803	483
LSV	548	45
OLV	121	10
RTV	399	33

Compliance has improved except Use of Phone while Driving (UPWD)

SPECIFIC INTERVENTION...iv

The Corps is also focusing on certain mental-health issues and addressing them squarely. The health related issues include the following:

- Driving Under Influence (DUI)
- Depression
- Post Trauma Stress Disorder (PTSD)
- Attention Deficit Hyperactivity Disorder (ADHD)
- Insomnia (Lack of sleep)

CHILD RESTRAINT SYSTEM

Child restraint systems in vehicles are compulsory to protect and minimize children and infants' injuries during road traffic crashes.

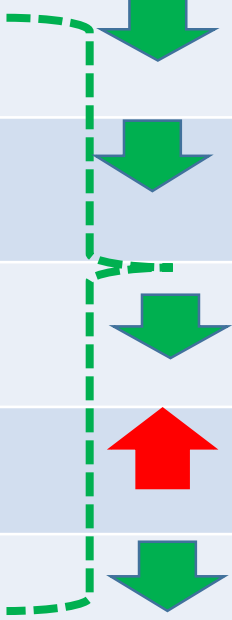
- Children less than 12 months old must ride in a child restraint seat in the rear facing the back.
- Children from ages 1-7 should seat facing the front of the car in a child seat strapped properly to the back seat of the car.
- children from ages 12 years and above may sit in the front seat with seatbelts on.

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)

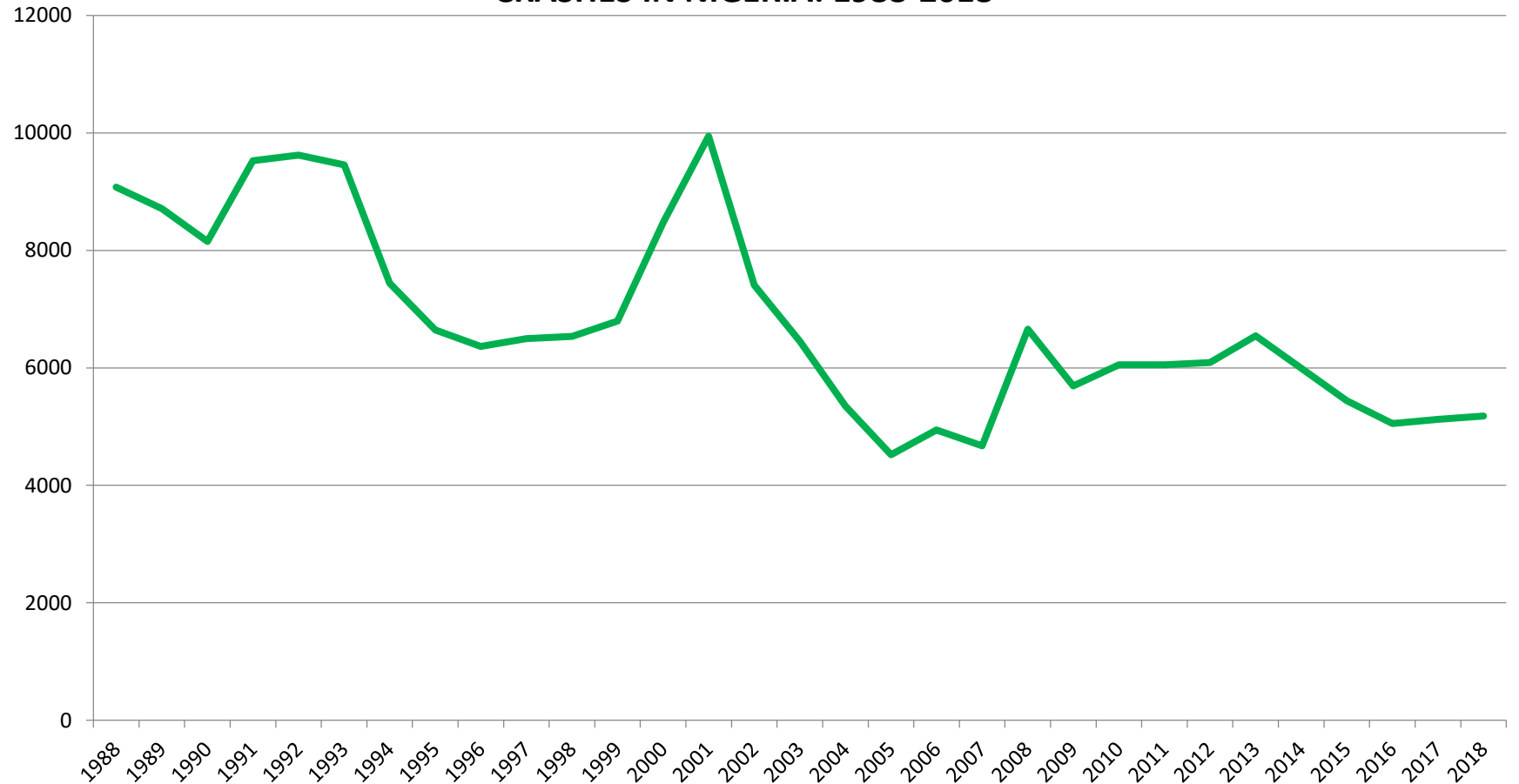
Year	Indices	Value	% change on previous year
2014	NO. INJURED	32,063	-19.66%
2015	NO. INJURED	30,478	- 4.94%
2016	NO. INJURED	30,105	-1.22%
2017	NO. INJURED	31094	+3.2%
2018	NO. INJURED	32,220	-3.62%



THE ROAD TRAFFIC OUTLOOK IN NIGERIA (Cont'd)

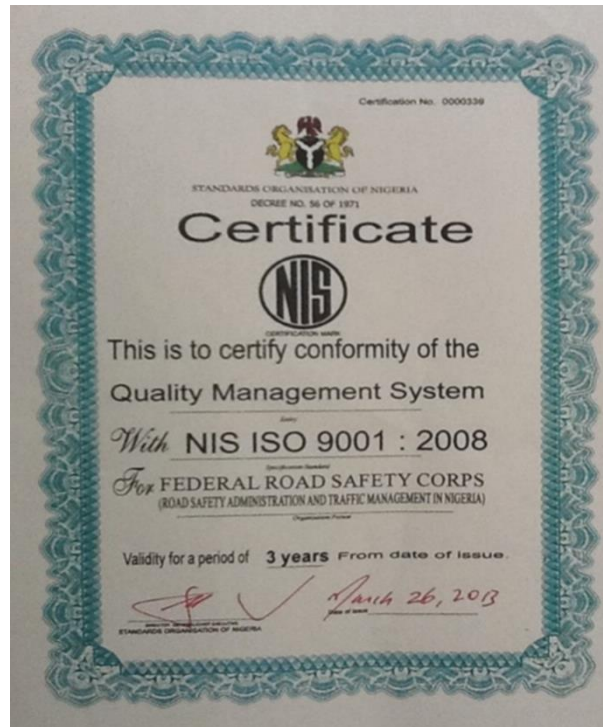
Despite increased population and motorization, the trend of fatality has been on the decline.

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



SERVICE IMPROVEMENT EFFORTS

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



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

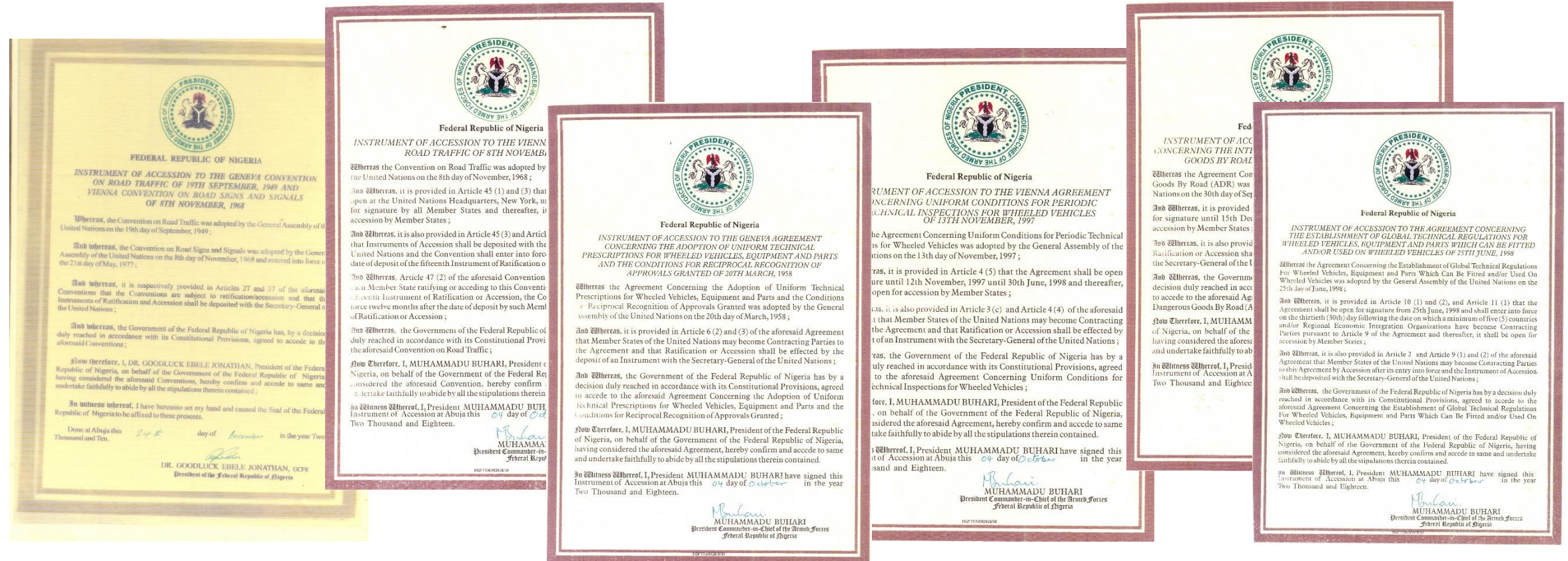
FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION-INT'L MEMBERSHIP

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-INT'L MEMBERSHIP.ii

Nigeria has acceded to Six (6) United Nations Convention on Road Safety to put the country at par with best global practices on road safety.



The UN Convention on Road Safety acceded to by Nigeria are:

1. 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR).
2. Agreement concerning the adoption of harmonized technical United Nations Regulations for wheeled vehicles equipment and parts which can be fitted and or used wheeled.
3. Agreement concerning the adoption of uniform conditions for periodical technical inspections of wheeled vehicles and the reciprocal recognition of such inspection.
4. Agreement concerning the adoption of uniform technical prescriptions for wheeled vehicles equipment and parts which can be fitted and or be used on wheeled vehicle.
5. Convention on Road Signs and Signals, of 1968 (Vienna Convention).
6. Convention on Road Traffic (Geneva 19 September 1949) and Convention on Road Traffic done at Vienna on 8 November 1968.

Following domestication of the UN Convention on road signs and markings in Nigeria, the Corps inaugurated a Signage Plant to produce for the country road signs for all roads.



- Consolidating on its position within the international road safety circles, the FRSC has been nominated to serve as a member of the UN Road Safety Expert Group in Geneva while Nigeria has been appointed as a member of the United Nations Road Safety Trust Fund (UNRSTF).

It is evident that low and middle-income countries bear the greatest burden of road traffic fatalities and injuries with Africa having the highest proportion.

Fortunately, the continent and its member nations have realized these challenges and have taken bold steps toward changing the narrative.

Nigeria on its part, through FRSC, the Lead Agency, has implemented several evidence-based solutions to promote defensive driving, use of seat-belts, address speeding and drunk driving and is working with relevant agencies to make our roads and vehicles safer.

In Nigeria therefore, we can achieve a death-free road travel experience as “**road safety is everybody's responsibility**”.

Thank you

Phone Only



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