



Federal Road Safety Corps (FRSC)

United Nations Decade of Action for Road Safety (2011-2020)



STATUS REPORT

Safer Roads, Fuller Life



United Nations Decade of Action for Road Safety (2011-2020)



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Safer Roads, Fuller Life



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2020 STATUS REPORT OF DECADE OF ACTION
2011-2020

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Published June, 2020
ISSN: 2467-8759

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**Nigeria is among the Countries
that have made significant progress
in reducing road traffic deaths and
injuries in most of its Cities during
the Decade of Action.**





Corporate Headquarters



Federal Road Safety Corps

4, Maputo Street, Zone 3, Wuse District
Abuja, Nigeria.
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Quality Policy

The Federal Road Safety Corps
is Committed to Creating
A Safer Motoring Environment
Through:

Compliance with the Establishment Act 2007
Other Traffic Laws
and Quality Management
System Standards with a View
to Continually
Improving Its Mode of operations



5 Pillars of UN Decade of Action

<p>Pillar 1</p>  <p>Road Safety Management</p>	<p>? This is an effective institutional framework for managing and monitoring road safety activities; thus providing oversight for the other pillars.</p> <p>? This will require developing adequate institutional capacity and establishing a functioning Lead Agency for oversight.</p>	<p>Managing road safety</p> 
<p>Pillar 2</p>  <p>Safer Roads and Mobility</p>	<p>This involves the Development of road infrastructure and appropriate facilities for pedestrians and other vulnerable road users. This can be done through road safety audits and consequent corrective audit programs.</p>	<p>Safer Roads & Mobility</p> 
<p>Pillar 3</p>  <p>Safer Vehicles</p>	<p>? Inducing private sector participation through adequate incentives to make available newer and safer vehicles at affordable prices.</p> <p>? Higher safety standards as well to eliminate vehicles that are safety risks from being on the road.</p>	<p>Safer Vehicles</p> 
<p>Pillar 4</p>  <p>Safer Road Users</p>	<p>? Ensuring strong structures in places to guide licensing of road users; higher standards for such licenses should guarantee road users are properly trained.</p> <p>? Traffic control agencies, law enforcement and educational bodies are critical in all road operations</p>	<p>Safer User behaviour</p> 
<p>Pillar 5</p>  <p>Post-Crash Responses</p>	<p>? Evaluating emergency services to road crash victims; with a view to developing their capabilities including on-site management, victims transportation, trauma care and co-ordination of all post-crash services providers.</p> <p>? Provision of proper facilities and training.</p>	<p>Post-crash response</p> 



Foreword



The Decade of Action for Road Safety (2011-2020) was necessitated by the rising price that morbidity imposed on the global economy, particularly in the depletion of the human capital through deaths and suffering.

It was therefore, a good thing when the UN Road Safety collaboration rallied round all Road Safety Advocacy Groups and Governments in purposeful consultations to develop a global plan with robust framework for the required activities to address the Road Safety issues within a decade.

Nigeria, as a contracting Party to all the UN Conventions on Road Traffic has every good reason to latch on the global opportunity.

By the virtue of the above, the Corps was to lead in the implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020. It is therefore, proper for her to render the country's Status Report following the close of the Decade of Action.

The achievements of the FRSC within the Decade of Action for Road Safety (2011-2020) have been tremendous. However, since all the manifest malfeasance cannot be done away with within a decade, it is hoped that the Corps would use this current assessment for the sake of securing a better future for generations unborn.

Government on its part is committed to Road Safety ever than before. Given the cross-sectorial commitment already brought to bear on Road Safety in Nigeria, there is no doubt that the country's Report for the next decade would be a reflection of an improved input and outcome.

This document remains a veritable account of the nation's commitment to implementation of UN Conventions and is therefore, worthy for all stakeholders to keep and reflect upon.

Boss Mustapha

Secretary to the Government of the Federation
Federal Republic of Nigeria



Preface



The Corps has undergone series of internal reforms including organisational re-structuring, organisation model review and redesign and business process re-engineering to build its capacity to adequately play its role as lead agency in road traffic administration and management in the country.

In line with global declarations and plan via UN Decade of Action for Road Safety, with an objective – mandated by the UN General Assembly – to 'stabilise and then reduce' global road deaths by 2020, the Corps has achieved huge strides as torching all 5 pillars of the action. The Nigerian Road Safety Strategy NRSS (2014-2018) document on inclusiveness in road safety management is currently on course to ensure a systematic eradication of the scourge of crashes on manpower and economy of our dear country. The strategy provides a clear direction towards achieving the country's vision for road safety "where road crashes result in no death".

Within 2017 alone, a total of 2300 patrol activities were carried out, with 2,821 traffic control and a total of 2,315 public enlightenment respectively. These interventions amongst others, resulted in the arrest of 531,818 traffic offenders for 590,321 traffic offences while 249,074 traffic offenders were educated on the traffic offences prevention. As a means of preventing road crashes, the FRSC conducted 10,948 motor park rallies nationwide 75,532 traffic control activities to prevent traffic congestions especially at road intersections in urban centres and metropolitan areas of the country.

In line with global best practice and the drive to implement some international road safety

management standards, road safety improvement efforts were channelled to enhancing safety in the fleet operations sector of road transportation through an initiative called the Road Transport Safety Standardization Scheme (RTSSS). This has led to better organization and regulation of mass transit activities as well as safety of commuters.

The use of Information and Communications Technology (ICT) to drive the Corps operations in enforcement, data gathering, analysis, reporting, evaluation and forecast has taken the FRSC to new heights in road safety administration and management as the Corps deployed some of the latest cutting solutions like Systems Application and Product (SAP) as a Business Intelligence (BI) solution and applies it in its Human Resource Management and Finance Management.

In addressing contemporary road safety needs of the present day man, social media and its various tools have been incorporated in the Corps approach of reaching out to numerous road users on road safety enlightenment with a view to addressing the behavioural modification needs of the people. Currently, the Corps utilizes Facebook, Youtube, Twitter, Instagram and WhatsApp as social media platforms in both reaching out to the public and also getting feedback from the public on road safety matters in the country.

The Corps also developed Regulation for the operation of Articulated Lorries/Tankers Training of tanker and trailer drivers to address emerging challenges of incessant trailer tanker crashes. The challenge is being curtailed as crash analysis and accident investigation of crashes involving tanker trucks revealed that they lacked safety valves which caused fire and explosion on event of a crash and the product is drained into sources of water and cause water pollution and result burning surrounding residence. FRSC stepped up action through enlightenment and then enforcement to discourage reoccurrence.

Furthermore, the FRSC in coalition with the FMoT are working towards an alternative to auto transportation and attendant risks through the Non Motorized Transportation (NMT). To this extent the Corps in conjunction with the Federal Ministry of Transportation, initiated the national stakeholders forum on bicycle transportation. The FRSC also partnered with the Federal Capital Territory Development Authority (FCTDA) by conducting a survey on the possibility of introduction of pedestrian/bicycle lanes and bridges in Abuja master plan 2014/2015.

**Boboye Oyeyemi, MFR, mni, NPoM
Corps Marshal.**



FRSC (Establishment) Act, 2007



There is established for the Commission, a body to be known as the Federal Road Safety Corps (in this Act referred as “the Corps”) which shall consist of such number of uniformed and non-uniformed members as may be determined, from time to time, by the Commission.

The Corps shall discharge functions relating generally to -

- making the highways safe for motorists and other road users;
- recommending works and devices designed to eliminate or minimize accidents on the highways 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; and
- educating motorists and members of the public on the importance of discipline on the highway.



Was That Text Message
That Important?



FACTS To Know About Texting and Driving

Texting drivers take their eyes off the road for each text at an average of 4.6 seconds – which at 88.514 km/h, means they were driving the length of a football field without looking – CQ researchers.

Texting while driving increases your chances in a crash by up to 8 to 23 times. Drivers who type or read text messages contribute to at least 100,000 crashes each year, leading to thousand of preventable deaths.

Do not drive Blindly, be a part of the solution. Avoid using your phone while driving Drive to save Life Drive to Stay Alive



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Introduction

The Decade of Action for Road Safety (2011-2020) was proclaimed by UN General Assembly Resolution 64/225 (2010) to accelerate coordinated international action aimed at reducing the number of deaths due to road traffic injuries. The above made the UN General assembly declared a ten year action spanning 2011-2020 as the Decade of Action for Road Safety in March, 2010. This declaration followed the first Global Ministerial conference on Road Safety hosted by the Russian Federation in 2009.

Capturing the spirit of the declaration, the UN Resolution: A/RES/64/255, stated its goals thus:” to stabilize and then reduce the forecast level of road traffic fatalities around the world by increasing activities conducted at the national, regional and global levels.

Consequently, Member States were expected to set road safety targets dovetailing into activities to be implemented by respective governments using a multi-sectoral approach that include the academics, private sector, civil society, media, victims and their families.

Within this context, the UN Road Safety Collaboration (UNRSC) developed a Global Plan of Action as a broad framework of activities which were grouped into 5 Pillars, namely:

- i. **Pillar One - Road Safety Management**
- ii. **Pillar Two - Safer Roads and Mobility**
- iii. **Pillar Three - Safer Vehicles**
- iv. **Pillar Four- Safer Road Users**
- v. **Pillar Five - Post Crash Response**

The Third Ministerial Conference which was held at Stockholm in Sweden in 20th February, 2020 took stock of the achievements in relation to the pillars globally and sought to build broad global engagement around the Stockholm Declaration with the focus of connecting road safety to the implementation of the 2030 Agenda for Sustainable Development Goals (SDG).

In 2004, the World Health Organisation in conjunction with the World Bank issued out a World Report on road traffic injury prevention. The report stated that road traffic injury is unacceptable and basically avoidable. In March 2009, United Nations General Assembly called for a ministerial meeting on road safety. In November 2009, a global ministerial conference on road safety was held in Moscow, Russia. The FRSC as lead agency in road traffic and safety management in Nigeria attended the conference and made a presentation. At the close of the conference, 70 ministers and other senior Government representatives from 150 countries declared 2011 to 2020 a decade of action on road safety.

The FRSC as the lead agency in road traffic administration and safety management in Nigeria, recalling the World Health Organization's (WHO) assessment of 1984 that described Nigeria as the country with the most dangerous roads in the World, only next to Ethiopia and also taking cognizance of its avowed commitment not only to become a world class organization but to also be among the league of the 20 nations with the safest roads in the World, the Corps seized the opportunity provided by the clarion call to pursue in a bold and vigorous manner the activities outlined in the Global Plan through a multi-sectoral approach.

Besides the above, the Decade of Action provides a framework for key activities that governments, international agencies, civil society organizations and other stakeholders can use to guide their efforts <http://www.who.int/roadsafety/decadeofaction/en/> central of the framework are five pillars that address a range of road users.





Road Safety Management

Pillar One

? This is an effective institutional framework for managing and monitoring road safety activities; thus providing oversight for the other pillars.

? This will require developing adequate institutional capacity and establishing a functioning Lead Agency for oversight.



GLOBAL ROAD SAFETY CONCERNS

The peculiarity of road has made road to be epicenter of Road Traffic Crashes (RTC) globally. However, with the courtesy of the World Health Organization (WHO) and the World Bank, the situational awareness level on Road Traffic Injuries (RTIs) increased globally.

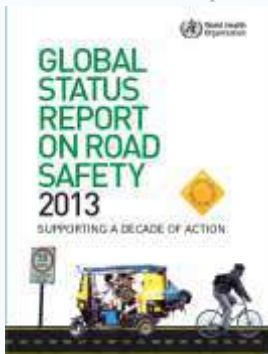
WHO Traffic Injury Prevention Report, 2004



1.20 million deaths annually



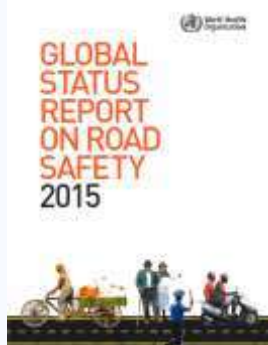
WHO Global Status Report 2013



1.24 million deaths annually

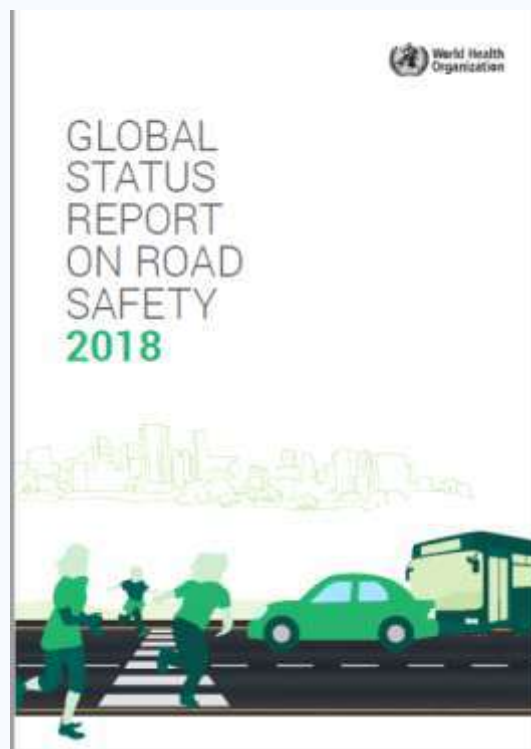


WHO Global Status Report 2015



1.25 million deaths annually

WHO Global Status Report 2018



1.35 million deaths annually



REGIONAL APPROACH TO RTIs

Regional and national phase approach to tackling the RTI problems have been identified. Efforts of the United Nations Organs like UNECA and the World Bank are helping to reshape the trend on the African Continent.



THE ROAD SAFETY PICTURE IN AFRICA

According to Global Status Report on Road Safety 2013; 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 in line with the best global dictate.



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.



FRSC AS A GAME CHANGER

That narrative changed through government's effort by establishing the Federal Road Safety Commission (FRSC) as the Lead Agency on Road Traffic Administration and Safety management in Nigeria. Through the provision of necessary legal tool The FRSC was established in 1988 with the mandate to reverse all the rising trend in RTC and avoidable crashes and death in Nigeria. This role is played by the FRSC over three decade of its existence. The FRSC has also become a model to other African nations' road safety through technical assistance the Corps give to Countries in the Sub-region from time to time.

ROAD MAP TO FRSC'S ESTABLISHMENT





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



CORE VALUES





NIGERIA

Nigeria as a middle income and developing country with a land mass of about 923,768 km² out of which 204,000 km (paved and unpaved), constitute the road network. About 80% of mobility in Nigeria is done using the road. Nigeria has a population of about 200 million people who depend largely on road transportation for the movement of goods and persons.



Road Traffic Fatality and injuries remain a major source of worry to the government as over 5000 lives are lost annually while over 30,000 persons are injured. The government of Nigeria is committing resources into the improvement of road infrastructure at the Federal, State and Local government levels. The Federal government has improved the capacity of FRSC to carry out activities in the five pillars of UN Decade of Action. The crashes are trending downwards but fatality remains high.

This invariably brings along a lot of challenges resulting in road traffic crashes, deaths and injuries as well as loss of economic resources and environmental degradation.



An accident Scene

On a global scale it was reported that about 1.35 million people die annually from road traffic crashes while another 50 million suffer various degrees of injuries, some of which are life-changing.



The emergence of this ugly global trend is even more disturbing when it is considered that global annual deaths attributed to RTCs were 1.24 million in 2013, 1.25 million in 2014 and 1.35 million in 2018. There are indications that about 90% of these fatalities are accounted for by low and middle income countries that have only about 48% of



registered vehicles. More than half of global fatalities are attributed to vulnerable road users, while RTC has remained the leading cause of death among the young people within the age bracket of 5-29 years. The pathetic situation in low and middle income countries were linked to the absence of Sustainable City Structures and Safe System Approach. There are sufficient indications that the alarming projection of 1.9 million annual fatalities by the UN could become a reality in the near future.

WHAT IS DONE

- Enhance the capability of the lead agency to enforce road traffic law.
- Adoption of technology in the management of traffic through the use of speed cameras, breathalysers and radar guns for speed enforcement.
- Improvement in the rescue capacity of the lead Agency through provision of heavy duty trucks and multi-carrier ambulances.
- Improved budgetary allocation to Public Enlightenment.



FRSC Personnel testing driver for alcohol with breathalyzer

ROAD SAFETY SITUATION IN NIGERIA

Fatality and Casualty -

The official RTC data of Nigeria as published by the FRSC and the Nigeria

Bureau of Statistics indicates that there were 5,181 deaths and 32,220 injuries in 2018. The rate of crashes, injuries and fatalities has been trending downwards in the last ten years. The figures however still remains high and require more efforts to curtail the menace.

Government of Nigeria (GON) Data and World Health Organization (WHO) Data

The WHO estimate of 39,802 fatalities for 2016 while GON reported 5,053 (2016). The data collection process is being worked up to improve the rate of reporting. The effort is aimed at narrowing the wide gap between the figures reported by the GON and the WHO estimates. It is officially believed that the WHO estimate is highly exaggerated.

Comparing Nigeria Figure with International Figures

The WHO estimates indicated 21.04 fatalities per 100,000 populations. This figure is below the average of 27 fatalities per 100,000 populations estimated for African Region. The level of motorization and population per km of road also suggest that Nigeria is gradually improving compared to other countries in Africa and the South East Asia.





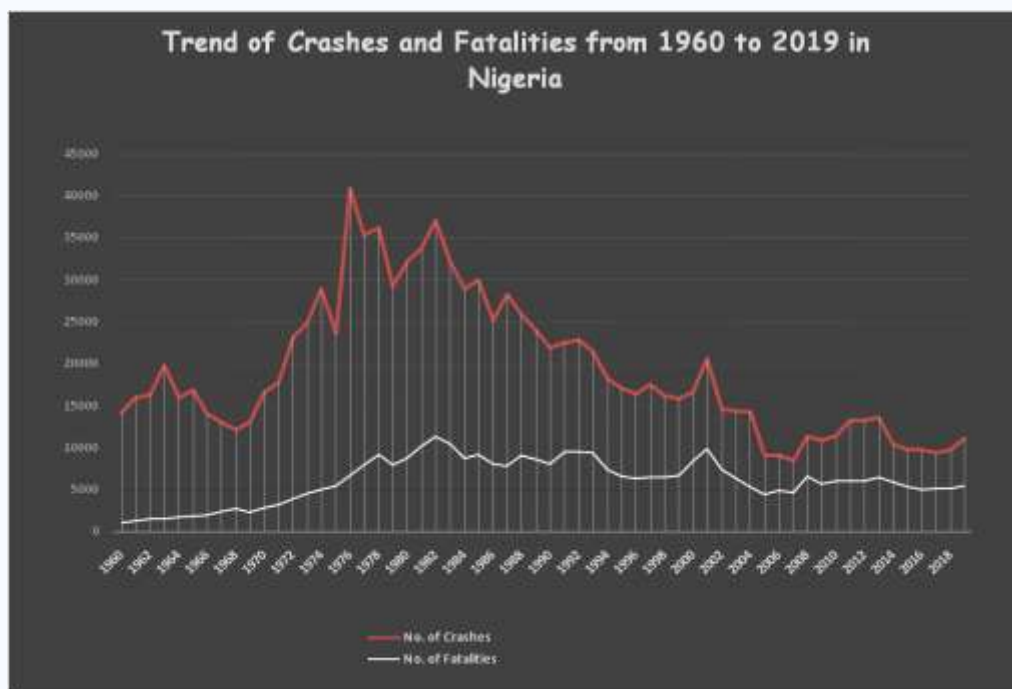
Table 1: Road Traffic Crash Report from 1969 - 2019

YEAR	FATAL CASES	SERIOUS CASES	MINOR CASES	TOTAL CASES	NO. KILLED	NO. INJURED	TOTAL CASUALTY
1960	826	9065	4239	14130	1083	10216	11299
1961	193	9982	5788	15963	1313	10614	11927
1962	1263	9159	5895	16317	1578	10341	11919
1963	967	6918	11950	19835	1532	7771	9303
1964	911	7371	7645	15927	1769	12581	14350
1965	1029	7762	8113	16904	1918	12024	13942
1966	1680	5600	6270	14000	2000	13000	15000
1967	1560	5200	6240	13000	2400	10000	12400
1968	459	5865	5839	12163	2808	9474	12282
1969	1559	5199	6230	12998	2347	8804	11151
1970	1999	6666	7991	16666	2893	13154	16047
1971	129	8098	8518	17745	3206	14592	17798
1972	2782	9275	11130	23187	3921	16161	20082
1973	2981	9275	11925	24844	4537	18154	22691
1974	3467	11557	13869	28893	4992	18660	23652
1975	2834	9446	11331	23651	5552	20132	25684
1976	905	17352	19624	40881	6761	28155	34916
1977	4242	14140	17334	35351	8000	30023	38023
1978	4333	14444	17334	36111	9252	28854	38106
1979	3513	11708	14050	29271	8022	21203	29225
1980	1856	14855	15427	32138	8736	25484	34220
1981	4053	13510	16214	33777	10202	26337	36539
1982	4451	14838	17805	37094	11382	28539	39921
1983	3853	12844	15412	32109	10462	26866	37328
1984	4467	10557	13868	28892	8830	23861	32691
1985	3597	11991	14380	29978	9221	23853	33074
1986	3022	10075	12091	25188	8154	22176	30330
1987	3385	11286	13544	28215	7912	22747	30659
1988	4127	11091	10574	25792	9077	24413	33490
1989	3838	10314	9835	23987	8714	23687	32401
1990	6140	8796	6998	21934	8154	22786	30940
1991	6719	8982	6845	22546	9525	24508	34033
1992	6986	9324	6554	22864	9620	25759	35379
1993	6735	8443	6281	21459	9454	24146	33600
1994	5407	7522	5275	18204	7440	17938	25378
1995	4701	7276	5053	17030	6647	14561	21208
1996	4790	6964	4688	16442	6364	15290	21654
1997	4800	7701	4987	17488	6500	10786	17286
1998	4757	7081	4300	16138	6538	17341	23879
1999	4621	6888	4356	15865	6795	17728	24523
2000	5287	6820	4499	16606	8473	20677	29150
2001	6966	8185	5379	20530	9946	23249	33195
2002	4029	7190	3325	14544	7407	22112	29519
2003	3910	7882	2572	14364	6452	18116	24568
2004	3275	6948	4051	14274	5351	16897	22248
2005	2299	4143	2620	9062	4519	15779	20298
2006	2600	5550	964	9114	4944	17390	22334
2007	2162	4812	1503	8477	4673	17794	22467
2008	3024	5671	2646	11341	6661	27980	34641
2009	2460	6024	2370	10854	5693	27270	32963
2010	2388	6815	2182	11385	6052	35691	41743
2011	2840	8357	1999	13196	6054	41165	47219
2012	2935	8277	2050	13262	6092	39348	45440
2013	3294	8589	1700	13583	6544	40057	46601
2014	3117	6356	907	10380	5996	32063	38059
2015	2854	6039	841	9734	5440	30478	35918
2016	2638	5633	1423	9694	5053	30105	35158
2017	2587	5456	1340	9383	5121	31094	36215
2018	2739	5849	1153	9741	5181	32220	37401
2019	2896	6911	1265	11072	5483	35981	41464
TOTAL	194237	515927	440591	1155573	366746	1308185	1674931

Source: FRSC



Figure 1: Trend of crashes and fatalities from 1960 - 2019



Source: FRSC

Table 2: RTC report in selected Countries

Benchmark Output and Outcomes				Outputs				* Outcomes		
	Country	Year	Population	Road network (km)	Km road per 100 km ² of land area	Population to Road Ratio	Vehicle to Road Ratio*	Estimated Number of Deaths	RTC Deaths per 100,000 persons	Ranking RTC Deaths
	United Kingdom	2018	65,105,246	451,913.54	186.80	144.07	78.60	2,278	3.7	7 th
	Japan	2018	126,168,156	367,229.42	100.75	3443.57	206.90	6,625	5.2	19 th
	Australia	2018	23,470,145	860,608.45	11.20	27.27	20.67	1,363	6	23 rd
	United States	2018	327,884,000	6,690,319.16	73.14	49.01	39.12	35,490	11.4	55 th
	Bangladesh	2018	177,330,990	22,072.05	16.96	8,034.19	45.90	17,289	11.6	57 th
	Mexico	2018	122,311,746	410,259.99	21.10	298.13	115.91	16,714	14.7	84 th
	Nigeria	2018	204,900,000	230,240	25	870	53	34,670	16.9	101 st
	Pakistan	2018	207,862,518	271,519.58	35.22	765.55	25.02	30,131	17.4	105 th
	Russia	2018	142,122,776	1,224,659.05	7.48	116.05	53.37	26,567	18.6	114 th
	India	2018	1,296,834,042	5,637,313.06	189.60	230.04	9.07	231,027	18.9	119 th
	China	2018	1,376,745,757	5,353,082.38	57.39	257.19	69.24	275,983	20.5	132 nd
Brazil	2018	218,622,311	1,780,858	21.05	122.76	37.98	36,499	22.5	147 th	
South Africa	2018	48,440,134	1,044,960.67	86.14	46.36	10.01	15,995	31.9	175 th	
* Ranking of outcomes in comparison to other countries of the World as at 2010										
NIGERIA ROAD SAFETY STRATEGY (NRSS) • 2014 – 2018										

* Ranking of outcomes in comparison to other countries of the World as at 2010

NIGERIA ROAD SAFETY STRATEGY (NRSS) • 2014 – 2018

Source: FRSC



AN EVALUATION OF FRSC'S SET TARGET IN REDUCTION OF ROAD TRAFFIC CRASHES AND FATALITIES FROM PERIOD OF IMPLEMENTATION OF UN DECADE OF ACTION ON ROAD SAFETY (2011-2020)

The Decade of Action for Road Safety 2011–2020 was officially proclaimed by the United Nations General Assembly in March 2010. Its goal is to stabilize and reduce the forecast level of road traffic deaths around the world. It is estimated that 5 million lives could be saved on the world's roads during the decade.



The Federal Road Safety Corps as the lead agency in road safety management and administration in Nigeria aligns its operational activities and strategic goals towards achieving these goals in Nigeria by keying into all the 5 pillars by setting target into reduction of number of road crashes and fatalities each year.

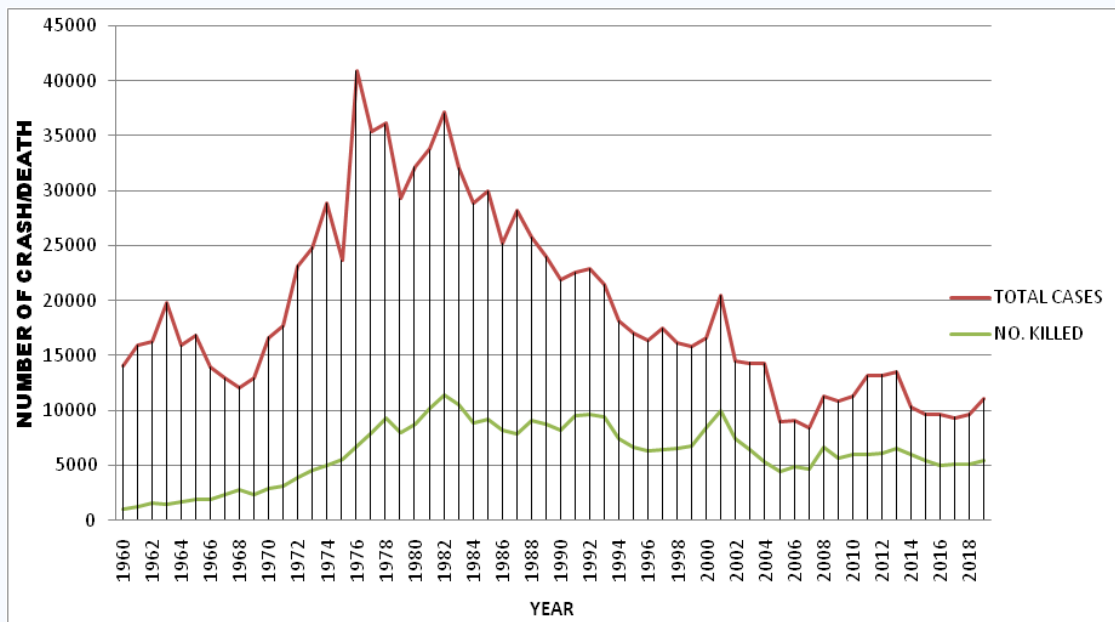

Table 3: Trend of Road Traffic Crashes and its Attendant Fatalities from year 1960 to 2019

YEAR	NUMBER OF CRASHES	NO. KILLED
1960	14130	1083
1961	15963	1313
1962	16317	1578
1963	19835	1532
1964	15927	1769
1965	16904	1918
1966	14000	2000
1967	13000	2400
1968	12163	2808
1969	12998	2347
1970	16666	2893
1971	17745	3206
1972	23187	3921
1973	24844	4537
1974	28893	4992
1975	23651	5552
1976	40881	6761
1977	35351	8000
1978	36111	9252
1979	29271	8022
1980	32138	8736
1981	33777	10202
1982	37094	11382
1983	32109	10462
1984	28892	8830
1985	29978	9221
1986	25188	8154
1987	28215	7912
1988	25792	9077
1989	23987	8714
1990	21934	8154
1991	22546	9525
1992	22864	9620
1993	21459	9454
1994	18204	7440
1995	17030	6647
1996	16442	6364
1997	17488	6500
1998	16138	6538
1999	15865	6795
2000	16606	8473
2001	20530	9946
2002	14544	7407
2003	14364	6452
2004	14274	5351
2005	9062	4519
2006	9114	4944
2007	8477	4673
2008	11341	6661
2009	10854	5693
2010	11385	6052
2011	13196	6054
2012	13262	6092
2013	13583	6544
2014	10380	5996
2015	9734	5440
2016	9694	5053
2017	9383	5121

Source: FRSC

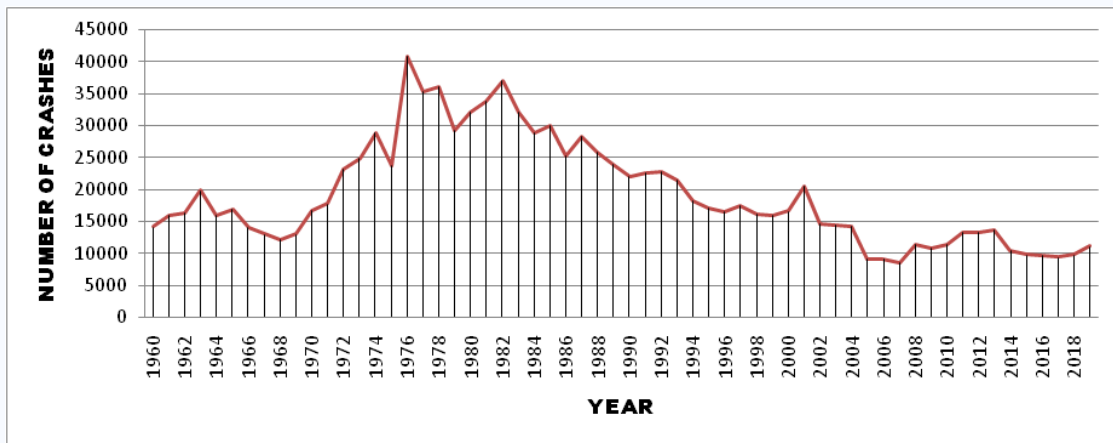


Figure 2: Trend of total case and killed



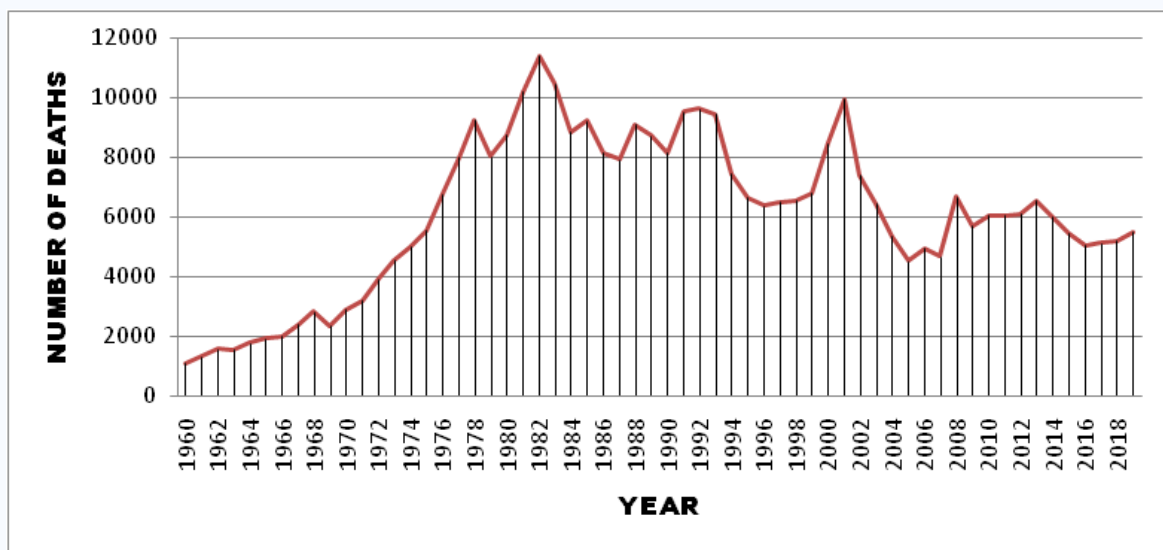
Source: FRSC

Figure 3: Trend of crashes from 1960 - 2018



Source: FRSC

Figure 4: Trend of death from 1960 - 2018



Source: FRSC



Table4: Showing FRSC's yearly set target and achieved target for Road Traffic Crashes reduction from 2012 to 2019

YEAR	NUMBER OF CRASHES			NO. KILLED		
	NUMBER	YEARLY FRSC SET TARGET (%)	ACHIEVED PERCENTAGE (%)	NUMBER	YEARLY FRSC SET TARGET (%)	ACHIEVED PERCENTAGE (%)
2010	11385	-	-	6052	-	-
2011	13196	-	-	6054	-	-
2012	13262	30%	0.5%	6092	20%	0.6%
2013	13583	20%	2.4%	6544	30%	7.4%
2014	10380	15%	-23.6%	5996	25%	-8.4%
2015	9734	20%	-6.2%	5440	30%	-9.3%
2016	9694	15%	-0.4%	5053	25%	-7.1%
2017	9383	15%	-3.2%	5121	25%	1.3%
2018	9741	15%	3.8%	5181	30%	1.2%
2019	11072	20%	13.7%	5483	25%	5.8%

Source: FRSC

In year 2012 the Corps set target of 30% reduction in road traffic crashes and 20% reduction in number of fatalities. However the corps recorded slight increases in both number of crashes and fatalities 0.5% and 0.6% respectively.

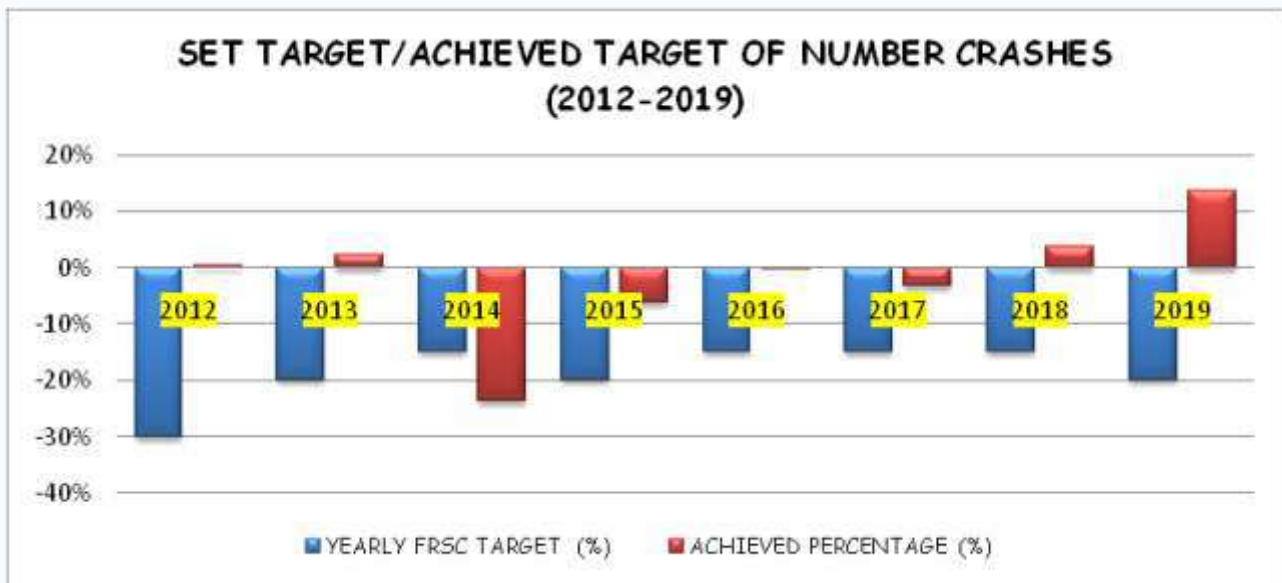
The Corps recorded its giant stride in year 2014 with 23.6% reduction in number of crashes and 8.4% in number of fatalities.

Also, in years 2015 and 2016, there was significant reduction in number of fatalities up to 9.3% and 7.1% respectively.

Year 2017 and 2018 witnessed slight increase in both number of crashes and fatalities 3.8% and 1.2% respectively. Though, 2019 experienced upward surge of 13.7% and 5.8% in number of crashes and fatalities respectively.

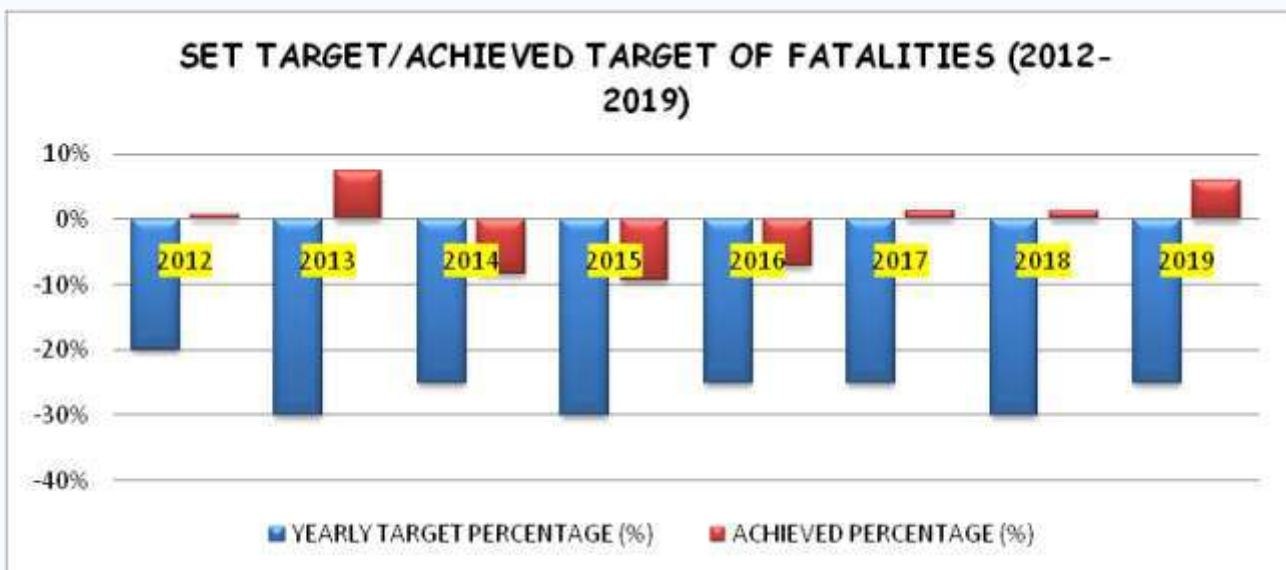


Figure 5: Set Target/Achieved Target 2012 - 2019



Source: FRSC

Figure 6: Set Target/Achieved Target of Fatalities 2012 - 2019



Source: FRSC



FRSC AS THE STRONG LEAD AGENCY ON ROAD SAFETY MANAGEMENT

The Federal Road Safety Corps (FRSC), is the lead agency in road traffic management in Nigeria established as a paramilitary organisation via decree 45 of 1988 as amended by Decree 35 of 1992 (FRSC Act Cap 141, Laws of the Federation of Nigeria 1990, repealed by the Federal Road Safety (Establishment) Act 2007

The Commission has undergone a series of internal reforms including organisational re-structuring, organisation model review, redesigning and business process re-engineering to build its capacity to adequately play these roles.

Commission (Establishment) Act, 2007.

Primarily, the FRSC is statutorily placed under the Presidency, while for administrative purpose, the Office of the Secretary to the Government of the Federation (SGF) is the supervising authority. Federal Road Safety Commission operates six (6) levels organizational Structure consisting of the following:

a. The FRSC Commission

The FRSC Commission is the highest decision making organ with the obligation and responsibility of policy formulation and administration of the Federal Road Safety Corps. The Board is headed by Mallam Bukhari Bello Esq. with six other members and Corps Marshal FRSC as the Secretary

b. The National Headquarters

The National Headquarters is the highest operational/administrative level, the Corps Marshal is exclusively responsible for the execution of the policies decisions of the Commission and carrying into effect the day to day activities of the Corps. In

practice, the Corps Marshal exercises these powers with the cooperation of FRSC Management team. The National Headquarters comprising eight (8) Departments, twelve (12) Corps Offices and Six (6) Special Units where Strategic Planning, Administrative, and Operational Orders and directives are issued.

c. The Zonal Command Structure

The Zonal Command structure is next in hierarchy to the National Headquarters which serves as the field Command Headquarters where Plans, Orders and Directives of the National Headquarters are transmitted to the field Commands. It serves as a link between the National Headquarters and the field for ease of administration. Besides the above, all field operations are supervised and coordinated from this level, the Zone comprises two or more States under its jurisdiction. The Zonal Command handles administrative matters, Operational Order, discipline and other issues relating to staff misconduct. Presently, FRSC has twelve (12) Zones spread across the country.

d. The Sector Commands

The Sector Command is the operational theatre of the FRSC, where deployment of personnel and operational activities are carried out. This forms the fourth level of command and control activities of the Corps. It receives Orders and Directives from the National Headquarters through the Zonal Command. It is the highest operational level of the Corps. The duties include the following:-

- ? Conduct Public Enlightenment
- ? Carry out traffic law enforcement patrols,
- ? Administer First Aid and Rescue Services.
- ? Removal of obstruction from the highways.
- ? Conduct Roads Safety research activities.
- ? Conduct Accident investigation and Road Safety Audit.

Sector Commands serve State based formation across the country. There are thirty seven (37) Sector Commands including FCT in the country.



e. **The Unit Commands**

The Unit Command is the fifth level of the operational structure. It receives Orders and Directives from the Sector Command. It performs the same functions and responsibilities with the Sector Command as enumerated above. There are 217 Unit Commands across the nation.

f. **Outpost**

FRSC envisioned a Nigeria where road traffic crashes result in no death, this is supported with the creation of outpost to bring FRSC operations to community level where the highways actually exist. There are forty nine (49) Outposts. In addition, Seven Corridor Commands were created in 2019, this is a new frontier in operational architecture in the Corps. The corridor Commands are to monitor identified highways which have been classified as critical as a result of number of awkward road traffic crashes. The Corridor Commands are headed by an Officer of the rank of Deputy Corps Commander who reports directly to the ACM Federal Operations. The responsibilities of the Corridor Commanders include monitoring of all the routes, assessing and taking proactive actions on traffic situation in collaboration with Commands along the corridors.

The Corps is going ahead in its operational expansion by covering all the local government area in Nigeria with the deployment of Station Officers to collect data and other sundry assignments.

INSTITUTIONAL REFORM

To build a strong institutional framework, there was a slight structural realignment in the FRSC Management structure in 2017. The Media Relation and Strategy office (MRS) was cancelled from the FRSC Management structure and the Head of the Office was redeployed to superintend over the Corps Public Enlightenment Office (CPEO) for better service delivery

In same vein, the Stock Verification Office (SVO) created in conformity with the Public service demands on accountability in the procurement process took off under the direct supervision of the Corps Marshal's Office (CMO)

Similarly, the FRSC Staff Housing Cooperative and Post Service Scheme Office which were under the Admin and Human Resources Department has also been moved to the Corps Marshal Office, raising the number of Special Offices under the Corps Marshal to six (6)

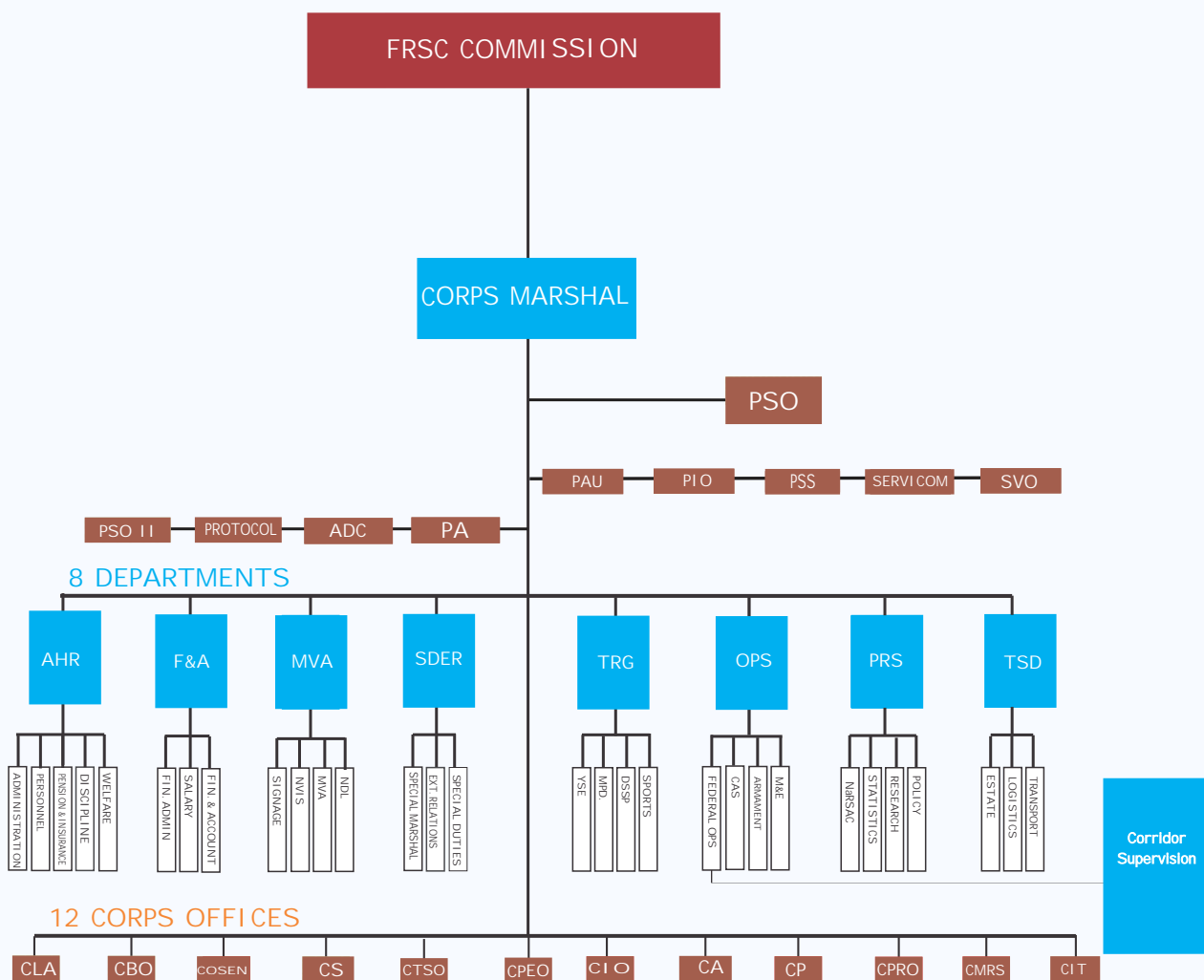
Beside the above structural realignment, FRSC has other facilities such as FRSC Academy and FRSC Staff College headed by Assistant Corps Marshals, FRSC Training Schools headed by a Corps Commanders, Road Side Clinics, FRSC Staff Clinics, Number Plates Production Plants, Signage Plant, Driver's License Workstations, Print Farm, Emergency Ambulance Service Scheme (EASS) Zebras. Others are FRSC Post Service Scheme (PSS), FRSC Housing Cooperative, FRSC Mega Cooperative, FRSC Micro-finance home, Staff Clinics among others. These facilities are put in place to build a strong institution to stand to emergency occasioned by the road traffic crashes in line with the UN Decade of Action 2011-2020.

Arising from the great need for the Corps to improve on its RTC data collection and management of public aspirations and expectation on FRSC performance as well as feedback mechanism, the FRSC established Station Offices and deployment of personnel to all Local Government Areas in Nigeria particularly, those Local Governments without FRSC presence towards enhancing the Corps visibility, public information dissemination as well as intelligence gathering. The functions of **Station Officer (SO)** include the undermentioned

- (a) Data collection on RTC, NDL, Number Plate, RTSSS and Hospital follow-up.
- (b) Liaises with the Nigeria Police and other relevant agencies in reconciling RTC data and other related information.
- © Identification and reporting of black spots within their area of jurisdiction to Corps Safety Engineering (COSEN), RSHQ among others .



FEDERAL ROAD SAFETY CORPS NATIONAL HEADQUARTERS ORGANOGRAM



LEGEND

Corps Marshal Office

CM - Corps Marshal
 PSO-CM - Principal Staff Officer to CM
 PAU - Planning Advisory Unit
 PIO - Project Implementation Office
 PSS - Post Service Scheme
 SERVICOM - Service Compact
 PSO II - Principal Staff Officer II
 SVO - Stock Verification Office
 PROT - Protocol
 ADC - Aide - de- Camp
 PA-CM - Personal Assistant to Corps Marshal

Departments

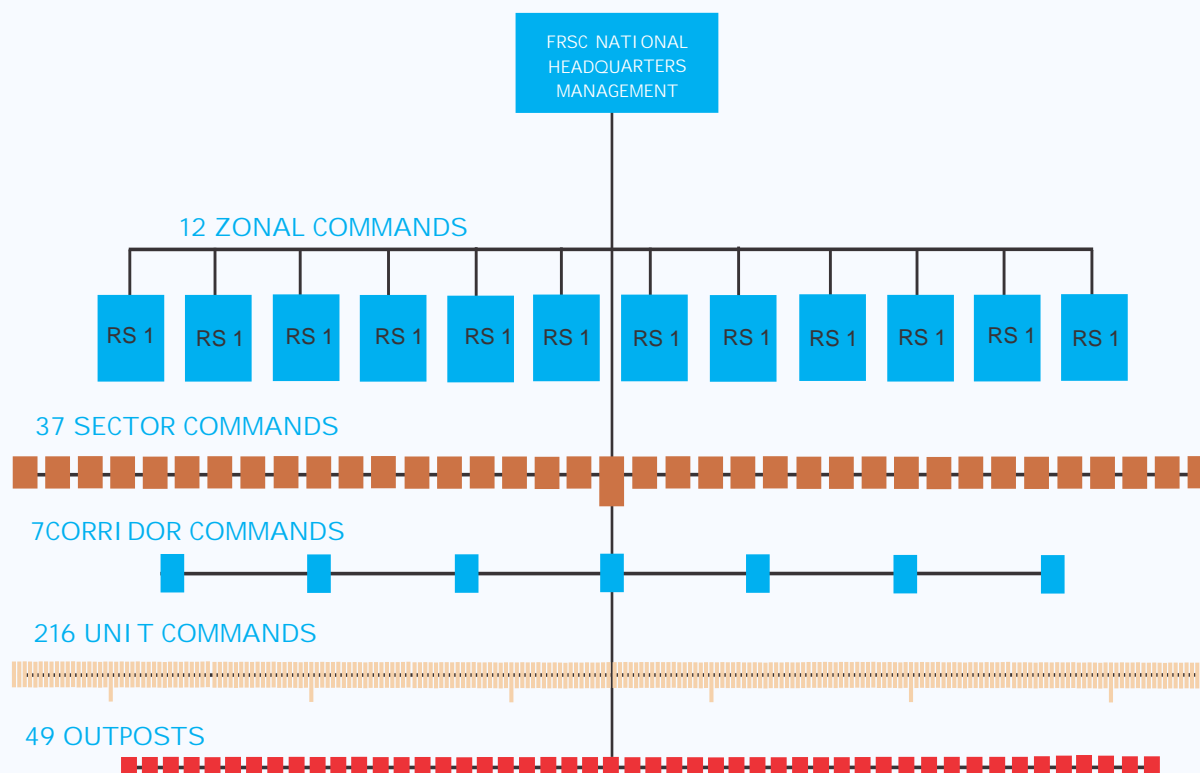
AHR - Administration and Human Resources
 F&A - Finance and Accounts
 MVA - Motor Vehicle Administration
 SDER - Special Duties and External Relations
 TRG - Training
 OPS - Operations
 PRS - Policy, Research and Statistics
 TSD - Technical Services Department

Corps Office

CLA - Corps Legal Adviser
 CBO - Corps Budget Office
 COSEN - Corps Safety Engineering
 CS - Corps Secretary
 CTSO - Corps Transport Standardization Office
 CPEO - Corps Public Education Office
 CIO - Corps Intelligence Office
 CA - Corps Audit
 CP - Corps Provost
 CPRO - Corps Procurement Office
 CMRO - Corps Medical & Rescue Services
 CITO - Corps Information Technology Office



Federal Road Safety Corps Command Structure



Zonal Commands

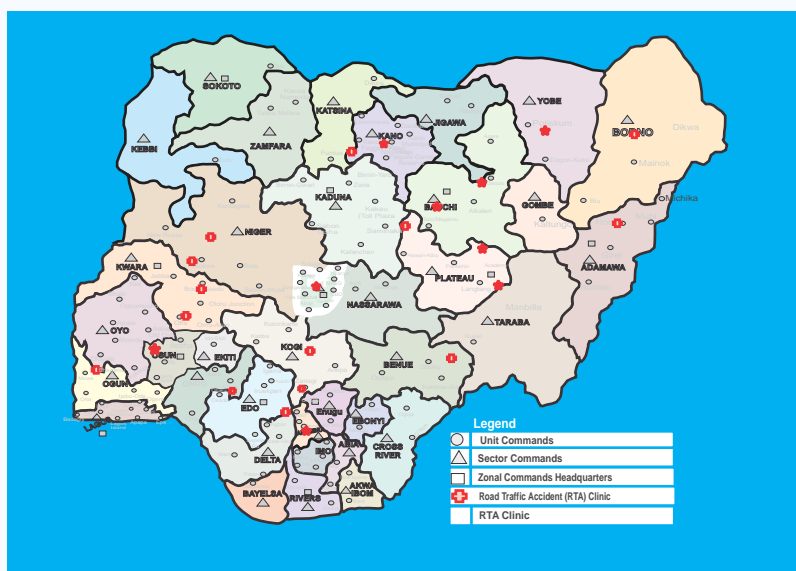
Sector Commands

Corridor Commanders

RS 1 HQ Kaduna	RS 7 HQ FCT	RS 1.1 - Kaduna	RS 5.2 - Delta	RS 9.3 - Abia	Corridor 1 - Lagos-Ibadan Egbeda
RS 2 HQ Lagos	RS 8 HQ Ilorin	RS 1.2 - Kano	RS 5.3 - Anambra	RS 9.4 - Imo	Corridor 2 - Abuja Airport-Kubwa-AYA
RS 3 HQ Yola	RS 9 HQ Enugu	RS 1.3 - Katsina	RS 6.1 - Portharcourt	RS 10.1 - Sokoto	Corridor 3 - Abuja-Lokoja-Zariagi
RS 4 HQ Jos	RS 10 HQ Sokoto	RS 1.4 - Jigawa	RS 6.2 - Cross Rivers	RS 10.2 - Kebbi	Corridor 4 - Zuba-Kaduna-Zaria-
RS 5 HQ Edo	RS 11 HQ Osogbo	RS 2.1 - Lagos	RS 6.3 - Akwa Ibom	RS 10.3 - Zamfara	Corridor 5 - Benin-Asaba-Akwa
RS 6 HQ Portharcourt	RS 12 HQ Bauchi	RS 2.2 - Ogun	RS 6.4 - Bayelsa	RS 11.1 - Osun	Corridor 6 - Sagamu-Ijebu Ode-Ore-benin-
		RS 3.1 - Yola	RS 7.1 - FCT	RS 11.2 - Oyo	Corridor 7 - Bauchi-Gombe-Potiskum
		RS 3.2 - Gombe	RS 7.2 - Niger	RS 11.3 - Ondo	
		RS 3.3 - Taraba	RS 8.1 - Kwara	RS 12.1 - Bauchi	
		RS 4.1 - Jos	RS 8.2 - Ekiti	RS 12.2 - Borno	
		RS 4.2 - Benue	RS 8.3 - Kogi	RS 12.3 - Yobe	
		RS 4.3 - Nasarawa	RS 9.1 - Enugu		
		RS 5.1 - Edo	RS 9.2 - Ebonyi		



Figure 7: FRSC Field Command Structure



Map of Nigeria showing the Locations of Command Structures in Nigeria

Table 5: FRSC Zonal Command Components

1		ZONE RS 1 KADUNA	Kaduna Kano Katsina Jigawa	7		ZONE RS 7 ABUJA	FCT Niger
2		ZONE RS 2 LAGOS	Lagos Ogun	8		ZONE RS 8 ILORIN	Kwara Ekiti Kogi
3		ZONE RS 3 YOLA	Adamawa Taraba Gombe	9		ZONE RS 9 ENUGU	Enugu Ebonyi Imo Abia
4		ZONE RS 4 JOS	Plateau Benue Nasarawa	10		ZONE RS 10 SOKOTO	Sokoto Zamfara Kebbi
5		ZONE RS 5 BENIN	Edo Anambra Delta	11		ZONE RS 11 OSOGBO	Osun Ondo Oyo
6		ZONE RS 6 PORT HARCOURT	Rivers Cross-Rivers, Bayelsa Akwa-Ibom	12		ZONE RS 12 BAUCHI	Bauchi Borno Yobe



Figure 8: FRSC Command Structure/Facilities

FRSC GOVERNING BOARD	
CORPS MARSHAL OFFICE	
DEPARTMENTS	= 8
CORPS OFFICES	=12
SPECIAL UNITS	= 6
ZONAL COMMANDS	=12
SECTOR COMMANDS	=37
UNIT COMMANDS	=216
OUTPOSTS	=49
CORRIDOR COMMANDS	= 7
ROAD SIDE CLINICS	=27
ZEBRA	= 17
NUMBER PLATE PLANTS	=3
SIGNAGE PLANT	=1
DRIVER'S LICENCE CENTRES	=214
PRINT FARM	= 1
ZEBRA (EASS)	=43
MEGA COOPERATIVE CLINIC	= 1
ROSOWA CLINIC	= 1
FRSC ACADEMY	= 1
FRSC STAFF COLLEGE	= 1
FRSC TRAINING SCHOOL	= 1
MINI - NUMBER PLATE PLANTS	= 3
NATIONAL TRAFFIC RADIO	= 1
FRSC POST SERVICE SCHEME	= 1



YEARLY TARGET SETTING TO MEASURE PERFORMANCE

The following are the Corps Strategic Goals from 2011 – 2020

The decision for FRSC to set yearly strategic goals followed the need to enhance its performance in line with best global practice.



2011 Strategic goals

- Goal 1 :- Improve the Use of Technology
- Goal 2 :- Sustain Intensive Patrols Across the Entire Country Throughout the Year
- Goal 3 :- Improve Communication
- Goal 4 :- Promote Awareness of Work Process
- Goal 5 :- Improve Skills and Capacity Building



FRSC 2012 Corporate Strategic goals

External Goals

- Reduce RTC by 30% and Crash related fatalities by 20%
- Improve FRSC Image
- Improve Rescue Services
- Improve Traffic Management

Internal Goals

- Improve the Use of Technology
- Improve Internal Communication
- Improve Staff Welfare
- Enhance Legal Framework

The Corps thus adopted a useful tool to guide its day-to-day decisions and also for evaluating progress and changing approaches when moving forward.



2013 Strategic goals

EXTERNAL GOALS

- Reduce Road Traffic Crashes nationwide
- RTC by 20%
- Fatality by 30%
- Improve Data Collection and Analysis
- Improve Service Delivery

INTERNAL GOALS

- Improve Staff Performance
- Empower the Field Commands
- Improve Internal Communication



FRSC 2014 Corporate Strategic goals

- Improve supervision Corps Wide
- Improve Regulatory and Enforcement Capacity
- Reduce RTC by 15%
- Reduce Fatality by 25%
- Improve Road Safety Audit and Motor Vehicle Administration
- Improve Public Communication and Road Use Education

The actual commencement of setting the goals were preceded by Strategy Sessions that aligned the Corps with the principles of Performance Measurement System (PMS) and Quality Management System (QMS) which the Corps keyed into and require the organization to set annual goals and review such goals on quarterly basis such that at the end of each year the organization's accomplishment is measured against the set Goals.



FRSC 2015 CORPORATE Strategic Goals

- Improve Stakeholders' Consultation and Road Use Education
- Full Utilization of the Corps Digital Platform/System
- Improve the Corps Legal Framework and Regulatory Capacity
- Improve Enforcement, Rescue and Advisory Capacity of the Corps
- Reduce RTC by 20%
- Reduce Fatality by 30%



FRSC 2016 CORPORATE Strategic Goals

- Improve fleet regulation and sustain stakeholders consultation
- Collaborate with States on improved road safety administration
- Improve enforcement and public education
- Reduce RTC by 15%
- Reduce Fatality by 25%

Since the commencement of the Corps setting of Strategic Goals in 2011, experience has shown clearly that the choice of a more rigorous strategic planning process provided a true sense of direction and outline which have equally boosted



FRSC 2017 Corporate Strategic Goals


- Enhance Public Education and Enlightenment
- Improve Enforcement and Post-Crash Care
- Reduce RTC by 15%
- Reduce Fatality by 25%
- Advance Road Safety Administration
- Strengthen Professionalism and Transparency



FRSC 2018 Corporate Strategic Goals

- Enhance Communication, Social Media and Technology
- Improve Enforcement and Rescue Services
- Reduce RTC by 15%
- Reduce Fatality by 30%
- Enhance Professionalism
- Promote Ease of Doing Business and Stakeholders' Cooperation

personnel performance as it motivates them to increase their efforts thus inducing stronger focus and at the same time helping in task prioritization.



Federal Road Safety Corps, Nigeria 2019 Corporate Strategic Goals

- Improved Corps Visibility through: Enforcement, Recovery and Rescue Services
- Improved Programmes and Processes to Enhance Road Safety Management
- Improved Corps Assets for Enhanced Service Delivery
- Sustained Alignment with International Conventions and Agreements and National Development Plans on Road Safety Administration



FRSC 2020 Corporate Strategic Goals

- Minimize the Risk of Death in Road Traffic: Reduce: RTC by 15% Fatality by 20%
- Improve Personnel Capacity and Competence in Road Safety Management
- Broaden and Sustain Stakeholders Engagement
- Reposition, Strengthen and Sustain Road Safety Programmes



OUR MANDATE

Federal Road Safety Commission was established vide Decree 45 of 1988 and later amended by Decree 35 of 1992 (FRSC Act Cap. 141, Laws of the Federation of Nigeria 1990). This was passed into law by the National Assembly as Federal Road Safety Commission (Establishment) Act, 2007 (FRN2004). With the following mandates:

? Make the highway safe for motorists and other road users:

? Recommending works and devices designed to eliminate or minimize accidents on the highways and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on localities where such works and devices are required and

? Educating motorists and members of the public on the importance of discipline on the highway.

Without prejudice to the generality of the provision of subsection (2) of this section, members of the Corps shall, subject to the provision of this Act be charged with the responsibilities of-

? Preventing or minimizing accidents on the highway;

? Clearing obstruction on any part of the highways;

? Educating drivers, motorists and other members of the public generally on the proper use of the highways

? Designing and producing the driver's licence to be used by various categories of vehicles operators

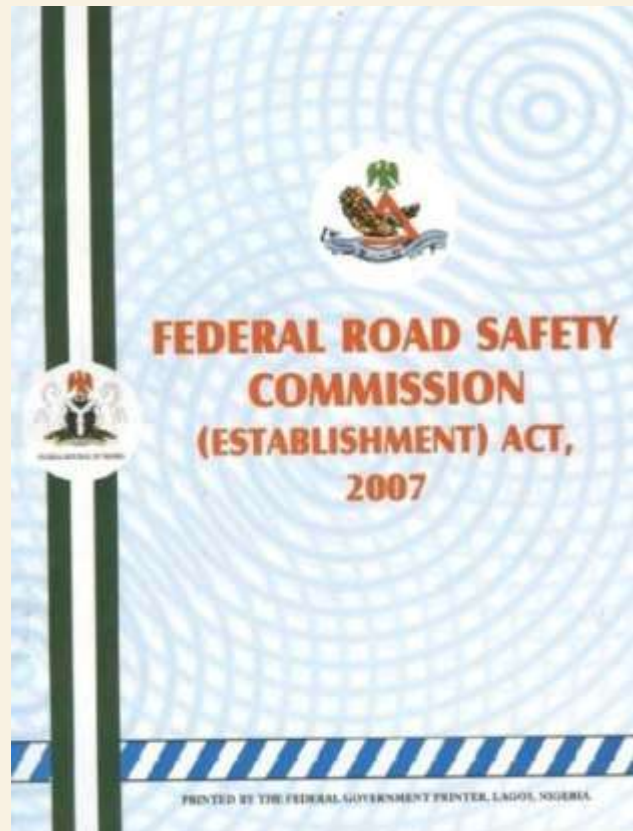
? Determining from time to time, the requirements to be satisfied by an applicant for a driver's licence

? Designing and producing vehicles number plates

? The standardization of highway traffic codes

? Giving prompt attention and care to victims of accidents

? Conducting research into causes of motor accidents and methods of preventing them and putting into use the result of such researches



? Determining and enforcing speed limits for all categories of roads, vehicles and controlling the use of Speed Limiting Devices.

? Cooperating with bodies or agencies or groups engaged in road safety activities or in the prevention of accidents on the highways

? Making regulations in pursuance of any of the functions assigned to the Corps or under this Act;



? Regulating the use of sirens, flashers and beacon lights on vehicles other than ambulances and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-Military Agencies

? Providing Roadside and Mobile Clinics for the treatment of accident victims free of charge

? Regulating the use of Mobile Phone by motorists

? Regulating the use of seatbelts and other safety devices

? Regulating the use of motorcycles on the highways

? Maintaining the validity period of drivers licenses which shall be three or five years subject to renewal at the expiration of the validity period and

? Performing such other functions as may from time to time, be assigned to the Corps by the Commission.'

FRSC PROJECTION FOR UN DECADE OF ACTION 2011-2020

In accomplishing its mandates, the Corps operates in line with the UN Decade of Action projections and strategies;

☑a. Development of a well-defined vision and mission

☑b. Set clear targets and assessment mechanism

☑c. Instituted a quarterly strategic sessions for evaluation

☑d. Engaged in transformational initiatives

☑20. The FRSC roadmap is to:

☑a. Achieve UN Decade of Action of 50% fatality reduction by 2020

☑b. Meet Accra Declaration of 50% reduction in fatality by 2015

☑c. Place Nigerian roads within the league of 20 global safest roads by 2020

☑d. Transform FRSC into a world class organisation by 2030.

In achieving the aforementioned, the Corps

adopted fundamental and potent transformational initiatives which focussed on People, Process and Technology (PPT).

Established/Strengthened Lead Agencies

The FRSC 2007 Act designated FRSC as a Lead Agency in driving and coordinating road safety activities nationally. The commission has undergone series of internal reforms including organisational re-structuring, organisation model review and redesigning and business process re-engineering to build its capacity to adequately play this role.



Promote and assist road safety research and studies and use good practices from other countries. Create knowledge management portals on road safety issues in Africa. Nigeria Road Safety Strategy NRSS (2014-2018) provides a clear direction towards achieving the country's vision for road safety "where road crashes result in no death". Partnership with the Centre for Logistics and Transport Studies, University of Port Harcourt (CELTRAS) on a professorial chair named "Federal Road safety Corps Professorial Chair for Road Safety Management"



FRSC ADMINISTRATIVE TRIPOD

The Corps strategic path is also premised on Consultation, Rewards and Punishment (CRP), internally and external, viz: within the Corps and among motorists towards making road safe for all road users.

Operations

To meet the operational demands of the country, the Corps has 217 Unit Commands and 49 Outposts and has acquired more vehicles to ensure effective coverage of the nation's total road network and improve patrol presence at every 50 kilometres of the nation's highways. As at November 2019, the Corps has 915 vehicles including 638 patrol cars, 149 Admin cars, 106 ambulances, 21 Tow trucks and 1 high capacity Trailer. The Corps also has 204 patrol bikes in its logistics arsenal to cover about 198,000km road network in Nigeria.

STAFF DISPOSITION & PROJECTION

The activities of FRSC are carried out by a combination of Regular Marshals, Special Marshals and Road Safety Club members.

a. **Current manpower strength:** The current manpower of the Corps is 62,841. 94.3% (17,740) of the total manpower of the Regular Marshal are deployed to the Field Commands for operational duties.

b. **The Regular Marshals:** The Regular Marshals are the uniformed and remunerated arm of the Corps with power to enforce road traffic laws and regulations. There are 18,804 Regular Marshals in the Corps.

c. **The Special Marshals:** These are the volunteer arm of the FRSC who are not remunerated through the work they do but are notable members of the society who volunteered to render free service to the nation. They also have powers to enforce traffic laws. There are 20,768 Special Marshals nationwide.

d. **The Road Safety Clubs:** The third arm of the Corps is the Road Safety Club. Members of the Club comprised of pupils in Primary School, students of Secondary Schools and University graduates undergoing National Youth Service Scheme (NYSC), who have chosen Road Safety as the Community Development Service (CDS). There are 23,269 Road Safety Club members in the country.

e. **Man-power target for 2018:** The target of FRSC in 2018 is to achieve optimized workforce of at least 23,212 Regular and 37,000 Special Marshals to meet the manpower requirements in addressing emerging road traffic challenges in the country.

COMMUNICATION

Having identified information flow and management as critical to emergency management, a modern FRSC Emergency Call Centre was established in December, 2008 to create a vital link between first responders at crash scenes and FRSC operatives. This was followed by the introduction of Close User Group (CUG) telephone lines initiated for enhanced communication among FRSC personnel. From 3108 CUGs in 2014, the Corps as at 2019, has a total of 4,043 CUGs for coordinating voice calls and 1400 for data covering e-ticketing and tracking services.

EMERGENCY CALL CENTRE AND TOLL-FREE NUMBER

On 18 December, 2008 the FRSC Call Centre was established to coordinate road distress responses and fast-track communications towards improved post-crash care and road stressor alleviation. Initially, due to the associated call costs on this number, maximum participation by citizenry was quite limited. There was therefore the need for a 'Toll-Free' emergency line in order to ensure the success of intention. In May, 2011 the National Communications Commission (NCC) allocated a 3-digits (122) national Toll-Free line to FRSC for road traffic distress reporting and response.



All calls from the general public on 122 are routed directly to E1 line, supported by MTN Nigeria. E1 line is configured to accommodate all calls from all telecoms providers in Nigeria and transmits to the FRSC Call Centre.

From year 2014 to 2019, the Emergency Call Centre received and responses have been unprecedented from members of the public on road emergencies.

INFORMATION, COMMUNICATION AND TECHNOLOGY (ICT)

From inception, the Corps was at the threshold of embracing ICT in its activities. Before 2007, records were manually kept while connectivity among Commands was almost non-existent, with only one V-SAT installed at the Corps Headquarters in Abuja for Data Management and internet connectivity. Knowledge of ICT and its application was also relatively low. The only attempt at embracing ICT was limited to the production of the Enhanced National Drivers' License (ENDL). However, the official FRSC website had been launched to give realtime information about the FRSC to the international space.

To keep pace with the ICT revolution and web-based Information Technology, the Information Technology Centre (ITC) was established in 2007 to foster the use of information technology in both the administrative and front-end operations of the Corps. Connectivity was established with Zonal and Sector Commands and later to the Unit Commands through WAN and LAN, while the official FRSC Website (www.frsc.gov.ng) was upgraded to enhance information dissemination and management. The Corps has since migrated from manual to electronic record keeping in order to enhancing service delivery and operational capabilities.

Currently, FRSC is an IT – driven organization, operating virtual office by deploying ICT in the management of its data

bank, holding meeting through ZOOM platform and for its daily patrol operations. The Corps now uses tablets for its patrol operational activities for on-line ticketing and booking of traffic offenders. There exist 24 e-application platforms which have been streamlined to 20 for optimal use.

FRSC e-APPLICATIONS

Merging of e-ticketing, Vehicle Safety Check, Offenders' database and Road Traffic Crash Information System (RTCIS) into a Unified Field Operating System (UFOS) and the grouping of Speed Limiter and Road Transport Safety Standardization Scheme (RTSSS) into Fleet Operating System (FOS) has brought the entire e-Applications to 20.

The computer and IT training programme of the Corps has developed the capacity of staff in the area of ICT. With the deployment of 400 V-SATs which has improved connectivity with various Commands, thereby creating a robust and reliable database of about 11million capacity.

DEPLOYMENT OF SOCIAL MEDIA FOR ROAD SAFETY ADMINISTRATION

The Corps employs modern social media tools to promote road safety culture in Nigeria and as well as serve as a feedback mechanism. Popular social media being utilized and number of followership on Twitter, Facebook, Instagram etc.

SPECIAL INTERVENTION PATROL OPERATIONS

The Corps conduct special intervention patrol operations from time to time depending on its data analysis outcome of traffic trend along road corridors. Prominent ones include:

- a. Corridor Commanders programme.
- b. FRSC RSHQ Command
- c. Traffic Unit Command
- d. Test running of National Traffic Radio **FM 107.1** among others.



INTERNATIONAL FRAMEWORK

United Nations Decade of Action for Road Safety (declared in 2010) for 2011-2020

- I. Accra Declaration, 2007
- ii. World Bank Country Capacity Review Programme
- iii. Sustainable Development Goals (FRSC implements 8 of the 17 goals) i.e
 - Goal 2 - No Hunger
 - Goal 3 - Good Health
 - Goal 4 - Quality Education
 - Goal 8 - Good Job and Economic Growth
 - Goal 11- Sustainable Cities and Communities
 - Goal 13 - Climate Action
 - Goal 16 - Peace and Justice
 - Goal 17 Partnership for the Growth

NATIONAL FRAMEWORK

The FRSC in line with global best practice domesticated the international frameworks and this led to the development of the first of its kind national framework on road safety as represented by the Nigeria Road Safety Strategy (NRSS). The NRSS is Nigeria's blueprint for reducing road traffic fatality by 35% by year 2030 and entrenching holistic commitment of all stakeholders towards making Nigeria a place where road traffic crash results to no death. Aside from the robust provisions of the NRSS, the Corps contributes to national security through the following:

Patrol Activities- Rules and regulations governing the use of the roads are enforced. Violations of which may have security implications.



FRSC personnel and Special Marshals on patrol activity.

National Vehicle Identification Scheme (NVIS):

Through the Information Verification Platforms. Several stolen vehicles have been recovered over the years through the platform.



Driver's License administration: The National Driver's License (NDL) has been accepted globally as a reliable document and biometric of applicants are synchronized with the National Identity Management Commission (NIMC) database.



National Offenders' Database: This houses all offenders' details and their idiosyncrasies such that can be retrieved when needed.

National Road Signs and Signals (Its Maintenance and Installation): To ensure direction for all road users.

Road Transport Safety Standardization Scheme (RTSSS):

This scheme is used for the monitoring of mass transit operations where the total number of travellers and their identity using the Passengers'



Manifest is established.

Driving School Standardization Programme (DSSP): The programme ensures that Driving Schools have a national curriculum for training of would-be drivers and forecloses the possibility of acquisition of multiple NDL by prospective applicants.

Dashboard Administration: The Dashboard is a one-stop-shop analysis of FRSC operational activities on weekly basis. It is used by Management for policy direction and decisions.

LEGAL FRAMEWORK

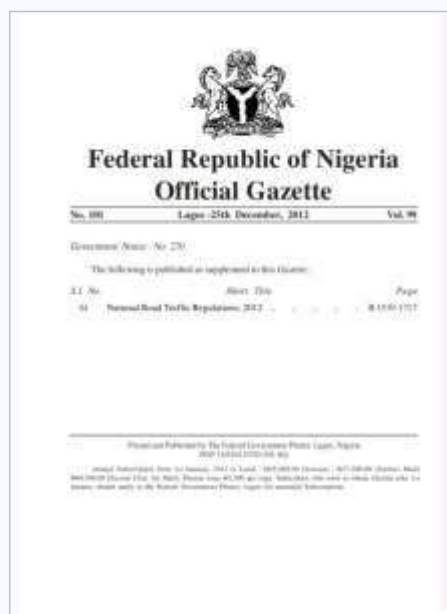
FRSC Establishment Act 2007

Federal Road Safety Corps operates within the ambit of the FRSC Establishment Act 2007 as provided by the Act of the Parliament Law of Federal Republic of Nigeria. Sections 4 of this Act confers power on members of the Corps to arrest and prosecute persons reasonably suspected of having committed any offence(s) and serve such persons with court processes or notice of offence sheet.



National Road Traffic Regulation (NRTR) 2016 As Amended

Apart from the Establishment Act 2007, FRSC operates within the provision of the National Road Traffic Regulation 2016 as amended. In exercise of the powers conferred on it by section 5 of the Federal Road Safety Commission (Establishment) Act, 2007, the Commission makes regulations. The objectives of these regulations are to give effect in Nigeria to the Geneva Convention on Road Traffic of September 19, 1949 and the Vienna Convention of Road Traffic Signs and Signal on November 8, 1968 among other provisions of Road Traffic Laws in Nigeria.



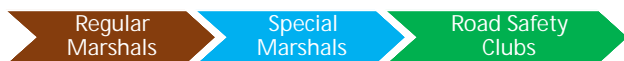


FRSC OPERATIONAL MODEL

FRSC operates an operational model that enables it to achieve its statutory mandate through the following:

- i. Regular Marshals
- ii. Special Marshals (volunteerism)
- iii. Road Safety Clubs
- iv. National Community Post Crash Care Initiative (NCPCCI)
- v. Nigeria Road Safety Partnership (NRSP)
- vi. State Advisory Committee on Road Safety (SACORS)
- vii. Local Government Advisory Committee on Road Safety (LACORS)

FRSC EXECUTES ITS MANDATE THROUGH



Regular Marshals



This is the uniform arm of the FRSC and is responsible for the day to day implementation of the policies of the Commission. It carries out the functions as enshrined in the FRSC (Establishment) Act 2007. In the exercise of the functions conferred by Section 10 (4) personnel of the FRSC has power to arrest and prosecute persons reasonably suspected of having committed any traffic offence including the offences listed in (a-j) of the sub-section and serve such person with court process or notice of offence sheet. Presently the FRSC has a active uniform personnel of twenty

thousand, eight hundred and sixty 20,860.

FRSC Special Marshals



This is the largest volunteer Law Enforcement Group in the World with a total of 16,279 Volunteer Group. This is a non-uniform-wearing volunteer group of the Corps with the responsibility of carrying out same functions as the Regular Marshals. This group consists of dignitaries, academics, notable Nigerians, research fellows among others. They provide the Corps with their expertise where there are inadequacies in the operations of the FRSC. Section 10(1) of the FRSC Establishment Act 2007 authorized the engagement of members of this volunteer group in its operations.



FRSC personnel on joint patrol with the Special Marshal carrying out impoundment.

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 carrying out rescue on Niger Bridge



Special Marshals carrying out safety checks on a unpainted taxi

Road Safety Clubs



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 a success story in Nigeria.

Road Safety Club (RSC) is part of the volunteer group of the Corps. It consists of youngsters drawn from the Primary, Secondary Schools and the National Youth Service Corps (NYSC) Members. The aim is to integrate them into the Catch-them-Young programme of the Corps.

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



Special Marshal installing a Zebra Crossing on the highway



Road Safety Club (RSC) members installing Zebra Crossing as part of their community development project.



Road Safety Club (RSC) Members on community development assignment



Nigeria Road Safety Partnership (NRSP)

The remarkable successes recorded by FRSC can be attributed, in part, to its success in facilitating collaboration among multiple stakeholders through partnerships, in funding projects, manpower development and procurement of operational equipment.

The Federal Road Safety Corps (FRSC) has developed a strategy to improve safety on Nigerian roads. In 2010, the Global Road Safety Partnership (GRSP) worked with FRSC to establish a National Road Safety Partnership (NRSP) between public sector, private sector and civil society. In addition, FRSC partners with the World Bank and other donor organisations to fund intervention programmes and projects to improve the effectiveness of the Corps' operations and reduce road traffic crashes (RTCs).



Former COMACE Osita Chidoka and National Coordinator Sini Kwambe displaying UN Decade of Action poster

The World Bank provided financial support to the FRSC because of its credibility as an efficient manager of public resources. Some of the funds were spent on the procurement of operational vehicles in pursuant of its mandate.

FRSC believes that inculcating a road safety culture at an early impressionable

age would produce more disciplined adult road users. FRSC has 619 RSC in primary schools, 2,326 RSCs in Secondary Schools and 1,822 RSCs in the National Youth Service Corps programme.

SIGNAGE PLANT



The Corps Marshal Boboye Oyeyemi and other Management Staff during a visit to the Gwagwalada Signage Plant

The establishment of signage plant is a panacea to safe and sustainable traffic environment. This is in pursuant of the mandate of the Corps as prescribed by the provision of FRSC (Establishment) Act 2007, to make all roads in Nigeria safe of carnage and protection of lives and property.

In realization of this mandate, the Corps established a multi-purpose signage Plant in Gwagwalada to close the dearth of signage on Nigeria roads, the first of its kind in the country.

The signage Plant which has started production, has the capacity to produce signage of international standards and satisfy the entire country and West Africa Sub-region.

The signage Plant which was commissioned in 2015 is of international standard with the capacity to produce more than One thousand (1000) different categories of signage daily.



PRINT FARM

Print farm is one of the novel innovation of the FRSC in curbing the incessant racketeering of the product. Presently the Corps has over 200 Drivers' License Centres (DLC) nationwide with a centralized print farm in Abuja where Drivers' License is printed and distributed across the country. The central printing of the drivers' license was to ensure that middle men syndrome is short circuit from the process and ensure credibility of the document.

ACADEMY

FRSC academy has continuously played the role of Training institution to the Corps personnel. Since the relocation of the institution to Udi, Enugu State in 2014, the institution has engaged in training both the FRSC staff and other State Traffic Agencies personnel. The School also involved in providing training for Staff promotion examination, short courses and routine manpower development programme.

TRAINING SCHOOL

FRSC Training School Jos is conceived in line with the founding fathers' vision to improve skills and capabilities of its workforce towards achieving its statutory mandate. To ensure that specialised training programmes are organized and conducted in the FRSC. The training programmes organised at the school include, Marshal basis training, conversion course, provost basic course etc.

STATE ADVISORY COMMITTEE ON ROAD SAFETY (SACORS)

In line with the dream of the Nigeria Road Safety Strategy to cascade the NRSS programme to the State with their responsibility attached. The State Government Advisory Committee on Road Safety was established.

LOCAL GOVERNMENT ADVISORY COMMITTEE ON ROAD SAFETY (LACORS)

The Local Government Advisory Committee on Road Safety was initiated to bring the road safety strategy to the to the grassroot most especially the Local Government areas across the country.

FRSC OPERATIONAL APPROACHES THE 7Es

Federal Road Safety Corps (FRSC) deploys 7Es Strategies in its operations, they are;

- i. Education & Enlightenment

- ii. Enforcement
- iii. Emergency Response
- iv. Engineering
- v. Evaluation & Monitoring
- vi. Engagement of Stakeholders
- vii. Environment

Education

Education is a formal process of imparting knowledge of a particular subject on people. The FRSC engaged the process of formal education to impart road safety knowledge on different groups of road users and potential drivers. The Corps has done this through infusion of road safety education in Schools. The strategy deployed by FRSC includes the following;

- ? Infusion of Road Safety topics into School Curriculum in its "Catch Them Young" programmes.
- ? Annual National Road Safety Quiz and Essay Competition.
- ? Collaboration with Tertiary Institutions to conduct research on road safety.
- ? Institution of the Annual Lecture Series.
- ? Sponsoring of Professorial Chair in Universities.
- ? Training of Road Safety Personnel at FRSC Academy and Training School.

Enlightenment

Enlightenment is deployed to reach a large number of road users through informal engagement. The strategy is to reach road users wherever they are and whatever their level of education consistently such that safety consciousness becomes a part of them. This is done in a way that there is no need for members of the public to do anything before the information can reach them. The enlightenment strategy deployed by the Corps include among others:

- i. Use of Handbills/fliers
- ii. Use of Billboards.
- iii. Passengers watch.
- iv. Campaign using the print and
- v. National Traffic Radio (electronic media).
- vi. Visit to religious houses.
- vii. Motor Park rallies.
- viii. Social Media.

Enforcement

Enforcement is an operational tool aimed at applying the law by discovering, deterring, correcting, or punishing people who violate the rules and norms



governing that society. There are various types of traffic enforcement strategy in FRSC, to ensure road users compliance with laws, regulations, rules, standards, or traffic norms. For effective implementation of government policies, the Corps has the following operational strategies:-

- i. Routine patrol of the nation's highways,
- ii. Special intervention Patrols e.g. Operation Cobra, Scorpion, Total War on Critical Offences (TOWCO) etc.
- iii. Speed Limiting Device Enforcement (SLD)
- iv. Safe to Load programme (STL)

Emergency Response

Emergency response is an effort to mitigate the impact of an accident/incident on the public and the environment. A large or complex incident will require the cooperation of several agencies. FRSC emergency response process has been demonstrated severally through participation in several national emergency assignments including road traffic crashes, plane crashes, building collapse, insurgency among others. FRSC emergency response is deployed through the following:

- i. 122 Toll Free line direct to the FRSC Call Centre
- ii. Emergency Ambulance Service Scheme (EASS) also known as Zebra
- iii. Road Side Clinics
- iv. National Community Post Crash Care Initiative.
- v. Activation of the National Emergency Response through 112

Engineering

Road safety engineering involves the use of technology to prevent road traffic crashes and mitigation of crash impacts on road users and the environment through regular conduct of Road Safety Audit (RSA) and advise the appropriate authorities on areas requiring intervention. It also involves design, production and installation of Road Signs to bridge observed gaps in highways signs and signals provision using Information and Communication Technology (ICT)

infrastructure.

The ICT infrastructure deployed by the Corps include Toll Free emergency number (122), Close Users Group (CUG), Social Media Platform, e-ticketing Device for prompt reportage of crashes. Besides, the Corps developed a robust driver's license and number plate verification portal for identity management and to check security breaches. The Corps also performs investigation into RTC where more than three lives are involved known as (3d threshold). Below is the summary of the FRSC engineering strategies:-

- i. Driver's Licences Production/verification Portal
- ii. National Vehicle Identification Scheme (NVIS)
- iii. Signage Standardization and Production
- iv. Road Safety Engineering
- v. Road Safety Audit
- vi. Road Traffic Crash Investigation
- vii. FRSC e-ticketing Platform.
- viii. FRSC Call Centre.
- ix. Offenders/Offences Platform.
- x. Driving School Standardization Programme (DSSP) Platform.

Engagement of Stakeholders

Stakeholders engagement is one of the objectives of the FRSC in ensuring that stakeholders are adequately engaged in FRSC activities. The engagement of this group of people is necessary to allow the disseminations of road safety programme in a discourse and to reach all and sundry. The Department of SDER is saddled with the engagement of stakeholders and external relations of the Corps. The stakeholders engagement brings closer the general public and the Corps in the delivery of its programmes.

Evaluation.

Evaluation is to determine which of the strategies (6Es) or the combinations of the strategies that should be employed to enhance road safety in any particular jurisdiction.

It is quite obvious that the 6Es can be properly and effectively adopted with well coordinated and meaningful patrol operations.



Establish self-standing Road Safety (RS) Financing.

Allocate at least 10% of road infrastructure investment to Road Sector Development Team RSDT, Federal Ministry of Works. Advocating for the adoption of the G8 rule of dedicating 10% of road construction cost to road safety.

IMPROVED MANAGEMENT OF DATA

FRSC developed and implement a sustainable and accurate national database on Road Safety crashes. National Road Traffic Data Management System (NRTCDMS) was developed by World Bank with the use of consultant for uniformity in data collection on RTC in the country.



World Bank Consultant Mr BO Yttergren briefing the Corps Marshal Dr. BO Oyeyemi during his assignment in Nigeria.

One of the challenges bedevilling road traffic data management was coordination among road traffic management Agencies. The experience before the World Bank intervention was that every Agency works in silos with little or no national coordination of data. This situation posed a serious challenge for robust data gathering that truly reflects RTC data situation in Nigeria among road traffic Agencies and stakeholders.

Based on the need to harmonize the data that reflect Nigeria road traffic crash data

for effective transport planning and development purpose, the World Bank intervened through Safe-corridor project to initiate the “Design/Supply, Implementation, and Deployment of a National Road Traffic Crash Data Management System (NRTCDMS)”. This project was a component in Federal Roads Development Project financed by the World Bank's International Development Association and the Nigerian Government.

The overall objective of the project is to assist the road safety stakeholders in Nigeria to establish and effectively use a centrally controlled National Road Traffic Crash Data Management System (NRTCDMS) for better crash data reporting, statistics and analysis that will form the basis for remedial actions leading to an improved road safety environment and culture across the country. This project is coordinated and hosted by the Federal Road Safety Corps (FRSC) and make available to other road safety stakeholders such as the Nigeria Police, Federal Ministry of Power, Works and Housing (FMPW&H).

The project was achieved through the undermentioned phases:

Phase I. Design a system to reflect the existing situation, options for improvement, design of an improved system, and Phase II. Supply and installation of a system and its testing and validation.

PHASE I- The Design of NRTCDMS

A World Bank Consultant and Crash Data Expert, Mr. Bo Yttergren commenced the design project on August 8, 2016 and completed it on February 28, 2017.

The following were some of the significant activities that were carried out;

a. The Consultant visited relevant stakeholders, among which include, Hon. Min. of State for Health, DIG (Ops) Force HQ and the Unit Manager Road Safety Development Team (RSDT). These visits enabled the Consultant have first hand information about RTC data and the synergy that existed among the participating Agencies and the gap that needed to be



The World Bank Consultant Mr BO Yttergren briefing the Minister of State Health briefing him on his activities in the country.

filled to drive the implementation of the system. He had two different meetings with National Committee on Road Traffic Crash Information System (NACRIS)

b. The consultant briefed the Corps Marshal and FRSC Management Team on his assignment and the importance of the new system in creating single crash database for the country that will be acceptable globally for reporting road traffic crashes nationwide.

c. The final report was presented on the design of National Road Traffic Crash Data Management System (NRTCDMS) in February, 2017.

ESTABLISHMENT OF NATIONAL CRASH REPORT INFORMATION SYSTEM (NACRIS)

Beside the above and need to harmonize the mandatory reporting, standardized data format in conformity with international definitions and provision of sustainable funding with the development of uniform data collection template for Road Traffic Crash Information System (RTCIS).

The FRSC developed a National Crash Traffic Crash Data Management System (NRTCDMS) to harmonise data format in road crash reporting in line with

international standards called the National Crash Report Information System (NACRIS).

The NACRIS is formed and comprised all relevant stakeholders in road safety and road development sectors across the country. This committee is hosted by FRSC every quarter to look into RTC data collection and review the activities from time to time. The Committee secretariat is domiciled in FRSC and has in its membership the following agencies:

- i. The Nigeria Police,
- ii. Federal Ministry of Health,
- iii. Ministry of Transport
- iv. Nigeria Institute of Transport Technology (NITT)
- v. National Emergency Management Agency
- vi. National Population Commission (NPoC)
- vii. National Bureau of Statistics
- viii. Vehicle Inspection Office (VIO)
- ix. Department of State Security (DSS)
- x. Federal Fire Service (FFS).
- xi. National Insurance Commission
- xii. Nigeria Security and Civil Defence Corps (NSCDC)

The functions of NACRIS include collection and harmonization of relevant data across the country. The National Committee meets every quarter at the instance of Federal Road Safety Corps. In view of the programme, a national road traffic crash data management System Crash Reporting Form was developed. A sample of the form is displayed below:

Figure 9: Samples of the Crash Report Form

III. PERSONS INVOLVED IN THE CRASH													Pages	
Name No. 1-40		Address		Address II		Gender		Age						
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
1		2		3		4		5		6		7		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
8		9		10		11		12		13		14		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
15		16		17		18		19		20		21		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
22		23		24		25		26		27		28		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
30		31		32		33		34		35		36		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
38		39		40		41		42		43		44		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
46		47		48		49		50		51		52		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
54		55		56		57		58		59		60		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
62		63		64		65		66		67		68		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
70		71		72		73		74		75		76		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
78		79		80		81		82		83		84		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
86		87		88		89		90		91		92		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
94		95		96		97		98		99		100		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
102		103		104		105		106		107		108		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
110		111		112		113		114		115		116		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
118		119		120		121		122		123		124		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
126		127		128		129		130		131		132		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
134		135		136		137		138		139		140		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
142		143		144		145		146		147		148		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
150		151		152		153		154		155		156		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
158		159		160		161		162		163		164		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
166		167		168		169		170		171		172		
Identification of available 10		M Number		Road User Category		Driver		Passenger		Pedestrian		Acc		
174		175		176		177		178		179		180		
Identification of available 10		M Number		Road User Category		Driver		Pass						

XI. FOLLOW-UP OF INJURED IN HOSPITALS					Page 4
Name ⁰⁰	Kingstap ⁰⁰	Date ⁰⁰	Status 30 days ⁰⁰	Incident No	
			Downloaded	1	
Name ⁰¹	Kingstap ⁰¹	Date ⁰¹	Status 30 days ⁰¹	Incident No	
			Downloaded	2	
Name ⁰²	Kingstap ⁰²	Date ⁰²	Status 30 days ⁰²	Incident No	
			Downloaded	3	
Name ⁰³	Kingstap ⁰³	Date ⁰³	Status 30 days ⁰³	Incident No	
			Downloaded	4	
Name ⁰⁴	Kingstap ⁰⁴	Date ⁰⁴	Status 30 days ⁰⁴	Incident No	
			Downloaded	5	
Name ⁰⁵	Kingstap ⁰⁵	Date ⁰⁵	Status 30 days ⁰⁵	Incident No	
			Downloaded	6	
Name ⁰⁶	Kingstap ⁰⁶	Date ⁰⁶	Status 30 days ⁰⁶	Incident No	
			Downloaded	7	
Name ⁰⁷	Kingstap ⁰⁷	Date ⁰⁷	Status 30 days ⁰⁷	Incident No	
			Downloaded	8	
Name ⁰⁸	Kingstap ⁰⁸	Date ⁰⁸	Status 30 days ⁰⁸	Incident No	
			Downloaded	9	
Name ⁰⁹	Kingstap ⁰⁹	Date ⁰⁹	Status 30 days ⁰⁹	Incident No	
			Downloaded	10	
Name ¹⁰	Kingstap ¹⁰	Date ¹⁰	Status 30 days ¹⁰	Incident No	
			Downloaded	11	
Name ¹¹	Kingstap ¹¹	Date ¹¹	Status 30 days ¹¹	Incident No	
			Downloaded	12	
Name ¹²	Kingstap ¹²	Date ¹²	Status 30 days ¹²	Incident No	
			Downloaded	13	
Name ¹³	Kingstap ¹³	Date ¹³	Status 30 days ¹³	Incident No	
			Downloaded	14	
Name ¹⁴	Kingstap ¹⁴	Date ¹⁴	Status 30 days ¹⁴	Incident No	
			Downloaded	15	

VIII. GENERAL CIRCUMSTANCES OF THE CRASH								Page 3
Collision Type	Road Geometry	Road Type	Road Condition	Traffic Control	Weather	Speed limit	Gradient	
Mutual head-on	Straight road	Road category	Dry	Police	Sunny	None	Gradient	
Mutual rear end	Curve	Single carriageway	Wet	Traffic lights	Cloudy	Posted	Down	
Mutual intersection	Roundabout	Roundabout	Other	Stop/go sign	Rainy	Not posted	Level	
Mutual overtake	T-junction	Street	Surface State:		No control	Foggy		
Mutual lane	T-junction	Other	Driveway		Protester behaviour ??			
Single rear end	T-junction	Other	Surface Type ??		Disturbance			
Single mix use off	Bridge	Access	Road Markings		Shutted off the road			
Single run-in/off	Round works	General	Excluded		Shutted on the road			
Reckless driver	Other	Bank	On red road		Swerving along the road			
Hydroplaning	Other				Crossing road at pedestrian crossing			
Other	Red and gate	Signal			Crossing road close to footbridge			
	Waste vehicle	Other			Crossing road elsewhere			

IX. Crash sketch

X. Summary description of the crash

INSTITUTIONAL ARRANGEMENTS IN TACKLING ROAD SAFETY

Road Safety Management



2 Nigeria Road Safety Strategy (NRSS) (2014-2018) which provides a clear direction towards achieving the country's vision for road safety "where road crashes result in no death" The NRSS II (2021-2030) is currently being prepared



and will be published before the end of the year. The NRSS II has further highlighted the functions of all the stakeholders and the benchmark for measuring the level of success has been made. The strategy intends to make road safety management an inclusive activity. The FRSC as the lead agency is also working hard to domesticate the provisions of the UN Conventions recently acceded to by Nigeria.

In order to establish a self-standing Road Safety financing, the FRSC is advocating for allocation of at least 10% of road infrastructure investment to road safety which is handled by the Road Sector Development Team (RSDT)

DEVELOPMENT OF THE NRSS

- The process adopted for the development of the NRSS was participatory and inclusive
- All relevant stakeholders at the Federal and State levels were actively involved in the process
- The “Safe Systems Approach” was adopted in developing the NRSS
 - Consistent with the UN Decade of Action
 - The goal of the safe systems approach is to ensure that when crashes occur, they do not result in serious human injury or death.

Figure 10: NRSS Objectives Profile at a Glance

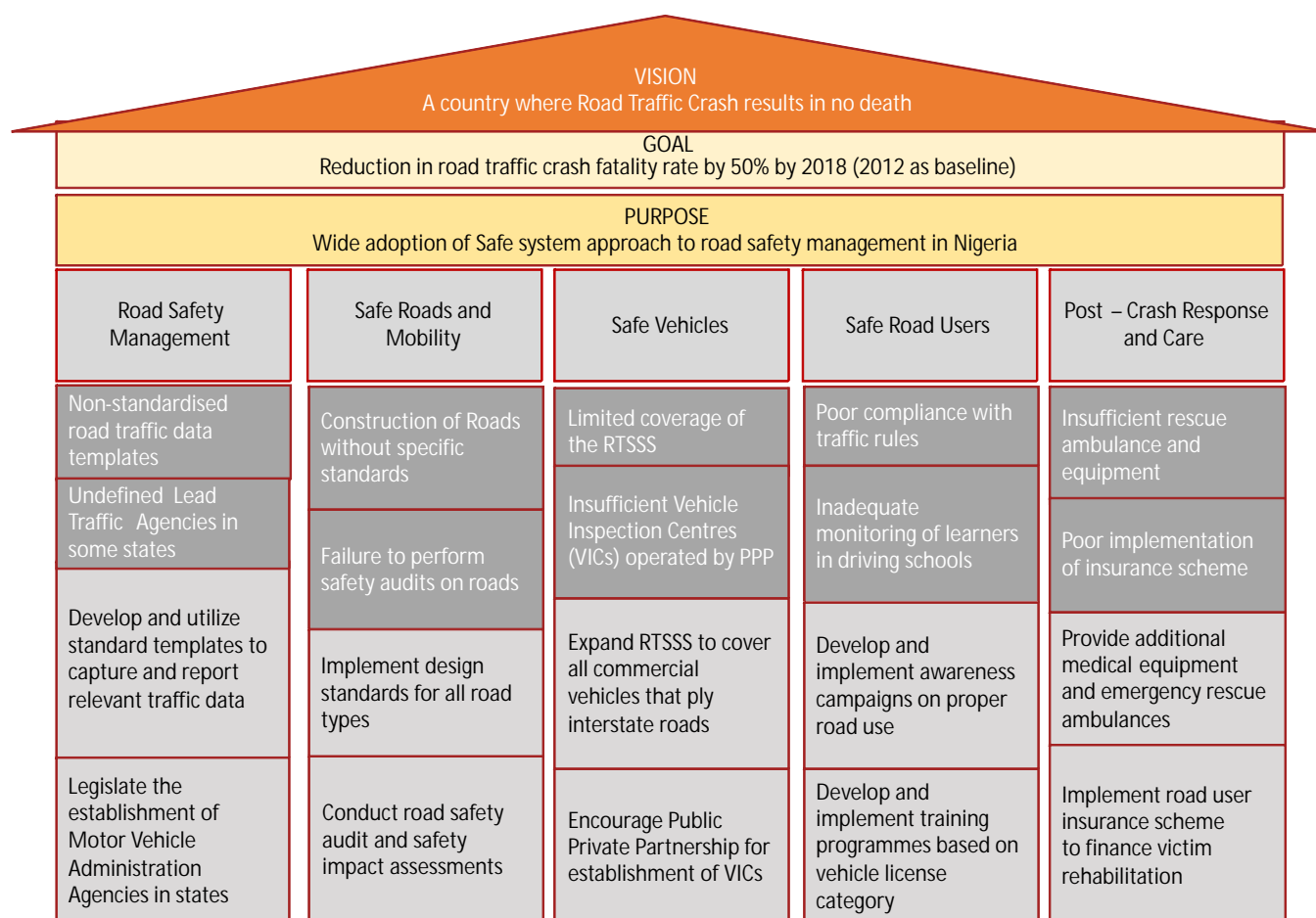
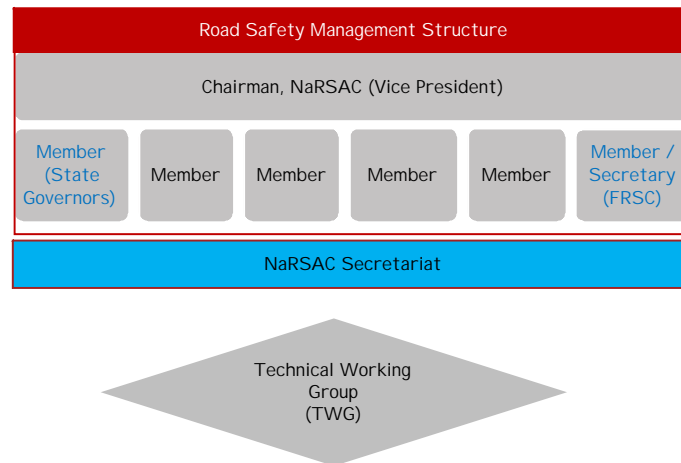




Figure 11: NRSS Institutional Arrangement (NaRSAC)



The Vice President, Prof. Yemi Osinbajo Governor from six geo-political Zone, Ministers of Transport, Finance National Planning, Information, Health, FCT, and the Corps Marshal at the inauguration of the NaRSAC

- Vice President, Federal Republic of Nigeria – Council Chairman
- One Governor each from the six geo-political zones – Members*
- Secretary to the Government of the Federation – Member
- Honourable Minister of Transport – Member
- Honourable Minister of Works – Member
- Honourable Minister of Health – Member
- Honourable Minister of Justice – Member
- Honourable Minister of Education –

Member

- Honourable Minister of Finance – Member
- Honourable Minister of Environment – Member
- Honourable Minister of Labour and Productivity – Member
- Honourable Minister of Police Affairs – Member
- Honourable Minister of Interior – Member
- Honourable Minister of National Planning Commission – Member
- Honourable Minister of the Federal Capital Territory – Member
- National Security Adviser – Member
- President, Association of Local



Governments of Nigeria (ALGON)-member

- President – The Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture (NACCIMA)–Member
- President, Nigerian Society of Engineers - Member
- Chairman, Federal Road Safety Commission - Member
- Corps Marshal, Federal Road Safety Corps– Member/Secretary

NaRSAC Key Responsibilities

- Set National Road Safety Strategy target(s)
- Ensure co-ordination between Federal, States and Local Governments in achieving Road Safety targets
- Drive the implementation of the NRSS via:
 - Requests for progress reports from relevant agencies
 - Invitation of relevant agencies to defend proposed activities and road safety efforts on a quarterly basis
 - Evaluation of outcomes of National road safety initiatives
 - Development of a funding plan for strategic initiatives
 - Fund sourcing for implementation of strategic initiatives
 - Endorsement of disbursement of pre-approved funds for strategic initiatives
 - Monitoring of funds disbursement for strategic initiatives
 - Review monitoring and evaluation reports (as submitted by FRSC) for effective coordination of road safety programmes
 - Report to the FEC on progress made on the NRSS
 - Perform annual review of the NRSS
 - Oversee aspects that relate to road safety enforcement of 10 per cent of the National Road Fund
 - Endorse subsequent NRSS prior to submission to the FEC

NRSS INSTITUTIONAL ARRANGEMENT (TWG)

The Technical Working Group (TWG) of National Road Safety Advisory Council (NaRSAC) has been inaugurated to implement the NRSS under the Chairmanship of The Minister of Budget and National Planning



The Minister of Budget and National Planning, Corps Marshal at the Technical Working Group (TWG) of National Road Safety Advisory Council (NaRSAC)

The TWG shall comprise mainly of:

- FRSC - NaRSAC Secretariat
- Federal Ministry of Works
- Federal Ministry of Health (Focal Point on the UN Decade of Action)
- Ministry of Interior
- National Planning Commission
- National Security Adviser (NSA)*
- National Bureau of Statistics (NBS)
- National Environmental Standard Regulatory and Enforcement Agency (NESREA)
- Nigeria Police Force
- State Governments/States Motor Vehicle Administration Agencies constituting State Traffic Management Agencies and Vehicle Inspection Offices.

Associate members may be drawn from relevant professional institutions to include:

- Nigerian Medical Association (NMA)
- Nigeria Society of Engineers (NSE)
- Nigeria Bar Association (NBA)
- Guild of Editors
- National Council of Women Societies (NCWS)
- Standards Organisation of Nigeria (SON)



- The Nigeria Institute of Town Planners (NITP)
- Human Rights Organisations
- Chartered Institute of Logistics and Transport (CILT)
- The Nigeria Institute of Safety Professionals (NISP)
- National Association of Road Transport Owners (NARTO)
- Adopt for implementation, uniform standards on :
 - Traffic enforcement
 - Vehicle inspection
 - Road signs and markings
 - Personnel training
 - Rescue administration
 - Make recommendations to FRSC

on issues that require national regulation and standards

- Prepare annual budget for the Nigeria Road Safety Fund
- Submit proposals for specific intervention funding
- Perform assigned strategic activities
- Prepare and present progress reports on assigned strategic activities for NaRSAC's consideration
- Conduct annual review of the NRSS
- Mainstream assigned strategic activities into operational processes and procedures
- Review and adopt future NRSS documents

FUNDING OF THE NRSS

Apart from budgetary funding, support will come from provisions in the Federal Road Authority Bill.

Funding Loop

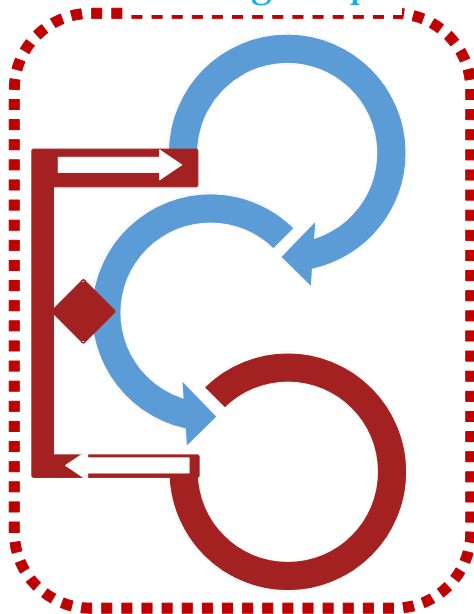
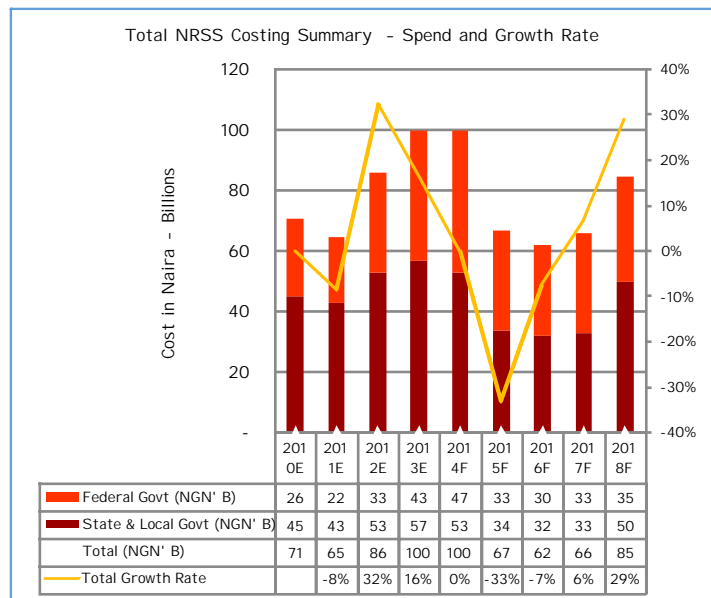


Figure 12: Total NRSS Costing Summary





REGIONAL ROLES & GLOBAL PARTICIPATION-INT'L MEMBERSHIP/ COLLABORATIONS

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

FRSC has also developed appropriate commitment in Road Safety component in all relevant international Partner funded interventions.

In line with the above partnership with these bodies, FRSC has secured the assistance and collaboration with World Bank, Global Road Safety Partnership (GRSP), West Africa Road Safety Organisation (WARSO), (PRI) La Prevention Routiere Internationale, Road Safety Development Team (RSDT), AARSI and the International Traffic Safety Data And Analysis Group (IRTAD) which makes Nigeria as the first Country in Africa to be admitted into IRTAD.



TRAINING OF FRSC PERSONNEL AT THE HIGHWAY PATROL ACADEMY, SACRAMENTO USA

As part of the effort of the FRSC to consolidate on the gains of institutional development and build a strong institution, thirty (30) personnel of the Corps attended the Highway Patrol Academy, in Sacramento in the United States in 2015 as part of the efforts to build institutional capacity.



The Corps Marshal BO Oyeyemi at the Highway Patrol Academy, Sacramento USA with some of the officials at the institution

In a similar development forty (40) FRSC personnel were trained at APTH, Le Cruist, France in 2017 as part of institutional manpower development. Further to above, the FRSC personnel embarked on further advanced training on Non-Motorised Transport (NMT) in Netherlands Holland, in 2016 sponsored by the Netherlands Government where eight (8) FRSC personnel were trained on NMT development in Holland. This is to educate FRSC personnel on road safety best practices and Non-Motorised Transport modalities and the



FRSC participants at the APTH, LeCruist, France in 2017 on advanced training programme on Non-Motorised Transport (NMT)



international standards for traffic safety audits and to stimulate cooperation between various stakeholders, the training course consists of a two-week period in which an attractive combination is scheduled between theory and practice. The students were taken on lessons in plenary sessions, combined with workshops in the classroom as well as field assignments and site visits. The goal of all training of DTV Consultants is to teach not only theory. The essence is to give the students a solid base on a specific subject, in this case traffic safety and more specific Non-Motorised Transport, and to elaborate on this subject with dedicated workshops, cases and assignments.

ESTABLISHMENT OF ROAD SAFETY UNIT IN NDA

As a result of the Corps resolve for strong institutional framework with sister agencies, FRSC established Road Safety unit with personnel deployed to Nigeria Defence Academy (NDA) as instructors in training the Cadets on driving proficiency at the Nigeria Defence Academy, Kaduna.



Dr. BO Oyeyemi with the Commandant Nigeria Defence Academy on collaboration with the NDA

SAVE TO LOAD PROGRAMME

FRSC has commenced implementation of the good practice guideline on road safety management with the SON accredited Tanker Driver's guidelines. The result of the above was the Safe to Load scheme as a special intervention programme to minimize road traffic crash occurrence

among the tanker/trailer drivers in the country.

This is part of the Corps efforts at actualizing her vision of mitigating road traffic crashes involving tankers and trailers to the barest minimum. Since the Programme began it has been driven with passion to ensure that road traffic crashes are minimized among this category of drivers. In the year 2019, three special training programmes were organized for both staff inducted into the programme and those expected to be part of it to boost the manpower capacity of the scheme. The training was conducted in Lagos, Port Harcourt and Abuja and organized by the Corps in collaboration with Total Nig. PLC.



FRSC personnel inspecting a tanker as part of collaboration with the Total Nigeria Plc on Safe-to-Load programme

As at 2019, FRSC has sixty four (64) Desk Officers in tank farms consisting of four States of the federation and had a total of one hundred and nine thousand, three hundred and fifty nine (109,359) drivers and trucks checked at various tank farms nationwide. One hundred and five thousand, eight hundred and thirty nine (105,839) of these drivers checked had valid driver's license while two thousand three hundred and eighty (2,380) drivers had invalid license. Below are other activities of the desk officers at various tank farms across the country.

? One thousand, one hundred and forty (1,140) drivers checked did not have drivers license at all.

? Of all the vehicles checked, (105,355) met required safety standard while (4,087) did not.



ISO 9001:2008 AND 9001:2015 CERTIFICATION/SERVICE IMPROVEMENT EFFORTS

ISO 9001:2015 certification and participation in ISO 39000 preparation.



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. After a review of ISO 9001:2008 by the International Organisation for Standardization (ISO), several modifications and some completely new requirements were introduced and international deadline to convert from ISO 9001:2008 to ISO 9001:2015 version was fixed for 15 September 2018 for all the certified organisations worldwide. In order to ensure a smooth transition, the Corps adopted the following strategies/plans:

The Management Representative (MR) and his team held a meeting with the Representatives of the Standards Organisation of Nigeria (SON), the apex standard body in Nigeria, on 21 February 2018 on the requirements for the transition. Conduct of QMS awareness lecture in the

Corps' formations in line with ISO 9001:2015. Conduct of Internal System audits of all the Corps' formations in line with ISO 9001:2015. Conduct of Stages 1 and 2 External System Audits by SON all these are in line with building a strong institutional framework and prepare the journey to the transition to ISO 9001:2015

The Stage for the certification of ISO 9001:2015 was set with the conduct of inspection 8 October 2018. The audit was based on all the 10 Clauses of ISO 9001:2015 standards. A total of 35 documents and records bothering on all facets of the Corps were critically examined.



Corps Marshal Dr. BO Oyeyemi, DCM Operations and Rep. SON
Engr. Shehu Maik in 2018

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

The Road Transport Safety Standardization Scheme (RTSSS) was launched in 2007. The scheme was designed to regulate the activities of all fleet operators in the country. The Corps Safety and Transport Office, in line with Section 115 of the NRTR (2004) (now Section 198 – 2007 of the reviewed NRTR, 2012) Pursuant to Section 5 & 10(10) of the FRSC Establishment Act, 2007 is charged with the responsibilities of the implementation of policy and carrying out of annual re-certification of all registered fleets annually in-line with minimum safety standards for drivers, vehicles and operators. The effectiveness of the



FRSC personnel at the transport Terminal of GAE Transport Line for inspection

scheme has resulted to the registration of over 1200 fleet operators from 2009 to 2017.



FRSC personnel carrying out inspection for certification of fleet operators

Over 9,483 fleet operators have been registered under the Road Transport Safety Standardization Scheme (RTSSS). This is in line with best global practices. Since the commencement of the scheme there have been tremendous sanity in the operations of the fleet owners.

RECONCILIATION OF DATA

To build a strong institution in data keeping in line with UN Decade of Action. Policy Research and Statistics, Corps Medical

Rescue Office, Corps Safety Engineering (PRS, CMRO and COSEN) respectively and other data collection offices in the FRSC meet monthly to reconcile and validate data of RTC victims. This is to eliminate duplication and other grey areas in data collection, sharing and reconciliation.

BUILD CAPACITY FOR DATA MANAGEMENT ON ROAD SAFETY THROUGH STATION OFFICERS

Arising from the institutional framework to enhance FRSC operations in data collation, the FRSC has begun deployment of Station officers to cover all the nook and cranny of the country. This is as a result of need to improve on its RTC data collection and management of public aspirations and expectation on FRSC performance as well as feedback mechanism. The initiative of FRSC Station Offices/deployment of personnel at the Local Government Areas particularly, those Local Governments without FRSC presence was towards enhancing the Corps visibility, public information



The Corps Marshal Dr. BO Oyeyemi explaining issues to the Executive Governor, Ekiti State, Dr. Kayode Fayemi.

dissemination as well as gathering vital intelligence to guide Management in decision making. The Station officers (SO) are to cover all local government in the country to collect real-time data to populate the FRSC data collection strategy for the enhancement of the FRSC observatory project coming on board soon.



The responsibilities of Station Officers include the following:

- a. Data collection on RTC, NDL, Number Plate, RTSSS and Hospital follow-up.
- b. Liaises with the Nigeria Police and other relevant agencies in reconciling RTC data and other related information.
- c. Identification and reporting of black spots within their area of jurisdiction to Corps Safety Engineering (COSEN), RSHQ.
- d. Identification of location, routes and recommending for the establishment of National Community for Post Crash Care Initiative (NCPCCI) volunteers to SDER Department.
- e. Conducts monthly Public Enlightenment at motor parks to promote good road use culture.

NATIONAL VEHICLE INFORMATION SCHEME (NVIS)

National Uniform Licence Scheme

In order to provide safer vehicular traffic across the country, a nationally controlled licensing scheme was introduced in February 1990. Today, the National Uniform Licensing Scheme (NULS) which has undergone several evolutions comprises the National Vehicle Licensing Scheme (NVLS), National Vehicle Identification Scheme (NVIS), National Vehicle Number Code and National Driver's Licence Scheme (NDLS) amongst others. The cardinal objective of the NULS is to standardize, harmonize and unify all existing modes of licensing drivers and vehicle registration in order to evolve a better driving culture.

To make for ease of procurement or replacement of ENDL, the Corps has decentralized its issuance to every State of the Federation with additional workstations in some States in Nigeria. Presently, the Corps has over of two hundred (200)

Drivers' License Centres (DLC) nationwide. There are also three Number Plates Production plants in Lagos, Abuja and Anambra States to enhance the number plates production for the country.



Driver Licence applicant completing bio-metric process for issuance of National Drivers Licence.

ENGAGE LOCAL AND REGIONAL RESEARCH CENTERS ON ROAD SAFETY DATA MANAGEMENT

FRSC is in collaboration with various institutions such as the Nigeria Building and Road Research Institute (NBRRI), Federal University of Technology Owerri, Olabisi Onabanjo University, Ogun State, and Federal University of Technology Akure and University of Lagos for road Safety related researches into the causal factors and other studies.

The FRSC is also into collaborations with other international partners on road safety effort such as the ECOWAS, African Union and IRTAD in programme on data management.

ESTABLISH/STRENGTHEN AND HARMONIZE INJURY DATA SYSTEM TO BE RECORDED BY HEALTH FACILITIES

The FRSC created a platform among various offices in reconciliation of data with Policy Research and Statistics office, Corps Medical Rescue Office, Corps Safety Engineering and Corps Safety (COSEN) to harmonize and improve on the data collection in FRSC. Beside the above, the data



generation offices regularly interface to reconcile all data generated to avoid duplication and ensure minimal errors.

ESTABLISH A BASELINE DATA ON ROAD SAFETY

FRSC has programme to project and forecast road traffic crashes in the country using relevant indices as baseline to estimate the crash occurrence in the country to monitor the trend of RTCs and evaluate the effectiveness of various intervention strategies.



Artistic impression of the FRSC Academy Udi, Enugu State.

ESTABLISHMENT OF FRSC ACADEMY

The establishment of the FRSC Academy Udi was for the purpose of meeting the manpower needs of the Corps in operational duties and other sundry activities. The Academy started its operations in Jos Plateau State in 2006. As a result of innovation and development of the citadel of knowledge, Management began a development process to locate the institution in a comfortable and serene environment suitable for academic purpose.

That informed the relocation in 2015 to Udi Enugu State. Since its establishment, the Academy has turned out various cadets recruitment exercise. Presently the Academy has forged ahead and in the process of being awarded with the status of degrees awarding institution.

FEDERAL ROAD SAFETY TRAINING SCHOOLS, JOS

Further to the establishment of the FRSC Academy, the FRSC established the FRSC Training School to further enhance institutional framework of the Corps. The Training School was initially sited at the Military Barracks in Mubi, as the proposed FRSC Training School to train the increasing number of Marshal in the Corps. The ideas came into reality in October, 2006 when the Training School officially moved to the abandoned 231 Tank Battalion Barracks of Nigeria Army Mubi, Adamawa State. The school was established to build institutional strength and train the trainer for all strata of Marshal cutting across the cadre of the annual regimental studies.



Dr. BO Oyeyemi, Corps Marshal taking general salute during his visit to the FRSC Training School in Jos, Plateau State.



FEDERAL ROAD SAFETY COMMAND AND STAFF COLLEGE

FRSC is a paramilitary institutions established in post civil war Nigeria. It is a paramilitary agencies which provides avenues for internal security. The duties of the FRSC are based principally on Road Safety Administration and include the following:

Restoration of integrity of National Uniform licensing Scheme towards National Security, Restoration of Law and order in road usage. Reduction of percentage of road traffic crashes, Restoration of road furniture to improve effective road administration through research and expert advice to FMW.

FRSC seeks colloboration post independence paramilitary organization, It is not isolated from the problems of other sister paramilitary organizations in pushing Nigeria at the developmental pedestal. In view of the above, the FRSC established Command and Staff College to create synergy among the Military and Paramilitary agencies with a view to build formidable internal security apparatus as obtained across the world.

Presently, the FRSC Command and Staff College is presently collocated at FRSC Academy Udi Enugu State, pending the completion of the permanent site in Ibadan Oyo State.



Command and Staff College Bus

FEDERAL ROAD SAFETY INSPECTOR COLLEGE, DELTA STATE

The FRSC aim to establish Marshal Inspectors Training School in Delta State, is borne out of the desire of the FRSC to build a strong institution as prescribed by the UN Decade of Action 2011-2020. The institution is located in Owa-Alero Agbor, Delta State, Nigeria where there is massive construction work to meet the delivery date of the institution by the Government of Delta State. The following progresses have so far been made as at 18 March, 2020 during the inspection exercise at the institution. The following is the highlight of extent of work at the school.

- a. The Administrative block is at first floor decking level.
- b. Auditorium is at foundation.
- c. Classroom block works are above lintel level.
- d. 6 Blocks of two bedroom staff quarters are at parapet level.
- e. Commandant's residence is at parapet level.
- f. Deputy Commandant's residence is at parapet level.
- g. Block Work is ongoing in female hostel.
- h. Male Hostel is at DPC.
- i. Cafeteria is at DPC.
- j. Gate House block work is above lintel level.
- k. Internal roads have been marked out for earthwork.
- l. Attached are pictures taken from the site visit.



Some of the development project at the FRSC Inspector College, Delta State



FRSC: REGIONAL ROLES & GLOBAL PARTICIPATION



The Corps Marshal Dr. BO Oyeyemi along side Ambassador Bolaji Akinremi presenting the instrument of assent on UN Convention on Road Traffic to Mr Santiago Villalpando, United Nations Chief Treaty Section Office of United Nations.

Nigeria has acceded to six (6) United Nations Conventions on Road Safety. The country aligned with global best practice and domesticated the standards as it became the 78th country to assent to the Vienna Convention on Road Safety and Signals. United Nations congratulated Nigeria for this feat while the country deposited the road signs and signal as the Nigeria representative presented its endorsement on Thursday 18th October, 2018. The six (6) United Nations Conventions on Road Safety were multilateral treaties designed to achieve uniform standard in road traffic administration and safety management. Nigeria is among the few countries in Africa to have assented to the Vienna

Convention adopted by the UN General Assembly on November 8, 1968 and entered into force on May 21, 1977.



Corps Marshal Dr. BO Oyeyemi and other Nigeria delegates with Santiago Villalpando, United Nations Chief of Treaty Section to deposit the UN Road Signs and Signal Convention Treaty.



The six (6) United Nations Road Traffic Convention signed by Nigeria



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 Organisation (WARSO) as a West African Road Safety Body on road safety matters within the sub-region. The organisation marked its tenth year's anniversary in 2018. WARSO has made significant progress as a result of the role played in the unification of west African road safety matter. Some of the aims of WARSO include stabilizing road

safety management in the sub-region for the integration of road safety matter of member states. Other aims include collective socio-economic development among other objectives.



FRSC personnel and other dignitaries at the 10th year Anniversary of the West African Road Safety Organisation (WARSO) in 2018

DEVELOP/STRENGTH PARTNERSHIP AND COLLABORATION

The militarization of the civil populace, the growing resurgence of ethnic militia, armed robbery on the highways and political aggression justified the request for the bearing of arm by the Commission's staff if traffic law enforcement is to be effective. The FRSC Establishment Act 2007 in section 19 provides power for the Corps to bear arms. In 2005 alone, the Commission recorded 70 cases of violent attacks by motorists, road users and armed robbers. The Commission has since trained many of its Officers and Marshals on weapons handling both within and outside the country, the training kick-started with United State of America training of some officers.

In line with the need to further protect the FRSC personnel and critical installations



FRSC personnel on Arms training at the Nigeria Military Army School of Infantry, Jaji Kaduna State.

A total of 3,552 FRSC personnel were trained by the Nigerian Military Army School of Infantry, Jaji and other Military formations under the coordination of Chief of Army Staff and supervision of the National Security Adviser (NSA).



Use of Systems Applications and Products (SAP)

Systems Applications and Products (SAP) is a German multinational company known for making Enterprise Resources Planning (ERP) software. It is an application that serves as an umbrella view on all Departmental processes with effective communication structure between its Departments which optimises productivity by eliminating duplication resource allocation to maximize benefits derived from key functional areas on its organisation. SAP is used in organisations such as NNPC, Mobil, and the Nigeria Army among others.



System Application and Products (SAP)

SAP has been in existence in FRSC with business and financial Module in 2009 for use in Finance and Account department. In 2011, the Corps migrated to SAP all in one SAP A1 as part of its measure to build strong institutional framework in line with the UN Decade of Action to curb the incessant road traffic crashes with the use of technology through the coordination of the ICT platform.

With the rolling out of Human Capital Management (HCM), Financial (F1), Business Object (BO) in 2013, while training and event management (HCM-TEM) was implemented in 2014.

Use of System Application Products (SAP) as an advanced cutting edge in most of its programmes in the staff administration and operational matters.

The use of Information and Communications Technology (ICT) to drive the Corps operations in enforcement, data gathering, analysis, reporting, evaluation and barefaced forecast has taken the FRSC to new heights in road safety administration and management as the Corps deploys some of the latest cutting-edge solutions like Systems Applications and Products (SAP) as a Business Intelligence (BI) solution and applies it in its Human Resource and Finance Management.

However, it is necessary to put on record that since the deployment of SAP into FRSC process and procedures, the Unit was formally launched in July, 2015 with fourteen officers trained by various organisation both locally and abroad. The pioneer of the SAP served as the arrowhead in the implementation of the product after the training abroad.

E-Booking

FRSC is a technology driven organisation, based all its process on sound initiatives which is also based on operational excellence, stakeholders' cooperation, and advance technology initiative which are channeled towards high performing as a World class organisation. FRSC processes are technological based through efficient use of ICT knowledge. The Corps is gradually transforming its process into a paperless organisation with effective networking of its operations. E-ticketing device is one of the ICT technology initiatives of the Corps:



E-booking device of the FRSC



STATE TRAFFIC MANAGEMENT AGENCIES

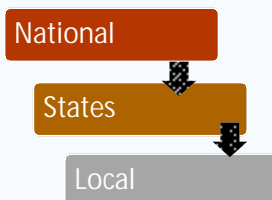
The safety of Nigerians on the nation's highway is still a great concern to all despite efforts of government over the years.



A road traffic scene

The impact and consequential effect of road traffic crashes on individuals, families and the nation calls for a greater level of involvement and commitment in addressing the menace created by road traffic injuries.

Road Safety is therefore a shared responsibility at all levels:



Building a synergy that is effective is fundamental to improving road safety culture and practice.



The administrative structure of Road Safety (Federal System) allows for the combination of both Federal and State laws.

For this reason, the Federal Road Safety Corps (FRSC) and State Traffic Management Agencies work seamlessly to provide for effective road safety services in their operations in the country



Table 6: List of state traffic agencies

S/N	State	Name of Traffic Agency	Acronym
1	Kaduna	Kaduna State Traffic and Environment Law Enforcement Agency	KASTELEA
2	Kano	Kano Road and Traffic Agency	KAROTA
3	Lagos	Lagos State Traffic Management Agency	LASTMA
4	Ogun	Traffic Compliance and Enforcement Corps	TRACE
5	Delta	Delta State Traffic Management Authority	DESTMA
6	Anambra	Anambra Traffic Management Agency	ATMA
7	Cross River	Department of Public Transportation	CTRA
8	Kwara	Kwara State Traffic Management Agency	KWATMA
9	Ekiti	Ekiti State Traffic Management Agency	EKSTMA
10	Abia	Traffic and Indiscipline Management Agency of Abia State	TIMAAS
11	Imo	Imo Civil Guard	IMG
12	Sokoto	Sokoto Traffic Marshals	Sokoto Marshals
13	Zamfara	Zamfara Road Traffic Agency	ZAROTA
14	Osun	Osun Traffic Management Agency	O-TRAM
15	Ondo	Sunshine Traffic Control Agency	Ise Takun Takun
16	Oyo	Oyo State Road Traffic Management Authority	OYRTMA
17	Rivers	Rivers State Road Traffic Management Authority	TIMARIV
18	Nasarawa	Nasarawa State Road Traffic Management Authority	
19	Edo	Edo State Road Traffic Management Authority	



Different pictures and Uniform of State Traffic Agencies



Table 7: RTCs Among States With And Without Traffic Agencies

STATE	FATAL	SERIOUS	MINOR	TOTAL	KILLED	INJURED	CASUALTY
STATES WITH TRAFFIC AGENCIES	1,551	2,357	370	4,278	2,947	14,053	17,000
STATES WITHOUT TRAFFIC AGENCIES	1,566	3,999	537	6,102	3,049	18,010	21,059
2014 TOTAL	3,117	6,356	907	10,380	5,996	32,063	38,059

States with Traffic Management Agencies were observed to have better road safety performance in all road traffic injury indices in year 2014.

Table 8: RTCs Among States With And Without Traffic Agencies

STATE	FATAL	SERIOUS	MINOR	TOTAL CASES	NUMBER INJURED	NUMBER KILLED	TOTAL CASUALTY	PEOPLE INVOLVED
STATES WITH TRAFFIC AGENCIES	1,428	2,171	324	3,923	13,430	2,782	16,212	29,160
STATES WITHOUT TRAFFIC AGENCIES	1,426	3,868	517	5,811	17,048	2,658	19,706	35,234
2015 TOTAL	2,854	6,039	841	9,734	30,478	5,440	35,918	64,394

States without Traffic Management Agencies recorded higher number of people involved in injuries and casualties in the country in year 2015.

Figure 13: Status of States with Traffic Management Agency



This is fair but there is need for improvement.

STATES TRAFFIC AGENCIES ADVANCE ROAD SAFETY STRATEGY

Underlying that road safety in Nigeria is a collective task, providing a platform that will allow States Traffic Agencies to function, proper coordination is key for the

actualization of the goal of making our roads safe and secure through the implementation of this strategy. Nigeria Road Safety Strategy (NRSS) Through States Traffic Management Agencies Involvement. The role of States in actualizing the main objectives of the NRSS in Nigeria depends on the willingness of States Traffic Management Agencies to Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and Driving Under Influence alcohol and drugs. There is ongoing efforts to harmonize all road traffic offences nationwide to assist enforcement and administration of justice.

Table 9: Notice of Offence Sheets

FEDERAL REPUBLIC OF NIGERIA NOTICE OF OFFENCE SHEET PURSUANT TO SECTIONS 10(4), 28(2) OF FRSC (ESTABLISHMENT) ACT, 2007 AND REGULATION 143 OF NRTR, 2011					
S/NO	TICK INFRINGEMENT (S)	CODE	POINTS	PENALTY	CATEGORY
1	ASSAULTING MARSHAL ON DUTY	AMD	10	10,000	2
2	ATTEMPTING TO CORRUPT MARSHAL ON DUTY	ACS	10	10,000	2
3	CAUTION SIGN VIOLATION	CSV	3	3,000	3
4	CONSTRUCTION AREA SPEED LIMIT VIOLATION	CAV	3	3,000	1
5	DANGEROUS DRIVING	DD	10	50,000	1
6	DO NOT MOVE VIOLATION	DNM	2	2,000	2
7	DRIVER'S LICENCE VIOLATION	DLV	10	10,000	2
8	DRIVING UNDER ALCOHOL/DRUG INFLUENCE	DUT	5	5,000	2
9	DRIVING WITH WORN-OUT TYRE	TYV	3	3,000	1
10	DRIVING WITH EXPIRED/WITHOUT SPARE TYRE	EWT	2	2,000	3
11	EXCESSIVE SMOKE EMISSION	ES	5	5,000	1
12	FAILURE TO COVER UNSTABLE MATERIALS	FCM	5	5,000	1
13	FAILURE TO FIX RED FLAG ON PROJECTED LOAD	FRF	3	3,000	1
14	FAILURE TO MOVE OVER	FMO	3	3,000	1
15	FAILURE TO REPORT ROAD CRASH	FRC	10	20,000	1
16	FIRE EXTINGUISHER VIOLATION	FEV	3	3,000	3
17	INADEQUATE CONSTRUCTION WARNING SIGN	ICW	-	50,000	1
18	LIGHT/SIGN VIOLATION	LSV	2	2,000	2
19	MEDICAL PERSONNEL/HOSPITAL REJECTION OF ROAD CRASH VICTIM	RCV	-	50,000	1
20	OPERATING MECHANICALLY DEFICIENT VEHICLE	MDV	5	5,000	1
21	OBSTRUCTING MARSHAL ON DUTY	OMD	3	3,000	2
22	OPERATING A VEHICLE WITH FORGED DOCUMENTS	OPD	10	20,000	2
23	OVERLOADING	OVL	10	10,000	1
24	PASSENGERS MANIFEST VIOLATION	PMV	10	10,000	2
25	RIDING MOTORCYCLE WITHOUT USING CRASH HELMET	RMH	2	2,000	1
26	ROAD OBSTRUCTION	ROB	5	5,000	1
27	ROAD MARKING VIOLATION	RMV	5	5,000	1
28	ROUTE VIOLATION	RTV	10	10,000	1
29	SEAT BELT USE VIOLATION	SUV	5	5,000	1
30	SPEED LIMIT VIOLATION	SLV	5	5,000	1
31	UNAUTHORIZED REMOVAL/TAMPERING WITH ROAD SIGN	UTS	5	5,000	1
32	UNDER AGE DRIVING/RIDING	UDR	-	10,000	1
33	USE OF PHONE WHILE DRIVING	UPD	4	4,000	1
34	VEHICLE LICENCE VIOLATION	VLV	3	3,000	2
35	NUMBER PLATE VIOLATION	NPV	3	3,000	1
36	VEHICLE WITHOUT PROPERLY ATTACHED	UAP	5	5,000	1



PERMANENT STRUCTURES IN FIELD COMMANDS

The permanent office structure initiative was borne out of the burning desire to remove the burden of rent, insecurity and inadequate office space that have characterized FRSC Commands for decades. This is in line with building solid road safety infrastructure to enable the actualization of the UN Decade of Action by 2020 and in line with SDG projection by 2030.

At the inception of the current FRSC leadership, one of the cardinal objectives of the FRSC is provision of befitting edifice so that all FRSC Commands operate from modern permanent offices.



Kwara State Sector Command Office

The strategic approach adopted was a phased construction of the buildings to adopt FRSC Command specification. The adopted specification is two (2) suspended floor structures, thirty (30) standard offices, ninety (90) square metre auditorium, large expanse of land for regimental and recreational activities.

The Corps completed and commissioned 14 ultra-modern permanent office buildings across the country viz: Anambra, Osun, Kwara Ebonyi Oyo, Kogi, Ekiti, Delta, Akwa-Ibom, Zamfara, Nasarawa, Kano, Jigawa, Gombe State Sectors Commands.



Ebonyi State Sector Command Office

The buildings were designed and built through direct labour under the supervision of FRSC Engineers.

These new buildings have reduced pressure on the Corps for rent payment, improved security of lives and property as the facilities have been properly secured with perimeter fencing. It has also led to rise in personnel morale leading to better operational as well as administrative performance of the FRSC in combating incessant road crashes among drivers in Nigeria.



Osun State Sector Command Office



FRSC PROFESSORIAL CHAIR

FRSC in quest to achieve the target of the UN Decade of Action by 2020, the Corps partnered with the Centre for Logistics and Transport Studies, University of Port Harcourt (CELTRAS) on a professorial chair named "Federal Road safety Corps Professorial Chair for Road Safety Management" is aimed at developing the manpower requirement of the Corps.

The Professorial chair is to train FRSC personnel on research methodology, new approach to statistical analysis and other tools for road safety development programme.



FRSC SERVICOM

The Federal Government in 2003 observed that Nigeria has far too long been feeling short changed by the quality of its public service, with emphasis on efficiency and corruption, being impediments to effective implementation of government policies. It is this consideration that informed government adoption of the service compact with all Nigeria SERVICOM where it pledges to provide service in timely, fair, honest, effective and transparent manner

To operationalize the service delivery initiative as adopted, all Ministries Departments, and Agencies (MDAs) were required to establish their SERVICOM Units, tasked with the responsibility of driving the initiative

In compliance with the FGN directive the FRSC inaugurate its own FRSC Servicom Unit and re-empowered the office in 2011 for the purpose of building strong institution required by the UN Decade of Action

The Unit is charged with the primary responsibility of addressing internal grievances and external complaints with a view to solving and intimating the management where necessary.





STRATEGY SESSION

FRSC Strategy Session is a quarterly review of the activities of the Corps on the growing complexity in Road Traffic Management and the increasing motorization in Nigeria. This has made it necessary to re-strategize for better service delivery. It is very expedient in order to meet global best practices and tenaciously uphold the dictates of UN Decade of Action for Road Safety as projected for 2020 and in pursuit of goals of SDG by 2030.



The Corps Marshal Dr. BO Oyeyemi addressing officers during a Strategy Session

It is in consonance with the yearly objective that Management Strategy Session is organized to assess the Corps' stewardship to the Road Traffic activities in various commands across the country to appraise operations of FRSC, identify gaps and evolve further goal oriented action plans to chart the course for optimal service delivery. The Strategy Session holds at different fora at the Musa Yar' Adua Centre, Abuja, FRSC Academy Udi, and at National Headquarters at different times. Motivational speakers, academics, press and other dignitaries are invited who formed the nucleus from the Executive, Judiciary, National Assembly, the field Officers and the Management Staff to review the strategy with the sole aim of combating the new development in traffic management across Nigeria.

The Corps Marshal, is the host in all these events where the management fraternize

with the field officers in a more relaxed environment.

FRSC had been able to surmount challenges and obstacles through the tradition of resilience which endeared the Corps more to the Nigerian citizen. That the FRSC lost 70 personnel in the course of official duties within the year due to reckless motorists, such would not deter the Corps from carrying out its statutory duties.



Dr. BO Oyeyemi taking a salute with other invited guest during a strategy session



Senior Management Staff and other participants during a strategy session

Other areas that were examined include enforcement of speed limiting device, Total War on Overloading (TOWOL), Total War on Critical Offences (TOWCO) i.e Speeding, drink-driving, use of phone while driving etc, with Driver Licence and Number Plate; while also addressing issues relating to tyres, increase in knock-down, killing and maiming of FRSC operatives. Finally, the Corps Marshal implored participants to be free, frank and share their experiences and knowledge.



FRSC STATE TRAFFIC AGENCY COLLABORATION

FRSC enjoys strong collaboration with State Traffic Management Agencies. The Corps do parley with these agencies regularly this is aimed at fostering collaboration among all Road Traffic Management Agencies in the Country with the aim of improving overall Road Traffic Administration and Management.

will transform into a country where road traffic crashes result to no death.

Nineteen (19) States Traffic Agencies attended the stakeholders meeting namely; Kano, Lagos, Sokoto, Delta, Kaduna, Ogun, Anambra, Cross Rivers, Kwara Ekiti, Abia, Imo, Zamfara, Osun, Ondo, Edo, Oyo, Nasarawa and Rivers States.



Corps Marshal and other Management Staff with Head of State Traffic Agencies during one of their collaborations

The purpose of the meeting is to regularly interface with the road Traffic Administrators in combating the menace of road traffic crashes.

It was discovered that Federal Road Safety Corps had surmounted considerable obstacles and has emerged as the UN example of a lead Agency for Road Safety Management in Africa, therefore there is need to encourage the establishment of State Traffic Agencies with shared responsibility for keeping all roads safe.

There was emphasis on Nigeria Road Safety Strategy (NRSS) as when fully implemented, it is envisaged that Nigeria

The basic role of State Governments in the implementation of NRSS was emphasized during their meeting which include mobilizing supports for successful implementation of NRSS Countrywide. Members agreed that fine generation remains a necessary instrument to curtail road traffic excesses, nevertheless revenue generation should not be the foremost priority of any traffic agency in place of safety.

All members agreed that harmonization of all road traffic offences in the nation under NRTR 2016 should be adopted as the National offenders registers.



Cross section of participants at the workshop in 2016

At the end of the meeting the participants agreed on important issues through a communique:

Communique

Forum recognized that Road Safety remains a shared responsibility all over the world. The need to collaborate to restore sanity on Nigeria roads underscores the necessity to come together as critical stakeholders in Road Traffic Management to chart a course geared towards evolving strategies in the collective drive to bring to reality the objectives of Decade of Action for Road Safety. It is on this premise that the CEOs of Traffic Management Agencies in Nigeria converged at FRSC Headquarters to rub minds and bring up the following resolutions:-

- i. Harmonization of all road traffic offences nationwide to assist enforcement and administration of justice.
- ii. Create a synergy amongst Road Traffic Management Agencies towards achieving a robust Road Traffic Management, mutual understanding and service delivery.

- iii. Mobilize support for successful implementation of Nigeria Road Safety Strategy (NRSS) in all States



Representative of State Traffic Agencies during one of the Collaboration with the leadership of the FRSC



STAKEHOLDERS ON HEAVY DUTY VEHICLES

The high rate of Road Traffic fatality on Nigeria roads demands pragmatic and urgent actions by stakeholders in the transport industry. The death of Nigerians and destruction of property occasioned by unimaginable road traffic misbehaviour and outright disregard to vehicle maintenance by heavy duty vehicle operators are most worrisome.



The Corps Marshal with the leadership of the Transport organisation during a stakeholders meeting

Attendance included the Secretary to the Government of the Federation, the National Security Adviser, the Inspector General of the Police and Presidents of NURTW, RTEAN, NARTO and PTD NUPENG

It was this concern that the Stakeholders in the transport Sector came together to discuss incessant road traffic crashes involving heavy duty vehicles in Nigeria with the aim to curbing further loss of lives and property.

The Corps Marshal emphasized that the ugly trend, as a result of misbehaviour of heavy duty vehicles and drivers, must be checkmated.

The Police deployed personnel to the six geo-political zones to monitor and control the activities of Policemen on the highways.

The representative of National Security

Adviser, (NSA) was thrilled by the attendance and the level of synergy recorded by the Corps in the drive to checkmate occurrence of RTCs on Nigeria roads especially during the festive period. He assured the stakeholders that all the inputs of the meeting would be transmitted to the NSA.

Plan of Action

There was a productive interactive session where all stakeholders contributed and made suggestions towards having free flow of traffic devoid of fatality. At the end of the interactive session, the following resolutions were arrived at:

- a. Training and re-training of commercial drivers through FRSC support is significant towards making the road safe.
- b. Call on Government to provide enabling environment for Public-Private-Partnership (PPP) in the provision of rest areas for tanker drivers to prevent fatigue.
- c. Full compliance to safe-to-load programme is paramount for smooth operations.
- d. Discourage the use of 'motor boys' to drive tankers.
- e. Recognizing that Road Traffic Crashes increases considerably towards the end of the year, the meeting agreed that special intervention patrol is necessary to assist in curtailing the menace.



TRANSPORT GROWTH INITIATIVE (TGI)

Transport Growth Initiative (TGI) was a home grown initiative borne out of the necessity to have an enduring and efficient transport sector in Nigeria. It encompasses all modes of transportation; Land, Air, Marine, Rail and Pipeline transport.

The function is principally to address challenges in the industry. It is annual interaction through stakeholders engagements, build human capacity through annual conferences workshop/seminars, harness experiences, galvanize research outcomes and adopt and reward best practices towards the efficient and sustainable transport system.

stakeholders in Nigeria, initiated in 2012 as the hub of Transportation research and networking to address challenges in the industry. Among the cardinal platforms for achieving TGI's objectives is the hosting of an Annual International Transportation Conference.

The initiative which had its first official outing after its launch in 2015, attracted many countries and representatives across the globe most especially the African and west African sub-region. The Conference brought together 314 persons in the transportation industry from notable countries which included United Kingdom, Netherlands, Luxembourg, Liberia, Ethiopia, Ghana, Malawi, Uganda, Kenya, and Benin Republic.



The Corps Marshal Dr. BO Oyeyemi, Minister of Transport Rotimi Aamechi and former COMACE Osita Chidoka at the launch of Transport Growth Initiative (TGI)

The idea behind the initiative was to have in place not only efficient but affordable transportation system for Nigeria. Membership cut across the transportation organizations and individuals from relevant government Ministries and Agencies, Policy makers and Academics, Union, Private Sector and Non-governmental Organizations.

The Transportation Growth Initiative (TGI), is a coalition of the private and public transportation and relevant



Collaboration Advanced Defence Intelligence Officers' Course

World class organizations invest concurrently on both physical and human resources to upgrade required equipment and knowledge of personnel for optimal performance. Federal Road Safety Corps (FRSC), as a world class Organization has a well defined plan and policy on training anchored on efficiency and manpower

development to achieve effectiveness and efficiency. This is attained by collaborating with relevant institutions for training of staff and the latest is attendance with the Defence Intelligence College (DIC), Karu, Abuja.

The course is meant to develop selected officers of the Nigerian Intelligence Community, the Armed Forces, the Paramilitary Services and the relevant professional.



FRSC participants, other Service at the graduation of Defence Intelligence College (DIC), Course in Karu, Abuja

Training Collaboration Between FRSC and Department of State Service Security

In a continued effort of ensuring excellent training and synergy among the security outfits in the Country, FRSC has for quite some times been participating in the training of its personnel in conjunction with

other sister agencies at the National Institute for Security Services (NISS) Bwari, Nigeria.

To date about twelve (12) senior FRSC staff have participated in the programme at the institution.



FRSC participants with other paramilitary agencies during the course at the National Institute for Security Services (NISS) Bwari, Abuja



Driving School Standardization Programme (DSSP)

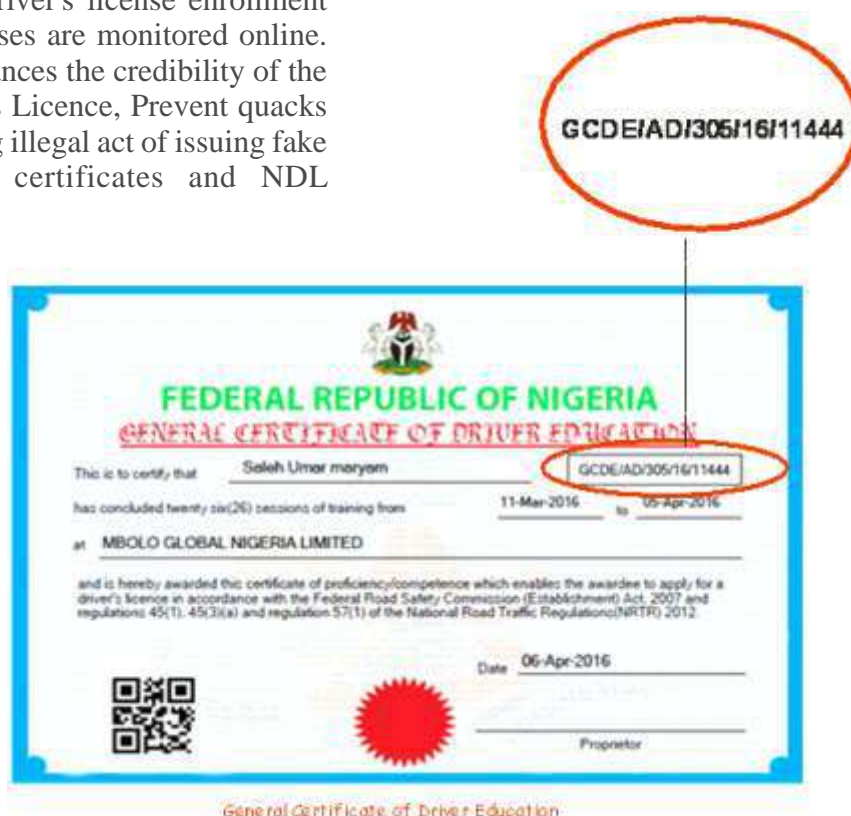
The activities of Driving School are geared towards educating potential drivers on driving proficiency as regulated under the Driving School Standardization Programme (DSSP)

Therefore, DSSP is designed to evolve minimum uniform standards for driving schools nationwide.

The DSSP Website with the domain name (www.frsc-dssp.com) was revamped in 2015 to make it more users friendly and further secure the driving training process to eliminate possible fraudulent practices by some Driving School Operators.

A successful applicant who has completed 26 sessions in the driving school is issued with a certificate that carries a unique code on the top right corner. This Certificate is then presented when applying for fresh driver's license.

The aim of this is to ensure records of compulsory attendance of approved Driving Schools as a pre-requisite to acquisition of Driver's license enrollment and other processes are monitored online. This further enhances the credibility of the National Driver's Licence, Prevent quacks from perpetrating illegal act of issuing fake driving school certificates and NDL racketeering.





Safer Roads
and Mobility

Pillar Two

□ This involves the Development of road infrastructure and appropriate facilities for pedestrians and other vulnerable road users. This can be done through road safety audits and consequent corrective audit programs.



ESTABLISHMENT OF CORPS SAFETY ENGINEERING OFFICE (COSEN)

Corps Safety Engineering Office (COSEN) was a child of circumstances established with a view to curb road traffic crashes with the aid of engineering services. The establishment was to effectively address safety engineering issues and strengthen safety considerations in roads development.

Before the introduction of this office, road traffic and safety issues were continuous sources of concern to the Corps. With increased motorisation in the country, there were pressures on the Nigeria Government and by extension the Corps to improve the nation's road infrastructures and provide safe motoring environment respectively. Based on the aforesaid there was absolute necessity to create the office to offer professional support to road authorities and the public in the areas of Traffic Engineering (TE), Vehicle Inspection and Certification (VIC), and Accident Investigation and Analysis (AIA).



FRSC personnel conduct a road audit exercise

Combined together, in response to the UN Decade of Action requirement, the FRSC established effective safety engineering Office in roads agencies with the responsibilities to strengthen safety considerations in roads development. The creation of the Corps Safety Engineering Office (COSEN) manned with trained personnel has further enhance road safety

practice in Nigeria with specialized duties in Road Traffic Crash investigation, Road Audit among other specific assignment to the Office. COSEN is saddled with road traffic crash investigations among other sundry assignments such as road audit.

Driving School Operators Training

For the FRSC to keep the optimum standards of their operations, there is regular interactive sessions with the Operators of Driving Schools. The annual event is to keep drivers instructors abreast with the policy of the FRSC and acquaint them with new development in the FRSC. This is believe will enhance the trainees in imbibing the right road traffic culture.



Participants at the Driving School Operator Training

Training and certification of Driving Instructors

FRSC has put in place strategy to enable the operators of driving school to acquire regular training and certification. This is to reduce redundancy and enhance the teaching skill of operators. It is mandatory for operator to certify their operation yearly and instructors to undergo training exercise yearly. This training and certification of Driving Instructors have commenced since 2016 when the programme was launched.



Driving Instructors operators training programme



SAFER ROADS INFRASTRUCTURE FOR ALL ROAD USERS.

Carry out road safety inspection/audit of priority corridors

In line with the determination of the FRSC to align with the ten years UN Decade of Action. The Service has successfully rolled out quarterly audits across the country to identify highway with black spots. This duty is in agreement with Section 10 (2)(b) of FRSC Establishment Act 2007 which states that the Corps shall recommend works and devices designed to eliminate or minimize accidents on the highways and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant government agencies on the localities where such works and devices are required.



FRSC personnel on road audit exercise

The function included but not limited to the above, the FRSC shall identify most hazardous sections of the road network, in terms of number of deaths and injuries incurred, presently the FRSC had thirty two (32) road audits conducted on 9,292 kilometers of road as at 2019. While at the same time forwarded twelve (12) reports of road audit to Federal Ministry of Works and FERMA

From the above, the FRSC has equally identified and located fifty two (52) critical intersections in six states (based six geo-political zones of the country). As a follow-

through, the FRSC has also implemented the 3 threshold rule for investigating highway RTCs enabling the Corps to specify high benefit – cost programmes to improve safety ratings for all road users.

Support to the multi sector pilot Road Safety

In view of the United Nation Decade of Action on Road Safety to reduce by half the forecast increase in the level of road fatalities by 2020, the Federal Road Safety Corps is committed towards achieving this target. .



FRSC patrol motorbikes

The designation of the roads as safe corridors followed the World Bank interventions, with provision of grant to boost the safety mechanisms of the roads. Equally for effective enforcement by FRSC some equipment were provided to the FRSC formations along the six safe corridors. The support received from the multi sector pilot Road Safety project targeting high risk corridor. The World Bank identified six (6) Road Corridor Project since 2011 and partnering African Development Bank



FRSC 70 tonnes tow vehicle



and Arrive Alive Road Safety Initiative (AARSI) and Federal Ministry of Work through Road Sector Development Team (RSDT) in mitigating road traffic crashes through grants, manpower development and equipment procurement on these road corridors.



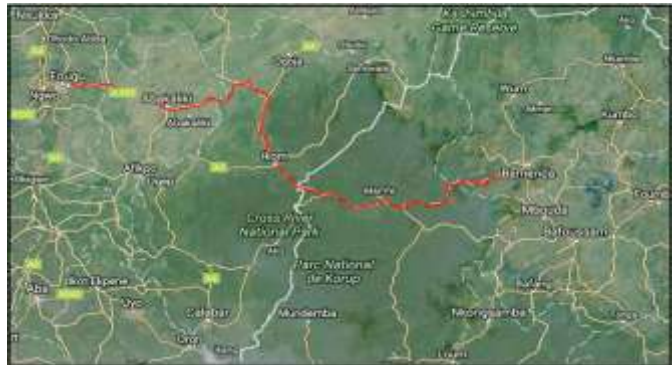
FRSC life saving Ambulance



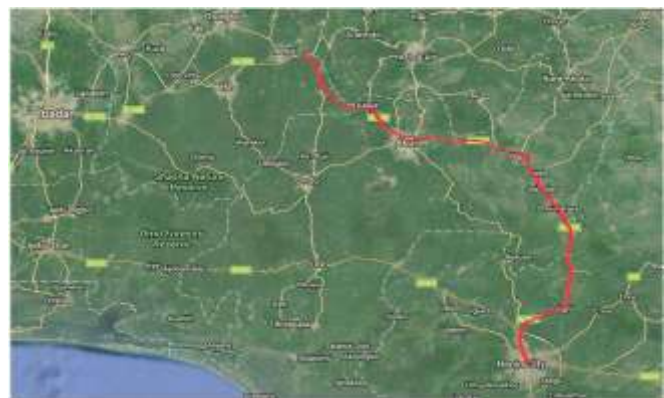
Communication equipment

In mitigating the road traffic crashes, six (6) critical roads were identified as pilot project through injection of necessary funds and equipment to stem road traffic crash occurrence. The road corridors are

1. Enugu/Abakiliki/Mfun- completed & commissioned
2. Abuja Metroplis –Ongoing
3. Abuja/Kaduna/Kano- Ongoing
4. Benin/ Akure/Ilesha- Ongoing
5. Suleja/Mokwa/Bidda- Ongoing
6. Tsamiya/Bauchi/Gombe/Biu- Ongoing



The 286km Enugu-Abakiliki-Ogoja-Ikom-Mfum road corridor



Map of Benin-Owo-Ilesha Road Showing the World Bank Corridor Route



Enugu Abakiliki road section



CARRY OUT ROAD SAFETY INSPECTION/AUDIT OF PRIORITY CORRIDORS

The FRSC has successfully rolled out quarterly audits to identify highway black spots, i.e., the most hazardous sections of the road network, in terms of frequency of deaths and injuries incurred. 32 road audit conducted on 9,292 kilometers of road.



FRSC personnel on road audit

The aim of the exercise is to determine the impact of blackspot and other causes of death on these road. equally, the Corps performs routine traffic count exercise on all road in the country to determine the volume of vehicles, traffic mix and pattern of flow during the week days, weekends and festive periods along selected routes



FRSC personnel installing metro counter in anticipation for traffic count exercise.

with a view to putting in place recommendation of works and devices

designed to eliminate or minimize road traffic crashes on these corridors and help the FRSC in strategic policy and planning of the pre and post patrol activities. The activities form part of strategic planning to advise government on routine maintenance along the busy corridors with a view to deploying repairs where necessary.

Identification of Black Spot nationwide

Arising from the declaration of the 2011-2020 as UN Decade of Action, FRSC has successfully rolled out quarterly audits to identify highway black spots, i.e., the most hazardous sections of the road network, in terms of densities of deaths and injuries incurred in line with the FRSC provision which empowers the Corps to recommend works and devices designed to eliminate or minimize accidents on the highways and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant government agencies on the localities where such works and devices are required.



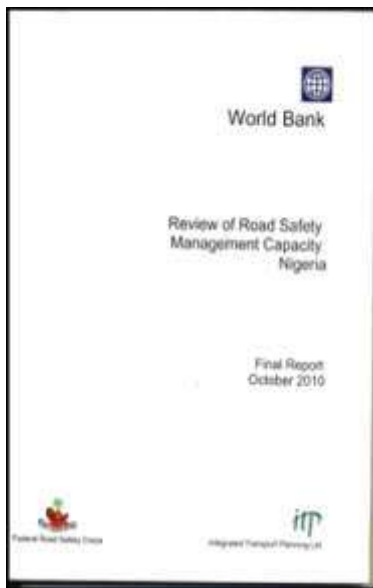
Minister of Works Babatunde Fashola, Corps Marshal Dr. BO Oyeyemi during the 32 road audit conducted by the Federal Ministry of Works and FERMA.

During this period thirty (32) road audit conducted on 9,292 kilometers of road, and 2 reports of road audit forwarded to Federal Ministry of Works and FERMA, while 52 critical intersections located in six states (in each of the six geo-political zones of the country) were carried out. As a follow-through, the Corps also implemented the 3 threshold rule for investigating highway RTCs enabling the Commission to specify high benefit – cost programmes to improve safety ratings for all road users



Support to the multi sector pilot Road Safety Project

The FRSC support the pilot scheme of the road safety multi-sectoral project. The Strength of Collaboration was as a result of the collaboration and partnership with the World Bank consolidated with Country Review Capacity in year 2010 which paved way for advancing road safety administration and traffic management in Nigeria.



Some of the road under rehabilitation by the World Bank



Road Under construction

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

Based on Road safety audit and other baseline research conducted as part of the early stages of the sub-component, Safety engineering components were strictly adhered to on construction of the following completed or on-going roads:

- Enugu – Abakaliki – Mfum road
- Mokwa – Bida - Suleja road
- Akure – Ilesha road



Road rehabilitation by World Bank under the RSDT



With these assistance enforcement of traffic regulations along the nation's critical corridors have improved significantly with deployment of additional support equipment from the World Bank



FRSC patrol motorbikes



FRSC Life saving Ambulances

Emergency Medical Services (EMS) have also improved significantly as contract for the construction of 18 emergency ambulance points (Zebras) has been re-awarded and work is in advance stage at most of the sites.



FRSC personnel with the World Bank representative during inspection of logistics



FRSC Ambulance

To adequately cover all these corridors there were 37 Emergency Ambulance Points (Zebra) out of which 18 (48.7%) were located on the World Bank Safe corridors. There was Exxon Mobil sponsored nationwide campaign on road safety is ongoing on corridors including the safe corridors with key messages focusing on major risk factors.

Also, post-crash care by first responders through the National Post Crash Community Care Initiative (NPCCCI) improved significantly.



Some of the FRSC ambulances on display

To consolidate the project, there were various Training, Technical Assistance and Policy Development support has boosted capacity building, improved operations and assisted in creating additional legal framework in the Corps. The following have been accomplished with World Bank Support:



Table 10: FRSC Personnel on training programme

Training of 30 Management Staff at California Highway Patrol Academy, Sacramento USA was successfully completed March 2016.	Training of 30 Officers of the Corps at California Highway Patrol Academy, USA	Support for the training of 40 officers in train the trainers for the delivery of liquid hydrocarbon products at APTH in France	Support for the training of five officers in Road Safety Audit in Birmingham University	Procurement the services of an Australian firm, SMEC International to train officers of the Corps	Certified First Responder Training: Training of 100 personnel of the Corps

Monitoring and Evaluation

With World Bank capacity development, the FRSC put in place self appraisal through Monitoring and Evaluation to form a key focus of the Safe Corridor Project with base line studies carried out along a wide range of subjects. In this regards, the Corps has successfully conducted quarterly assessment need tour to on the effective utilization of distributed equipment and application of knowledge gained through various training courses attended

Products From World Bank Intervention

The intervention of the World Bank on road safety in Nigeria through the safe corridor project has also yielded the following benefits among others; Planned procurement of operational equipment

Table 11: Number of Patrol Vehicle purchase for FRSC

s/no	ITEM	QUANTITY	STATUS
	BREATHALYZER	1156	PRIMARY
	BREATHALYZER	45	EVIDENCE BASED
	RADAR GUN	42	PRIMARY
	RADAR GUN	40	EVIDENCE BASED
	AMBULANCE	18	
	WALKIE TALKIE	35	
	PATROL VEHICLE	37	
	PATROL BIKES	45	
	TOW TRUCK	7	
	DIGITAL CAMERA	20	
	CAMCODER	19	
	BASE STATION	13	
	VHF MOBILE RADIO	48	

Engagement of an expert

Engagement of an expert for the design, supply, implementation and deployment of a National Road Traffic Crash Data Management System (NRTCDMS) has commenced with the resumption of the consultant from Swerod, Mr. Bo Yttergren on 8 August, 2016

The following are the outcome of the expert engagement

i. Road Traffic Crash Information System (RTCIS) portal www rtcis.com.ng. has been developed to aid RTC data collection nationwide.

ii. The FRSC initiated the National Committee on Crash Information System, (NACRIS) which is a body of all agencies involved in road traffic gathering and data management in the country for data harmonization. NACRIS is headed by the Honourable Minister of Health with FRSC as Secretary. The committee meets regularly

Dashboard

A dashboard for daily upload of RTC data in all the over country with 37 Sector and 217 Unit commands scattered nationwide has also been in place. This is automatically cumulated at the RSHQ

Use Of Tablet for Booking

The Corps also employs e-tablet booking and RTC collation system. With the aid of GPS, RTC data is uploaded from the crash scene nationwide on real time basis with picture and video upload to enhance efficiency in reporting to the National Headquarters



DEVELOP AFRICA REGIONAL ROAD SAFETY AUDITS AND INSPECTION GUIDELINES

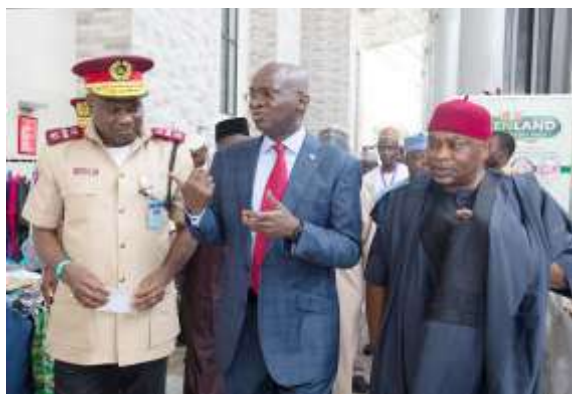
FRSC developed and implemented Africa wide and Regional Road Safety audits and inspection guidelines. This was presented for adoption as Nigeria national guidelines on road safety audits and inspection at the Sub-regional level ECOWAS through WARSO. The guideline was to integrate road safety activities across the sub-region to mitigate road traffic crashes and its attendant consequences.

MAINSTREAM RS SUSTAINABILITY

Mainstream RS sustainability in the protocol of key relevant public entities in charge of the planning, designing and construction and maintenance of the road network

Develop & implement national Road Safety Audit and Inspection Guidelines

Developed national guidelines on road safety audits and inspection which has been adopted by the Council on Works for implementation since 2016.



Minister of Works, Babatunde Fashola and Dr. KY Olagunju during a National Council on Works meeting

Conduct of road safety audit and impact assessment to identify black spots, causes of RTCs and proffer appropriate solutions to Federal Ministry of Works (FMW), Federal Road Maintenance

Agency(FERMA) and State Governments.

Mandatorily investigates road traffic crashes involving 3+ deaths

Driving School Standardization Programme

The Driving School Standardization Program (DSSP) launched to restore Drivers training through Driving Schools. In search of credible drivers license process the FRSC formulated a programme and established Driving School Standardization Programme (DSSP). Since its creation DSSP has become an integral part of the FRSC programme in securing drivers' license in the country. DSSP web application became fully operational on the 1st of February, 2016. The portal was designed to monitor and regulate the activities of the driving schools for optimal service delivery to ensure the culture of traffic crash prevention. The DSSP section has so far registered 1611 and certified 1007 Driving Schools nationwide as at 2019.



Under the DSSP portal, prospective drivers are to undergo 26 training sessions over a maximum period of three months, upon completion, driving certificate is generated and issued to the applicant. It is very important process in the NDLP production being the starting point of acquiring the legal document as driver.

The fundamental objectives behind the introduction of the DSSP is to inject good driving culture thereby ensuring that only skillful, well trained, competent and qualified persons are allowed to drive on Nigerian road. This will ultimately work towards remarkable reduction on road traffic crashes across the country.



Provide facilities for Non-Motorized/Vulnerable road users in urban and Sub urban areas.

Non-Motorised Transport and Vulnerable has been on the priority list of the FRSC in mitigating road traffic crashes across the country. This is a project the FRSC has pursued vigorously through various strategies in making Nigeria among the developing nation to imbibe the culture of safe road. Yearly, the FRSC joins others across the globe to celebrate bicycle week. This is to promote the use of bicycle as obtained in developed countries and also to improve the health of commuters as a result of sedentary lifestyle.



The ACM PRS ACM JK Fanola, mni with Chief Eng. Masari and other participants at the United Nations World bicycle day celebration

The 3rd edition of the Bicycle week was celebrated in Nigeria which was coordinated by Transport Growth Initiative (TGI) a non-governmental arm of the Corps. In actualisation of this initiative, the FRSC presented a memo to Council on Works on the provision of Non-motorised Transport Sector in the country with the provision of infrastructure for the project to commence. The proposal contained in the memo included, bicycles, wheel chairs and pedestrians at future design and construction of urban city roads and streets, which has been adopted by the Council on Works for implementation in 2016



Representative of the Corps Marshal DCM Operations, DCM OI Ewhrudjakpor, NPoM flagged off the event

Equally, the FRSC is collaborating with other stakeholders developed a Non-Motorised Transport Policy for the country. Currently FRSC is collaborating with FCTA on the re-designing of bicycle lanes in Abuja metropolis as pilot scheme of the project. The FRSC also partnered with the Federal Capital Territory Development Authority (FCTDA) by conducting a survey on the possibility of the introduction of pedestrian/bicycle lanes and bridges in Abuja master plan 2014/2015.

Federal Ministry of Transportation, initiated the national stakeholders forum on bicycle transportation. This is to include the NMT programmes in national transport policy to be part of the country strategic plan for the introduction of bicycle transportation across the country.

Capacity building/Training

Capacity building and Training are essential for all road safety professionals and road agency executives. World bank sponsored training in the UK on Road Safety Engineering for staff is a conscious efforts of Federal Road Safety Corps to mitigate the road traffic crashes in view of UN Decade of Action and Accra Declaration by 2020. This triggered the FRSC collaboration for manpower development of its personnel in the United Kingdom on road safety engineering to acquire the necessary skills in the discharge of their duties. The capacity building was targeted at the Executive cadre of road safety practitioners to enable the strategic cadre acquire necessary skill in road traffic management and administration in the country.



CONSTRUCTION OF PEDESTRIANS' BRIDGES IN MAJOR CITIES IN THE COUNTRY



Pedestrian Bridge by Sheraton & Tower Hotel Abuja

In line with global declarations and plan via UN Decade of Action for Road Safety, with mandated objective by the UN General Assembly – to 'stabilise and then reduce' global road deaths by 2020, the Corps has achieved huge strides. The FRSC identified critical road corridors which recorded incessant road death in Abuja and need to provide road furniture such as pedestrian bridge. In 2014, the World Bank responded to this call and made provision for pedestrian bridges on some of the roads that are peculiar with high casualty of pedestrians in Wuye, Banex, Sheraton and Area one corridor in Abuja. The provisions, equally provided the World Bank to invest in infrastructural development in provision of pedestrian bridges in some other cities in Nigeria on the request of the FRSC.

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

Lack of professionalism by transport owners and the absence of proper regulations overtime resulted in the poor management of the road transport sub-sector of the Nigeria economy. Thus, road transportation became the engagement of all comers. The situation led to lack of a common approach for National Road

Transport Policy that could have substantially eradicated some of the numerous problems encountered daily on our roads today.

The road transport which became dominant mode code of transportation in Nigeria with patronage cutting across individual commuters, private, corporate and government organisation serves as coordinating basis for all the other modes of transport system.



Peace Mass Transit Terminal, Jibowu Lagos

The Road Transport Safety Standardization Scheme (RTSSS) was launched in 2007. The scheme was designed to regulate the activities of all fleet operators in the country. The Corps Safety and Transport Office, in line with Section 115 of the NRTR (2004) (now Section 198 – 2007 of the reviewed NRTR, 2012) Pursuant to Section 5 & 10(10) of the FRSC Establishment Act, 2007 is charged with the responsibilities of the implementation of policy and carrying out of annual re-certification of all registered fleets annually in-line with minimum safety standards for drivers, vehicles and operators. The effectiveness of the scheme has resulted to the registration of over 1200 fleet operators between 2009 and 2017.

It is this wholesome consideration and in keeping with the commission vision of achieving the UN Decade of Action, that the FRSC introduced the Road Transport Standardization Scheme (RTSSS). The RTSSS is classified into seven (7) broad areas as follows:

I. Complication and Registrations of



Fleet Operators

- ii. Certification of transport operations
 - iii. Improving quality of driver's training
 - iv. Collaborative efforts among law makers, law enforcement agencies and transport operators
 - v. Continuous inspection of Fleet Operators activities
 - vi. Enforcement of Model safety Policy for Fleets Operators and
 - vii. Evaluation and Reporting.
- Over 9,483 fleet operators have been registered under the Road Transport Safety Standardization Scheme (RTSSS).



FRSC official carrying out certification exercise on FRSC vehicles

In line with best global practices. Since the development of the scheme. The Scheme prescribes minimum safety standards for all fleets with 5 or more vehicles. Since the launch in 2007, 2,721 fleet operators have registered with the scheme. There are also nine hundred and twenty seven (927) fleet operators that have been certified. while three hundred and seven (307) Safety Managers have been trained and four hundred and fifty seven (457) Drivers trained. The full enforcement for this programme has commenced since with introduction of new commercial Drivers License for all commercial drivers across the country.

Conduct of road safety audit and impact assessment to identify black spots, causes

of RTCs and proffer appropriate solutions to Federal Ministry of Works (FMW), Federal Road Maintenance Agency (FERMA) and State Govts. Mandatorily investigates road traffic crashes involving 3+ deaths (3DT)

National Data Coordinators Workshop in Dares Salam, Tanzania, 2017

FRSC representatives joined other participants from various countries for the **National Data Coordinators (NDC) Workshop for the African Region** in Dares Salam, Tanzania 3rd and 4th May, 2017 organized by WHO in preparation for the 4th Global Status Report on Road Safety (GSRRS).

The general goal of the workshop was to enhance the quality of data and coordination for better national planning and to ensure that common challenges relating to road traffic safety and other related issues are coordinated by member States. The key objectives of the meeting were to:



ACM Kayode Olagunju (Ph.D) at the 2017 World Health Organisation (WHO) 4th Global Status Report on Road Safety

- i. Equip the NDCs with the necessary training and tools for the GSRRS4 project;
- ii. Ensure that the GSRRS4 project methodology is applied consistently across all participating Member States; and
- iii. Allow for collective discussion on addressing common challenges relating to the project.



Non-Motorised Transportation In Netherlands ,



Instructors and FRSC Staff at DTC Consultant Holland during the training on Non-motorised Transportation

The success of Non-Motorised Transportation has drastically brought an enviable reduction in Road Traffic Crash in Europe most especially in Netherlands. This is as a result of alternative means of transportation provided for all and sundry, this led to collaborative efforts with the DTV Consultant, Holland in collaboration with Federal Road Safety Corps, on Non-Motorised transportation with the aim of introducing same in Nigeria .



FRSC personnel at the DTC Consultant Holland during the training on Non-motorised Transportation

Eight members of Federal Road Safety Corps drawn from various Commands across the country embarked on the sponsorship of DTV a Holland non-governmental organization in 2017. The five days event exposed staff on the development of Non-motorised

transportation and the Holland experience. The participants benefited from the wealth of experience of Mr Joop Goos, who shared his experiences on road safety activities all over the world.



FRSC personal inspecting an exhibition during the DTC Consultant Holland training

Sessions were handled by both renowned transport experts Mr, Willem Buijs and Kim Heerkens of the DTV Consultants, who taught the participants on typical projects on cycling, Mobility and mobility management, Technology and human management, Technology and human behaviour, Traffic management, Safety studies on black spots, Conducting researches, Developing parking policies for the government, Control programmes on traffic lights, Traffic safety.

Other modules of lecture were handled by various experts in Non-motorized transport among the lecture note included “*Introduction to Road Traffic Safety on Global Level*” and “*Road Traffic Safety from International to National Level*”, by Mr Joop Goos. In continuation in the series of the lectures, Mr Rob Methorst, a Senior Researcher on Safe Walkability made a presentation in Soesterberg on Road Safety Research in the Netherlands.

He listed the following steps on Road Safety researches in Netherlands, Identification of problem, Analysis, Implementation and Evaluation among others .



United Nation Sponsored Capacity Building Programme

UNECE capacity building

According to the mantra of this administration, every staff is to be educated through manpower development programmes. This is in response to the need of staff most especially operation staff who stand as the first responders to victims of road traffic crash. To corroborate this mantras, the FRSC in 2017 in collaboration with United Nations Road Safety Legal Instruments and Signage organized by the office of the Secretary to the Government of the Federation (SGF) in conjunction with UNECE, Sustainable Transport Division, held a two day capacity building programme for FRSC staff on Tuesday 28 & Wednesday 29 November, 2017 At CBN Training Institute, Maitama, Abuja. The programme centered on Legal Instrument and Signage



L-R Mr. Babatunde Fashola (SAN), Minister for Works, Housing and Power, Bar. Boss Mustapha Secretary to the Government of the Federation, Dr. BO Oyeyemi MFR, mni, NPoM Corps Marshal, FRSC and UN Team Lead, Robert Nowakat on the high table.



UN Team Led by Robert Nowak making his remark

The 2-day capacity building programme was organized with the aim of ensuring conformity with international standards on road signs, signals, symbols and road markings in order to facilitate the implementation of international road traffic administration

and increased road safety culture on Nigerian roads. The workshop was attended by Secretary to the Government of the Federation, Boss Gida Mustapha; Hon. Minister of Power, Works and Housing, Babatunde Fashola (SAN); Representatives of State Governors; Permanent Secretaries of States Ministry of Works and Transport; Directors in the States Ministry of Works and Transport, Representative of Chief of Army Staff; AIG (OPS) Representing IGP; Heads of State Traffic Management Agencies among other Stakeholders.



UN Envoy's Visit To The Vice President

The Corps Marshal, FRSC led Mr. Jean Todt, the UN Special Envoy on road safety to the Office of the Vice President Prof. Yemi Osinbajo (SAN) in Aso Rock Villa on 25 August, 2017.

enjoined the cooperation of the foreign partners in direct foreign investment and funding to complement the efforts of Nigeria government in reducing carnage on the highway.

The highpoint of the event was the presentation by



UN Special envoy on Road Safety, Jean Todt in handshake with the Vice President, Prof. Yemi Osinbajo during a courtesy visit in 2017 at the State House Abuja

The visit was his post lecture visits to the Vice President, the Secretary to the Government of the Federation, Ministers of Health and that of Works, Power and Housing. Mr Todt continued to commend the Nigerian government for paying special attention to issues of road safety in the country, describing it as, “an inspiration for other African countries” to take a cue.

The Corps Marshal took the visitor to Aso Rock Villa with very senior officers of the FRSC to visit the Vice President. Prof. Yemi Osibanjo (SAN), who received the August visitor in his office. He commended the FRSC for its giant stride in keeping the road safe. He assured the management of government resolve for adequate funding to bring down the incidence of road traffic crashes in the country. While saying this, he

the UN envoy and assurances of United Nations cooperation in reducing the spate of crashes. He said that 2020 is sacrosanct to achieving the 50% reduction in road traffic crashes among the consenting countries.



Special Workshop For Department of State Security Services (DSS) on Verification of Driver's License and Number Plate

In pursuant to the attainment of the UN Decade of Action by 2020, FRSC organized a special workshop for personnel of the DSS on the use and verification of drivers' Licences (DL) and Number plate platform for verification purposes.

The aim of the workshop was to consolidate on the existing synergy between FRSC and the DSS on national security and institutional deveopment of the FRSC and other sister agencies



Participants at the FRSC and other security Agencies Workshop in 2017

Participants were first taken on a facility tour of FRSC IT Platform and the back end support given to the operational activities of the Corps as well as analysis of generated periodical reports. Participants were equally conducted round the Print Farm in appreciation of the Corps processes.

Participants had a practical session where login details were created for them on real time verification of National Driver's Licence and Vehicle Number Plates through the advanced web-based verification portal.

At the end of the exercise, participants were better informed on the leverage opportunity

opened to them through the Corps in furtherance to effective crime combat. Participants also craved for continous synergy with the Corps through more positive interactions.

At the close of the workshop, certificates of participation were issued to the participants on FRSC IT Verification Platform.

United Nations Group of Expert on Road Sign and Signals in Geneva

The Corps attended several international road safety improvement engagements among which were the 13th session of the UN group of Experts on road sign and signals in Geneva, Switzerland and National Data Coordinators workshop for the African region in Dares Salam, Tanzania. Also, eight (8) young officers participated in a non-motorized transportation training programme sponsored by Holland government.



R-L: Chairman of the Group of Expert, Mr Karel Holfman (Belgium), The Corps Marshal, FRSC, Dr. B.O. Oyeyemi, Zonal Commanding Officer, RS4, Jos, ACM Jonas Agwu, Lubomir Durina, Robert Nowak in 2017.

The FRSC delegate led by the Corps Marshal Boboye Oyeyemi joined other delegates from Slovakia participated at the 13th Session of United Nations Group of Expert on Road Signs and Signals held in Geneva from the 21st -22nd of November, 2017



Safer Vehicles

Pillar Three

□ This involves the Development of road infrastructure and appropriate facilities for pedestrians and other vulnerable road users. This can be done through road safety audits and consequent corrective audit programs.



Road Worthiness of Vehicles (Vehicle Safety)

Safe vehicle approach is one of the cardinal objectives of the FRSC in the actualisation of the dream to half the road traffic crashes by year 2020. This is followed through various approaches in achieving this objectives through various strategies among which are the free vehicle safety checks, deployment of personnel to the tank farm across the country, early morning cry in various motorparks before vehicle embark on long distance journeys among other measures.



An Opened bonnet of a vehicle

Free Vehicle Checks

Free vehicle safety check is a nationwide programme designed to draw the attention of vehicle operators to the current state of their vehicles. The initiative is one of the policies born out of passion to reverse the RTC trend to mitigate road traffic occurrence as a result of vehicles defects.

Free Vehicle Safety Checks is a quarterly programme which takes place on the last Saturday of the month earmarked for vehicles checks across the country. The check is centered on defects in vehicles with the aim of bringing them to minimum safety standards. Electrical, mechanical and other essential aspects of vehicles are checked with the aim of minimizing risk of road traffic crashes caused by mechanical fault.

The effort is to ensure safety and reduction in incident crashes. Motorists are not penalized for the observed defects, but rather used as an advisory medium. However, the exercise is to keep drivers abreast of the condition of their vehicles with the aim of rectifying the defects before any avoidable traffic crash. Such areas of focus include, the tyre condition, brake system pressure, the clutch system and other essential aspects of vehicle.

This is in line with the FRSC efforts to half road traffic crashes and associated problem



FRSC Personnel on Free Vehicle Safety Checks

before 2020. Studies revealed the many of the crashes that occur are caused by vehicles defects arising from long neglects and other factors apart from drivers attitude. This programme is part of the FRSC initiatives to reverse the trend of crashes particularly those that are vehicle defects induced using preventive methodology as obtained globally. The exercise focus was on safety component with emphasis on tyres, braking system, lightings, wipers, and other important components. The strategy was to ensure that Nigeria become one of the safest countries in the world using preventive approach in attainment of this objective.



Implementation Of The Speed Limiting Device

Alarmed by the rising rate of Road Traffic Crashes (RTCs) in Nigeria arising from the excess speeding and their negative multiplier effects on the nation, the Federal Road Safety Corps organised a day consultative forum with stakeholders to deliberate on related issues on 22nd June, 2012.

Arising from the forum, a technical Committee which membership comprised representatives of various organizations was constituted to come up with a policy document on maximum road speed limit for vehicles. Members of the committee included Standard Organisation of Nigeria (SON), National Automotive, Design and Development Council (NADDCC), Nigeria Society of Engineers (NSE), National Union of Road Transport Workers

(NURTW), National Association of Road Transport Owners (NARTO), and Road Transport Employers Association of Nigeria (RTEAN) etc.

On September, 2013 the draft policy document was reviewed and adopted by a larger committee. The reviewed document was accepted by the Standard Organisation of Nigeria (SON) Technical Committee on the 28th May, 2014. Subsequently, the document comprising both the installed requirement (Part 1) and specification for system and component requirement was approved by SON Governing Council on the 27th August, 2014.

After several meetings, rallies and discussions with stakeholders, President Mohammadu Buhari, GCFR was briefed; upon which he approved that enforcement of the speed limiting device becomes effective 1st April, 2016



*Stakeholders at the Speed Limiting Device Sensitization Forum
at FRSC National Headquarters, Abuja*



SPEED LIMITING DEVICE: Advancing Local Content Development and Economic Investment

Following the Corps introduction of compulsory installation of Speed Limiting Devices (SLDs) in commercial vehicles, which on its own brought about considerable investment in merchandise of the product, which was also associated with employment opportunities. The rise in demand of the equipment which was met with scarcity triggered their high cost. The situation was compounded due to the fact that the equipment were being imported, the need to close the market gap therefore resulted in establishment of the first indigenous Speed Limiting Device Assembly Plant in Lagos, Nigeria, Highway Digital Nigeria Ltd., on 10 May 2017,

Highlighting the motivation of Highway Digital Nigeria Limited, Mr Morris Mbetsa, Chief Executive Officer, said the establishment of the plant would fast track circulation of the products to customers and

assured that the company will comply with set standards. He further said the development would create employment opportunities with the twain advantage of knowledge transfer among professionals.

The Corps Marshal, who was Special Guest at the commissioning of the Plant remarked that the Plant would boost access to the device and thereby assist to curb speed-related crashes to the barest minimum. He commended the Highway Digital Nigeria Ltd. for their initiative. He further related that statistics had revealed that speed-related violation was one of the major factors responsible for most of the road traffic crashes that occurred on the nation's highways, with attendant negative consequences in the previous years.

In attendance at the commissioning was also Mr Ugbaja Joseph, Coordinator, Lagos office, who represented the Standards Organisation of Nigeria (SON), commended the efforts of the Highway Digital for establishing the plant in the country, noting that they have been legitimately licensed to produce the equipment.

Table 12: Most Probable Causes of RTCs

YEAR/MOST PROBABLE CAUSE OF RTC	2012	2013	2014	2015	2016	2017	2018	2019	2020
SPEED VIOLATION – SPV	35.2 %	32.0 %	30.9 %	26.5 %	34 %				
LOSS OF CONTROL – LOC	17.5%	17.1%	20.8 %	22.9 %	15%				
DANGEROUS DRIVING - DGD	16.2%	12.1%	11.0%	9.4%	9%				



Corps Marshal Dr. BO Oyeyemi MFR, mni, NPoM with the representatives of Highway Digital Limited on facility tour in Lagos



SAFE TO LOAD PROGRAMME (STL)

The programme seeks to ensure that only vehicles that are in good condition, driven by qualified and competent drivers are allowed to be involved in the transportation of dry and wet cargoes on Nigeria roads. Trucking requires the use of road worthy vehicles, safe and secured loading as crashes involving articulated vehicles on Nigeria roads are mostly fatal. Truck operations are being regulated among others, through the Safe To Load programme.



FRSC personnel at the Tank Farm for inspection



Tank Farm



Loading Bay at the Tank Farm

Basic Safe to Load Vehicle Checklist

Check are conducted on vehicles before loading to ensure that the following meet the set standards:

- a. Brakes: Brake fluids, brake pedals and brake effectiveness
- b. Lights: Trafficator, headlamps, brake lights, revolving lights, rear lights, reverse lights, dashboard lights and interior lights.
- c. Oil: Oil level, oil colour, oil viscosity and oil leakage.
- . Water, windshields, wipers: Water levels, windshield cracks and wire functionality.
- e. Mirror: Broken or damaged side mirrors
- f. Fan belts: Cracks, looseness, and cuts
- g. Air pressures, alternators, and alternator belts: Air pressure levels, alternator functionalities, alternator belts for looseness and cuts.
- h. Coolants, cabin: Excessive low levels and drops in textures, excessive temperature rise, any cracks noticed in the cabin compartment.
- i. Tyres: Feel tyres for too low or high pressures, cuts, uneven wears, wheel bolts and nuts looseness.



AUTOMOBILE FIRE PROTECTION/PREVENTION.

Fire is a rapid combination of two or more substances which produce heat, light, smoke and carbon. Before fire could occur, oxygen, heat and fuel must be present.

Oxygen is the gas that supports burning, while heat sufficiently give needed temperature before ignition of fire.

For this reason drivers are expected to have in their possession these equipment to curtail the incidences of fire where there is occurrence

Fire safety is one of the important features of safe vehicle approach in line with safety of lives and properties on the road. According to the statutory requirement in Nigeria. National Road Transport Regulations (NRTR) and Nigeria Highway Code mandated drivers to be armed with specific size of fire extinguisher(s) for fire safety and prevention before operating a vehicle in Nigeria

Therefore it is a general consensus that drivers are to carry specific number of fire extinguishers while on transit.

Vehicle Types and Sizes Specification of Fire

Vehicle	No./Required	Size
I. Articulate	2 Units	9kg
ii. Lorries	2 Units	6kg
iii. Luxury buses	2 Units	6kg
iv. Medium buses	1 Units	2kg
v. Light vans	1 Units	1kg
vi. Taxis	1 Units	1kg
vii. Cars	1 Units	1kg



Fire Triangle

Classes of Fire

For easy identification and extinction purposes, fire is classified into three categories as stated below:

- Class A**
This class of fire involves free burning materials like wood, paper, textiles, etc. WATER is the best means of extinguishing this class in form of jet or spray.
- Class B**
This class of fire which involves flammable substances like petrol, paint, grease, etc, fall under class B fire. Fire under this category could best be extinguished with LIQUID FORM extinguisher. Dry chemical powder, carbon-dioxide extinguishers and dry sand



1 kg Fire Extinguisher



6 kg Fire Extinguishers



9 kg Fire Extinguishers



are also good materials that can put out Class B fire.

- Class C**
This fire involves combustible gases or liquefied petroleum like propane and butane. They can best be extinguished with Dry-chemical powder and carbon dioxide fire extinguishers Water in spray form could be used to cool down the cylinder.



Vehicle identification Mark (Number Plate)

The number plate is a vehicle identification mark. Number plate has distinct colour codes to differentiate various categories. The number plate is alpha-numeric. The first three and the last two letters are alphabets while the middle is three numerals. .



Number Plates

The number plates are to be fixed to the front and rear of the vehicle except motorcycle and tricycle that have only single number plate fixed at the rear or an articulated vehicle with three fixed at the front, middle and rear respectively.

Vehicle registration number carries necessary safety components as practiced globally. The conspicuity nature of the number plate makes it a safety essential part in road traffic crash prevention as a result of high reflective nature and visibility of the component.



The administration of vehicle registration

combined vehicle safety ingredients and security as a result of need to make the number plates reflective. Beside in the security features imbued, number plate is designed for vehicle safety and road traffic crash reduction globally.



Trailer Number Plates



Number plate is designed to contain retro-reflective features to prevent road traffic crash most especially in darkness to avert avoidable road traffic crash.

In view of the aforesaid, vehicle registration in Nigeria is carried out with the mindset of reducing crashes through the use of appropriate number of number plates to prevent road traffic crashes. Trailers and other articulated vehicles are required by law to use three (3) number plates on their vehicles. while cars, buses and others are to use two each except the motorcycle which uses one number plate as required by law.



VEHICLE MORNING PARADE

The FRSC focuses more on road traffic crashes prevention and a right approach to stem the tide of road traffic crashes across the country. In line with the UN Decade of Action declared that all nations to develop strategies in road traffic crash reduction by half by 2020. The National Highway Code equally recognized routine check as antidote to prevention of road traffic crashes. It is believed that morning parade where conducted will help detect check leakages and other mechanical malfunction issues in vehicle with a view to make adopt preventive measure to nip the problem in the bud. As outlined in the document, vehicle parade or check is referred to the basic inspection that could be conducted on a motor vehicle daily before and after use. The basic inspections required are itemized below:

Pre vehicle Checks

Always check the following

Water level in the radiator

Level of engine oil in the sump using the dip stick

Brake fluid

Power steering fluid

Leakages

Fanbelt tension

Battery water (electrolyte level)

Lights trafficators, lamps, brake lights etc

Wipers

Tyre pressure (including spare tyre)

Fuel level in the tank

Accessories (jack, wheel spanners, tyre chocks, fanbelts, brake fluid)

Flashlight reflective triangles etc'

Post vehicle use checks

Remove all valuable from vehicle

Ensure all lights are switched off

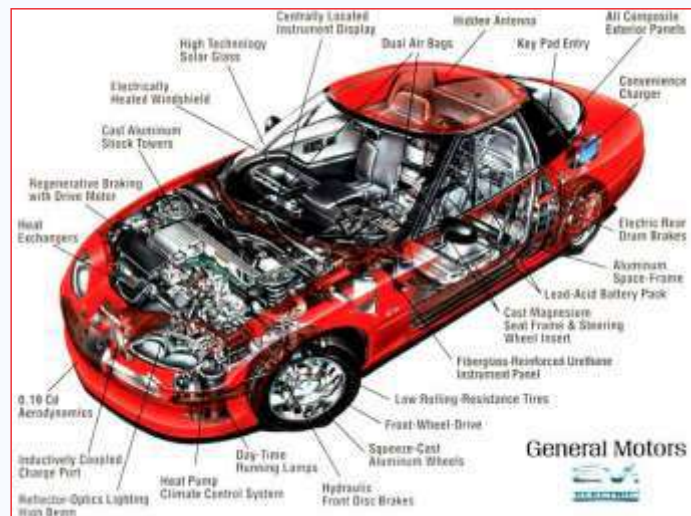
Ensure all accessories and vehicle parts are

in place.

Check the dashboard for odometer reading.

Make necessary entries in the vehicle log book

Securely lock up in the vehicle.



Vehicle parts



TYRE MEASURE IN RTC PREVENTION

Tyre is an essential component of a vehicle, especially as it is the only part of a vehicle in contact with the road surface providing the required traction and rotary enablement for vehicular movement. Constant maintenance of tyre is important due to the potential negative multiplier effects it could generate in the event of sudden failure, especially while the vehicle is in motion. In this light therefore it became imperative for FRSC to organize a forum for stakeholders. The forum was convened at the instance of the stakeholders and titled "PROMOTING SAFE TYRE USE IN NIGERIA" which was aimed at engaging stakeholders to share ideas and collectively save the nation from the current RTC induced by tyre burst.



The forum was held on 15th June, 2016 at Musa Yar'Adua Centre Abuja aimed at bringing the recent tyre induced traffic crashes to the front burners of National discourse with a view to nipping the ugly trend in the bud, in consonance with Pillar 3 and 4 of the UN Decade of Action for Road Safety, 2011 - 2012 viz: Safer Vehicles and Safer Road Users, respectively.

The objectives of the Forum include:-

a. To create public awareness on the advantages of the use of standard tyres over the sub-standard ones and ensure safe tyre use.

- b. To share vital information and ideas among stakeholders towards curtailing incessant tyre induced crashes in the country.
- c. To facilitate quick intervention through stakeholders effective dispensation of statutory duties and obligations.
- d. To call on government to support and encourage local tyre manufacturing companies in Nigeria.
- e. To train and certify vulcanizers on correct method of fixing and inflating tyres.
- f. To create public awareness on correct use of tyres.



Tyres



TRAFFIC ENGINEERING



The circumstance that created this office was as result of need to address the rate of road traffic crashes. With the declaration of the UN Decade of Action in 2011 that all nations to reduce the incidences of road traffic crashes. The office was rewired to face the challenges of pillar 4 of Safe Road users of the UN Decade of Action. This section has the responsibility of carrying out highway inspection, road safety audit/assessment of the conduct of specialized traffic engineering functions.

VEHICLE INSPECTION AND CERTIFICATION (VIC)



Vehicle Inspection bay

To build a formidable institution, the FRSC developed a strategy and created a section under the Corps Engineering office

(COSEN) to champion the efforts of the FRSC to activate the mitigation of road traffic crashes and its attendant consequences by half in the 2020.

The section is charged for the development of the policy, strategy and supervision of vehicle examination procedure in line with safe vehicle approach of the UN Decade of Action.

ACCIDENT INVESTIGATION AND ANALYSIS (AIA)

This section deals with the investigation and analysis of the cause of road traffic crashes. The section is mandated to investigate into road traffic crashes which involves the death of more than three (3) people as the threshold of the Corps.



Crash Scene

Various other celebrated crashes have been handled in the past among them was the crash involving Executive Governor of Kogi State and many other Nigerians. This office is replicated in all the twelve 12 Zonal headquarter of FRSC for effective service delivery.



SPEED LIMITING DEVICE:

Due to incessant speed induced traffic crashes in Nigeria and attendant losses, the FRSC thought out policy to combat the menace of road traffic crashes with its attendant consequence. This is in line with the UN Decade of action of the reduction of death induced RTC by 50% by 2020.

The FRSC with stakeholders' met at Rockview Hotel (Classic) in Abuja to discuss and set standard and devised other

- * Nigeria Society of Engineers - NSE
- * Vehicle Inspection Officers - VIO
- * General Public

On 05 May 2015, Public Sensitization Campaign for implementation of speed limiting device in Nigeria held at the Sheraton Hotel, Lagos.

Also, on 27 May 15: Stakeholders' Forum at FRSC HQ, Abuja. In attendance were: SON, NSE, NAC, NADDC, NARTO, NURTW, RTEAN, NUPENG – PTD



Corps Marshal Dr. BO Oyeyemi with the Speed Limiting Device Stakeholders

measure to combat this menace. Those present included:

- * Federal Capital Territory Administration (FCTA) Transport Secretariat.
- * Road Transport Employers Association of Nigeria - RTEAN.
- * National Union of Road Transport Workers - NURTW.
- * Nigeria Association of Road Transport Owners - NARTO.
- * PTD – NUPENG,
- * Standards Organization of Nigeria, SON
- * National Automotive Design and Development Council - NADDC
- * Nigerian Police,
- * ABC Transport,

On 20 June 2015: The Corps Marshal led a team of FRSC management to attend the National Delegate meetings of the NUPENG PTD in Sokoto, where a joint rally was addressed by the FRSC and NUPENG PTD to support the implementation of the speed limiter

On 25 June 15: Screening and Evaluation of bids by Technical Committee

All the FRSC efforts were successful as all stakeholders aligned with the Corps initiatives and affirmed their readiness for cooperation.



UPDATE ON ROAD SIGNAGE PLANT

Landmark achievement was recorded in 2015 when the FRSC signage plant was commissioned and began production in 2016 to close the gap in the signage production in Nigeria. Since the establishment of the plant, there have been tremendous demand for the products as a result of dearth of signage across the country.

The plant has the capacity to produce every category of signage of international standard without limitation to quality, size and quantity. The Corps has invested more in manpower development of staff by training personnel abroad to man specific equipment.

This effort is to meet the demand and synchronize the production of signs and symbols produced in Nigeria.

The Signage Plant has attracted patronage from Federal, State governments, Construction Companies and Private entities.



FRSC Signage Plant



WEIGHBRIDGE STATION

The 40th Summit of the Authority of Heads of States and Government of ECOWAS held in Abuja from 16 – 17 February, 2012 approved the Supplementary Act relating to Harmonization of Standards and Procedures for Control of Dimension, Weight and Axle Loads of Goods Vehicles within ECOWAS Member States.

To ensure uniform implementation of the provisions of the Supplementary Act, a Road Map was developed and adopted to ensure successful implementation. The Road Map detailed out a phased implementation process to ensure that Member States progressed steadily in line with the individual level of readiness (equipment, legislation, policy and enforcement).

November, 2014. However, the Chairmanship was ceded to Federal Road Safety Corps and the Inter-Ministerial Committee is captured in “The National Committee on the Implementation of ECOWAS Supplementary Act relating to Harmonization of Standards and Procedures for Control of Dimension, Weight and Axle Loads of Goods Vehicles within Member States”.

At the meeting held at the Federal Road Safety Corps National Headquarters, Abuja, a Sub-Committee was constituted to carry out inspection of the four (4) completed weigh bridges across the country. The following constituted the sub-committee: Federal Ministry of Works, Federal Ministry of Transport, Federal Road Maintenance Agency and the Federal Road Safety Corps (FRSC).



Vehicle on the Weigh Bridge platform at Owode Onirin corridor, Lagos along Ikorodu road during test run

Nigerian Government set up an Inter-Ministerial Committee in 2014, to implement the provisions of the Act under the Chairmanship of Minister of Works. The inaugural meeting was held on 27th

The following weigh bridges were considered for inspection Ibadan-Ife Dual carriageway, Lagos-Ikorodu Dual carriageway, Enugu-Portharcourt Dual carriageway, Okene-Ajakuta Dual carriageway.



Report On Retro-reflective Tape

The Convention on Road Signs and Signals, commonly known as the Vienna Convention on Road Signs and Signals, is a multilateral treaty designed to increase road safety and aid international road traffic by standardising the signing system for road traffic (road signs, traffic lights and road markings) in use internationally.



Vehicle laced with retro-reflective Tape

This convention was agreed upon by the United Nations Economic and Social Council at its Conference on Road Traffic in Vienna 7 October to 8 November 1968. It was concluded in Vienna on 8 November 1968 and came into force on 6 June 1978. Amendments, including new provisions regarding the legibility of signs, priority at roundabouts and new signs to improve safety in tunnels were adopted in 2003.

Coming from the above convention, a resolution was made at the General Assembly of WARSO in 2014 for all member countries to adopt the usage of retro-reflective tape on vehicles for better night visibility. The Corps constituted an eleven man committee on designing and implementation of retro-reflective tape in 2014.

The National Road Traffic Regulation (NRTR) 2012 forms the legal framework for its use and enforcement of retro-

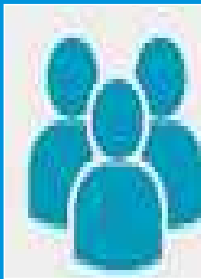
reflective tapes in Nigeria pursuant to regulation 124. The following stakeholders formed the implementation committee for enforcement; State Governments, FCT, Ministry of Transport, National Population Commission (NPC), National Road Transport Owners (NARTO), National Union of Road Transport Workers (NURTW), Road Transport Employers' Association of Nigeria (RTEAN), Vehicle Inspection Officers (VIO), Standard Organization of Nigeria (SON), The Nigeria Police e.t.c

Drawing inference from above, the committee agreed that the retro-reflective tape should have the logo of the FRSC and Coat of arms. After a long deliberation, the FRSC management approved the following:

- i. Stakeholders sensitization programme in Kaduna, Lagos and Enugu.
- ii. Placement of advert for the production/producers of retro-reflective tapes.
- iii. The design and production of sensitization materials to create awareness on retro-reflective tapes
- iv. Sensitization/awareness programmes on all media including the Social, Print and Electronic media
- v. Implementation of retro-reflective tape in Nigeria according to the new time line forwarded by the committee

The objectives of retro-reflective tape are:

- (a) The aim of retro-reflective tape is to increase the visibility of heavy trailers to other motorists, especially in the dark
- (b) It helps flag-down speed on approaching vehicle and at the same time helps other road users gauge their distance and rate of approach.
- (c) To prevent avoidable road traffic crashes, most especially at night.
- (d) The tape is by far the most effective in dark-not-lighted conditions, hence reduces side and rear impacts into heavy trailer.



Safer Road
Users

Pillar Four

? Ensuring strong structures in places to guide licensing of road users; higher standards for such licenses guarantee road users proper training.

? Traffic control agencies, law enforcement and educational bodies are critical in all road operations



Public Enlightenment Strategy in 2016

Public enlightenment is one of the tools deployed in 2016 and a core area of focus towards attaining decline RTCs in realization of UN Decade of Action and Accra Declaration by 2020. The Corps utilize this policy plan as a stratagem to get nearer to the general public and enlighten them on the dangers inherent in the abuse of road traffic regulations. This persuaded the Corps to make the Public Enlightenment a major component of the 2016 strategic goal.

From the studies and scholarly view across the globe, the World is gradually moving from enforcement to adopting prevention and nipping the problems of road traffic crashes in the bud. This revelation was mind boggling and a serious concern to the Corps. It was against this backdrop that the 2016 strategic goals were used as tool to take the fight against the mindless death on the roads to the doorsteps of all road users with more emphasis on educating the road users on the dangers of violation of road traffic regulations.

The Corps public enlightenment team took advocacy campaign to schools where simulation and lectures were organized for them to say over and over again: good driving culture from school age. This is to produce cultured drivers at adulthood and bring up good driving etiquette and consciousness in students from the young ages. Year 2016 public education strategy took the FRSC to various private and public institutions, Motor parks and major street in FCT where drivers were sensitized with pep talks and occasional public education session. Corporate organizations and religious bodies were visited where fliers and instructional materials were shared among the target audience.



FRSC Officer Addressing Motorists at Die-Die Motor Park Abuja during a rally



CC EI Etuk, with other Staff testing a driver with breathalysers for Breath Alcohol Concentration in 2016



FRSC Officials on Public Enlightenment and Sensitization Campaign in 2016



INTERVENTION AND RESCUE

A global strategic plan (5-Pillars) was developed to address the scourge even at national levels.

Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Road Safety Management	Safer Roads and Mobility	Safer Vehicle	Safer Road User	Post-Crash Response

Pillar four is pointing to addressing the problem of behaviour caused by road user as a key component of the five pillars of the UN Decade of Action.

Under the Global Plan for the Decade of Action for Road Safety 2011–2020, the use of public awareness/education to increase seat-belt use, helmet wearing rates, reduction in drink-driving, speed and other risk factors were highly advocated.

Also, collaboration with appropriate non-governmental organizations and other civil society initiatives aligned with the Decade's goals and objectives to promote road safety was advised.

Road Safety Awareness in Nigeria

Apart from the traditional role of FRSC in creating and educating road users on safe use of the highways, the Corps has enjoyed strategic partnership from the Peugeot Automobile of Nigeria (PAN) Nigeria road safety campaign initiative.



An expressway

The PAN Road Safety Awareness Campaign in Nigeria

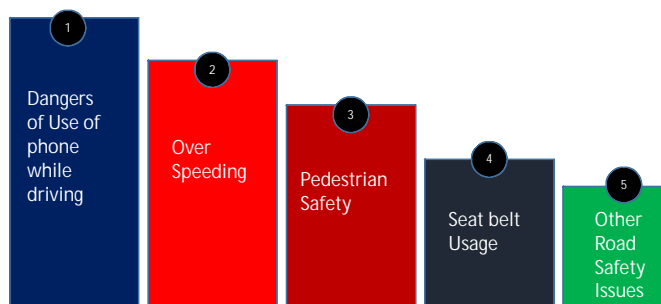
As far back as year 2013, the PAN Nigeria Road Safety Campaign initiative was launched, various programmes that have qualitatively oriented road user behaviour have been incorporated in the programme to adequately sensitize the public on the road traffic crash reduction by 2020 in line with the global action.



FRSC collaboration with Peugeot Automobile of Nigeria (PAN) on road safety in Nigeria

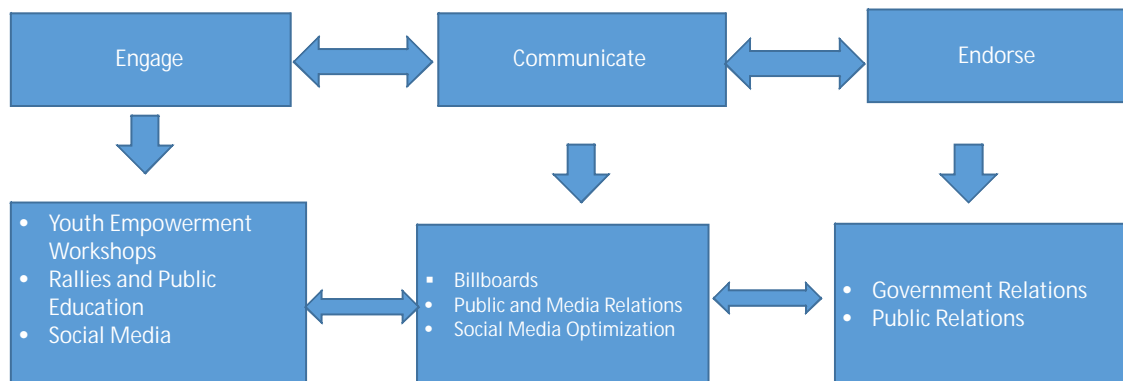
Equally in 2013, the Corps benefited from a support from Exxon Mobil and NNPC Joint Venture in a PAN Nigerian Road Safety Awareness Campaign. The project was launched on 28 June 2013. The second edition was launched again in Abuja on 22 March 2016 all in the creation of awareness and educating the general public on the reduction of road traffic crashes by half by 2020.

The PAN awareness programme centered on the following:





Adopting an integrated Approach



Benefits of the Approach

There is no gainsaying that the approach led to the wider coverage of the general public covering public institution, religious bodies and private individuals through the approach adopted by the collaboration. The approach led to the actualization of the following:



Special Marshal on sensitization programme

Campaign Coverage/Overview

The major points activated were Motor Parks, Markets, High Traffic Areas and Schools. The activation mechanism adopted was, engage people on Road Safety Awareness and encourage them to be advocates.



FRSC collaboration with PAN on road safety awareness

Dangers of phone calls while driving

The PAN Nigeria campaigns have helped raise the awareness level among Nigerians on the risks posed by loss of concentration occasioned by use of phone while driving.





Speed limit violation and consequences

The PAN Nigeria initiative have complemented FRSC efforts on sensitizing Nigerians on the need to limit their speed and be speed limit compliant.



FRSC bill Board on road safety

Pedestrians and Exposed Road Users Safety

Efforts by the PAN Nigeria group on safe road crossing by children of school age and pedestrians have increased remarkably from 2013 till date



Children Cross the highway

Car occupants safety awareness

Seatbelt use publicity was enhanced through simplified concepts such as the “Buckle Up, No Excuses” campaign. Increased use of rear seatbelt use have been spotted among many car occupants.



Corps Marshal Dr. BO Oyeyemi was welcomed to a campaign programme on drunk driving

Online / Social Media Advertorials

Social media has positively impacted many Nigerians on basic road safety.





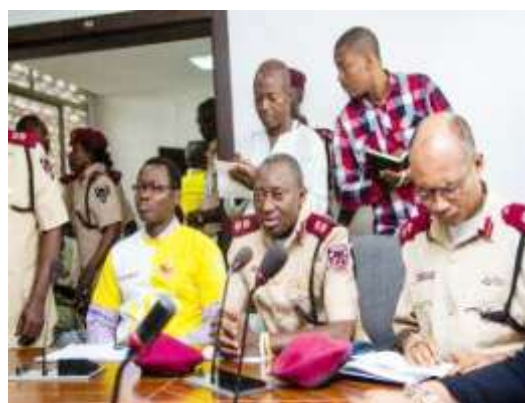
Table 13: RTC Fatality/Reduction Index

Year	Total Fatality	Total RTC	Fatality Reduction Target (%)	RTC Reduction Target (%)	Fatality Reduction Attained (%)	RTC Reduction Attained (%)
2011	6,054	13,196	-20.00	-30.00	0.03	15.9
2012	6,092	13,262	-20.00	-30.00	0.05	0.6
2013	6,523	13,583	-30.00	-20.00	7.42	2.42
2014	5,991	10,380	-25.00	-15.00	-8.16	-23.6
2015	5,440	9,734	-30.00	-20.00	-9.27	-6.22
2016	5,053	9,694	-25.00	-15.00	-7.11	-0.40%

Media Launch @ FRSC HQ, Abuja



Media Launch by executive Director of AARSI and NGO on Road Safety



FRSC officers as participant to the AARSI programme

Arrive Alive Road Safety Initiative (AARSI)

This is an initiative involving NGO and other stakeholder to take road safety campaigns to the doorstep of Nigeria. The Arrive Alive Road Safety initiative was established by private sector companies (Chevron Nigeria Plc, Zenith Bank Plc, First Bank of Nigeria Plc, Diamond Bank

Plc and DHL) to address the country's severe traffic issues. AARSI is committed to the awareness, adoption and observance of global road safety practice towards reduction of the huge annual losses in human and materials resources through accidents on the road. It proposes to do this through a combination of policy and legislative reform advocacy and the execution of road safety actions, in collaboration with appropriate government agencies, which would be funded by the private sector, donor agencies and the international road safety community.



Community Leaders

There are various approaches to public enlightenment and sensitization of the public on the dangers inherent in the use of roads. One of such was the taking road safety campaigns closer to the beneficiaries such as targeted at religious institutions, community leaders and others who could drum the campaigns to the ears of the beneficiaries. Among the approach was the involvement of PATVORA group in approaching the Etsu Nupe in Bida, to discuss how road safety could be improved within the rural communities. His royal Highness who was also the chairman of the Niger State Council of Chiefs. These leaders have important role(s) to play in the public enlightenment and encouragements of communities to become safe road users.



Celebrity Special Marshals Annual Lecture Series

Road Safety campaign strategies has gone beyond rhetoric, by this reason the Corps took the campaign of public education to the doorstep of the celebrity to use them to convey the road safety message to the general public through home entertainment. The Corps put in place and appointed the celebrity special Marshals, this is to enable these successful Nigerians to be the FRSC brand ambassadors in propagating road safety messages. The 1st Federal Road Safety Corps Celebrity Special Marshals Annual Lecture held at the Renaissance Hotel, GRA, Ikeja, Lagos on 10 November, 2017 to launch the initiative. The lecture theme “**Ember Months, The Rush, The Myth And Subsequent Effect,**” was delivered by the Corps Marshal of the FRSC, Dr. Boboye Oyeyemi, alongside other eminent keynote speakers.



The Corps Marshal Dr. BO Oyeyemi with some Celebrity Special Marshals

The Celebrity Special Marshals comprised notable individuals in the broadcast, entertainment industry, professionals and other field of endeavour. The programme attracted the best of the group.

The strategy was to bring road safety more to the consciousness of members of the public as well as explore the vantage positions of the Celebrity Special Marshals personalities to enhance road safety programmes

Aside from the lecture which debunked the myths associated with witchcraft as responsible for road traffic crashes especially during festive and the end of the year period. It laid the responsibility for crashes squarely on the footstep of drivers for inappropriate operation of the motor vehicle arising from speeding, dangerous driving, lack of or inadequate rest prior to commencement of journey, distracted driving, among others.

Youth Education Through School Programmes

Since good road use has been associated with attitudinal change, the Corps' strategy to bring about this also hinged on public enlightenment in



FRSC Officers educating School pupil at the Road Safety sensitization programme in Abuja

addressing this problem. Yearly campaigns are taking to school across the country, this is targeted at the youths, motorists and other road users through motor park rallies, distribution of flyers, pasting of posters and erection of billboards for road safety education; road shows, deployment of the news media, including the social media as well as advocacy visits to traditional and religious leaders/institutions.

This efforts are emphasized among the school pupils to inculcated road safety ideas in them from their youthful age to puberty. The aim is to enshrine good driving culture in the youth throughout their life time.



INAUGURATION OF FRSC EMERGENCY NUMBER 122

Continuous innovation and determination of the FRSC to get information across the nation brought about the establishment of the FRSC dedicated line known across the country as the FRSC emergency line to report road traffic crashes anywhere anytime.



It was believed that the FRSC should possess a national emergency number which led to the establishment of a Call Centre with a Toll emergency Number **122**. Though the country has also inaugurated **112** as the national emergency number after long the FRSC Toll free number 122 has been in existence and mostly used to report RTCs and other agencies distress call.

Before the line was approved by the National Communication Commission, FRSC developed a model for the public to reach the Corps most especially on road traffic crash matter. The CALLFRSC was designed using the keyboard of the handset to cast this number. However, as need for prospective callers increased, need for the FRSC to inaugurate a standard RTC reporting number was reached as a strategy to mitigate road traffic crashes by half by 2020.



FRSC personnel at the FRSC ICT analysis the tracking system of the Corps



Officers on duty at the Call Centers



FRSC Call Centre

FRSC Call Centre is a desirable model to other organizations through a meticulous technological innovation and vivid imagination to serve the public better. The platform serves the general public for effective crash reportage and other information dissemination to facilitate prompt arrival to crash scenes. This conscious effort was designed to bring the Corps closer to the public and hasten removal of victims to hospital.

January representing 7%, while another 1400 callers in February, representing 6.9%. Further analysis showed that 1105 callers called in March representing 5.4% and in April 2183 callers used the platform representing 10.8%. While in May, 2387 persons called the centre representing 11.8%. Also in June 2047 persons called the centre representing 10.1%, while in July there were 2359 callers representing 11.7%. There were 2126 callers in August representing 10.5%, while September, had 1253 persons called the centre representing 5.8%. There were 1176 callers in October representing 5.8%,

Table 14: Showing number of Callers to FRSC Call Centre

MONTHS	CRASHES	TRAFFIC CONGESTIONS	ENQUIRIES	COMPLAINTS	SUGGESTIONS	APPRECIATIONS	FEEDBACK	INFORMATION	OTHER INCIDENTS	TOTAL
JAN.	199	9	892	19	0	0	237	9	46	1411
FEB.	186	15	885	18	0	2	189	19	86	1400
MAR.	254	24	447	22	0	2	269	20	67	1105
APR.	307	57	1376	14	0	2	316	15	96	2183
MAY	332	23	1714	15	0	0	240	14	50	2387
JUN.	223	16	1516	17	1	3	237	16	24	2047
JUL.	303	31	1605	17	0	1	348	17	37	2359
AUG.	313	31	1384	20	2	2	329	19	26	2126
SEP.	238	23	673	16	0	2	245	10	46	1253
OCT.	169	19	727	10	0	2	187	42	20	1176
NOV.	251	11	801	14	0	1	256	5	51	1390
DEC.	328	29	444	29	0	4	340	30	88	1292
TOTAL	3103	288	12464	211	3	21	3193	216	637	20129

Source: FRSC

The initiative further gave birth to FRSC toll-free emergency number 122, which became a global brand and national pride. This initiative further led to the development of Federal government brand (112) to report security threat across the country. Beside the above, the success story has metamorphosed into creating other social media channel comprising of Facebook, Twitters, Instagram and Whatsapp accounts to keep tab on trending events globally.

In year 2017, the call Centre received a total of 20129 call reporting various events such as RTCs, Congestion, Enquiries, complaints, suggestion, appreciations, feedback, information, and other matters. Out of this figure, 1411 persons called in



FRSC Call Centre

while November, 1390 persons called representing 6.9%, while there were 1292 callers in December representing 6.4%.



Table 15: e-Applications

S/N	APPLICATION	DESCRIPTION	URL - ADDRESS
1	FRSC official website	The Corps main website	www.frsc.gov.ng
2	National Vehicle Identification Scheme (NVIS)	The National Vehicle Identification System web application is designed to automate the processes involved in the Number Plate Production and Vehicle Registration.	www.nvisng.org
3	Nigeria Driver's Licence (NDL) website	Nigerian Drivers Licence is designed to house the information of drivers.	www.nigeriadriverslicence.org
4	FRSC Dashboard	A platform indicating general over view of activities of Department and Corps offices.	www.frsc-intranet.org
5	e-Payment Platform	It is an automated platform introduced by the Corps for fines collection.	www.frscfinescollection.com
6	Offender's Register System	The Offenders register System is both web application and windows application designed to captures offenders data. It is an electronic way of booking traffic offenders.	www.frscfinescollection.com.ng
7	Road Traffic Crash Information System (RTCIS)	The Road Traffic Crash Information System is both web and windows application designed to make the process of capturing detailed data of road traffic crash more efficient, effective and user friendly.	www.frscrtcis.com.ng
8	Facebook URL	The site is to promote FRSC activities on social media	www.facebook.com/federalroadsafetycorps
9	Youtube	The site is to promote FRSC activities on social media	www.youtube.com/FRSCNigeria
10	Twitter	The site is to promote FRSC activities on social media	www.twitter.com/FRSCNigeria
11	RTSSS	Road Transport Safety Standardization System is a web application designed to bring professionalism into the industry, promote and develop rapid safe, efficient and convenient fleet transportation system in the country.	www.frsc-rtsss.org
12	Driving School Standardization Programme	The Driving School Standardization Programme (DSSP) is a web application designed to ensure uniform Standards for Driving Schools in Nigeria.	www.frsc-dssp.org
13	DLC Monitor	A platform designed for monitoring of activities in FRSC DLCs.	www.dlcmonitor.frsc.gov.ng
14	Duty Room Information Management System	The Duty Room Information Management System is a web application designed to capture the duty room activities to promote productivity, efficiency and effectiveness.	www.dutyroom.frsc.gov.ng

Source: FRSC



e-Applications Continued

15	Vehicle Safety Checks System	The Vehicle Safety Checks System is both web and window application designed to automate the processes involved in the free vehicle safety checks that Officers on the field carryout on vehicles. It is an electronic way of free vehicle safety checks.	frscworktools.com.ng
16	Information verification portal	The Information verification portal is online verification of Driver's License and Plate Number details.	www.frscivp.com.ng
17	Annual Performance evaluation Reports System	The Annual Performance evaluation Reports System is a web application designed to automate the processes involved in the Annual performance Evaluation Report (APER).	www.frscapers.com.ng
18	Cooperative Society Management System	The Corporate Society Management System is a web application designed to capture the corporate activities to promote accuracy and effectiveness.	www.staff.frscoperative.com.ng
19	e-Library	This application is designed to promote Staff personal development and access to unlimited textbooks online.	http://192.168.2.12:9980
20	Sharepoint	This application is used for collaboration and document management tool	www.frscsharepoint.com.ng
21	FileMailTracka	The application helps in tracking movement of mails and proposals in the Corps	http://fmt.frsc.gov.ng
22	Special Marshal & Partnership Portal	the portal was designed for the activities of the Special Marshal team	smp.frsc.gov.ng
23	DLC Monitor	The application is designed to manage and monitor all Driver's License Centers related issues in the Country.	dlcmonitor.frsc.gov.ng
24	FRSC Insight	The application is designed for virtual communication of the Corps.	www.frscinsight.org
25	Intranet	The FRSC Intranet is a portal designed for internal use by the Corps. It houses three applications namely: The Intranet, Dashboard and Strategy Monitoring Tools which are used for the following: Sharing of information within the Corps ,General stock taking on Corps Operations, Evaluation of specific job accomplishment ,Monitoring of performance of Departments and individuals within the Corps based on set strategic goals for the year,Used for policy formulation and shift.	www.frsc-intranet.com
26	Vehicle Safety Checks System	The website is used to verify the history of cars' previous safety checks.	frscworktools.com.ng

Source: FRSC



FRSC Social Media

Since 2011 the management developed a new strategy to serve the general public better in social media activities. This was to enable the FRSC monitors and manages all activities of social media with a view to respond to trending issues and correct misgivings and wrong opinions about the Corps. In line with the above, officers were designated to these offices, Facebook, Twitter and Instagram Offices. This is to enable the FRSC to achieve the UN Decade of Action through the use of Social Media platforms.

Facebook

There was a tremendous improvement in the use of social media in the FRSC. This showed that there was higher use of Facebook platform in 2017 where 301,112 people liked facebook platform and used the social media services compared with 286,384 people that used same platform in 2016 representing 5.2% increase meaning there was more users of facebook platform by the above percentage. As at 2019, there were 337,821 facebook followers and 335,733 likes

Twitter

Also the Twitter platform witnessed more users as a

result of the injection of new methodology. There were 223,263 followers on FRSC Twitter platform compare with 198,257 followers in 2016. The above figure showed clearly that there were more followers on FRSC Twitter platform in 2017. In 2019, the FRSC has 269,263 followers on Twitter and 23,969 likes.






Instagram

In 2017, 3236 followers monitored FRSC Instagram platform during the year, while 2522 followers were also seen on same platform in 2016, showing that Instagram platform witnessed increase in public awareness. Presently, the followers of Instagram was 9249 and 864 likes on same Instagram.

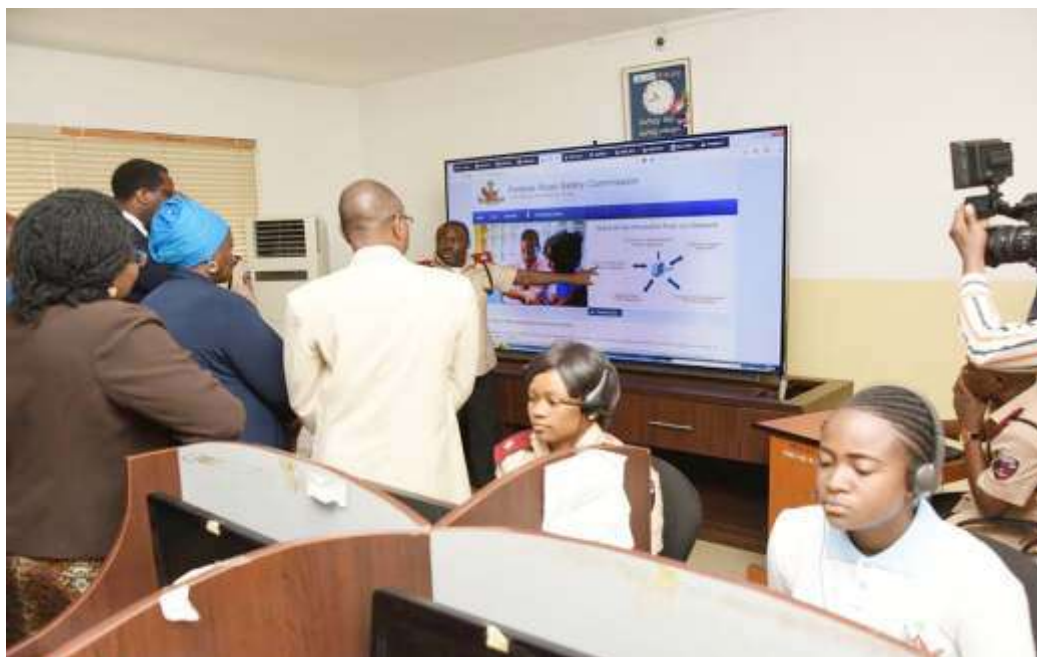
Whatsapp

The Corps introduced Whatsapp group application during the year under examination this is a new development to monitor application and users of the platform. This will enable FRSC Social Media Group to also participate in the use of the Whatsapp application. During this year, 776 subscribed to Whatsapp media which was a new innovation in social media platform of the FRSC.

Table 16: Social Media Application

S/N		Application	Social Media Platforms	Followership
1		Facebook	www.facebook.com/frscnigeria	301,112 Likes
2		Twitter	www.twitter.com/frscnigeria	223,263 Followers
3		Instagram	www.instagram.com/frscnigeria	3236 Followers
4		Whatsapp		766 Subscribers
5		Youtube	www.youtube.com/frscnigeria	44 Viewers

Source: FRSC



FRSC personnel at ICT centre

Youtube

This is a new innovation on FRSC social media platform, the introduction of Youtube was another medium for the public to interface with the FRSC social media society. On the Youtube platform, 44 viewers used the platform, this may not be unconnected with the period of the platform was introduced. With the introduction of this new platform, it is believed that more public attention will be garnered in the seceding year.

SOCIAL MEDIA ACCOUNT CREATION AND CLOSURE:

In another development, the Management

directed that only Zonal Commands are authorized to operate Social Media accounts in order to coordinate and convey FRSC activities under their same platform. However, Sectors and Units were directed to deactivate their accounts to guide against abuse among staff and include all their activities on the Zonal platform for central coordination.

FRSC Social Media Standard Operating Procedures (Needs Final Review)

During the year under examination, the management directed that Standard Operating Procedures be developed to direct the processes of the social Media Operations in FRSC. The Standard operating procedure is expected to serve as operating manuals for all Staff engage in social media activities across the FRSC formations.



Table 17: FRSC Social Media Application

S/N	APPLI CATION	URL - ADDRESS
1	FRSC official website	www.frsc.gov.ng
2	National Vehicle Identification Scheme (NVIS)	www.nvisng.org
3	Nigeria Driver's Licence (NDL) website	www.nigeriadriverslicence.org
4	FRSC Dashboard	www.intranet-intranet.org
5	Unified Field Operations System	www.fieldops.frsc.gov.ng
6	Speed Limiting Device Management System	www.speedlimiter.frsc.gov.ng
7	Facebook URL	www.facebook.com/federalroadsafetycorps
8	Youtube	www.youtube.com/FRSCNigeria
9	Twitter	www.twitter.com/FRSCNigeria
10	Road Transport Safety Standardisation Scheme (RTSSS)	www.frsc-rtsss.org
11	Driving School Standardisation Programme (DSSP)	www.frsc-dssp.org
12	DLC Monitor	www.dlcmotor.frsc.gov.ng
13	Duty Room Information Management System	www.dutyroom.frsc.gov.ng
14	Information Verification Portal (IVP)	www.frscivp.com.ng
15	Annual Performance Evaluation Reports System	www.frscapers.com.ng
16	Cooperative Society Management System	www.frsccoopqh.com.ng
17	e-library	http://192.168.2.12:9980
18	Sharepoint	www.frscsharepoint.com.ng
19	FileMailTracker	http://fmt.frsc.gov.ng
20	Special Marshals and Partnership Portal	www.frscmp.org
21	FRSC Insight	www.frscinsight.org
22	Intranet	www.frsc-intranet.com
23	Post Service Scheme (PSS)	www.pss.frsc.gov.ng

Source: FRSC



UNITED NATIONS GLOBAL ROAD SAFETY WEEK



DCM Charles Theophilus at the United Nations Global Road Safety Week event

As adopted by the United Nations General Assembly Resolution A/60/5 since October 2005, the 2017 edition of the United Nations Global Road Safety Week held across the globe is yearly event. The FRSC join other nations to celebrate this campaign to re-ignite the awareness of road safety across the World. One of the yearly event celebrated from 8-14 May, 2017 focused on the theme "Managing Speed" and what could be done to address this key risk factor in curbing road traffic deaths and injuries. The Federal Road Safety Corps as Lead Agency in Road Traffic Administration and Management took the center stage in commemorating the event, in collaboration with relevant stakeholders.



Motorcade Rally Activity for the 4th UN Global Road Safety Week

To this effect, FRSC constituted Local Steering Committee to work with relevant agencies comprising Federal Ministry of

Health, Federal Ministry of Transport, Federal Ministry of Information, UN Decade of Action on Road Safety for Nigeria, NGOs and all other stakeholders in Road Safety in Nigeria with the mandate to ensure a successful hosting of the annual event.



FRSC personnel and other invited guests at the UN Road Safety Week event

The committee also work to ensure the successful outing of the week long yearly program which is scheduled to feature various activities.

The events are

- i. Joint Press Conference
- ii. Official Flag off and Cutting of Balloon/ release of Pigeons
- iii. Motorcade Rally
- iv. Media talk
- v. Hospital visitation
- vi. Candle light Procession
- vii. Jumaat Service
- viii. Church Service



Group photograph at the GSS Asokoro during an Advocacy Visit



World Day of Remembrance for Road Traffic Crash Victims

In compliance with the **UN Resolution A/60/5 on improving global road safety** which invites Member States and the international community to recognize the third Sunday in November of every year as the World Day of Remembrance for Road Traffic Victims as the appropriate acknowledgement for victims of road traffic crashes and their families, the 2017 commemoration was theme “**2020 Target: Reduce Road Fatalities and Serious Injuries By 50%**”. The theme of the 2017 World Day of Remembrance of Road Traffic Victims aligns with the Sustainable Development Goal 3 Target 6.

In Nigeria, the commemoration usually a week long programme which involves various activities jointly organized by FRSC and UN Decade of Action on Road Safety and Injury Prevention (UNDARSTIP) Stakeholders.

The commemorative programme is kick started with radio pre-chat on various radio stations nationwide with a Press Conference and opening ceremony. The WHO Country Rep. Dr Wondimagegrehu Alemu was at one of the ceremony in 2017 where he remarked the negative attribute and trend in road traffic crash data in the country to increase in economic activities by road transport without corresponding increase in roads and road infrastructure.

He admonished the gathering to take road traffic crash as a predictable incident which can be prevented and called for collective approach to stop the menace.

The Corps Marshal’s representative commended the organisers of the event and informed the gathering that FRSC is

committed to keeping Nigeria roads safe. To sustain this, he informed the gathering that the Corps has mid-wifed the Nigeria Road Safety Strategy (NRSS). He enlightened further that the NRSS which vision is to achieve for the nation a country where road traffic crash results in no death.



Governor of Edo State His Excellency Godwin N Obaseki, Minister of State for Health Dr Osagie Ehanrare, Minister of State for Power, Works & Housing Hon. Mustapha Baba Shehur, WHO Country Rep. Dr Wondimagegrehu Alemu.

Dignitaries at the yearly event were Governors, Ministers Permanent Secretaries Directors, Secretaries, Head of Parastatals, Military, Police, NSCDC, Immigration Heads, VIOs and State Commanders of FRSC. The Focal Person UNDARSTIP in Nigeria plays a key role in the yearly activity. The programme rounded up with a minute silence in honour of the victims and symbolic laying of wreath at the Road Traffic Victims Remembrance site created within the FRSC National Headquarters, Zone 3, Wuse, Abuja.



The Corps Marshal laying wreath in honour of the departed souls



Donation of Radio Transmitter

The Corps received a major boost in its public enlightenment and quest to establish a National Road Traffic Radio that would broadcast road traffic management related matters to Nigerians along side noted radio traditions, including entertainment and education; on 14 July, 2017 when Diamond Bank Plc donated two radio transmitters to FRSC.

The Corps Marshal, expressed gratitude to Diamond Bank Plc for the gesture and commented that the Corps would make the difference with its transmission and added that it would be the first of such transmission in the West Africa sub-region. He assured the MD/CEO and all Nigerians that the radio station was committed to serve humanity even beyond the realm of road safety.



GMD/CEO, Diamond Bank Plc, Mr. Uzoma Dozie handing over to the Corps Marshal Dr. BO Oyeyemi, MFR, mni, NPoM, radio transmitters in preparation for the launch of FRSC Traffic Radio on 14 July, 2017.

While handing over the transmitters to the Corps Marshal, Boboye Oyeyemi, MFR, mni, NPoM, in Lagos, the GMD/CEO, Diamond Bank Plc Mr. Uzoma Dozie commended the FRSC for its legion of achievements and the spirit to aspire, not only to sustain but to improve on them. He further informed that Diamond Bank Plc has remained in identifying with goal-getting organizations and have identified FRSC as first among equals in the comity of law enforcement agencies, hence extension of its corporate social responsibilities to the Corps. He enjoined FRSC to speedily come on the airwaves and make waves, he then wished the Corps well.



National Traffic Radio

The Federal Road Safety Corps made history as it established the first National Traffic Radio in the country. Establishment of FRSC traffic Radio has been a dream borne out of the desire of the Federal government to improve information dissemination, public education and enlightenment of the general public most especially the motorists and in fulfilment of the UN Decade of Action 2020

The National Traffic Radio is the brainchild of the current management under the leadership of the incumbent Corps Marshal Dr. Boboye Oyeyemi, with the assistance of some Nigeria Banks who provided transmitting equipment for the radio station to take off. The FRSC began official test transmission of the FRSC Radio in October, 2019 and since then it has been transmitting on 24/7 basis.

The National Radio was the effort of some Banks as part of their cooperate social responsibility to the general public to curb road traffic crashes on Nigeria roads. It will be recalled that the Nigeria Broadcasting Commission (NBC) recently granted the FRSC the license for the station which helps in giving information, tips and traffic update to motorists across the country.

The National Traffic Radio is broadcasting on Frequency Modulation (FM) 107.1. The station will broadcast daily update of traffic situation across all routes in Nigeria. Motorists are therefore urged to take advantage of the station and always tune in for information on traffic, on the spot traffic information, road safety education and enlightenment, especially during the yuletide.



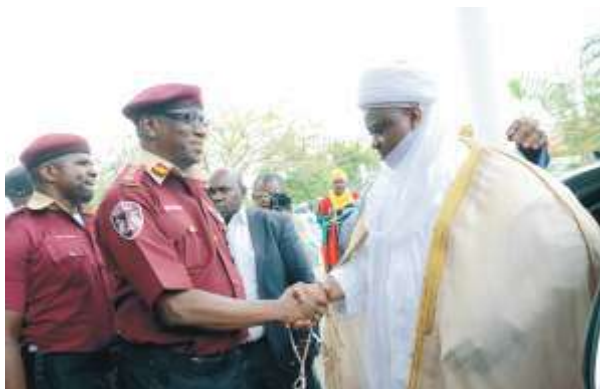
Secretary to the Government of the Federation Boss Mustapha, Corps Marshal Dr. BO Oyeyemi at the National Traffic Radio for test running



FRSC field Commanding Officers and some Management Staff on inspection tour of the NTR facilities



Annual Lecture Series



Corps Marshal, Dr BO Oyeyemi, welcoming the Special Guest of Honour Sultan of Sokoto, His Eminence, Saad Abubakar III CFR to the Annual Lecture in 2016

The intention of the Annual Lecture Series is to provide a platform to share information on road safety and for participants to make inputs into the planning and execution of road safety policies and programmes. The Annual Lecture Series which began in 2009 was aimed at creating public awareness on road safety for positive attitudinal change of drivers and the general public.

Road traffic crashes and its attendant fatalities is mainly due to many factors which have attracted global concern. According to WHO, it has been projected to assume the leadership position among other killer causes globally, therefore, urgent action is required to reverse the growing trend



It was for this reason that FRSC took urgent necessary action in addressing the issues of RTC headlong. This prompted the annual discourse to brainstorm on new ideas towards reducing road traffic crashes and the attendant fatalities. 2016 edition was the 6th in the series of the lecture which drew professionals, academia, practitioners on board to chart a common course for road safety in Nigeria and across Africa.



Jean Todt UN Special Envoy on Road Safety, Ooni of Ife Oba Adeyeye Enitan Ogunwusi, the Corps Marshal Dr. BO Oyeyemi and other dignitaries at the 7th Annual Lecture Series of the FRSC

The focus was partnering with states on road safety administration. This is to bring all stakeholders on the same page in road administration in Nigeria in realizing the dream of eradicating road traffic menace.

Earlier, the Corps Marshal, Dr Boboye Oyeyemi highlighted the main issues on road safety in Nigeria and the Corps' strategies on road safety administration in Nigeria. He appreciated the support in the area of logistics and human resources. He called on all and sundry to join hands with the FRSC in creating safe motoring environment in the country



Tyre Campaign Forum and Conference

Tyre is an essential component of a vehicle, especially as it is the only part of a vehicle in contact with the road surface providing the



required traction and rotary enablement for vehicular movement. Constant maintenance of tyre is important due to the potential negative multiplier effects it could generate in the event of sudden failure, especially while the vehicle is in motion. In this light therefore it became imperative for FRSC to organize a forum for stakeholders. The forum was convened at the instance of the stakeholders and titled "PROMOTING SAFE TYRE USE IN NIGERIA" which was aimed at engaging stakeholders to share ideas and collectively save the nation from the current RTC induced by tyre burst.

It was observed that wherever issues of safety of vehicle were to be discussed, tyres play important roles that cannot be over emphasized. Most people consciously neglect care of tyres and rudimentary safety precautions. Between 29 February, and 8 April, 2016 a total of 70 RTCs were attributed to tyre burst. Non-compliance with instructions on tyre, use of fake and substandard tyres, and insufficient public enlightenment were identified as some of the reasons that cause tyre blow out. It was advocated for encouragement of local production through policies that are friendly, improved road conditions and ban on the importation of fake/substandard

tyres to reduce tyre induced RTCs.

The forum was held on 15th June, 2016 at Musa Yar'Adua Centre Abuja aimed at bringing the recent tyre induced traffic crashes to the front burners of National discourse with a view to nipping the ugly trend in the bud, in consonance with Pillar 3 and 4 of the UN Decade of Action for Road Safety, 2011 - 2012 viz: Safer Vehicles and Safer Road Users, respectively.



FRSC Officials at Tyre Sensitization Campaign Programme in 2016

The objectives of the Forum include:-

- To create public awareness on the advantages of the use of standard tyres over the sub-standard ones and ensure safe tyre use.
- To share vital information and ideas among stakeholders towards curtailing incessant tyre induced crashes in the country.
- To facilitate quick intervention through stakeholders effective dispensation of statutory duties and obligations.
- To call on government to support and encourage local tyre manufacturing companies in Nigeria.
- To train and certify vulcanizers on correct method of fixing and inflating tyres.
- To create public awareness on correct use of tyres.

The Stakeholders forum attracted Ministers as well as other top government officials. Also in attendance were participants from the Military, Paramilitary, Transport and Civil Society Organisations. Members of Road Safety Officers' Wives Association (ROSOWA), the Special Marshals and Road Safety Clubs from schools within the FCT.

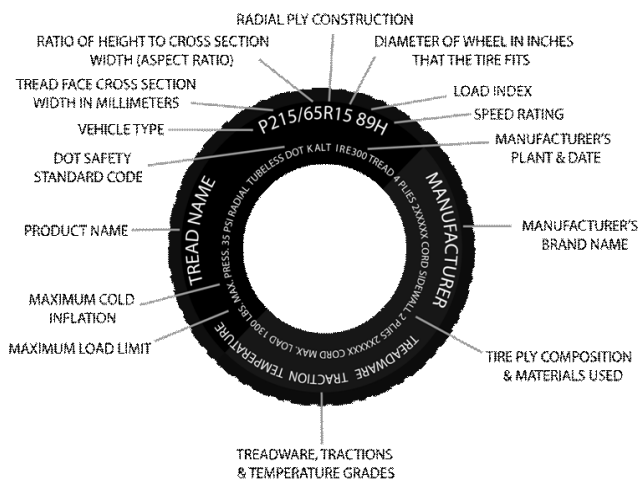


Know Your Tyres



FEDERAL ROAD SAFETY CORPS

Know Your Tyre



Tyre! Your life may depend on it

FRSC Public Enlightenment Publication

INTRODUCTION

Tyres

A rubber covering, typically inflated or surrounding an inflated inner tube, placed round a wheel to form a soft contact with the road.

Radial tyres

They are flexible tyres, which are able to adsorb shocks generated by road surfaces. These tyres are also stronger, which means machines can be operated at higher capacities.

Cross-Ply Tyres

The cross-ply tyre has a rigid sidewall. This rigid sidewall and the general design of the tyre does not allow heat to dissipate as effectively and the tyre wears out faster. Also, they don't have a very high speed rating.

LIFE SPAN OF A TYRE

If a car tyre is used carefully, after two years, the tyre loses about 20% of its qualities and when it reaches the 3rd year the tyre loses about 50%. An appropriate age for tyre replacement is thus 4years, unless worn down earlier by damage, alignment problems or mileage. The process can also be intensified with high-mileage tyres.

Some People Complain That New Tyres also Burst But why would new tyres burst within weeks of their purchase? We found that it could be that they had exceeded their life span. Tyres have four years shelf life from the Date of Manufacture. That means that people could buy new tyres that have expired and face the same risk as if they were using second-hand tyres.

Reason for this include unused tyres stored in bad conditions, or when a car is parked permanently for a long time. Likewise, countries with shifty weather, bad roads and especially hot and moist lands all rush the process. It is advisable to suspend the tyres in the air when a car is not in use for a long time.

HOW TO KNOW THE EXPIRY DATE OF A CAR TYRE

Several people today use cars but don't know much about the cars they use. This includes the expiration date of their car tyres which tends to put their life at risk.



Post-Crash Care

Pillar Five

? Evaluating emergency services to road crash victims; with a view to developing their capabilities including on-site management, victims transportation, trauma care and co-ordination of all post-crash services providers.



RESPONSE IS A CARDINAL Corps Medical and Rescue Services (CMRS)

The Corps Rescue office was carved out of Operation department on the 8th February, 2005 via management approval of the recommendation of the committee on restricting of FRSC organogram in order to arrest the escalating incidence of road traffic crashes on the highways among others.

Following the merger of Corps Rescue Office (CRO) and Medical Unit which was previously under department of Administration) the name was changed to Corps Medical and Rescue Services on the 8th December, 2009

CMRS is made up of seven (7) units comprising the following :

- I. Administration,
- ii. Emergency Ambulance Services Scheme (EASS)
- iii. National Health Insurance Scheme (NHIS)
- iv. Medical Unit
- v. Road Traffic Crash (RTC) Clinics/Help Areas
- vi. Road Traffic crash (RTC) Data and
- vii. Health Safety and Environment (HSE)

Apart from the effort to ensure that RTC Victims get adequate prompt professional rescue services and first aid assistance , the Corps reinforced the operations of the Zebra and RTC Clinic as rescue intervention squad.



FRSC Ambulances

These two special units which are located at critical corridors are injected into the Corps to fulfil its mission and vision of ensuring crash free road and prompt rescue services.



FRSC paramedic on simulation exercise on RTC victim

These are some of the unique programme of the Corps geared towards securing the lives of RTC victims. Rendering of pre-hospital care to victims of RTC, removal of victims from wreckage, manage and transportation of RTC victims to the nearest hospital for proper medical attention

With these beneficial programmes, there would be ease for RTC victims in accessing prompt medical attention. Staff deployed to these facilities are specially trained in the science of rescue and emergency services.



Simulation exercise on Mass casualty handling by Corps Medical and Rescue Services (CMRS) in collaboration with NEMA



Chemistry Analyzer, Incubator, Confirmation Machine and other enhanced Laboratory equipment



Modern Theater Crouch



New Optic Eye Testing Machine acquired at the FRSC Medical Centre in 2015

Road Side Clinics and Zebra Points

The establishment of road side clinics and Zebra point is one of the core duties of the Federal Road Safety Corps. This is contained in section 10 (a) of the (Establishment) Act 2007 that provided for the giving of prompt attention to road traffic crash victims.

In carrying out this mandate, the Corps has new strategy in reducing the response time to RTC scenes. Inundated with the challenges of provision of road side clinics, the World Bank assisted in rendering assistance through safe corridor project by providing state of the art ambulances, equipping the zebra points and road side clinic spread across the country. This is evidenced by expanding the coverage from twenty six (26) road side clinics and twenty six (26) Zebra points in 2014 to thirty seven (37) Zebra point in 2015.

The provision of these health facilities has further increased visibility of the Corps and expanded the coverage of the FRSC in meeting the yearnings of the Nigeria motoring public.



FRSC Zebra Point

**Table 18: Road Side Clinic Nationwide**

SN	RTC LOCATION	CUG/PHONE NUMBERS
1	RS1.16 KAKAU	08056799948
2	RS1.17/BYERO	08056294102
3	RS1.25 CHI ROMAWA	08058928177
4	RS1.33 KOZA	08052990615
5	RS2.2 I TORI	08148383799
6	RS2.25 SGM	080562944137
7	RS3.13 GI REI	08056294176
8	RS4.13 H/KI BO	08056294204
9	RS4.23 K/ALA	08056294205
10	RS4.24 ALI ADE	09053911108
11	RS4.3 SHABU	07039160026
12	RS5.12OLUKU	08056294234
13	RS5.23 I/UKU	08056294235
14	RS5.33 NTEJE	09053936109
15	RS6.14 BORI	08036199415
16	RS7.12 ABAJI	08056294298
17	RS7.21 MOKWA	080562940299
18	RS8.11 B/SAADU	08056294337
19	RS8.12 OMU ARAN	0832780487
20	RS8.15 OLOORU	08056294338
21	RS8.34 ZARI AGI	08056294339
22	RS9.32 KM 78 ABA	09053936178
23	RS10.31 T. MAFARA	08077690919
24	RS11.12 I LESHA	08073091025
25	RS11.13 I/IJESHA	08056294430
26	RS12.13 ALKALERI	08188710459

Source: FRSC



Table 19: Zebra Location and CUG Numbers as at 2016

S/N	ZEBRA	ZEBRA LOCATION	CUG NUMBER
1	ZEBRA 1	OLD PARADE GROUND AREA 10 GARKI, ABUJA	08077690898
2	ZEBRA 2	CBD OPPOSITE FEDERAL SECRETARIAT ABUJA	08077690897
3	ZEBRA 3	CITY GATE, ABUJA	08077690896
4	ZEBRA 4	KUBWA ROAD, ABUJA	08077690899
5	ZEBRA 5	KEFFI BY FLY OVER, NASSARAWA STATE	08077690126
6	ZEBRA 6	YANGOJI, ALONG LOKOJA ROAD, FCT, ABUJA	08073374912
7	ZEBRA 7	SABON WUSE, ALONG KADUNA ROAD, NIGER STATE	08056294319
8	ZEBRA 8	GIRI JUNCTION ALONG GWAGWALADA ZUBA ROAD ABUJA.	08151790087
9	ZEBRA 9	KOTON KARFE KOGI STATE	08151790088
10	ZEBRA 10	BARDE JUNCTION ALONG JOS ROAD, KADUNA STATE	08151790089
11	ZEBRA 11	MARARABAN JAMA'A ROUND ABOUT, JOS	08151790090
12	ZEBRA 12	KUGBO, NYANYA ROAD BY KARU FLY OVER, ABUJA	08151790091
13	ZEBRA 13	GEГУ, KOGI STATE.	08150654679
14	ZEBRA 14	AIRPORT JUNCTION ALONG BAUCHI GOMBE ROAD, GOMBE STATE	08150654680
15	ZEBRA 15	KATARI, KADUNA STATE	08150654681
16	ZEBRA 16	ABAJI, FCT.	08150654682
17	ZEBRA 17	KUDU, NIGER STATE	08150654683
18	ZEBRA 18	OWAN ESEGIE, EDO STATE	08150654684
19	ZEBRA 19	IPETU IJESA, OSUN STATE	08150654685
20	ZEBRA 20	OWO JUNCTION, ONDO STATE	08150564686
21	ZEBRA 21	ILARA MOKIN, ONDO STATE	08150564687
22	ZEBRA 22	SHUWARIN, JIGAWA STATE	08058298541
23	ZEBRA 23	AIR PORT ROAD, ILORIN, KWARA STATE	08058298542
24	ZEBRA 24	MUTUM BIYU, TARABA STATE	08058298543
25	ZEBRA 25	BY WOLE SOYINKA FRSC HOUSING ESTATE SIGN POST, GOSHEN	09053976950
26	ZEBRA 26	CHAM , GOMBE STATE	09053976951
27	ZEBRA 27	DOKA, KADUNA STATE	09053976952
28	ZEBRA 28	JOS BY-PASS, PLATEAU STATE	09053976953
29	ZEBRA 29	ALKALERI, BAUCHI STATE	09053976954
30	ZEBRA 30	TORO/MAGAMA, BAUCHI STATE	09053976955
31	ZEBRA 31	ABAKALIKI, EBONYI STATE	09053976956
33	ZEBRA 32	ABAKALIKI ROAD, ENUGU STATE	09053976957
33	ZEBRA 33	YAHE, CROSS RIVER STATE	09053976958
34	ZEBRA34	ZUBA, FCT	09053976959
35	ZEBRA 35	ZARIA TOLL GATE, KADUNA STATE	09053976960
36	ZEBRA 36	CHIROMAWA, KANO STATE	09053976961
37	ZEBRA 37	OGUNMAKIN, OGUN STATE	09053976962
38	ZEBRA 38	IDU RAILWAY STATION, ABUJA	09058611870
39	ZEBRA 39	TAFA, KADUNA STATE	09058611879
40	ZEBRA 40	BARKINRUWA, KADUNA STATE	09058611880
41	ZEBRA 41	KADUNA AIRPORT, KADUNA STATE	09058611875

Source: FRSC



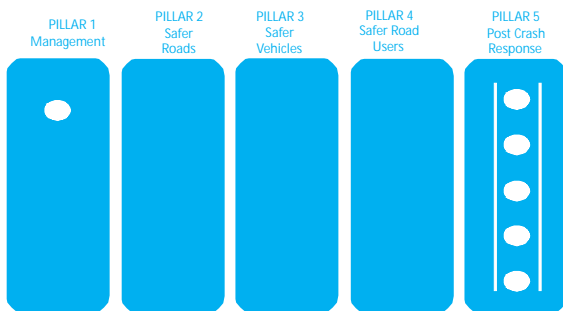
EMERGENCY AND RESCUE SERVICE IN FRSC

Emergency preparedness and Response is a cardinal part of the Road Safety Administration and Management focus of the Federal Road Safety Corps in Nigeria.



Simulation exercise on RTC victim by FRSC paramedics

Emergency preparedness is accorded the same priority as the other elements in the PILLARS 5 of Road Safety Management.



The emergency is one of the primary duties of the FRSC as enshrined in the FRSC Establishment Act (2007). Section 10(3)(k) empowers the FRSC to give prompt attention and care to victims of accidents. In pursuant of this section, FRSC set the ball rolling and established the Corps Medical and Rescue Office (CMRO) to coordinate and manage all incidences of rescues services in the Corps. The office has various strategies to mitigate the cases of road traffic crashes with the establishment of various programmes such as the Emergency Ambulance and Services Scheme (EASS), NCPCCI among other programmes to mitigate the cases of road

traffic crashes across the country.

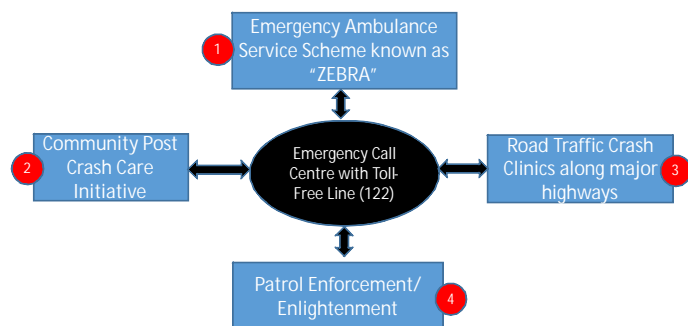
The Corps provisions and emergency preparedness of FRSC is a “preventive-reactive” mechanism designed with considerations of the Safe Systems Approach to Road Safety and Haddon-matrix in mind.



Phase	Human Factors	Vehicles and Equipment Factors	Environmental Factors
Pre-crash	Information Attitudes Impairment Police Enforcement	Roadworthiness Lighting Breaking Speed Management	Road design and road layout Speed limits Pedestrian facilities
Crash	Use of restraints Impairments	Occupant restraints Other safety devices Crash-protective design	Crash-protective roadside objects
Post-Crash	First-aid skills Access to medics	Ease of access Fire risk	Rescue facilities Congestion

Haddon Matrix: Emergency preparedness is vital

The Framework FRSC Emergency Preparedness and Response





Road Traffic Crash (RTC) Clinics

RTC Clinics were established along crash prone corridors to provide first hand medical assistance to victims of Road Traffic Crash..

RTC clinics also provide basic primary health care services to host communities along the critical corridors.



Currently, there are 28 RTC clinics spread all over the country to complement emergency and rescue services.

Table 20: RTC Clinics

S/N	RTC Clinics	Supervising Command	Location
1	Kakau	RS1.16	Kaduna Toll Gate
2	Brinin Yero	RS1.17	Along Zaria Road
3	Chironmawa	RS1.25	Zaria Road Chironmawa
4	Koza	RS1.33	20 Bypass Kurobi Koza
5	Ilori	RS2.2	Berger Bus Stop Abeokuta/Lagos Ibadan Expressway
6	Sagamu	RS2.25	Km 65 Sagamu Interchange Lagos Ibadan Expressway
7	Girei	RS3.13	Opp University Girei
8	Hawan Kibo	RS4.13	Hawan Kibo Town
9	Kastina Ala	RS4.23	K/Ala Town
10	Alliade	RS4.24	Alliade Town
11	Shabu	RS4.3	Shabu Town
12	Oluks	RS5.12	Oluks By-Pass
13	I/Uku	RS5.23	Benin Asaba Expressway
14	Nteje	RS5.33	Nteje
15	Bori	RS6.14	Bori Town
16	Abaji	RS7.12	Abaji Town
17	Mokwa	RS7.21	Mokwa Local Govt. Pry Health Care
18	Bode Saadu	RS8.11	Secretariat Road B/Road
19	Omu-Aran	RS8.12	Ilorin Kabba Road
20	Olooru	RS8.15	Olooru Junction
21	Zariagi	RS8.34	Obajana Junction, Zariagi
22	Km 78 Aba	RS9.32	Old Tollgate Aba
23	Talata Mafara	RS10.31	Lambamakura Road
24	Ilesha	RS11.12	Akure – Ilesha highway
25	Ilesha/Ijesha	RS11.13	Along Akure Ilesha Highway
26	Moinak	RS12.12	Moinak Town
27	Alkalari	RS12.13	Alkalari-Gombe Road
28	Mahunifashi	RS1.34	Katsina State

Source: FRSC

Nigeria Road Safety Partnership (NRSP)

The remarkable successes recorded by FRSC can be attributed, in part, to its success in facilitating collaboration among multiple stakeholders through partnerships, in funding projects, manpower development and procurement of operational equipment.

The Federal Road Safety Corps (FRSC) has developed a strategy to improve safety on Nigerian roads. In 2010, the Global Road Safety Partnership worked with FRSC to establish a National Road Safety Partnership (NRSP) between public sector, private sector and civil society. In addition, FRSC partnered with the World Bank and other donor organisations to fund intervention programmes and projects to improve the effectiveness of the Corps' operations and reduce road traffic crashes (RTCs).



former COMACE Osita Chidoka and National Coordinator Special Marshal Simi Kwambe

The World Bank provided financial support to the FRSC because of its credibility as an efficient manager of public resources. Some of the funds were spent on the procurement of operational vehicles in pursuant of its mandate.

FRSC believes that inculcating a road safety culture at an early impressionable age would produce more disciplined adult road users. FRSC has 619 RSC in primary schools, 2,326 RSCs in secondary schools and 1,822 RSCs in the National Youth Service Corps programme.



NATIONAL COMMUNITY POST CRASH CARE INITIATIVE (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.



RTC victim being rescue by passerby

The NCPCCI is a road safety initiative involving volunteer individuals or groups such as teachers, nurses, artisan, farmers, traders, NURTW, School leavers among others that provides rescue service for no financial gain along major road traffic corridors as first responders to crash victims. The objectives of the NCPCCI are as follows;

- ? To prevent loss of lives due to road traffic crashes.
- ? To fill the gap of time and distance of FRSC operative arrival at the crash scene.
- ? To give sense of responsibilities to rural dwellers in the safety and security of saving life and properties of commuters passing through their communities. Emergency preparedness and Response is a cardinal part of the Road Safety Administration and Management focus of the Federal Road Safety Corps in

Nigeria. The Corps provisions and emergency preparedness of FRSC is a “preventive-reactive” mechanism designed with considerations of the Safe Systems Approach to Road Safety and Haddon-matrix in mind.

The Framework FRSC Emergency Preparedness and Response

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.





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).



RTC victim being attended to by Ambulance

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

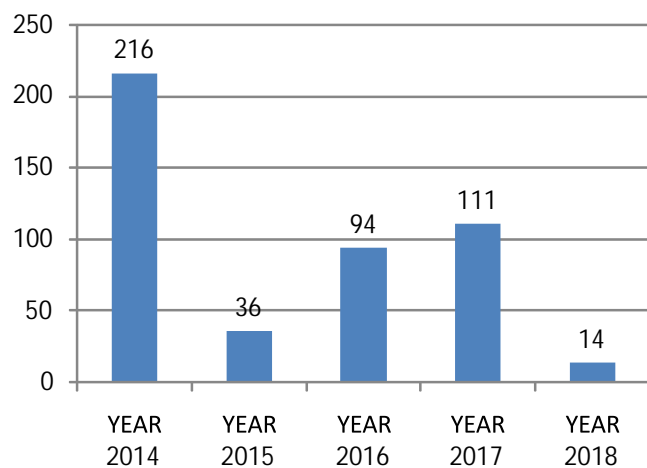
volunteers)- Minna centre

OUTCOME OF TRAINING OF FIRST RESPONDERS

Table 21: rescue carried out by the corridors from 2014-2018)

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

Figure 14: Total number of rescue





THE FRAMEWORK FRSC EMERGENCY PREPAREDNESS AND RESPONSE

In order to reduce the severity of Road Traffic Crash and impacts, the Federal Road Safety Corps in 2009 came up with a vision of improving Road Traffic Crash Management by establishing FCT Pilot Emergency Ambulance Service Scheme (PEASS) code named “Zebra”.



*State of the art life saving Ambulance with
World Bank representative*

The FCT PEASS took off with 4 Ambulance Centres. Through sustenance and improvements, the Scheme has spread nationwide with 43 Zebras in all as at 2019.



FRSC Ambulance

Impact of ZEBRA on Response time to Crashes

With seamless networking and coordination of ZEBRAs, the average national response time to crash scenes is about 15minutes.



A Zebra Point





Corps Medical and Rescue Services

The survival of victims of road traffic crashes depend largely on prompt medical and rescue services especially with the golden hours (the first hours of a road traffic crash). Based on this strength, the management of the Federal Road Safety

Corps as a professional organization meet yearly to reflect on its rescue operations to serve the aspiration and yearning of members of the public in service delivery and also reduce the response time to road traffic crash to fifteen minutes. The projection of FRSC is to be visible across the country and present a workable road side clinic at every 50 kilometers across the country.



FRSC 70 tonnes recovery vehicle towing a broken down vehicle from Niger bridge



FRSC Ambulances



Trauma Care Workshop From Site To Rehabilitation

The National Trauma Conference tagged Abuja Trauma Conference with the theme “Trauma Care Workshop from Site to Rehabilitation” was aimed at discussing an effective framework in developing a workable EMS plan for Nigeria held between 5th – 9th December 2016 at the National Trauma Centre, Abuja.

In attendance was the Corps Marshal, Federal Road Safety Corps who promised to key into the program, considering the fact that the Corps runs Ambulance Services and Roadside Clinics for the care of RTC victims and Clinics for staff. He also pledged to collaborate in training and retraining of FRSC Staff that handles road traffic victims in trauma to aid rescue operations when on duty



CC OW Olaniyan, The Corps Medical and Rescue Officer and other participants at the trauma Care Workshop, in Abuja



Dr. Momoh Chief Medical Director and Corps Marshal, Dr. BO Oyeyemi at the National Trauma Centre of the National Hospital, Abuja



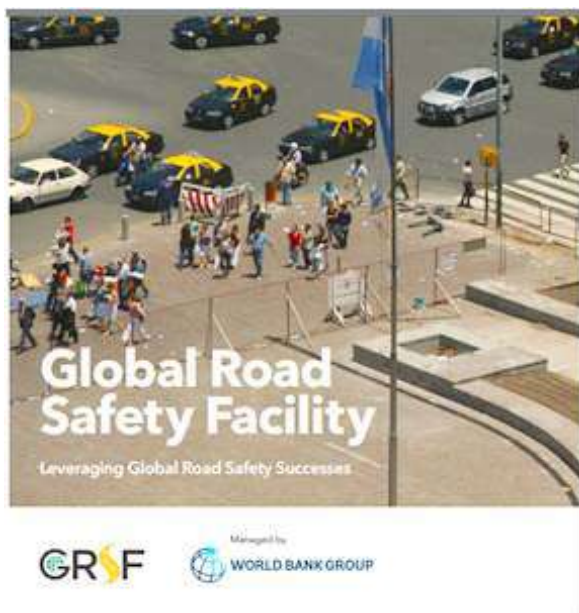
Issues and Development of Strategies

Overall, the 2030 Agenda provides a universal agenda common to all countries and, despite the challenges mentioned above, has strengthened political will, generated opportunities to increase cooperation between Governments and other stakeholders, raised political and public awareness and created national ownership of the Goals.

The voluntary national review process has fostered peer-learning, helped to establish inclusive institutions and legal frameworks and created systems of integrated delivery to accelerate progress towards achieving the Goals. It is important that the reviews lead to follow-up actions at the country level.



GLOBAL ROAD SAFETY FACILITY (GRSF)



Global Road Safety Facility (GRSF) is a global multi-donor fund managed by the World Bank established in 2006 to help governments develop road safety management capacity and scale up road safety delivery in low- and middle-income countries.

GRSF provides funding, knowledge, policy guidance and evidence-based technical assistance to leverage road safety investments in transport and health operations.



Its goals are aligned with the UN Decade of Action for Road Safety 2011—2020, as well as with the new road safety targets included in the UN Sustainable Development Goals. In fiscal year 2015 (Fy15), GRSF achieved a leveraging ratio of 1:39 (on average, each dollar of grant funding provided by GRSF resulted in \$39 spent directly on road safety through World Bank project lending).



Traffic Cones on route lining

Through the involvement of GRSF, the World Bank transitioned from one-off interventions in road safety to sustainable multi-sectorial projects based on the Safe System approach. GRSF provides technical assistance, infrastructure safety support, road safety management capacity reviews and advisory services to World Bank projects, staff and client countries to maximally leverage GRSF funds. With sustained additional funding, GRSF can scale up the technical operations of the World Bank, along with other multilateral development banks and international organizations, to increase road safety project delivery.

Success stories from GRSF engagement

The following section highlights past and ongoing success stories and achievements, delivering sustainable life-saving improvements in road safety management and capacity-building in low- and middle-income countries. GRSF often engages in the early preparation stages of World Bank projects.



These examples highlight how GRSF can be involved in any stage of a project implementation to help develop the Safe System in a client country, to achieve ambitious road safety outcomes and to contribute to national road safety sustainability. In fiscal year 2015 (Fy15), GRSF achieved a leveraging ratio of 1:39 (on average, each dollar of grant funding provided by GRSF resulted in \$39 spent directly on road safety through World Bank project lending). GRSF will continue to fund and prioritize activities that have the potential for similar leveraging capacity of donor-aided funds. Funded projects include the following initiatives, among others:

- Helping client countries build the institutional capacity to sustain road safety solutions and improve them over time
- Effectively using funding to leverage the large sums found in road safety investments
- Guiding the most effective road safety investments

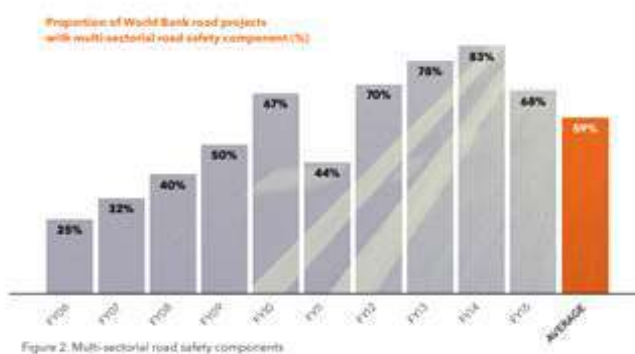


GRSF partners with:

- National governments and state/municipal agencies
- World Bank teams in low- and middle-income countries involved in the transport

and health sectors

- Multi-lateral development banks
- International organizations such as the World Health Organization and the UN Regional Commissions, NGOs, the private sector and other relevant stakeholders.



Since 2008, GSRF and the World Bank have supported the efforts of the Federal Road Safety Corps, Nigeria's leading road safety management agency, in developing a road safety component as part of the Nigerian Roads Development Project.

The newly redesigned and ongoing road safety component is focused on:

- Development of the Federal Road Safety Corps (FRSC), including training, capacity-building vehicle and equipment procurements.
- Safe Corridor Demonstration Programs: Demonstrations are being conducted on five





high-risk road networks. This approach involves targeted interventions around infrastructure safety improvements, road safety management, enforcement strategies to reduce road traffic menace.

Achievements

- In 2011, the Nigerian Government increased funding for its road safety component from \$6 million to \$20 million after becoming convinced of the importance of life-saving road safety measures on its highways. 30% reduction in road traffic fatalities on the Abujua-Kaduna-Zaria-Kano Corridor, one of the highest-risk corridors in the country, from 2010—2013 (project corridor).

Bloomberg
Philanthropies

Department
for International
Development

EIA FIA Foundation
for the Automobile and Society

Australian
AID

Sida



Government of the Netherlands

20% decrease in road traffic fatalities in the Abuja Metropolis between 2010 and 2014. 8% decrease in road fatalities, nationally, between 2012 and 2013. 11% reduction of road traffic fatalities on project roads between 2010 and 2014.

Road Sector Development Team (RSDT)

The Federal Ministry of Works has a number of relevant agencies with its portfolio working towards improved road safety Agencies with the Federal Ministry of Works include the Federal Road Maintenance Agency, the Road Sector Development Team and others. RSDT was established to implement the Federal Road Development Programme and are assisted by the World Bank. The aim of the RSDT is to assist the Federal Government of Nigeria (FGN) in managing the Federal road assets. Its objectives are to reduce passengers travel time by 20% on project roads, reduce vehicle operating cost by 8% -10% and reduce road fatalities by 50% on project roads.



Construction of Precast reinforced concrete drains between CH53 + 359 - CH. 53 + 365 RHS - Ogoja -Ikom Road

The mission of the RSDT is to reduce passenger travel time, vehicle operating costs and traffic related fatalities on targeted Federal Roads through rehabilitation, upgrading and long term maintenance.

While the vision is to take the lead in the sustainable transformation of the road sector and to meet international best practices in planning, procurement, maintenance & financing of the targeted Federal Roads infrastructure.



RSDT was established to effectively manage the implementation of the 10-Year Prioritized Road Sector Development and Maintenance Program (RSDMP) in the Federal Ministry of Works (FMW).

RSDT is currently managing road and bridge infrastructure projects and institutional strengthening and reform programs with the assistance of a USD330million credit from the International Development Association - IDA (i.e. World Bank - WB), and a USD162million loan from the African Development Bank (AfDB).



Surface dressing of carriageway shoulders between CH. 55 + 825 - CH. 57 + 300 (RHS) - Abakaliki - Imbok Road

The RSDT is established as a self-accounting unit within the institutional framework of the Federal Ministry of Works and headed by a 'Unit Manager' who is responsible for its day to day management and overall implementation of the RSDMP. The mandate of RSDT is to initially manage the implementation of RSDMP on behalf of the Federal Ministry of Works.



Laying of Asphaltic Concrete Wearing Course around CH. 61 + 870 - 62 + 938 LHS - Abakaliki - Imbok Road

This include a transition period where RSDT will focus on the implementation of donor supported projects on the Unity Roads and be responsible for managing domestically funded projects as well. The aim is to move RSDT along a fast track leading to the full transfer of project responsibility to the proposed FHA. The project will promote Public-Private Partnership (PPP) by the introduction of Design-Build-Operate-Maintain and Transfer Projects (BOTMP), financed by donors through budgetary allocation and private investors.



Site Clearance in progress within Section B - Abakaliki - Mbok Junction



African Road Safety Observatory



The African Road Safety Observatory (ARSO) was created in 2018 as part of the projects supported by the FIA High Level Panel, whose members include Patrick Pouyanné, Chairman and Chief Executive Officer of Total. Supported by the African Union, the Observatory held its first General Assembly in June 2019 in Durban, South Africa.

The Observatory's mission is to encourage a coordinated effort on the part of African countries to ensure greater road safety. In particular, it aims to collect, analyze and share data to provide a better understanding of the risk factors and to develop effective solutions for reducing the number of accidents across the continent.

Training programs offered by the GRSF to improve the understanding of the challenges faced, as well as strengthen the skills and commitment of all stakeholders, to support the use of data collection and analysis tools on the ground. The goal is to enable decision-making based on reliable information, while fostering collaboration across the continent.

The African Road Safety Observatory is a space for interaction to highlight the relevant road safety needs in African countries. It is one of the main results of EC funded SaferAfrica project and includes various knowledge and tools, such as statistics, reports, fact sheets, knowledge resources and links and it is integrated with crowd sourcing functions to facilitate the participation of experts and end-users.

Moreover, the Observatory, through a

reserved area, is designed as a tool for managing all the activities of the Dialogue Platform created by SaferAfrica project and, in particular, for the consultancy of a Management Board as well as of a Stakeholders Group. The Observatory is constantly updated and enhanced with contents and multimedia products developed by the SaferAfrica project.

Nigeria Road Safety Observatory

The mission of the African Road Safety Observatory is to provide tool for African citizens to highlight the relevant road safety needs, emerging road safety issues in a country and to make a proposal of measures or policies to enhance road safety;





Monitor the existing strategies and implement road safety policies in African countries.

It is also to provide an avenue for discourse with stakeholders and networking of relevant actors. This include collection of data relevant to road safety from various national and International Organisation (WHO, IRF) sources.

Present the road safety situation and trends at national, regional and continental level through the use of text, graphs, tables and maps.

Nigeria Road Safety Observatory (NRSO) is a forum created by the African observatory platform for interaction to highlight the relevant road safety needs in African countries.



Portion of road under rehabilitation

This is based on the United Nation's "2011-2020 Decade of Action for Road Safety" for the African Union (AU) and the United Nations Economic Commission for Africa (UNECA) defined the African Road Safety Action Plan 2011-2020. In 2015, UNECA conducted a Mid-term Review of the Action Plan to assess the progress made by each country. The output of this review is constituted in the Roadmap for Accelerating the Implementation of the African Road Safety Action Plan.

NRSO is a new concept in Nigeria, the

country is on the top of the road safety observatory issues trying to cascade its programmes to comply with the dreams of the African Road Safety Observatory programmes by creating Station Officers (SO) to cover all the nooks and crannies of the country.



Newly rehabilitated road

The function of the Station Officers (SO) is to gather relevant data on RTC, , Public enlightenment, and create visibility more on rural roads. The FRSC observatory would provide the undermentioned as it relates to the African Road Safety Observatory programmes,

- * Collect data across the country
- * Analyse data and provide recommendations to improve road safety in Nigeria.
- * Promote road safety good practices to policy makers supported by proven efficacy and transferability assessment



Africa Development Bank (AfDB) Road Safety Support



Africa Development Bank has continued to play a significant role in promoting road safety, particularly in capacity building and transferring best practices to Africa. The Bank undertakes national and regional road safety assessments towards identifying priorities and developing national road safety programs.

This intends to create regional centres of excellence to undertake problem-solving research and build road safety capacity in order to address road safety sustainable on the continent. The African Development Bank published a series of road safety manuals. The manuals help to incorporate safe system approaches throughout the complete life cycle of road projects, from the design to the completion and operation.

Milestones for the African Development Bank Group

1966—Côte d'Ivoire The African Development Bank begins operations with a capital base of USD250 million, 33 African member countries and 10 staff members.

1972—Algeria The Bank and 13 non-regional countries establish the African Development Fund. This concessional window for low-income countries mobilized

USD327 million for the first cycle.

1976—Nigeria The government of the Federal Republic of Nigeria and the Bank establish the Nigeria Trust Fund with an initial contribution of USD80 million.

1982—Zambia Capital is opened to non-regional member countries. The Bank's authorized capital increases to about USD3.4 billion in 1983 and to USD22.3 billion in

1987, following the 200% Fourth General Capital Increase.

2003—Tunisia The Bank temporarily relocates operations from Abidjan to Tunis.

2010—Côte d'Ivoire The Sixth General Capital Increase triples the Bank's authorized capital, which

now stands at USD101.4 billion, with 77 member countries (53 African and

24 non-African) and 1,900 staff.

2010—Tunisia The 12th three-year replenishment of the African Development Fund mobilizes USD9.5 billion, the highest in the fund's history. Extended for 10 years in 2008, the Nigeria Trust Fund's resources stand at USD241.3 million in 2010.

2012—Tanzania South Sudan joins the Bank, becoming its 54th regional member country. The African Development Bank's Strategy for 2013–2022 reflects the aspirations of the entire African continent. It is firmly rooted in a deep understanding and experience of how far Africa has come in the last decade, and where it wishes to go to in the next.

African Development Bank is one of the institutions in forefront of the achievement of the UN Decade of Action and mainstreaming the realization of the 2030 SDG goals of no hunger, good health equality in education, good jobs and economic growth, sustainable cities, peace and Justice and partnership for the growth.



In the light of development of road safety as one of the priority areas in the Bank's Infrastructure and Urban Development. One of the Bank's initiatives in the domain is to establish Regional Centres of Excellence for Road Safety, to train professionals and build capacity for consultancy and research work. The governments of Cameroon, Tanzania Nigeria are part of the initiative.

Still on Sustainable Development Goals (SDG), the AfDB designate the Federal Road Safety Corps Academy in Udi Enugu State as an African Regional Centre of Excellence in Road Traffic Management. Nigeria was among the three countries in Africa that got such designation, adding that the other two countries are Cameroon and Tanzania.

African Development Bank would be providing funds for the development of the centre in realization of the manpower development of the country capacity on the development of road safety in Nigeria.

United Nations Institute for Training and Research (UNITAR)

The Federal Government through the Federal Ministry of Transport in collaboration with the Road Safety Corps is developing a working template to mitigate road traffic crashes in the country. This is part of the renewed efforts of the three-year partnership agreement with the United Nations Institute for Training and Research, UNITAR and Diageo, parent company of Guinness Nigeria, aimed at reducing deaths and injuries through accidents in Nigeria through collaborating with Federal Road Safety Corps in the drive to reduce the cases of road traffic crashes and its attendant consequences.

The agreement was signed on behalf of Nigeria by the Minister of Transport, Rotimi Amaechi, while Mr. Baker

Magunda, Managing Director of Guinness Nigeria and Mr. Nikil Seth, Executive Director, UNITAR, signed for the various organizations.



Minister of Transport Rotimi Amaechi, Managing Director, Guinness Nigeria Mr Baker Magunda at UNITAR

In a joint statement in Abuja, UNITAR and Diageo, said the collaboration would see a series of major road safety events to reduce traffic deaths and injuries, and also improve road safety in Nigeria.

With the support of Diageo organized four global events and five country events in Africa, Latin America and Asia. The UNITAR is very proud of the partnership which aim is to improve the capacity of public and civil entities involved in road safety activities across the world, especially in countries with a high incidences of road accidents and injuries."



Minister of Transport Rotimi Amaechi, signing the don't drink and drive poster.



Minister of Transport Rotimi Amaechi distributing fliers on don't drink and drive

In similar development, as part of UNITAR's efforts to contribute to advance road safety, the Institute is working closely with key public and private sector partners to assist government authorities to identify and implement strategies that reduce the risk factors for road traffic injuries such as drunk-driving, distracted driving and speeding, to mention a few. At the core of UNITAR's work in road safety is to promote stronger leadership for road safety worldwide, build awareness, promote education, train those who have to create and enforce legislation, and to instil a sense of civic responsibility.



The Corps Marshal BO Boboye with the leadership of the Guinness Nigeria Plc during the don't drink and drive campaign

In this line, on 30 November 2018 and in collaboration with the Ministry of Transportation of the Federal Republic of Nigeria and the Federal Road Safety Corps

(FRSC) of Nigeria, UNITAR launched a **High Visibility Enforcement (HVE)** Campaign aimed at reducing traffic crashes due to the immoderate consumption of alcohol.

Members of the Board of Trustees of UNITAR and partners during the launch of the HVE campaign in Abuja, Nigeria. Achieving road safety targets require strong leadership. Leaders who take action and inspire others to implement concrete and evidence-based interventions that save lives are key to advance road safety. UNITAR is proud to launch the HVE campaign with the support of His Excellency Rotimi Amaechi, Minister of Transportation of the Federal Republic of Nigeria and Member of the Board of Trustees of UNITAR.



Participants at the launch of UNITAR High Visibility Enforcement (HVE) campaign.

The HVE campaign was implemented in 2019 with the support of Diageo and it included on-the-ground training for law enforcement officers from Nigeria. The overall goal of the training is to strengthen the capabilities of law enforcement officers of the Federal Road Safety Corps of Nigeria to run HVE campaigns to help reduce alcohol-related fatalities and crashes. The HVE campaign will also include the use of visible elements and an advertising strategy to educate the public and to promote a voluntary compliance with the law. Throughout the Campaign, checkpoints to conduct breathalyzer tests took place at targeted locations in Nigeria.

In 2019 and beyond, UNITAR will continue to offer training opportunities for government authorities and key stakeholders to help them identify solutions to better manage critical risk factors for traffic injuries.



Sub-Saharan African Transport Policy (SSATP) Response

Improving road safety management in partnership with the AUC and UNECA, SSATP was one of the key contributors to the African Road Safety Charter, which underpins the Decade of Action for Road Safety in Africa 2011-2020 and the Africa Road Safety Action Plan adopted by African Heads of State in 2012.



School pupils riding bicycles

Recognizing that stopping the epidemic of road fatalities and serious injuries from spiraling out of control will require implementing effective road safety policies and strategies, SSATP supports its African member countries with developing the capacity needed to effectively manage and monitor the road safety challenge in their countries.



Responding to requests for assistance, SSATP supports its member countries with creating dedicated lead agencies for road safety and strengthening existing ones this is in line with the realisation of the UN Decade of Action and linking the development strategies with the vision of SDG in 2030 in sustaining the achievements of the UN Decade of Action.



Developing effective road safety strategies, policies and action plans with time-bound targets. Improving the quality and management of road safety data as a basis for evidence-based interventions.

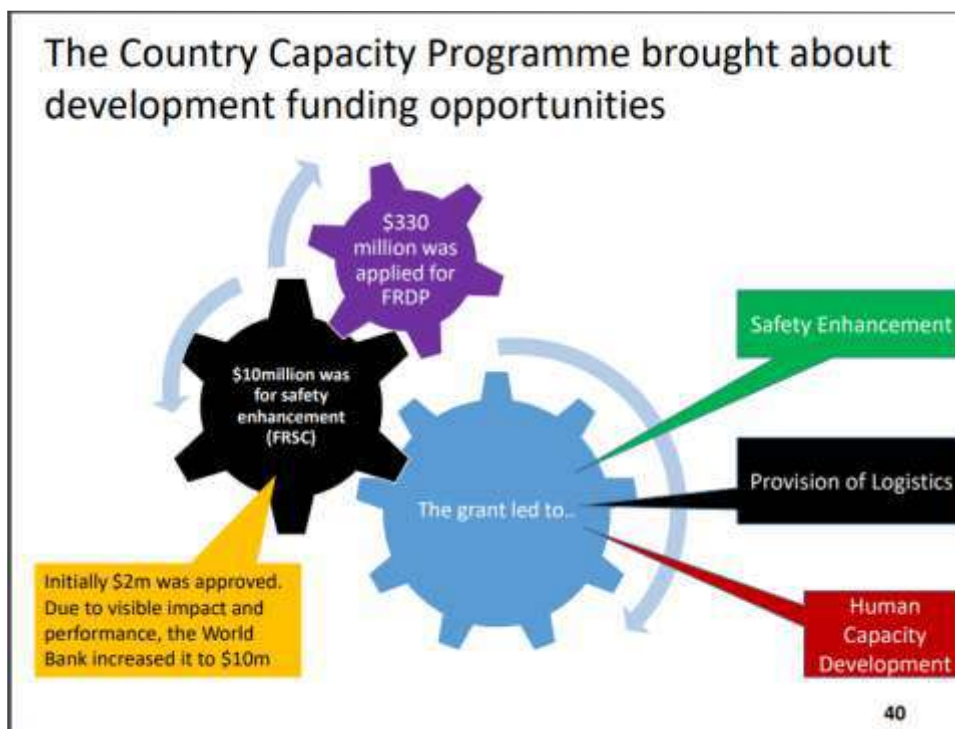
Mainstreaming road safety in transport related initiatives and new road developments. Where government and donor funding is available, SSATP goes a step further to assist countries with the implementation. However, for SSATP to effectively advance the road safety agenda in Africa, strong collaboration and partnerships with key stakeholders is critical in realization of the Decade of Action and the Sustainable Development Goals (SDG). Main technical partners include the GRSE, FIA, CITA, Safer Africa and IRTAD.

One of SSATP's main goals is to build the capacity of a country to effectively handle the complexities of the road safety challenge. SSATP shares knowledge, experiences and good practices through publications, workshops and communities of practice.



Most recently, SSATP developed and launched an African Road Safety Leadership Program to build the skills and capacities of the multi-sectoral agencies involved in road safety management. The in-depth program brings together senior government policy makers with high-level officials from transport and health agencies, as well as other relevant stakeholders to:

Increase awareness of the road safety challenge and the need for strong champions and advocates at the country level. Develop leadership capabilities in road safety planning, implementation, management, and operation. Create a network of road safety leaders and partners for sharing best practices and lessons learned.





WARSO ACTIVITIES AND ACHIEVEMENT TOWARDS UN DECADE OF ACTION ON ROAD SAFETY

ROAD SAFETY MANAGEMENT

Capacity building: Using WARSO platform, the sub-regional body has succeeded in creating exchange of ideas and capacity building among Members' States. This is exemplified between Nigeria and Sierra Leone accord to train staff of Sierra Leone Road Safety Authority by the Corps for two years. The agreement has been reached by the two countries.

WARSO through its advocacy campaign has revived the following countries that were inactive for some years: Cote d'Ivoire, Togo, Niger and Senegal while efforts are in top gear to ensure full participation of the Luxophone countries: Guinea Bissau and Cape Verde. These countries upon participation in WARSO activities have improved in road safety activities in their various countries.



Regional Assessment of Decade of Action for Road Safety (2011-2020): It is only in West Africa that an Assessment of Pillars of UN Decade of Action was conducted at

regional level through ECOWAS Commission. Other Regions in Africa were encouraged to key into this.

Regional Data Observatory Project: This initiative was adopted by WARSO to monitor data and road safety policies among Members States. It is an adaptation of Latin America Data Observatory scheme.



Participants at the WARSO tenth year anniversary in 2018

SAFER VEHICLES

Regional Vehicle Administration and Information System (RVAIS) WARSO in conjunction with ECOWAS Commission initiated a regional database for Vehicles, RTC, and Drivers licence to ensure uniformity in all the member states. African Development Bank (AfDB) was approached to assist Members States with 200,000USD while member states will fulfil payment of 100,000 USD as counterpart fund to roll out the project. This is in line with ECOWAS policy on networking all its policies on Road Safety/ Transport, Custom (ALISA) and Immigration (AKWABA) towards achieving the regional integration treaty Decision on the use of Retro-reflective tape by vehicles in West Africa. The Organisation considered the visibility of road users and vehicles at night, thus initiated the use of retro-reflective tapes for vehicles in the sub-region since 2012. This initiative has kicked off in some countries in the region, e.g Ghana.



SAFER ROADS AND INFRASTRUCTURE:

WARSO is a member of the AU Trans-African Highway (TAH) project to connect all African Countries together. The policy has been approved by the Authority of the Heads of States of Africa.

Safer Road Users:

Promotion of Road Safety education in schools across the region: WARSO adopted incorporation of Road Safety Education in primary and secondary schools in West Africa. This resolution has achieved some levels of progress in Ghana and Nigeria. The Organisation also advocated the inclusion of questions on road safety in the West African Examination Council (WAEC) in accordance with decision taken at Annual General Meeting in Ouagadougou, Burkina Faso in October 2013.

Decision on the use of Retro-reflective tape by vehicles in West Africa. The Organisation considered the visibility of road users and vehicles at night, thus initiated the use of retro-reflective tapes for vehicles in the sub-region since 2012. This initiative has kicked off in some countries in the region, e.g Ghana.

Decision on the use of Speed Limiting Device. This initiative of WARSO is an adaptation of FRSC policy which the sub-region adopted in 2015 to reduce excessive speed and attendant consequences by motorists. Regional Accident Report & Information Template. The organisation designed Accident Report Template for the sub-region in the year 2012 and advised members' states to key into it.

Post Crash Care:

Community Based Road Safety Respondent: This policy was adopted by WARSO in 2015 to train First Aiders in assisting RTC victims before being taken to hospitals particularly at remote areas.

Passenger manifest was also adopted by WARSO member countries and each customized the template to suit their needs. This passenger manifest has been efficient effective in contact tracing of RTC victims

WARSO also keyed into the African Road Safety Charter by developing KPI's to do regional assessment of Decade of Action for Road Safety. WARSO resolved that all member states in the sub-region establish lead agency before the expiration of Decade of Action.



A section of the expressway in Abuja.

WARSO ACTUALISATION OF SUSTAINABLE DEVELOPMENT GOALS

During the 9th Annual General Assembly held in September 2019 in Accra-Ghana, the assembly drew the attention of all members to full implementation of Road Safety and health provisions in the Sustainable Development Goals. In the next Decade, WARSO calls on all members to improve on data collection and analysis through technology.

WARSO also call on all members to accede to UN conventions on Road safety.

Member states of WARSO are to have a dedicated funds in addition to other funds such as 10% of new infrastructure developments and 5% of maintenance budget for road safety activities in member states.



MID TERM REPORT ON THE DECADE OF ACTION Second Global High-level Conference on Road Safety in 2015 The Brasilia Declaration



Participants at the Mid-term report on the Decade of Action, Second Global High level Conference on Road Safety in 2015

The Second Global High-Level Conference on Road Safety was held from 18-19 November, 2015, with the adoption by acclamation of the Brasilia Declaration. The document, approved by governments of more than 120 countries, with the support of representatives of civil society, academia and the private sector, provides guidance on how to implement the commitments towards the reduction of road traffic deaths and injuries set at the United Nations Decade of Action for Road Safety 2011-2020 and the Sustainable Development Goals.

The approved text is a landmark in prioritizing the safety of pedestrians, cyclists, motorcyclists and passengers of public transport, groups which account for more than half of the traffic victims worldwide.

The document also underlines the



importance of fostering mobility and sustainable means of transport, essential elements for the promotion of a safer traffic.

The Brasilia Declaration will be submitted to the United Nations General Assembly for endorsement.



Children on the display on the 2nd global high level conference on road safety

Brasilia Declaration Second Global High-level Conference on Road Safety: Time for Results Brasilia, 18-19 November 2015

Pp1. We, Ministers and heads of delegations gathered in Brasilia, Brazil, on November 18 and 19, 2015, for the Second Global High-level Conference on Road Safety, in coordination with representatives of international, regional and sub-regional organizations and non-governmental organizations, academic institutions and the private sector, including philanthropic and corporate donors;

PP2. Acknowledging the leadership of the Government of the Federative Republic of Brazil in preparing and hosting this Second Global High-level Conference on Road Safety and the leadership of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;

PP3. Concerned that, in light of the World

Health Organization's (WHO's) Global status report on road safety 2015, road traffic continues to represent a major development issue, public health problem and leading cause of death and injury around the world, as crashes kill more than 1.25 million people and injure as many as 50 million a year, with 90% of these casualties occurring in developing countries;¹

PP4. Underlining the important role of public health in terms of reducing road traffic fatalities and injuries and improving health outcomes, as well as the role of health systems, including through universal health coverage;

Pp5. Also concerned that road crashes are the leading cause of death around the world for children and youth aged 15-29 years and noting that more than two thirds of the road traffic victims are males²;

Pp6. Recognizing that human suffering, combined with global costs estimated at USD 1,850 billion³ a year, turns reducing road traffic deaths and injuries into an urgent development priority, and that investment in road safety has a positive impact on public health and economy;



PP7. Recalling the Moscow Declaration recommendations, adopted at the First Global Ministerial Conference on Road Safety in 2009;

PP8. Convinced that appropriate multisectoral international cooperation and multisectoral national action are necessary to realize the objective of the Decade of Action for Road Safety 2011-2020 to “stabilize and then reduce the forecast level of road traffic fatalities around the world”;

PP9. Welcoming the inclusion of a target, within Sustainable Development Goal (SDG) 3 of the 2030 Agenda for Sustainable Development, to “by 2020, halve the number of global deaths and injuries from road traffic accidents” and affirming our willingness to intensify both national action and international cooperation with a view to meeting this target;

Pp10. Recognizing the need for countries to introduce, improve and strengthen, arrangements for monitoring serious injuries from road traffic accidents to facilitate action to meet, by 2020, the target to halve the number of global deaths and injuries from road traffic accidents;

Pp11. Welcoming as well the inclusion of a target to “provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities, and older persons” by 2030, within SDG 11 as an integral part of the 2030 Agenda for Sustainable Development;

Pp12. Noting that the overwhelming majority of road traffic deaths and injuries are predictable and preventable and that at the mid-point of the Decade of Action much remains to be done, despite some progress and improvements in many countries, including the developing countries;

Pp13. Recognizing that to only focus on road users as a cause of crashes is inappropriate and insufficient, as crashes

result from multiple causes, many of which



are linked to social determinants and risk factors

Pp14. Welcoming the recognition by the 2012 United Nations Conference on Sustainable Development (Rio+20) that improving road safety can contribute to the achievement of wider international development objectives, and that transport and mobility are central to sustainable development;

PP15. Reaffirming that providing basic conditions and services to address road safety is primarily a responsibility of Governments;

PP16. Recognizing nonetheless that there is a shared responsibility to move towards a world free from road traffic fatalities and serious injuries, and that addressing road safety demands multi-stakeholder collaboration;

PP17. Taking into account the important contribution of passive safety to the progress made to prevent road traffic fatalities and injuries, and encouraging the vehicle and safety equipment industries to further develop their efforts to increase the existing passive safety levels globally;

PP18. Taking into account that road traffic deaths and injuries are also a social equity issue, as the poor and the vulnerable are most frequently also vulnerable road users (pedestrians, cyclists, users of motorized two-and-three wheeled vehicles and passengers of unsafe public transport), who are disproportionately affected and exposed to risks and road crashes, which can lead to a cycle of poverty exacerbated by income loss; and recalling that the aim of road safety policies should be to guarantee protection to all users;

Pp19. Recognizing that road safety requires



addressing broader issues of equitable access to mobility, and that the promotion of sustainable modes of transport, in particular safe public transport and safe walking and cycling, is a key element for road safety; PP20. Stressing the importance of giving due attention to the issues of sustainable urban mobility and enhanced accessibility to destinations, activities, services and goods in drafting the New Urban Agenda, to be adopted at the United Nations Conference on Sustainable Urban Development and Housing (Habitat III), to be held in Quito, Ecuador, in October 2016; Pp21. Reaffirming the role and importance of the United Nations legal instruments on road safety, such as the 1949 and 1968 Conventions on Road Traffic, the 1968 Convention on Road Signs and Signals, the 1958 and 1998 agreements on technical vehicle regulations, the 1997 Agreement on Periodic Technical Inspection of Vehicles, and the 1957 Agreement on Transport of Dangerous Goods;

PP22. Commending States that have adopted comprehensive legislation on key risk factors, including the non-use of seat belts, child restraints and helmets, drinking alcohol and driving, speeding, and drawing attention to other risk factors such as medical conditions and medicines which affect safe driving, fatigue, the use of narcotic, psychotropic drugs and psychoactive substances, cell phones and other electronic and texting devices;

Pp23. Considering the crucial importance of traffic law enforcement actions supported by intelligent risk monitoring practices, and the role of awareness-raising campaigns for the prevention of road traffic crashes, and to minimize the injuries and damage they cause;

PP24. Recognizing the commitment of States and civil society to road safety by observing the annual World Day of Remembrance for Road Traffic Victims as well as United Nations Road Safety Weeks; PP25. Recognizing the progress made by

some countries in providing universal access to health and integral care in the pre-hospital, hospital, post-hospital and reintegration phases to road traffic crash victims, including strengthening mass casualty management;

Pp26. Acknowledging the work of the United Nations system, in particular the leadership of WHO as coordinator, working in close cooperation with UN Regional Commissions, in particular the United Nations Economic Commission for Europe (UNECE), in establishing a Global Plan for the Decade of Action for Road Safety 2011–2020, the commitment of the United Nations Human Settlements Programme (UN-Habitat), the United Nations Environment Programme (UNEP), the United Nations Children's Fund (UNICEF), and the International Labour Organization (ILO) among other agencies, to supporting these efforts as well as that of the World Bank and regional development banks towards implementing road safety projects and programmes, in particular in developing countries;

Pp27. Emphasizing the role of the UN Road Safety Collaboration as a consultative mechanism to facilitate international road safety cooperation;

PP28. Welcoming the establishment of the High-level Advisory Group on Sustainable Transport, and noting the appointment of the UN Secretary-General's Special Envoy for Road Safety as efficient tools for fostering international action in reducing the number of global deaths and injuries related to road traffic crashes;

PP29. Inviting Governments and all relevant stakeholders to collaborate with the United Nations Secretary General's High-Level Advisory Group on Sustainable Transport and give due consideration to its recommendations related to road safety;

Pp30. Taking into account the importance of strengthening capacity and continuing international cooperation, including fostering South-South and triangular cooperation, between countries that share roads across borders, to further support efforts to improve road safety, particularly in developing countries, and providing, as appropriate, financial and technical support to meet the goals of the Decade of Action and those of the 2030 Agenda for Sustainable Development;;



PP31. Determined to learn from past experiences and build on achievements made;

Hereby renew their commitment to the Decade of Action for Road Safety 2011-2020 and to the full and timely implementation of the Global Plan for the Decade of Action, and decide to:

Recommended actions for strengthening road safety management and improving legislation and enforcement:

OP1. Encourage States that have not yet done so to designate and/or strengthen funded lead agencies and related coordination mechanisms at national or sub-national level as well as to strengthen the collaboration between governments, including parliamentary bodies, civil society, academia, private sector and philanthropic foundations in that realm;

OP2. Encourage civil society, academia, private sector and philanthropic foundations to strengthen their commitments to accelerate the implementation of the Global Plan for the Decade of Action for Road Safety 2011-2020;

OP3. Invite States that have not yet done so to redouble efforts to develop and implement national road safety plans and to adopt and enforce comprehensive legislation, in line with the Global Plan for the Decade of Action for Road Safety 2011-2020, with a view to meeting the target of increasing the percentage of countries with comprehensive legislation on key risk factors, including the non-use of seatbelts, child restraints and helmets, drinking alcohol and driving, and speeding, from 15% to at least 50% by 2020, as agreed in United Nations General Assembly resolution 64/255 of 2010;

OP4. Identify other risk factors which lead

to distracted or impaired driving, such as medical conditions and medicines which affect safe driving, fatigue, the use of narcotic, psychotropic drugs and psychoactive substances, road environment visual distraction, cell phones and other electronic and texting devices and adopt, as appropriate, effective and evidence-based legislation;



OP5. Enhance road policing strategies and traffic enforcement measures, with a view to reducing road traffic crashes, including by means of promoting integration among traffic enforcement agencies in policing and inspection, as well as collecting road infrastructure and road traffic crashes data;

OP6. Improve the quality of systematic and consolidated data collection on the occurrence of road traffic crashes, including information from different sources, as well as on mortality and morbidity and disabilities, comprising disaggregated data; in order to address matters of data reliability and underreporting, data collection should be conducted by the appropriate authorities, including traffic police and health services, in line with international standards and definitions;

Op7. Invites the WHO to further standardize definitions, indicators and reporting practices, including on road traffic fatalities, injuries, and risk factors with a view to producing comparable information; and building on existing best practices in this area;



Op8. Encourage researching and result-sharing to support evidence-based approaches to prevent road traffic crashes, deaths and injuries and to mitigate their consequences;

Op9. Encourage States to introduce new technologies in traffic management and intelligent transport systems to mitigate road traffic crash risk and maximize response efficiency;

Op10. Encourage States that have not yet done so to consider acceding to or ratifying the UN legal instruments on road safety, as well as to engage in the activities of

specialized UN transport fora;

Recommended actions to promote safer roads and the use sustainable modes of transportation

OP11. Promote environmentally sound, safe, accessible and affordable quality modes of transport, particularly public and non-motorized transport, as well as safe intermodal integration, as a means to improving road safety, social equity, public health, urban planning, including the resilience of cities and urban-rural linkages, and in this regard take into account road safety and mobility as part of the effort to achieve sustainable development;

OP12. Adopt, implement and enforce policies and measures to actively protect and promote pedestrian safety and cycling mobility, such as pedestrian walkways and bicycle lanes and/or tracks, adequate lighting, speed cameras, road signs and road marking, with a view to also improving road safety and broader health outcomes, particularly the prevention of injuries and non-communicable diseases;

OP13. Establish and enforce adequate safe speed limits supported by appropriate safety measures such as road signs, speed cameras, and other speed restricting mechanisms, in particular around schools and residential areas, to ensure the safety of all road users;

OP14. Encourage efforts to ensure the safety and protection for all road users through safer road infrastructure, especially on highest risk roads with high rates of crashes, involving both motorized and non-motorized modes of transport, through a combination of proper planning and safety assessment, design, building and maintenance of roads taking into consideration the country's geography;

Op15. Encourage the United Nations Conference on Sustainable Urban Development and Housing (Habitat III), taking into account that the majority of road deaths and injuries take place in urban areas,





to give appropriate consideration to road safety and access to safe public transport and non-motorized modes of transport in the future New Urban Agenda;

Recommended actions to protect vulnerable road users

OP16. Urge States to promote, adapt and implement road safety policies for the protection of vulnerable people among road users, in particular children, youth, older persons and persons with disabilities, in line with relevant UN legal instruments, including the Convention on the Rights of the Child and the Convention on the Rights of Persons with Disabilities;

OP17. Take appropriate measures to ensure persons with disabilities and other users with reduced mobility, on an equal basis, access to the physical environment of roads and surrounding areas and to transportation, both in urban and in rural areas;

OP18. Fully integrate a gender perspective into all policy-making and policy implementation related to mobility and road safety, especially in roads and surrounding areas and public transport;

Op19. Encourage States to develop and implement comprehensive legislation and policies on motorcycles, including training, driver licensing, vehicle registration, work conditions, and the use of helmets and personal protection equipment by motorcyclists, given the disproportionately high and increasing numbers of motorcycle deaths and injuries globally, particularly in developing countries;

Recommended actions to develop and promote the use of safer vehicles

OP20. Promote the adoption of policies and measures to implement United Nations

vehicle safety regulations or equivalent national standards to ensure that all new motor vehicles, meet applicable minimum regulations for occupant and other road users protection, with seat belts, air bags and active safety systems such as anti-lock braking system (ABS) and electronic stability control (ESC) fitted as standard;

Op21. Encourage national action and international cooperation to ensure that issues of road safety, air quality, and vehicle disposal for both individual and public transportation, are addressed with respect to Recommended actions to increase awareness and build capacity of road users

OP22. Develop public policies to decrease work-related road traffic crashes, with the participation of employers and workers, in order to enforce international standards on safety and health at work, road safety and adequate road and vehicle conditions, giving particular attention to the issue of professional drivers' work conditions;

OP23. Increase awareness of road safety risk factors, protection and prevention measures and implement multi-stakeholder advocacy actions and social marketing campaigns, that emphasize the importance of the interrelation between road safety and a healthy lifestyle;

OP24. Develop and implement comprehensive, inclusive and evidence-based educational and training programmes, on a life-long learning and testing basis, to stimulate responsible behavior of all road users with a view to creating a peaceful road and social environment, as well as awareness of risk factors;

Recommended actions to improve post-crash response and rehabilitation services

Op25. Strengthen pre-hospital care, including emergency health services and the immediate post-crash response, hospital and ambulatory guidelines for trauma care, and rehabilitation services, through the implementation of appropriate legislation, capacity-building and improvement of timely access to integral health care, and request WHO to support Member States in their national endeavors;



Op26. Provide early rehabilitation and social reintegration, including in the world of work, to injured people and persons with disabilities caused by traffic crashes and comprehensive support to victims of road traffic crashes and their families;

Recommended actions to strengthen cooperation and coordination towards global road safety

OP27. Invite governments and road safety agencies to continue and enhance their activities of international cooperation in order to share best practices, and lessons learned, transfer knowledge, promote access to innovative and sustainable technologies and build capacity, in line with the Global Plan for the Decade of Action for Road Safety 2011-2020 and the 2030 Agenda for Sustainable Development;

OP28. Invite all relevant stakeholders and especially the donor community to scale up funding for road safety and to explore

innovative funding modalities to support global, regional, national and local-level research and policy implementation;

Op29. Encourage the WHO, in collaboration with other United Nations agencies and United Nations regional commissions, to facilitate, through the existing mechanisms, a transparent, sustainable and participatory process with all stakeholders to develop national, regional and global targets to reduce road traffic crashes and fatalities, and to engage in the process that will lead to the definition and use of indicators for the road safety-related Sustainable Development Goal' (SDG) targets;

Op30. Invite the United Nations General Assembly to endorse the content of this declaration. The document also underlines the importance of fostering mobility and sustainable means of transport, essential elements for the promotion of a safer traffic.

Note

The Brasilia Declaration will be submitted to the United Nations General Assembly for endorsement.



STOCKHOLM DECLARATION

**Third Global Ministerial Conference on Road Safety:
Achieving Global Goals 2030 Stockholm, 19–20 February 2020**



We, Ministers and Heads of Delegations as well as representatives of international, regional and sub-regional governmental and nongovernmental organizations and the private sector gathered in Stockholm, Sweden, on 19 and 20 February 2020 for the Third Global Ministerial Conference on Road Safety;

Acknowledge the leadership of the Government of Sweden in preparing and hosting this Third Global Ministerial Conference on Road Safety; Commend the Government of the Russian Federation for hosting the First Global Ministerial Conference on Road Safety in 2009, which culminated in the Moscow Declaration, and the Government of Brazil for hosting the Second Global High-level Conference on Road Safety in 2015, which culminated in the Brasilia Declaration;

Acknowledge the role of the Governments of the Russian Federation and the Sultanate of Oman in leading the process for adoption of related United Nations General Assembly resolutions;

Recognize the right of every individual to the enjoyment of the highest attainable standard of health; Reaffirm the importance of intensifying international cooperation and multilateralism in achieving health-related Sustainable Development Goals, with particular focus on achieving global road safety targets;

Welcome United Nations General Assembly resolution 70/1 of 25 September 2015, entitled “Transforming our world:

the 2030 Agenda for Sustainable Development”, and the Sustainable Development Goals (SDGs) as a framework to



Participants at the third Global Ministerial Conference on road safety, Stockholm, Sweden

integrate road safety in other policy areas, especially policy areas relating to SDG targets for Climate Action, Gender Equality, Health and Well-Being, Quality Education, Reduced Inequalities, Sustainable Cities and Communities, Infrastructure and Responsible Consumption and Production for mutual benefits for all; Welcome the adoption on 10 October 2019 of the United Nations High-level Political Forum on Sustainable Development's political declaration and its pledge in September 2019, to make the coming decade one of action and delivery, and the continued commitment to maintain the integrity of the 2030 Agenda, including by "ensuring ambitious and continuous action on the targets of the SDGs with a 2020 timeline¹", including target 3.6 of reducing road traffic fatalities and injuries by half; Welcome the adoption of sub-national, national and regional road safety

strategies, targets and action plans such as those already adopted by the Central Asia Regional Economic Cooperation (CAREC) and the European Union (EU) to meet the target to halve road deaths and serious injuries by 2030; and recognize the importance of regional initiatives to mobilize multi-sector road safety partnerships;

Welcome and encourage monitoring and reporting of progress towards the achievement of Road Safety goals, such as the Voluntary Global Road Safety Performance Targets agreed by United Nations Member States; Welcome key achievements to date of the Decade of Action for Road Safety 2011–2020, including enhanced global coordination through the World Health Organization, the United Nations Regional Commissions and the United Nations Road Safety Collaboration, increased accession and implementation of the United Nations legal instruments on road safety, greater civil society engagement, production and dissemination of information



Corps Marshal, Dr. BO Oyeyemi, DCM Policy, Research and Statistics (PRS) ACM JK Fanola, mni

resources on road

traffic injury prevention including the WHO Global Status Reports on Road Safety, inclusion of road safety targets in the SDGs, the establishment of the United Nations Road Safety Fund by support of the United Nations Secretary-General, the appointment and efforts of the United Nations Secretary-General's Special Envoy for Road Safety in effectively mobilizing sustained high-level commitment to road safety, the increased commitment of the World Bank and other MDBs to road safety, increased focus and resources for road safety by many governments and the private sector including through donations to the Global Road Safety Facility and the Global Road Safety Partnership; Acknowledge the lessons learnt from the Decade of Action for Road Safety 2011–2020 such as the need to promote an integrated approach to road safety such as a

safe system approach and Vision Zero, pursue long-term and sustainable safety solutions, and strengthen national inter-sectoral collaboration including engagement with NGOs and civil society as well as businesses and industry which contribute to and influence the social and economic development of countries; Commend the progress made but emphasize that all countries still face major challenges and whilst there are specific regional and local challenges there are also many proven measures that need to be intensified everywhere; Recognize and work together to share experiences on adoption and enforcement of legislation on behavioral risks such as speeding, drinking and driving and failing to use seat-belts, child restraints and motorcycle helmets and implementation of proven measures to mitigate such risks, which could save hundreds of thousands of lives annually, but are still not being addressed in most countries; Express great concern that road traffic crashes kill more than 1.35 million



Corps Marshal, Dr. BO Oyeyemi, MFR, mni with other participants at the 3rd Global Ministerial Conference on Road Safety Stockholm, Sweden

people every year, with over 90% of these casualties occurring in low- and middle-income countries, that these collisions are the leading cause of death for children and young adults aged 5–29 years, and that the projected up to 500 million road traffic deaths and injuries worldwide between 2020 and 2030 constitute a preventable epidemic and crisis that to avoid will require more significant political commitment, leadership and greater action at all levels in the next decade; Acknowledge the significant impact of road traffic crashes on children and youth and emphasize the importance of taking into account their needs and those of other vulnerable populations including older people and persons with disabilities; Call attention to the damaging impact of road crashes and related deaths and injuries on long-term national economic growth, the unequal progress across regions and income levels and express concern over the fact that no low-income countries have reduced the number of road traffic deaths between 2013 and 2016 which highlights

clearly the link between development and road safety; Acknowledge that the overwhelming majority of road traffic deaths and injuries are preventable and that they remain a major development and public health problem that has broad social and economic consequences which, if unaddressed, will affect progress towards the achievement of the SDGs; Recognize the distinct and divergent challenges posed for road safety and sustainability in both urban and rural areas and note in particular the growing safety threat for vulnerable road users in cities; Stress the centrality to effective, evidence-based policymaking of gathering quality data, including at the regional level, notably on deaths and serious injuries; Recognize that advanced vehicle safety technologies are among the most effective of all automotive safety devices;

Recognize our shared responsibility between system designers and road users to move towards a world free from road traffic fatalities and serious injuries and that addressing road safety demands multi-stakeholder collaboration among the public and private sectors, academia, professional organizations,



non-governmental organizations and the media;

Recognize that SDG target 3.6 will not be met by 2020 and that significant progress can only be achieved through stronger national leadership, global cooperation, implementation of evidence-based strategies and engagement with all relevant actors including the private sector, as well as additional innovative approaches. Reiterating our strong commitment to achieving global goals by 2030 and emphasizing our shared responsibility, we hereby resolve to;

1. Reaffirm our commitment to the full implementation of the 2030 Agenda, recognizing the synergies between the SDG policy areas, as well as the need to work in an integrated manner for mutual benefits;

2. Address the connections between road safety, mental and physical health,

development, education, equity, gender equality, sustainable cities, environment and climate change, as well as the social determinants of safety and the interdependence between the different SDGs, recalling that the SDGs and targets are integrated and indivisible;

3. Call upon Member States to contribute to reducing road traffic deaths by at least 50% from 2020 to 2030 in line with the United Nations High-Level Political Forum on Sustainable Development's pledge to continue action on the road safety related SDG targets, including 3.6 after 2020, and to set targets to reduce fatalities and serious injuries, in line with this commitment, for all groups of road users and especially vulnerable road users such as pedestrians, cyclists and motorcyclists and users of public transport;

4. Call upon Member States and the international community to address the unacceptable burden of road traffic injury on children and young people as a priority, increasing political commitment, by



Corps Marshal Dr. BO Oyeyemi, at the 3rd Global Ministerial Conference on Road Safety Stockholm, Sweden



ensuring that the Global Strategy for Women's, Children's and Adolescents' Health delivers necessary action on road safety;

5. Ensure political commitment and responsibility at the highest level and establish regional, national and subnational strategies and action plans for road safety and contributions from different governmental agencies as well as multi-sectoral partnerships to deliver the scale of efforts required at regional, national and sub-national levels to achieve SDG targets, and that these strategies and efforts are transparent and public;

6. Encourage Member States that have not yet done so to consider becoming contracting parties to the United Nations legal instruments on road safety as well as applying, implementing and promoting their provisions or safety regulations, and ensure that legislation and standards for road design and construction, vehicles, and road use are consistent with safe system principles and are enforced;

7. Include road safety and a safe system approach as an integral element of land use, street design, transport system planning and governance, especially for vulnerable road users and in urban areas, by strengthening institutional capacity with regard to road safety laws and law enforcement, vehicle safety, infrastructure improvements, public transport, post-crash care, and data;

8. Speed up the shift toward safer, cleaner, more energy efficient and affordable modes of transport and promote higher levels of physical activity such as walking and cycling as well as integrating these modes with the use of public transport to achieve sustainability;

9. Encourage and incentivize the

development, application and deployment of existing and future technologies and other innovations to improve accessibility and all aspects of road safety from crash prevention to emergency response and trauma care, with special



Corps Marshal Dr. BO Oyeyemi, with one of the participants at the 3rd Global Ministerial Conference on Road Safety Stockholm, Sweden

1 attention given to the safety needs of those road users who are the most vulnerable including pedestrians, cyclists, motorcyclists and users of public transport;

10. Ensure timely access to high quality emergency and long-term health care services for the injured and recognize



that an effective post-crash response includes also mental, social and legal support for victims, survivors and families;

11. Focus on speed management, including the strengthening of law enforcement to prevent speeding and mandate a maximum road travel speed of 30 km/h in areas where vulnerable road users and vehicles mix in a frequent and planned manner, except where strong evidence exists that higher speeds are safe, noting that efforts to reduce speed in general will have a beneficial impact on air quality and climate change as well as being vital to reduce road traffic deaths and injuries;

12. Ensure that all vehicles produced and sold for every market by 2030 are equipped with appropriate levels of safety performance, and that incentives for use of vehicles with enhanced safety performance are provided where possible;

13. Ensure that an integrated road safety approach and minimum safety performance standards for all road users are a key requirement in road infrastructure improvements and investments;

14. Call upon businesses and industries of all sizes and sectors to contribute to the attainment of the road safety related SDGs by applying safe system principles to their entire value chain including internal practices throughout their procurement, production and distribution process, and to include reporting of safety performance in their sustainability reports;

15. Call upon public organisations at all levels to procure safe and sustainable transport services and vehicles and encourage the private sector to follow this example, including the purchase of safe and sustainable vehicle fleets;

16. Encourage increased investment in road safety, recognizing the high rates of return of road injury prevention projects and programs and the necessity of scaling up activities to meet the road safety related SDGs;

17. Emphasize the importance of monitoring and reporting progress towards the achievement of our common goals and, as appropriate, the Voluntary Global Road Safety Performance Targets agreed by Member States, and call upon the World Health Organization to continue to collect, publish and disseminate data through the series of Global Status Reports on Road Safety, leveraging as appropriate existing efforts including those of regional road safety observatories to harmonize and make road safety data available and comparable;

18. Call upon the World Health Organization to prepare an inventory of proven strategies and initiatives from a wide variety of member countries that have successfully reduced fatalities in member countries. A report should be readied for publication in 2024.

We call for a first High-Level Meeting of the United Nations General Assembly on Road Safety at the level of Heads of State and government to mobilize adequate national leadership and advance international and multisectoral collaboration in all the areas covered by this Declaration to deliver a 50% reduction in deaths and injuries over the

next decade on our way to Vision Zero by 2050; and We invite the United Nations General Assembly to endorse the content of this declaration.



TEN YEARS TO TRANSFORM OUR WORLD

2030 Agenda on SDG

The 2030 Agenda for Sustainable Development recognizes that road safety is a prerequisite to ensuring healthy lives, promoting well-being and making cities inclusive, safe, resilient and sustainable. The Decade of Action for Road Safety 2011–2020, officially proclaimed by the UN General Assembly in March 2010, seeks to save millions of lives by building road safety management capacity;



improving the safety of road infrastructure; further developing the safety of vehicles; enhancing the behaviour of road users; and improving post-crash response. Guided by the Global Plan, the Decade of Action offers a framework for policy, practice and advocacy to help countries achieve the Sustainable Development Goals.

The Sustainable Development Goals, our shared visions to end poverty, rescue the planet and build a peaceful world are

gaining global momentum.

With just 10 years to go, an ambitious global effort is underway to deliver the 2030 promise—by mobilizing more governments, civil society, businesses and calling on all people to make the Global Goals their own. Ownership of the programme must be accepted by all and sundry to make the goals realistic and deliver the World from menace of these unfortunate happenings.

Decade of Action to deliver the Global Goals. Progress is being made in many places, but, overall, action to meet the Goals is not yet advancing at the speed or scale required.

With the above projections, 2020 needs to usher in a decade of ambitious action to deliver the Goals by 2030.

The Decade of Action calls for accelerating sustainable solutions to all the world's biggest challenges ranging from poverty and gender to climate change, inequality and closing the finance gap.

In September 2019, the UN Secretary-General called on all sectors of society to mobilize for a decade of action on three levels: global action to secure greater leadership, more resources and smarter solutions for the Sustainable Development Goals; local content and action embedding the needed transitions in the policies, budgets, institutions and regulatory frameworks of governments, cities and local authorities; and people oriented actions, including youth, civil society, the media, the private sector, unions, academia and other stakeholders, to generate an unstoppable movement pushing for the required transformations.

On 22 January 2020, the Secretary-General outlined his priorities for the year, including the Decade of Action.



FRSC ACHIEVEMENTS

FRSC In The Current Decade

FRSC is the Lead Agency in Road Traffic Administration and Safety Management in Nigeria requires that the Corps continues to be relevant by sustaining and building on the Critical Success Factors (CSFs) in the past decades and integrating modern Road Safety Management approaches which are the key focus in the current decade. Hopefully, the focus would be on the following:

- a) Assumption of full Regulatory Role to provide leadership to relevant stakeholders.
- b) Establishment of additional Commands to cover all Local Government Areas to enhance visibility.
- c) Full Implementation of ISO 9001:2015 principles
- d) Institutionalization of 10 Minutes Response time to RTC scenes to effect rescue and recovery
- e) Accomplishment of the privilege to fully benefit from the Implementation of 10% Rule on road construction
- f) Building qualitative Manpower and a Work Force that would promote high performance and earn more credibility from Nigerians.
- g) 21st Century Compliant Fleet System implementation
- h) Accomplishment of raising the status of FRSC Academy to that of regional Centre of Excellence (CoE) for Road Safety studies
- i) Completion of the reorganization and expansion of Special Marshals to become more productive.
- j) Enshrinement of Zero Tolerance for Traffic Deaths and injuries
To achieve the above, the Corps requires:
- k) Need for sustained quality leadership across board which would inspire and motivate the junior staff;
- l) Sustained staff capacity

development to enable personnel who carry out instructions that lead to policy accomplishments to be well versed with the dynamics of the global road safety management and to be treated as human beings with emotions, needs and desire for recognition, instead of being treated as robots without intuition and motivation;

m) There is also the strong and continuous need for the mentorship spirits in the Corps to be pursued much more, as the organization is a beneficiary of this value without which there could have been value somersaults and gross erosion of the original credibility built by the founders over the years.

n) “To whom much is given, much is also expected”, should be the watchword of all Staff. Thus, every staff must see the growth and development of the FRSC as a collective assignment/responsibility.

o) Integrated Payroll and Personnel Information Scheme (IPPIS)

Other notable achievement of the FRSC during the period under review was the adoption of the Integrated Payroll and Personnel Information Scheme (IPPIS) in August, 2012. The consideration of the Corps was borne out of its already existing robust computerized payroll system under the U-pay salary payment regime prior the introduction of the Scheme. The FRSC was among the first sets of Ministries, Department and Agencies of the government that keyed into the Treasury Single Accounts (TSA) of the government and it currently facilitates all payments through the GIFMIS (Government Integrated Financial Management Information System)

p) Review of Highway Code 2019

The Nigeria Highway Code has been a document for the use of drivers, pedestrians and other road users, since the first publication of the document in 1972 there have been various other reviews by the Federal Road Safety Corps in line with various traffic challenges in the country. The current edition in 2019 is among the many feats of the present administration which included contemporary road safety review in line with best global standards.



q) Housing Project

The FRSC pursued vigorously the idea of house ownership among its workforce. The project had been a consistent programme with the delivery of over 86 units of one bedroom and 100 units of 2 bedrooms in Masaka. The allocation of the houses was done by balloting at the FRSC HQ and all Zonal and Sector Commands in January 2013, the phase II Masaka project of 46 Units of houses were completed and repayment process unveiled. The Cooperative Society equally secured properties in Ekiti, Gombe, Enugu States and Kuje in FCT in addition to the multi million Naira Lokogoma Staff Housing Project.

r) Post Service Scheme

The establishment of Post Service Scheme was a child of circumstance borne out of the need to cushion the harsh economic realities often faced by retired/disengaged staff. Management therefore considered it wise to create a safety net for these category former staff through this scheme The PSS officially took off in 2014 with the following benefits

? Provide staff with takeoff grant after retirement

? Cushion economic hardship occasioned by delay in payment of retirement benefits

? Provide succour to disengaged/retired staff

? Provide investment portfolio for contributors' funds among others

s) Policy, Research and Statistics Department

Various policies have been articulated since 2007 to better protect the lives and property of road users. Research driven solutions and initiatives have also been introduced in policy making and advocacy. Besides the above, the FRSC has also moved from the initial standpoint of rule of the thumb to the new development in research findings, policy making and evidence based

solutions. Among the new initiative of the department of Policy Research and Statistics are the under-mentioned:

? Designing and adopting of single reporting form for the country named National Road Traffic Crash Data Management System, Crash reporting Form

? Institutionalizing a committee known as National Crash Reporting Information System NACRIS Committee comprising stakeholders from the Police, Ministry of Health, DSS, NIA, among other

? Yearly production of FRSC Annual Report

? Redesigning of the National Highway Code (NHC) 2019

? Hosting of FRSC e-Library platform

? Development of research data on the following road safety related issues

o National Traffic Count 2017, 2018 and 2019

o Research on Blood Alcohol Concentration in drivers

o Research on cost of road traffic crashes in Nigeria

o Research on Overloading among the Nigeria drivers

o Routine review of Black spot across the country.

t) Training Department

The department of training has been in existence since the establishment of the Corps in 1988. The department is saddled with the responsibility of manpower training and retraining of staff both local and international from time to time as the need arises. It is necessary to note the additional functions of supervision of the FRSC Academy and Training School which have become citadels of knowledge in the short period of their existence. In 2019, the department equally assumed the supervisory role of the newly created Command and Staff College. Among the training related initiatives of the FRSC are:

a. Driving School Standardization Programme

b. The School Bus Standardization Programme

c. Youth Safety Education among others.



Capacity Building Programme

? The FRSC participated in capacity building programme, manpower development and conference/workshops with stakeholders in the United States, United Kingdom, South Africa, Sweden, Thailand, Rwanda, Ethiopia, India, Israel, USA, Canada for additional technical assistance and best practices.

? A total of 1,948 staff have undergone various courses; foreign, local and short/long term duration.

? ISO 9001-2015 Certification and upgrade

? In preparation for ISO Certification, the FRSC has 57 certified System Auditors on the ISO 9001 Quality Management System.

? Driving School training policy

? Implemented policy guidelines and requirements for driving schools in the country.

? Driver Instructors' Manual

? Prepared the Driving School Training Manual.

? Out of over 400 driving schools nationwide 343 have registered with the FRSC, while 224 of this number have already been certified by the Corps which represents 65% certification.

Operation Department

The existence of the FRSC revolves around the Operations Department. It is the oldest department in the Corps and the statutory mandate of the FRSC is carried out by the Operations department. The field Commands carryout operational activities within their commands while zonal commanding officers coordinate operational activities within the Zone. The department was created with the vision of preventing road traffic crashes with a view to reducing the severity index of crashes. The functions of the operations department include, but not limited to the following:

? Ensure proper and safe use of roads,

? Initiate operational policies and

plans for the commission

? Removal of obstructions on the highways

? Supervises the activities of field Commands

? Rescue of road traffic crash victims and

? Arrest of traffic offenders

Among the strategic initiative of the operations department to mitigate road traffic crashes are:-

? Establishment of Headquarters Command

? Safe to load programme

? Operation Cobra

? Total War on Critical offence TOWCO

Headquarters Command

The established of Headquarter Command was at the prompting of the FRSC management in 2019 to cover Presidential routes and other allied national assignments without prejudice to other statutory duties of the FRSC as contained in the 2007 FRSC (Establishment) Act. The HQ Command was designed to ensure free traffic flow during Presidential Movement and improve Corps visibility through enforcement along major routes, carry out rescue services and recovery with focus on Umaru Musa Shehu Yar'adua and Kubwa Expressways for rapid intervention of personnel, logistics and prompt response to road traffic crashes and traffic control and involvement in special national assignments.

Total War on Critical Offence (TOWCO)

In line with the Corps 2019 Strategic goals of improving enforcement and rescue services through visibility to reduce RTC by 20% and fatality by 25%, the FRSC strategized its activities with focus on critical offences that precipitate Road Traffic Crashes.

The special initiative commenced with the strategy to address infractions that needed special task force in order to achieve the Corps strategic goal. The Corps drew up a schedule with focus on offences that are related to crashes to harmonize the activities in all field commands, while report is prepared for management evaluation. The Total War on Critical Offence (TOWCO) enforcement was considered critical to achieving good driving culture and to maintain sanity on the roads. The critical offences in focus are Overloading (OVL), speed Limiting



Device Violation (SLD), Light/Sign violation (SLV), Use of Phone While Driving (UPD), Tyre violation (TYV), Seatbelt Use Violation (SUV), Riding Motorcycle without Crash Helmet (RMH), Dangerous Driving (DGD), among others.

Operation Cobra
Operation Cobra Code is a special intervention patrol which is instituted as part of counter-measure of the FRSC to rejuvenate the patrol activities and correct specific negative road traffic habit among motorists. This is to create a safe motoring environment. The intervention programme is limited to the FCT and is conducted by the FRSC National Headquarter Command to get rid of recklessness among the drivers in the city and its environs. The Cobra operations is targeted but not limited to critical offences that induce road traffic crashes.

Safety Helmet Enforcement

The FRSC launched a safety helmet programme for motor cycle riders in January 2009, with the goal of moving the average compliance level from 0% to 43% by May 2009. Currently, it has achieved about 50% compliance. It was able to achieve this from aggressive public enlightenment, enforcement and research findings. The safety helmet enforcement was characterised by political interference in many of the states in the federation. The FRSC orchestrated a more robust strategy of public education and enlightenment through regular rallies to inform the motorcycle operators on dangers inherent in the non-adherence to usage of crash helmet.

CHALLENGES

The FRSC in its bid to actualize its vision, has encountered challenges that could broadly be categorized thus:

Executive:

Inadequate funding (Logistics, Recruitment, manpower development)

- i. Establishing new Unit and Outpost

Command is enormous to cover 774 Local Government in Nigeria.

- ii. Inadequate operational equipment to man the 204,000 km road network in Nigeria.
- iii. Lack of protection for personnel and critical infrastructure

Legislature:

- i. Process of amending the FRSC Act and regulation is cumbersome such that the Corps is not able to make changes as frequently as it ought to.
- ii. Inadequate manpower and development.
- iii. Conflicting functions of Traffic Agencies in the country.

Judiciary:

- i. Penalty system is not stringent enough to serve as deterrent to traffic offenders.

Socio-Cultural:

- i. Road safety campaign is about attitudinal change, which takes time before people get accustomed to it.
- ii. Socio-cultural and religious influence affect some of the Corps policies.

Security:

- i. Assaults on FRSC Personnel
- ii. Kidnapping of FRSC Operatives
- iii. Killing/Hit and Run cases
- iv. Damage to FRSC critical infrastructures

Internal:

This is manifested in the following ways:

- i. Inadequate intelligence sharing
- ii. Exertion of complexes
- iii. Outright conflicts thereby becoming more of problems for the public than problem solvers (inter-agency rivalry)

POLICY OPTIONS TO ADDRESS CHALLENGES

Executive:

- i. Arms bearing based on the provision as contained in Section 10 (19) of the FRSC (Establishment) Act, 2007
- ii. Provision of adequate manpower development.
- iii. Funding of Road Safety activities through other sources to complement budgetary provisions.
- iv. Provision of more operational equipment.
- v. Strict implementation of Nigeria Road Safety Strategy (NRSS) by all Stakeholders



including the activation of the **Road Safety Fund**.

- vi. Increase in the workforce to enhance Corps area of coverage/ presence.
- vii. Full implementation of Road Safety curriculum in Schools to further enhance road safety consciousness.

Legislature:

- i. Strengthening the enabling Road Traffic Rules and Regulations
- ii. Harmonization of Traffic Laws for all Traffic Agencies in the country.

Judiciary:

- i. Need for a review and its implementation of the penalty system to act as a deterrent.

Socio-Cultural:

- i. Traditional Rulers and Institutions to join hands with the Corps to bring about a speedy socio-cultural re-orientation of the people towards road safety consciousness.

Security:

- i. Provision of minimum protection for personnel and critical infrastructure

Internal:

- i. Extension of the area of coverage of FRSC Traffic Radio to further reach larger population on Road Safety enlightenment and exchange of ideas/information.

ISSUES

Human Capacity

At the formative stage of FRSC, most personnel were drawn from the defunct Oyo State Road Safety Corps, the National Road Safety Commission under the Federal Ministry of Works and some members of the 1988 batch of National Youth Service Corps (NYSC). This group formed the two (2) Cadres of staff in the workforce of the Commission i.e. Commanders (officers) and Marshals (non-graduates). The Commission leveraged on the competencies of personnel from other Government agencies through the "Transfer of Service Scheme". The Corps

has over the years built appropriate capacity and currently has an estimated 26,000 Regular Marshals complemented with 37,000 volunteer Special Marshals.

Equipment

The first set of operational vehicles and equipment were inherited from Nigeria Police and were obsolete, with minimal productive lifespan. This issue persisted until the Corps started acquiring new fleets. However, since then the FRSC has continued to procure more operational vehicles, presently the FRSC has about 630 operational and administrative vehicles nationwide.

Lack of a Comprehensive Legal Framework

Decree No.45 of 1988, which gave the FRSC legal backing, was deficient in covering some emerging issues of Road Safety Operations like the Uniform Licensing Scheme and the coverage of all public highways. These challenges have to a large extent been resolved through the amendments of the statutes of the FRSC. Presently, there is a review of the 2007 Establishment Act which has reached second reading at the National Assembly.

Funding

In 2017, only 2,344,652,587.00 was allocated as capital vote, with personnel cost nearing 838,851,909.16. In 2018, only 3,572,652,588.00 and 2019 was 2,484,450,287.19 was allocated for capitals while the personnel cost is integrated with the IPPIS platform respectively. The FRSC has been collaborating with private-sector and non-governmental organisations and international donors to sponsor infrastructure development, capacity building and other related projects which are pertinent to its operational efficiency.

Administrative Systems

At the inception of the incumbent administration in 2014, it revisited the existing administrative systems, resulting in the creation and re-alignment of some Departments and Corps offices to promote efficiency and effectiveness in service delivery. From observed lapses, the corporate road map was re-invigorated in line with global best practices.

Key Success Factors and Development

Imperatives

The key success factor is a management term for an element that is necessary for an organisation



or project to achieve its mission. To achieve their goals they need to be aware of each success factor and variations between the keys and the different key result areas. The following are the key success factors :

- i. Strategic Focus:- leadership, management and planning
- ii. People:- personnel, learning and development
- iii. Operations:- Processes and Work
- iv. Marketing: – Customer relations , sales and responsiveness
- v. Finances:- Assets, Facilities and Equipment
- vi. Policy Formulation

Strategic Focus

The decision of the FRSC to set strategic goals followed the need to enhance its performance in line with the long term goals of the Corps. The Corps has adopted these tools to achieve a status of a world class organization and showcase global best practices. The FRSC took these useful tools to guide its day to day decisions and also for evaluating progress and changing approaches when moving forward. The actual commencement of setting of the goal is usually preceded by a Strategy Session that aligned the Corps with the principles of Performance Measurement System (PMS) and Quality Management System (QMS) which the FRSC keyed into and requires the organization to set future goals and review such goals from time to time such that the FRSC accomplishments are measured against set Goals.

People:- personnel, learning and development

FRSC has been in the vanguard of a dedicated and disciplined workforce that could compete with their counterparts across the globe, through training and retraining programmes. FRSC personnel have distinguished themselves as a disciplined and elite organisation among other security agencies. Apart from the six (6) month Basic Training Course which is mandatory at entry point, the FRSC holds

training and retraining exercises on a regular basis and personnel are encouraged to acquire professional and academic knowledge in various higher institutions. As a case in point, the management Has secured a study centre with the National Open University of Nigeria (NOUN) where many FRSC staff have acquired first degrees and other professional certificates. The management also motivate its staff through yearly promotion exercises. The management will not rest on its efforts as the FRSC Academy has begun a process of attaining the status of degree awarding institution which is the first of its kind in the West African Sub-region. Similarly, the FRSC management has also established Staff College which will further add value to the capacity development of its personnel to compete with other across the globe. Yearly, the FRSC personnel participate in foreign conferences such as Transport Research Board (TRB) conference in Washington DC, International Road Federation (IRF) Conference among other. In addition, the management crave to develop the ICT skill of personnel has led to the development of the ICT skills of over 80% of its staff on International Computer Driving Licence (ICDL) Programme.

Operations:- Processes and Work

Operation is the major strength of the FRSC through enforcement to achieve compliance to road traffic rules and regulations. FRSC operates a model that enables it achieve its statutory mandate through Regular Marshals, Special Marshals, Road Safety Clubs, National Community Post Crash care Initiative (NCPCCI), Nigeria Road Safety Partnership (NRSP), among others. FRSC operational approach uses the 5Es of Education, Enlightenment, Enforcement, Emergency Response and Engineering. The FRSC engaged the process of formal education to impart road safety knowledge to different groups of road users and potential drivers. The Corps has done this through infusion of road safety education in Schools. Enlightenment is deployed to reach a large number of road users through informal engagements. The strategy is to reach road users wherever they are and whatever their level of education in a consistent manner such that safety consciousness becomes part



of them. Traffic Enforcement is an operational tool aimed at applying the law by discovering, apprehending, rehabilitating, or punishing people who violate the rules and norms governing traffic laws. For effective implementation of government policies, the Corps has the following operational strategies, Routine patrol of nations highways, Intervention Patrol i.e. Operations Cobra, Scorpion, Total War on Critical Offence (TOWCO). Special Patrol, Speed Limiting Device Enforcement (SLD), Safe to Load programme (STL) and Emergency Response

Marketing: – Customer relations , sales and responsiveness

FRSC desires to satisfy its costumers' through quality service and products. The main products of the FRSC are the Number Plate, Drivers' Licence and signage which are designed and produced to meet the demand of motorists, construction companies and government agencies. The

FRSC has a feedback mechanism through its SERVICOM Office to address issues of complaint arising from the products and service offer by the Corps.

Funding

FRSC rely mainly of federal government budgetary provision for its funding, other funding alternatives currently enjoyed by the FRSC are through support from donor partners in acquisition of equipment, patrol vehicles, Ambulances, Tow Trucks, ICT and manpower development. In addition, the FRSC seeks to partner with Public Private Participation arrangements for funding of some of its programmes.

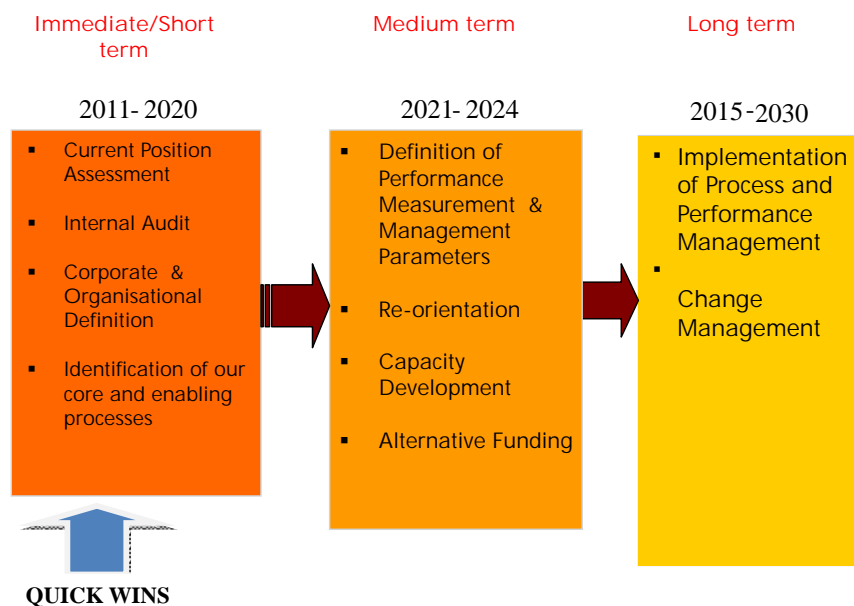
Policy Formulation

In line with the National Transport policy, the FRSC initiated the NRSS I and II with the aim of bringing all stakeholders from Federal, State, Local Government, private sectors, civil society organisations and non-governmental bodies among others under one umbrella to effect a more coordinated and result oriented approach towards road traffic administration and safety management in the country.

FRSC Transformation Path

Corporate Roadmap

The schematic below outlines how the FRSC intends to achieve its transformational goal.





SDG 2020- 2030

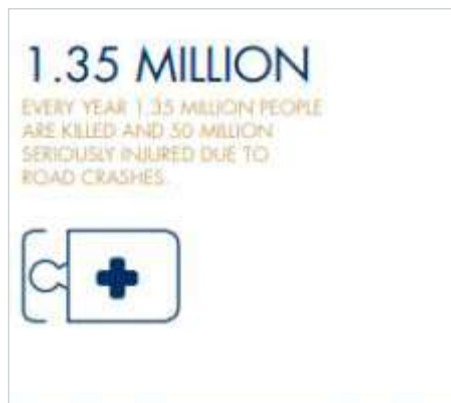


ROAD SAFETY & ROAD TRANSPORTATION

Road Safety has become an imperative safety need worldwide due to increased mobility challenges occasioned by inappropriate road design, usage and behaviours.



Vital Facts about Road Traffic and Road Transportation globally is that, it is recorded across the world that there are estimated number of 1.35 Million people are killed and 50 Million seriously injured due to road crashes.



Further to above figure, it is also a confirmed preposition that at every 24 seconds. Road crashes kill one person every 24 seconds, meaning nearly 3,700 persons are killed daily.

Beside the daily death of road traffic



occurrence, it is also identified that Road Traffic crash is the number one Killer of people between the ages of 5 to 20 years old. This group of people formed the young age to productive ages in every clan



According to reports, Road Traffic Crash is the number 8 leading causing of death globally, next to hypertension, diabetics, Hapethysis B&C and HIV/AIDS in hierarchy





From the above forecast half of the victims of road traffic deaths are among vulnerable road users cyclists, motorcycles and Pedestrians . School children, aged persons, women and other are most affected in these crashes globally.

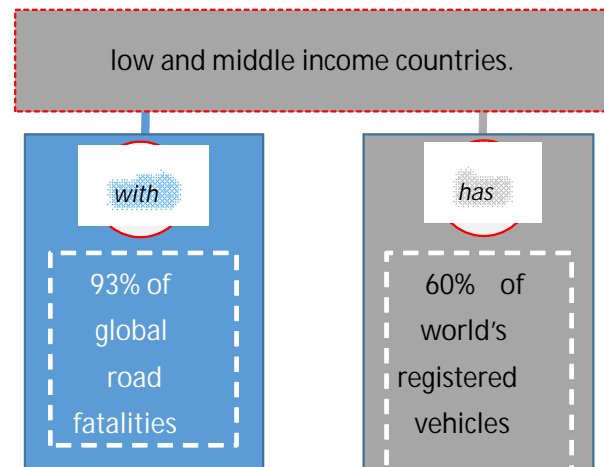


Taking statistics from the above report 93% of these deaths occur in low and middle income countries which accounted for 60% of vehicles registered worldwide and Nigeria and other African nations not excluded.



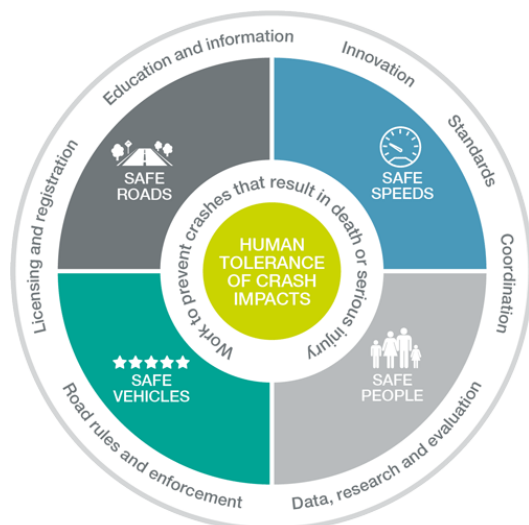
Due to the above pandemic, road safety has become a form of privilege instead of a human right especially in low and middle income countries where more deaths on the road have become a global concern. This could be linked with the absence of smart and sustainable cities structures and Safe Systems Approach to road safety being

in place in these parts of the world.



Based on these occurrence in countries worldwide, a Safe System Approach was introduced to road safety management to align road safety management with broader ethical, social, economic and environmental goals.

This approach was critically designed with the human being at its centre, taking human fallibility and vulnerability into account, and accepting that even the most conscientious person may make a mistake at some points.





Safe Systems Approach



Safe systems is made up of four main components:

Safer Roads	Safer Speeds
Safer Vehicles	Safer Road Use

The Safe System Approach is key to achieving the mandate of Sustainable Development Goals (SDGs) which evolved from the Millennium Development Goals (MDGs). Taking aback from the UN declaration of the Millennium Development Goals (MDGs). Millennium Development Goals (MDGs) 2001-2015 is precursor to the SDGs when the World expanded the scope of the MDGs to accommodate more global issues in reducing poverty among others.

The Millennium Development Goals (MDGs) has eight goals with measurable targets and clear deadlines for improving the lives of the world's poorest people as their main focus.

In efforts to meet these goals and eradicate

poverty, leaders of 189 countries signed the historic millennium declaration at the United Nations Millennium Summit in 2000 with the objectives as mentioned below

* MDGs emphasize the role of developed countries in aiding developing countries, as outlined in Goal Eight, which sets objectives and targets for developed countries to achieve a "global partnership for development" by:

- * Supporting fair trade
- * Debt relief
- * Increasing aid
- * Access to affordable essential medicines and;
- * Improvements in quality of life.

Against the above, the first globally action taken was They were not the product of a comprehensive analysis and prioritization of development needs and consequently were sometimes too narrowly focused. The inconsistent progress partly indicated a trend over time to focus on a subset of specific targets that were easier to achieve, implement and monitor.

The Second Action was that the framework has not afforded enough consideration to the potential impacts on environmental, social and economic dimensions.

The issue of equity was the third action which represented one of the main challenges to face. A gender focus was clear only in MDGs 3 and 5, while it is missing throughout the other goals.

The forth global Action was lack of clear



ownership and leadership internationally and nationally partially affected the achievement of the MDGs

The fifth achievement of MDGs was largely depended much on the fulfilment of MDG8 on global partnership.

To sustain the little achievements under the MDGs, the world reviewed the implementation of the MDGs programme and noted that to sustain the achievements, there is need to rollover from MDGs to the Sustainable Development Goals (SDGs) 2030.

This is as a result of the The unfinished business of the MDGs was a pedestal for charting a new course of improvements. In many places, progress was not sustainable or equitable enough to achieve the targets. In others progress stalled or reversed due to disasters, conflict, environmental degradation, climatic and/or economic volatility.

The partial successes of the MDGs provided insight on how the challenges encountered could be leveraged upon to drive the leaps in progress and build a better future. This conviction together with other factors made the birth of the SDGs possible.





The SDGs are the one ultimate objective that the United Nations has undertaken to urge member nations to achieve by 2030



The SDGs are an all inclusive effort to bring about a progressively sustainable, more secure, increasingly prosperous planet for all mankind.

Key highlights of the 2019 SDGs report by the UN indicated that countries in Sub-Saharan Africa need to do more to achieve significant progress on key targets such as poverty alleviation and general well-being including health mortality issues.

The indicators of the review suggests that for there to be reasonable gains at the national level which would translate to regional and continental levels, cities, settlements or States as the case in Nigeria must embrace sustainable mobility solutions that prioritizes road safety.

Nigeria is in no doubt on track, but there is still more to do in this regard as the many Region are seen edging fast to Smart City models and implementing some solutions that enhances sustainable mobility.





ROAD SAFETY IN ACHIEVING THE SDGS IN NIGERIA

The realization of targets in the SDG in Nigeria hinges on optimizing human and natural resources to achieve rapid economic growth, and translating the growth into equitable social development for all citizens.

Road Safety therefore must be seen as a priority in the SDGs.



Road Safety broad objectives can be situated within eight (8) of the seventeen (17) SDGs, namely Goals:



Achieving this however, is anchored on sustainable mobility framework within the context of road safety.

The grim statistics of current road safety situation shows that meaningful development and attainment of the SDGs could suffer significant setbacks if road safety is not seen and addressed properly.

For example:

? 'Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.

? Road traffic crashes cost most countries 3% of their Gross Domestic Product (GDP).

? Nearly half of those dying on the world's roads are "vulnerable road users": pedestrians, children, cyclists, and motorcyclists.





? Ensure swift and unhindered movement of farm produce off the farms to consumers ensures that the full values of produce is retained and such renders best nutritional value to consumers.



? Ensure that the nation's roads are safe at all times such that it would enable harnessing the nation's potentials in agricultural production.



? The desire to attain healthy lives and promote well-being for people of all ages in the Sustainable Development Goals circumspectly looked into ways of tackling the main causes of death worldwide including child and maternal health issues, malaria, tuberculosis, Road Traffic Crashes and others.



? The impact of the effect of loss of lives weighed against the level of citizen education and enlightenment relative to continuous loss of lives and valuable property on the nation's highways has been evaluated. Necessary road safety approaches has been made to make considerable contribution to address the situation within possible spheres such as primary schools and Junior Secondary School curriculum.



Road safety administration has created decent work and added to the economic growth through:

? The Road Transport Safety Standardization Scheme (RTSSS),
 ? Driving School Standardization Programme (DSSP) and.
 ? Influencing industrialization relating to uplifting of the road transport sub-sector in Nigeria.



To ensure that schools and markets as well as all other human activities conflicting with the road or traffic are eliminated in order to make Nigerian cities and human settlements safer for all to enjoy fuller lives, road safety management and administration has factored in the roles of town planners in road design, construction and land use.

SDGs GOAL 16: PEACE, JUSTICE AND STRONG INSTITUTIONS

- By upholding the principle of Rule of Law in all operations



13 CLIMATE ACTION



To enhance life of citizenry, biking, walking and other road safety lifelong promoting programmes have been introduced.

The impact of carbon monoxide (CO₂) emission and road congestion issues are being addressed through bicycle transport system and other sustainable mobility measures.

SDGs 17: PARTNERSHIP FOR THE GOALS

- By implementing UN conventions accented to by Nigeria
- By strengthening Nigeria Road Safety Partnership (NRSP), GPA-PRI, including UN road safety facilities/platforms





RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES FOR ROAD SAFETY DEVELOPMENT IN NIGERIA

Considering road safety as the road to achieving the Sustainable Development Goals in Lagos and by extension Nigeria, the following are recommended.



Recommendation No.1 and Implementation Strategies

Strategies

Government has set up advisory committee on transformation road safety management on the sustainable of strategy in the country through the use of the NRSS. That Nigeria commenced assessing the road safety situation in the past, noting the achievements and what hindered progress and require correction to get to where is desired.

- a. This will require setting up advisory committee on transformation Nigeria into a Sustainable Mobility nation.
- b. Government, through the Committee will convoke more conferences and harmonize all submissions/recommendations to government for appreciation and action.
- c. Government to set up other sub-implementation committees of the various desiring aspects to ease implementation strategies.

- d. Highlight vividly the pit-hole of the past to guide the present into the future.

Recommendations No. 2 and Implementation Strategies



Nigeria will fully understand the implication of the 2030 Agenda relative to Road Safety.

Strategies

- a. Appoint qualified individuals to head the various task offices to ensure goal accomplishment (round pegs in round holes).
- b. Employ appropriate hands to jointly deliver on targets.

Recommendation No. 3 and Implementation Strategies

Understanding how country's road safety strategies and plans can be consistent with global performance expectations:

- a. Conceptualize all best practices road sector strategies in conformity with the Safe Systems Approach to Road Safety.
- b. Achievement and derivatives and measurements to be in conformity with global timelines.





Recommendation No. 4 and Implementation Strategies

All States of the federation must see themselves as stakeholders and must recognize and appropriately demarcate priorities to enable harvest of the road transport sector improvement:



Strategies

- Short term (hanging fruits)
- medium term and
- c. Long term aspirations

Recommendation No. 5 and Implementation Strategies



Set performance targets where necessary so as to enable the desired tracking.

- a. For new projects/policies.

- b. For every old projects/policies without performance targets in place.

Recommendation No. 6 and Implementation Strategies

It is also recommended that there should be conscious and purposeful, increase and sustainable financial investments in the road sector and ensuring accountability.

Strategies

- a. Improved budgetary allocation
- b. Alternative sources of funding.
- c. Adherence to projects and implementation timelines.
- d. Introduction of independent certification body before projects are accepted as delivered

Recommendation No. 7 and Implementation Strategies

The State government must understand the roles and limitations of the public sector in roads and road safety engagements. It should, however, elaborate and form strategic multi-sector road safety partnership to fully bring about desired results.

Strategies

- a. Identify areas of government interest and restrictions to the private participation and communicate unequivocally.





- b. Establish strategic partnerships wherever required and all partners keep to terms of agreements.
- c. Ensure adequate coordination of all partnership activities.
- d. Factor into plans the vulnerable i.e. the elderly, children and the physically challenged in all road safety infrastructure; how they can best be protected to ensure safer mobility system.

Recommendation No. 8 and Implementation Strategies

Exploit activities for technology and innovations to be implemented that can facilitate safe and sustainable mobility system.



- a. Traffic control mechanisms
- b. Use current vehicle technologies in intersections to detect high risk situations and warn the vehicle drivers or vulnerable road users.
- c. Computerized vehicle testing equipment.

Recommendations No. 9 and Implementation Strategies

Communicate to the public what they should expect from regulations and policies on safety on the roads so that there is no mutual distrust between government and the public but shared

responsibilities.

Strategies

- a. Constant stakeholders' engagements.
- b. Stakeholders understanding, ownership and participation.
- c. Continuous public education and enlightenment on all policies and timelines.
- d. Communication of public expectations .
- e. Effective feedback/ monitoring and evaluation mechanisms.

Recommendation No. 20 and Implementation Strategies

Engage in true sustainability practices.



- a. Monitoring and evaluation mechanism
- b. Prompt implementation of M&E outcomes.
- c. Improved M&E practice.
- d. Quality proactive interventions, measurement and outcome.
- e. Make maintenance a veritable government policy.

Recommendation No. 11 and Implementation Strategies



Sustain high level stakeholders' engagements, particularly stakeholders who have demonstrated knowledge and leadership in demonstrating mindsets give their opinions and assessments on the road sector.

Strategies

- Conferences, workshops, seminars e.t.c., outcomes harmonized for implementation for better road safety practices
- Adhere to emerging contemporary global practices
- Alignment to National Development Plans and economic blue prints.

Recommendations and Implementation Strategies For Road Safety Development In the Nigeria

Deploy the current global safe system approach design principles in the regional road safety endeavour.



Strategies

- Safer roads (roads and road infrastructure; including weighbridges, signs, layouts, linkages, laybys, e.t.c.)

- Safer road users (consideration for the vulnerable, pedestrian bridges, Zebra markings, walkways, bicycle lanes e.t.c.)
- Safer vehicles (standard low emission, quality testing centers, improved capacity of testing officers, e.t.c.).
- Post-crash (Increased well equipped Ambulances and Ambulance points, qualified First Aiders, sustainable medical consumables and equipment, ready referral hospitals e.t.c.).

Recommendation No. 13 and Implementation Strategies

Engage in urban and transport planning along with mobility policies to shift travels towards cleaner, safer and affordable modes.



- Encourage higher level of physical activities such as walking, bicycling and use of public transit (parks, stations e.t.c.)
- Government and fleet purchasers to ensure that all vehicles to operate in the Nigeria are equipped with recommended levels of safety performance.
 - Road authority partnership with the Ministries responsible for town planning and health to ward off unauthorized access to the roads e.g. relocation of schools, worship places, markets, play grounds, filling stations e.t.c. away from possible ease of human engagement conflict with traffic.



d. Also waste management authority to control ensure that the roads are not used as refuse dumps that could cause obstruction and other health hazards.

Recommendation No. 14 and Implementation Strategies

Fully adopt and implement the intermodal transport system to lighten road traffic and allow commuters navigate the region with ease.

Strategy

Water Transport:



- i. Dredging of identified/viable routes
- ii. Adequate regulatory policy, including safety considerations i . e . Jetties, boats/ferries, safety practices e.t.c.
- iii. Quality regulatory authority.
- iv. Adequate security on water to ward off kidnapping and other vices.
- v. Affordability.
- vi. Periodic monitoring and evaluation of performance system.

Rail Transport Strategies on rail transport

- i. Introduction of light rail/tramp
- ii. Construction of the standard gauge rail system to like areas within the region
- iii. Expansion of the narrow gauge in areas where such service could easily be exploited.



- iv. Adequate regulatory policy and quality administration
- v. Affordability
- vi. Periodic monitoring and evaluation of performance system.
- vii. Adequate security consideration in transit and rail monitoring.

Air Transport Strategies



- i. Incorporation and commencement of helicopter services in certain viable areas
- ii. Quality safety policy and precautions in all areas of practice, include the helipad standard.
- iii. Quality and enduring helicopters in fleet
- iv. Well trained pilots and periodic capacity development.
- v. Affordability.
- vi. Adequate control and security considerations at helipads.



Pipeline Strategies



- Work in collaboration with the Federal Government on effective utilization of existing pipe lines for transportation of dangerous goods such as chemical, petroleum e.t.c.

- ii. Lay more pipe lines as may be necessary to ensure that transportation of dangerous goods are minimized through the roads.

Nigeria government has continued to demonstrate the political will to excel among its peers and must continue to take the desired steps towards socio-economic development of the country.

FRSC must remain the lead agency and path-finding that it has been for the past three decades to illumination the way forward for radiating grace while about it.

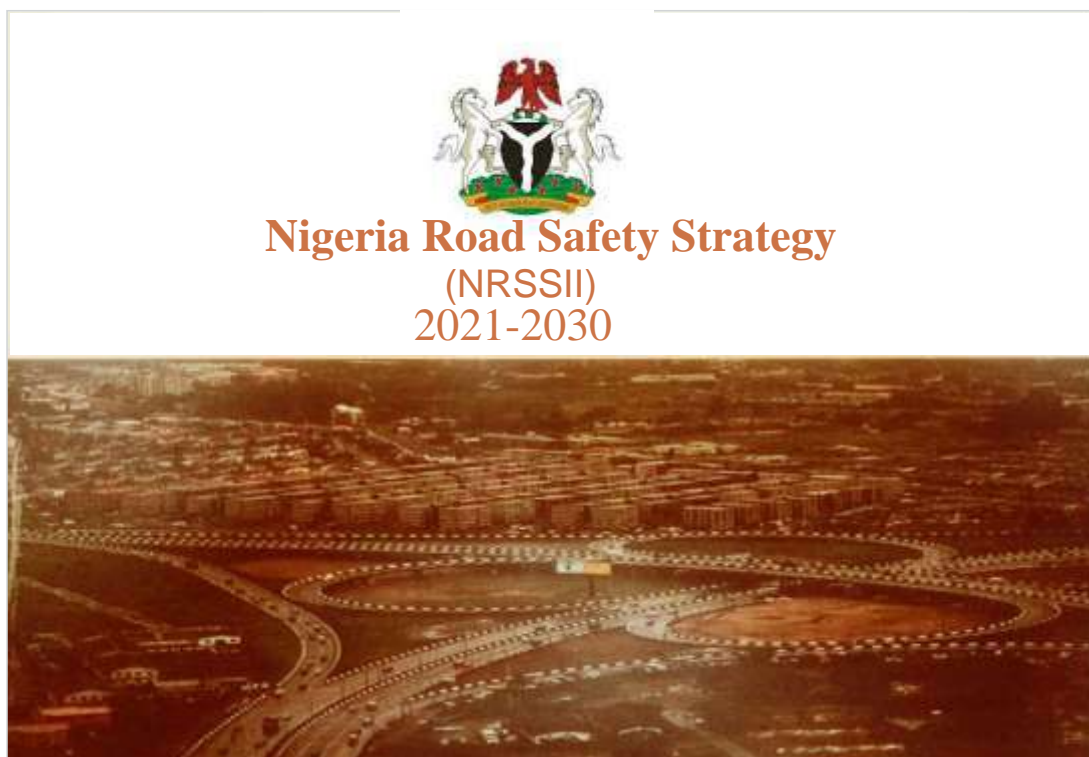
The Country has the resources and positioned substantively to achieve the Sustainable Development Goals by 2030, with all programmes appropriately anchored on rigorous monitoring and evaluating systems with the support system from stakeholders, governments and international partners.



Periscoping the Future through NRSS 2021- 2030



NIGERIA ROAD SAFETY STRATEGY I & II





The Nigeria Road Safety Strategy (NRSS) II (2021-2030)

Introduction

Nigeria continues to feature in the bottom half of country ranking as result of the frequency of road safety crashes (RTCs) which have resulted in deaths and injuries without goods or concerted efforts towards addressing the problems. This trend deteriorated further especially in the right of United Nations (2011) projection that Nigeria population will grow to 188 million by 2017. Nigeria deplorable road traffic crash reality ranking 176th position in 2010 also calls for a definite response to the hazards associated with road transportation in a country that is largely dependent on its road network for economic, social and physical activities.

Definition of the Terms NRSS

Nigeria Road Safety Strategy (NRSS)

This is a concept, a documents or proposal that covers the growing National consciousness on issues of road safety, this spirit of collective responsibility and determination to reduce the level of road traffic crashes (RTC) and ensure that neither deaths nor serious injuries result from these crashes. The NRSS has the vision of a country where Road Traffic Crash result in no deaths” and a goal of reducing road traffic crash fatality rate by 35% in 2020. It is on important noble and timely intervention which supports entrenching the culture of safe use of Nigeria highways.

The impact of which includes better quality of life for other and the socio-economic growth of the nations as a whole. This is also consistent with the national aspiration of repositioning the country to be among the League of Nations in the best state of the roads in the World, in line with Federal Government change.

The NRSS (2021-2030)

The NRSS (2021-2030) is the end product from all inclusive process with stakeholder drawn from both public and private sector. The strategy document makes a decision exposing of all distressing issues that have contributed to the present high rate of road carnage-with about 4000 lives and properties valued at close to two trillion last in 2012 alone. The initiative is raising a national call for a wide adoption of the safe system approach to road safety management in Nigeria with the widest distribution of responsibilities ever witnessed in road safety management in Nigeria.

The beauty of the new arrangement is that States and Local Government will take and implement their own responsibilities under NRSS, making road safety management a national task where responsibilities are spelt out and road safety target set annually and State will learnt towards a new level of collaboration in FRSC. The NRSS highlights the current safety situation in the country; intervention strategies, road safety management, monitoring and evaluation framework, implementation cost and key success factors which makes for effective implementation of the strategy. The document has already identified gaps in road safety management issues in Nigeria and has developed strategic initiative to address them.

The initiatives includes introduction of standard templates to capture and review relevant traffic data, legislate the establishment of Motor vehicle Agencies In States and implement design standards for all road types. Other area conduct road safety audit and safety impact assessment development implementation awareness campaign on proper road use and provide additional equipment and emergency rescue ambulances among others. To ensure that the national document achieves its aim the following strategies were adopted

- a) Establishment of central database of road traffic data.
- b) Review and upgrade road standards.
- c) Promotion of construction, maintenance of road and the road network to enable mobility and access needed of all users.



a) Capacity building for comprehensive inspection of all imported vehicles

b) Awareness campaign on proper road use and improved responsiveness to crash emergencies

c) Identification and deployment of funds to identified strategic activities

The development of Nigeria Road Safety Strategy is in response to the UN Decade of Action Declaration for road safety (2011-2020), which demands that members countries should develop a strategy to provide a direction towards achieving the vision of safety, using the Safe System Approach. It was also necessitated by the Country Capacity Review (CCR) conducted by the World Bank 2010 to measure Nigeria Capacity to deliver on road safety. The Advisory council (NaRSAC) is to oversee the implementation of the NRSS. The council is headed by the Vice President as its Chairman, this council is to ensure co-ordination between Federal, States and Local Governments in achieving road safety transport best practices.

PURPOSE OF THE NRSS

The NRSS seeks to

a) Show or depict the current road safety

b) To express through and feelings ready about the desired road safety saturation

c) To harmonise the different road safety efforts by clearly expressing the vision, goal, purpose, output, targets,, as well as the initiatives for road safety in Nigeria: and develop a five year plan of action towards the achievement of established target.

SCOPE OF THE DOCUMENT

The NRSS provides an overview of current road safety management saturation, communicate desired road safety

management, highlight received intervention strategies and conclude with a recommendation of next steps towards successful implementation of this strategy.

CURRENT APPROACH TO ROAD SAFETY MANAGEMENT

Most recent attempts at managing road safety are covered in the safe system approach highlights in the Accra declaration of 2017 and the previous UN Decades of Action recommendation of 2010. The safe system to road safety management begins with the acceptance of the superiority of human life and realization that road traffic crashes cannot be completely avoided although most are unpreventable, in spite of his level of education and access to information. The approach therefore transport a major part of responsibility from road user to those who design the road transport system but does to encourage road users abduction of own duty. The safe system is made up of four component:

i) Safer road

ii) Safer Speed

iii) Safer vehicles

iv) Safer road use.

The goal of the safe system is to ensure that when crashes occur, they do not result to serious human injury or death. This is sought to be achieved by focusing on keeping the energies that can produce either death or serious injuries below the threshold

FEATURES OF SAFE SYSTEM APPROACH

Recognition that prevention efforts notwithstanding road users will remain fair shared responsibility among persons responsible for the design of road safe system (to make it safe) and users of the system (with obligation to comply with the rules and constraints of the system).

? Alignment of safety management decision with broader transport and decision covering wider economic, human and environmental goals.

? Shaping intervention to achieve a long term goal, rather than the traditional models to get the limits of any long term target.



? Consist of five main corner stone's- safe vehicle, safe infrastructure (safe mobility), safe road user behaviour, improved road safety management (and post crash response and care)

THE NRSS FRAMEWORK

To sustain the Nigeria Road Safety Strategy process and move the country towards achieving its road safety vision- Road Traffic Crash resulting in no death". This has been developed and will be managed through a set of framework that will be accountability, transparency, and focus on road safety

1) Strategic Management: it involves blue print to guide road safety (based on the safe system approach). Organized into hierarchy of vision, goal, purpose, output strategic activities.

2) Activity Management: Activities required to achieve the goal and deliver the strategy as established by the National

Road Safety Advisory Council (NaRSAC)

3) Outcome Assessment: Guidance for the assessment, projection and measurement benefits if implemented strategies

4) Performance management: set of clear performance indication (PIs) to make progress. These may be adjusted as may be required and has clearly spelt accountabilities.

CONCLUSION

The Nigeria Road Safety Strategy (NRSS) is adopted in pursuant to crash society, which road safety crashes result in neither death nor serious injuries in developed Nations. One common fruit among these countries with comparative fatality index is a documented road safety strategy. It is expected that in no time far, the World Health Organisation estimate of 33.7 deaths per hundred thousand population in Nigeria is addressed by the Nigeria Road Safety Strategy II (2021-2030).



FRSC 70 tonnes recovery vehicle towing an accidental vehicle



THREE CARDINAL ASPIRATION OF FEDERAL ROAD SAFETY CORPS (FRSC)

1. TRANSFORMING FRSC INTO A WORLD CLASS ORGANISATION THROUGH

- Sustenance of ISO 9001:2015 Quality Management System (QMS) Certification
- Sustenance of the implementation of Performance Management System (PMS)
- Sustenance of the implementation of the objectives of Nigeria Road Safety Strategy (NRSS: 2019-2030): Achieving a Nation where road traffic crash results in Zero death.
- Promotion of Ease of Doing Business
- Sustenance of ICT real-time and on-time service delivery.

2. IMPLEMENTING THE SIX ACCEDED UN CONVENTION ON ROAD TRAFFIC AND AFRICA ROAD SAFETY CHARTER:

- 1957 Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
- 1958 Agreement concerning the Adoption of Harmonised Technical United Nations for Wheeled Vehicles, Equipment and Parts and the Conditions for Reciprocal Recognition of Approval Granted.
- 1968 Convention on Road Traffic
- 1968 Convention on Road Signs and Signals
- 1997 Agreement concerning the Adoption of Uniform Conditions for Periodical Technical Inspections of Wheeled Vehicles
- 1998 Agreement concerning the Establishment of Global Technical Regulation for Wheeled Vehicles, Equipment and Parts,

2016 African Road Safety Charter

- Strengthen pre-hospital and post-crash care services
- Maintain sustainable and accurate

database on Road Traffic Crashes.

3. ACHIEVING THE SUSTAINABLE DEVELOPMENT GOALS-2030 THROUGH THE IMPLEMENTATION OF THE FOLLOWING GOALS:

SDGS GOAL 2: ZERO HUNGER

- By ensuring ease of movement of farm produces across the nation's road network to the markets.

SDGs GOAL 3: GOOD HEALTH AND WELL BEING

- By Improving response time to Road Traffic Crash Scene and all other traffic distresses

SDGs GOAL 4: QUALITY EDUCATION

- By upgrading the FRSC Training Institutions
- FRSC Academy to a Centre of Excellence in Road Safety Management in Africa.
- Training School to Diploma Awarding Institution

SDGs GOAL 8: DECENT WORK AND ECONOMIC GROWTH

By creating employment opportunities for Nigerians and sustaining the implementation of:

- Road Transport Safety Standardization Scheme (RTSS)
- Driving School Standardization Programme (DSSP)

SDGs GOAL 11: SUSTAINABLE CITIES AND COMMUNITIES

- By improving road traffic administration and safety management through elimination of all human activities conflicting with the road or traffic

SDGs GOAL 13: CLIMATE ACTION

- By encouraging efficient technical inspections of vehicles
- By ensuring improved enforcement on carbon monoxide emission

SDGs GOAL 16: PEACE, JUSTICE AND STRONG INSTITUTIONS

- By upholding the principle of Rule of Law in all operations

SDGs 17: PARTNERSHIP FOR THE GOALS

- By implementing UN conventions accented to by Nigeria
- By strengthening Nigeria Road Safety Partnership (NRSP), GPA-PRI, including UN road safety facilities/platforms



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