EVOLVING SAFER ROAD SAFETY CULTURE IN NIGERIA

A lecture Presentation



Faculty of Social Sciences, University of Lagos, Akoka-Lagos

Boboye Oyeyemi, MFR, mni, NPOM

Thursday, 14 July, 2016

Introduction

- Road Traffic Injuries(RTIs) and Road Traffic Crashes (RTCs) are issues of major concern
- The effect on health, economy and man-hour is enormous

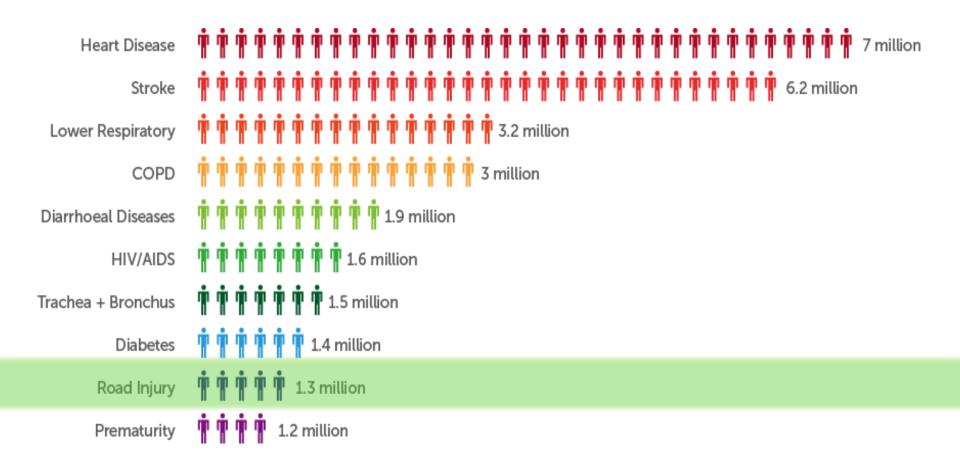


It is treated as a health problem worldwide





LIST OF MAJOR CAUSE OF DEATHS -2015

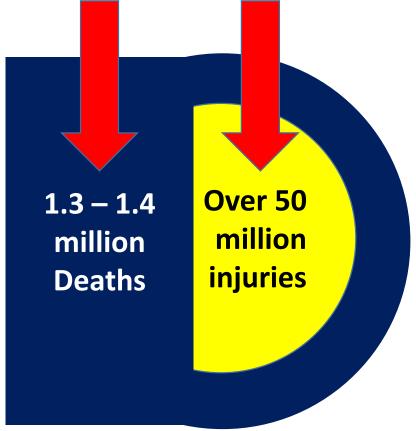


Please Note: (COPD): Chronic Obstructive Pulmonary Disease

Source: http://www.hearttestlabs.com/about-us/

All over the world annually, road traffic crashes have

been responsible for:









RTC: How it affects Nigeria



Annually, Nigeria loses about 3% of its GDP to Road Traffic Crashes









Source: Euromonitor, CBN, World Bank, PwC Analysis, 2010

GDP data and loss to RTC for Nigeria from 1960 to 2014

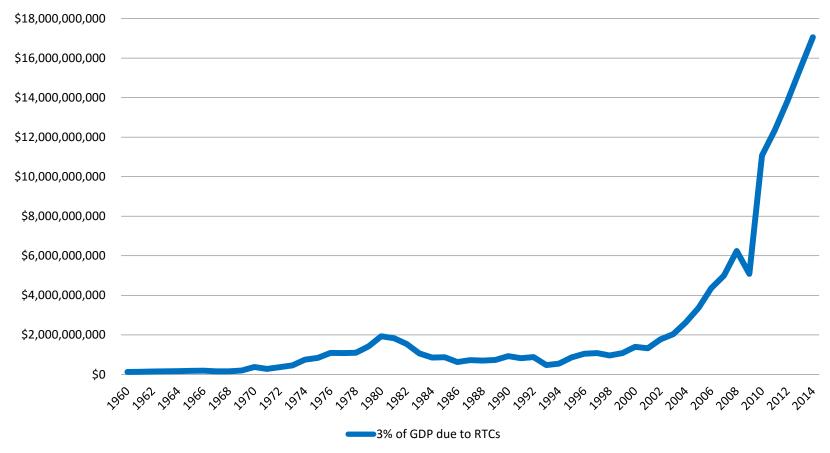
Year	Value	3% of GDP due to RTCs		
1960	\$4,196,174,000	\$125,885,220		
1961	\$4,467,288,000	\$134,018,640		
1962	\$4,909,399,000	\$147,281,970		
1963	\$5,165,590,000	\$154,967,700		
1964	\$5,552,931,000	\$166,587,930		
1965	\$5,874,422,000	\$176,232,660		
1966	\$6,366,793,000	\$191,003,790		
1967	\$5,203,136,000	\$156,094,080		
1968	\$5,200,896,000	\$156,026,880		
1969	\$6,634,187,000	\$199,025,610		
1970	\$12,545,850,000	\$376,375,500		
1971	\$9,181,770,000	\$275,453,100		
1972	\$12,274,420,000	\$368,232,600		
1973	\$15,162,870,000	\$454,886,100		
1974	\$24,846,640,000	\$745,399,200		
1975	\$27,778,930,000	\$833,367,900		
1976	\$36,308,880,000	\$1,089,266,400		
1977	\$36,035,410,000	\$1,081,062,300		
1978	\$36,527,860,000	\$1,095,835,800		
1979	\$47,259,910,000	\$1,417,797,300		
1980	\$64,201,790,000	\$1,926,053,700		
1981	\$61,076,490,000	\$1,832,294,700		
1982	\$51,397,460,000	\$1,541,923,800		
1983	\$35,451,560,000	\$1,063,546,800		
1984	\$28,500,820,000	\$855,024,600		
1985	\$28,873,980,000	\$866,219,400		
1986	\$20,721,500,000	\$621,645,000		

Year	Value	3% of GDP due to RTCs					
1987	\$24,093,200,000	\$722,796,000					
1988	\$23,272,160,000	\$698,164,800					
1989	\$24,231,170,000	\$726,935,100					
1990	\$30,757,070,000	\$922,712,100					
1991	\$27,392,890,000	\$821,786,700					
1992	\$29,300,920,000	\$879,027,600					
1993	\$15,789,000,000	\$473,670,000					
1994	\$18,086,400,000	\$542,592,000					
1995	\$28,546,960,000	\$856,408,800					
1996	\$34,987,950,000	\$1,049,638,500					
1997	\$35,822,340,000	\$1,074,670,200					
1998	\$32,004,610,000	\$960,138,300					
1999	\$35,870,790,000	\$1,076,123,700					
2000	\$46,386,000,000	\$1,391,580,000					
2001	\$44,138,010,000	\$1,324,140,300					
2002	\$59,116,870,000	\$1,773,506,100					
2003	\$67,655,840,000	\$2,029,675,200					
2004	\$87,845,400,000	\$2,635,362,000					
2005	\$112,248,000,000	\$3,367,440,000					
2006	\$145,430,000,000	\$4,362,900,000					
2007	\$166,451,000,000	\$4,993,530,000					
2008	\$208,065,000,000	\$6,241,950,000					
2009	\$169,481,000,000	\$5,084,430,000					
2010	\$369,062,000,000	\$11,071,860,000					
2011	\$411,744,000,000	\$12,352,320,000					
2012	\$460,954,000,000	\$13,828,620,000					
2013	\$514,965,000,000	\$15,448,950,000					
2014	\$568,508,000,000	\$17,055,240,000					
http://www.indexmundi.com/facts/nigeria/gdp							

Source: World Bank national accounts data, and OECD National Accounts data files

http://www.indexmundi.com/facts/nigeria/gdp

Loss of 3% of Nigeria's GDP due to RTCs from 1960-2014



About *\$131,817,676,080* of the Annual GDP of Nigeria has been lost to Road Traffic Crashes between 1960 and 2014.

As the Nigerian economy expands, the RTC cost also increases

SOME FACTS ABOUT RTCs

More than 370,946 people have died so far

_								
From 1960 to 2015		FATAL	SERIOUS	MINOR			PERSONS INJURED	TOTAL CASAULTY
1101111700 10 2019								
	ΓΟΤΑL	183,377	492,078	435,410	1,115,683	370,946	1,153,747	1,521,601

Nearly 1.2million people have been injured since independence





ROAD TRAFFIC CRASHES IN NIGERIA

From October 1, 1960 to 2015, at total of **1,115,683** road traffic crashes have been recorded in Nigeria. **370,946** persons have been killed and **1,153,747** have been injured.

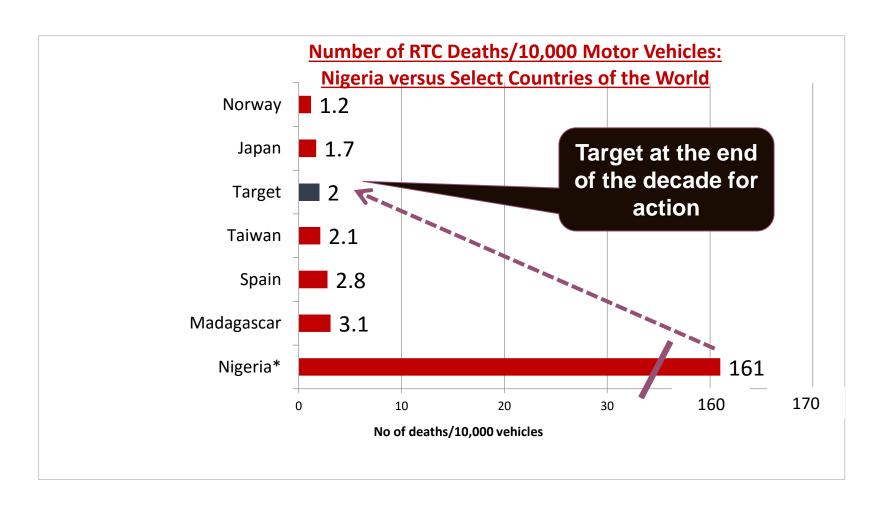


			MINOR	TOTAL	NO	NO THITUD	TOTAL
YEAR	FATAL	SERIOUS		TOTAL CASES	NO. KILLED	NO.INJUR ED	TOTAL CASAULTY
1960	826	9065	4239	14130	1083	10216	11299
1961	193	9982	5788	15963	1313	10614	11927
1962	1263	9159	5895	16317	1578	10341	11919
1963	967	6918	11950	19835	1532	7771	9303
1964	911	7371	7645	15927	1769	12581	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

YE A R	FATAL	SERIOUS	MINOR	TOTAL	NO.	NO.INJUR	TOTAL
				CASES	KILLED	ED	CASAULTY
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	30478	5440	35918
TOTAL	183,377	492,078	435,410	,115,683	370,946	1,153,747	,524,693

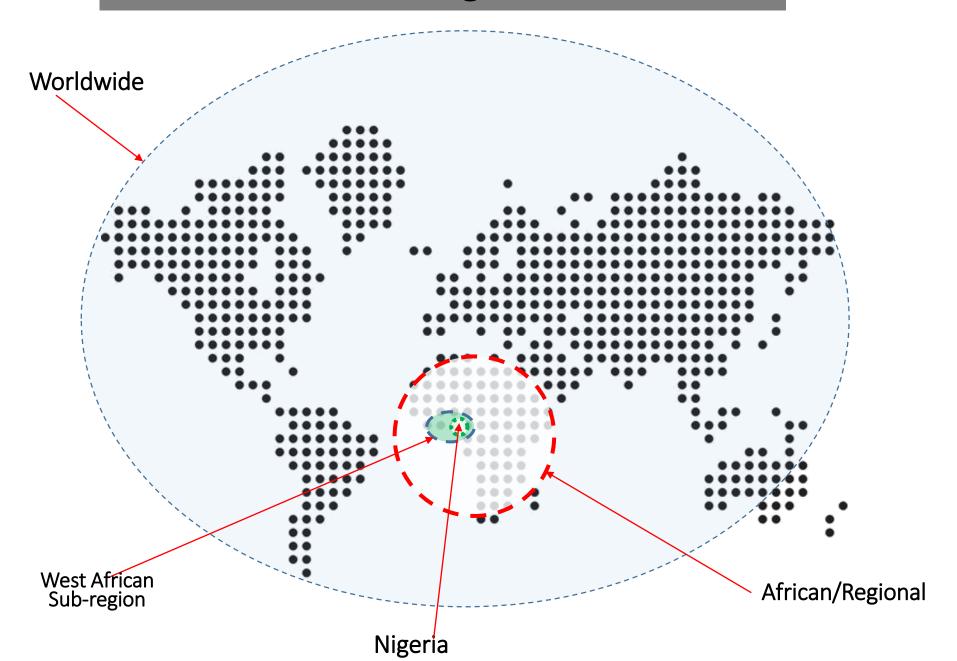
Source: FRSC Annual Report 2015

Nigeria ranked 91st in UN's 1990-1994 ranking of countries with the safest road transport



EFFORTS AT ENTRENCHING SAFER ROAD SAFETY

RTCs have attracted global attention



Several efforts have been made in Nigeria as a member of the Global community to tackle the road traffic menace

GLOBAL

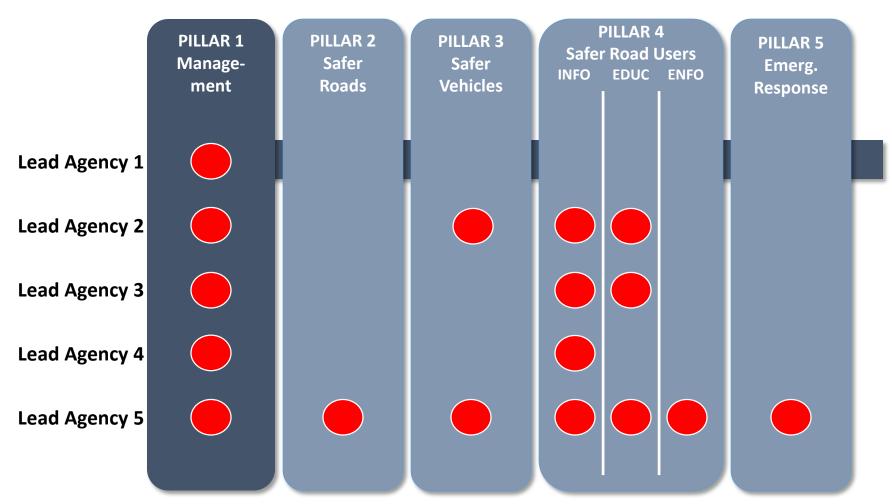
A major global response to the menace of RTI/RTC is the Declaration of the Decade of Action by the UN



Nigeria subscribes fully to the UN Decade of Action

5 Pillars of the UN Decade of Action on Road Safety

FRSC Nigeria demonstrates strong presence in each of the UN Decade of Actions Pillars in Lead Agencies practice



Source: Sub-Sahara African Transport Policy, 2012

GLOBAL: UN DECADE OF ACTION (DoA) for Road Safety 2011-2020

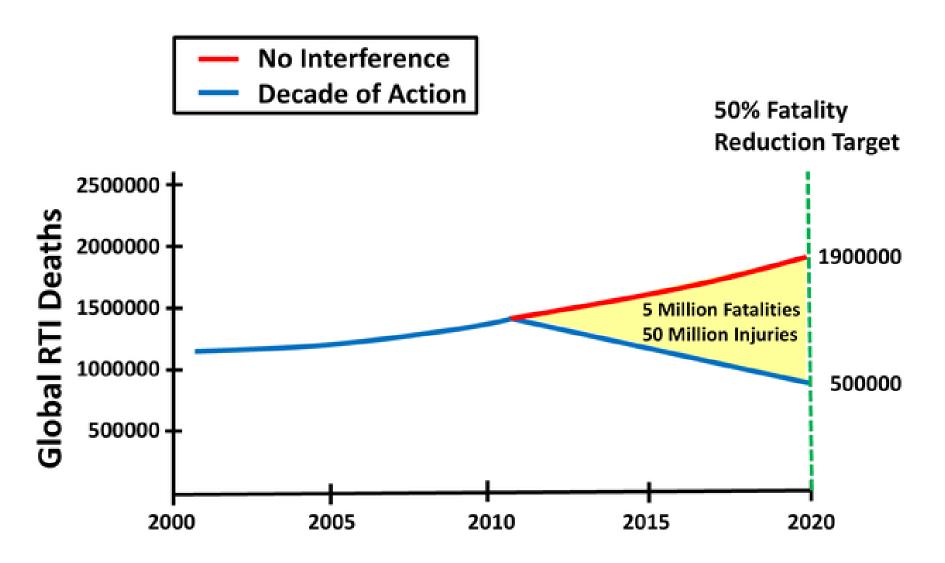




Target to reduce overall traffic deaths by 50% by the year 2020

Nigeria integrated the ideals into its strategic road map and was among the first set of nations to activate the DoA with an ambitious target of 2 deaths per 10,000 vehicles in 2020

Global Road Fatality Reduction Target;-Nigeria aspires to reduce traffic fatalities by 50%



African/Regional Efforts

ACCRA DECLARATION





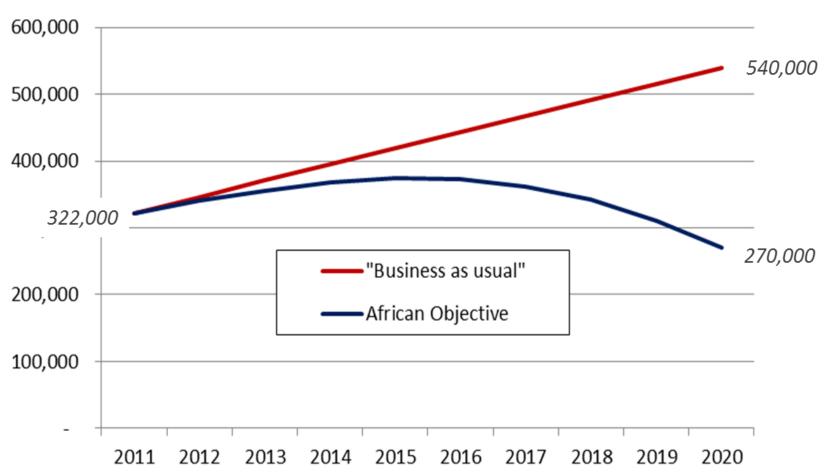
Ministerial Round Table African Road Safety Conference Accra, Ghana 8 February 2007

Reduce Africa's overall traffic deaths by 50% in the year 2015

Accra Declaration

African Road Safety Policy Framework 2011 - 2020





African Road Safety Charter

Recognizing the multi-sectorial dimension of road safety and the need for closer collaboration among the key stakeholders (transport, infrastructure, education, Police, health, law enforcement) in improving the road safety situation on the Continent, the AU adopted the African Charter on Road Safety



Essential Articles of the Charter

All 1-31 Articles Addresses Road Safety Management, Safer Road And Mobility, Financing, Monitoring And Evaluation, And Final Provisions. Key Among these are:

- Article 5: Institutional Strengthening of Road Safety Lead Agencies
- Article 4: Creation of Road Safety Lead Agencies
- Article 6:Road Safety Strategies
- Article 7:Road Safety Data Management System
- Article 8:Road Safety collaboration



West African Initiative



The West African sub-region through ECOWAS also created the West African Road Safety Organization (WARSO) for knowledge sharing and other forms of collaboration on Road Safety

FRSC-Nigeria is the current President of WARSO and the Headquarters is also located in Nigeria while Benin-Republic provides Secretariat.

VISIONARY APPROACHES AND DUTCOME TOWARDS MAKING NIGERIAN ROADS SAFER

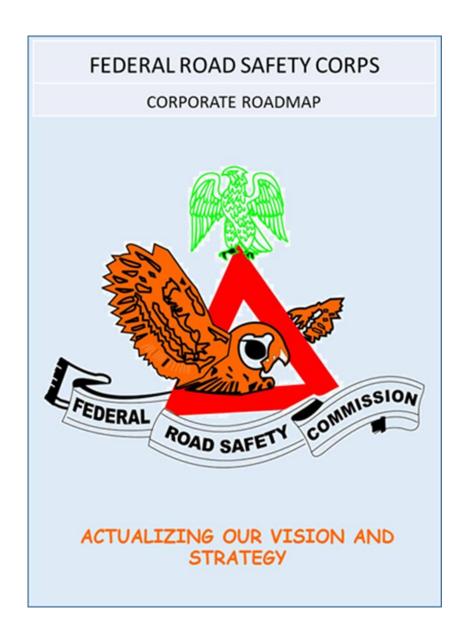
Institutional arrangements on road safety in Nigeria (1970 to date)- Collaboration between the Federal and States

Nigerian Army Road Safety Week, after the Civil War in 1972 Establishment of National Road Safety Commission (NRSC)-'1974

Establishment of Oyo State Road Safety Corps-1977 Establishment
of other
States Road
Safety
Institutions in
the late '70s,
e,g Anambra

Establishment of Federal Road Safety Commission on 18 Feb 1988 State Traffic management Agencies—e.g LASTMA, TRACE, etc (FRSC encouraged)

FRSC is the Lead Agency on Road Safety in Nigeria

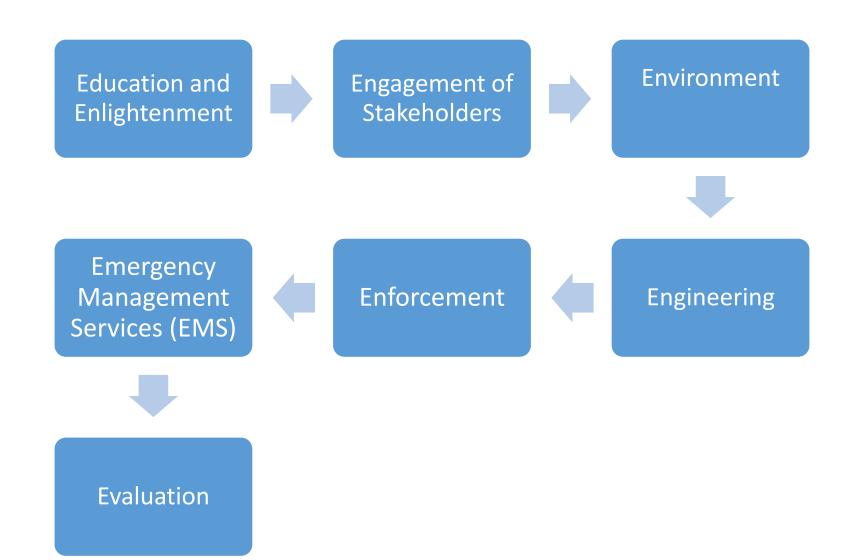


By 2020, the FRSC aims to have evolved into a fully transitioned, performance driven world-class organization, operating as Technical Regulators and Coordinators of road and vehicle safety within the Nigerian environment as well as advisers to other road safety agencies on the African continent.

MAKING NIGERIAN ROADS SAFE: WHAT STEPS?

Our Strategies have always been multifaceted.......

Our 7-Es Strategies



EDUCATION

ENLIGHTENMENT

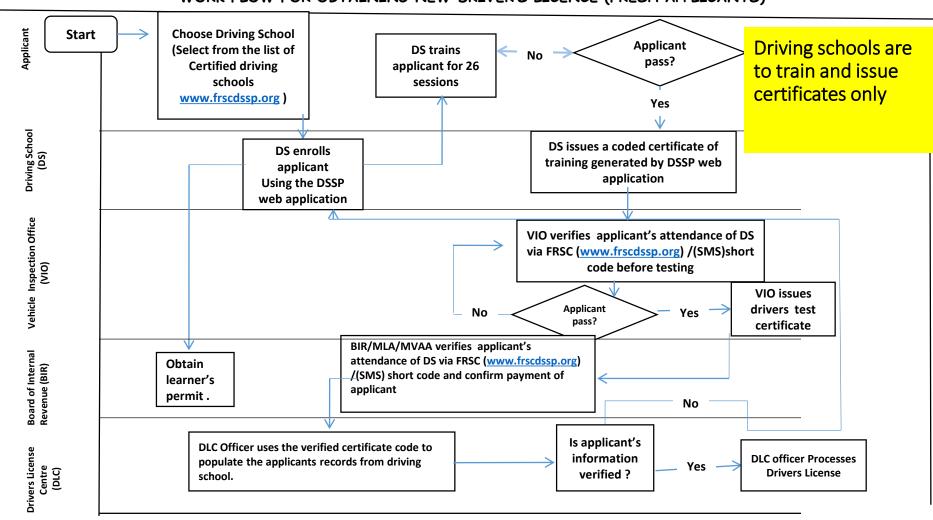
FEC approval of road safety education in Primary and School schools curriculum



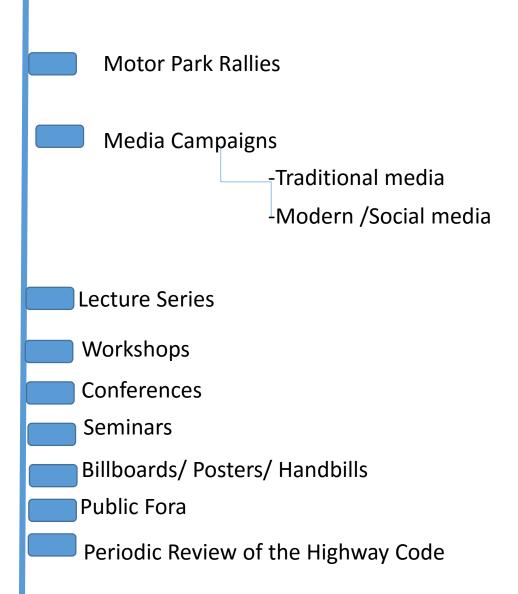
Raising a new generation of safe road users through the teaching of road safety in Primary and School schools in Nigeria

Developing a new generation of safe drivers through DSSP

WORK FLOW FOR OBTAINING NEW DRIVER'S LICENCE (FRESH APPLICANTS)



Education e.g training of **Drivers** and enlightenment of the motoring public on the safe use of the roads





Discouraging distractive driving remains paramount as the consequences on the road are higher





ENGAGEMENT OF STAKEHOLDERS

We collaborate with all Stakeholders on Road Safety



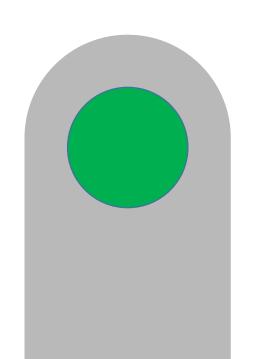
NIGERIA ROAD SAFETY STRATEGY (NRSS)

2014 - 2018

2013



The NRSS has been approved by the Federal Executive Council (FEC) and Endorsed by the National Economic Council- Roles of all Stakeholders have been clearly delineated





Stakeholder engagements were held in Lagos, Sokoto, PortHarcourt, Abeokuta, Uyo, Calabar and Gombe Subsequently, a major intervention enforcement special operations (Operation Scorpion) was conducted to ensure minimum safety compliance by all trailers and tankers in the country

Advocacy



Corps Marshal, FRSC and H.R.H Emir of Kano



Governor of Gombe State, H.R.H Emir of Gombe and Corps Marshal, FRSC.



Corps Marshal, FRSC and Governor of Anambra State.

Canvassing for support and active involvement of Traditional, Religious and Political Leaders and the Academia on commitment to safety on all roads

Fostering a collaboration that prioritize saving lives...





FRSC INTERNATIONAL COLLABORATORS





























WORLD BANK SAFE CORRIDOR PROJECT

	NAME OF CORRIDOR	PATROL EQUIPMENT: AVALABILITY									
S/No.	WORLD BANK CORRIDOR	No.of Patrol Vehicles	No.of Heavy duty Patrol Bikes	No.of Heavy Duty Tow truck	No. of Radar Gun	No. of Breath- alyzers	No. of Walkie Talkies	No. of Digital cameras	No. of Cam- coders	No. of VHF Base Stations	No. of VHF Mobile Radio
1	Abuja-Kaduna-Zaria- Kano	9	10	1	10	130	0	4	4	4	10
2	Benin-Ifon-Akure-Ilesha	7	6	1	20	367	6	4	4	1	7
3	Mokwa-Bida-Lambata- Suleja	5	4	1	15	255	5	3	4	4	5
4	Jos-Bauchi-Gombe	6	7	1	7	127	0	4	4	3	7
5	Enugu-Abakaliki- Ikom- Mfum	6	7	1	6	126	0	3	3	3	6
6	Abuja Metropolis	6	10	1	21	116	30	0	1	0	28
	TOTAL	39	44	6	79	1121	41	18	20	15	63

All the collaborations of the Corps have resulted in manpower and logistics support

WB: Equipment/Trainings- USA, FRANCE, UK

IRTAD: Collaboration on RTC Database

UK Dept. of Transport/IRTAD: Twinning programme on data management with FRSC

Appointment of World Bank Road Safety Consultants on World Bank Corridor Management and database development

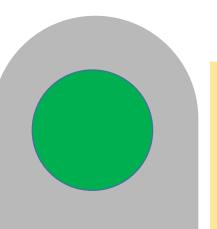
ENVIRONMENT

Conduct of Road Safety Audit by the Corps

Findings and recommendations are forwarded to the ministry of works periodically

Inputs are provided on designs and maintenance for safer roads

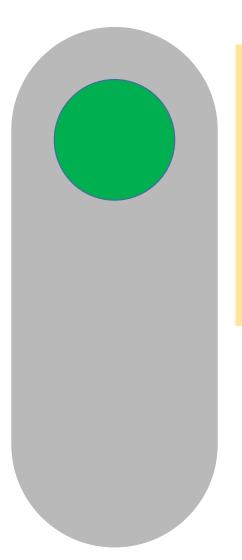




Establishment of
Road Signage
design and
production Plant in
Nigeria in 2015 was
in conformity to
Nigeria's accession
to the Geneva and
Vienna Convention



The primary aim is to set standards for production and regulate the use of such tools in Nigeria



The Corps ensures that road construction areas are properly secured in terms of visible and highly reflective signs





ENGINERRING

FRSC deploys cutting edge technology in road safety administration

The use of technology has advanced road safety in Nigeria

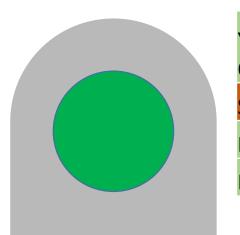


FRSC WEB APPLICATIONS

FRSC online-rated the BEST MDA in terms of technological development in Nigeria for the past 3-uears by NITDA

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/federalroadsafet ycorps
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
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 Corporative Society Management System is a web application designed to capture the corporative activities to promote accuracy and effectiveness.	www.staff.frsccoperative.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 Coprs	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



YEAR/MOST PROBABLE CAUSE OF RTC	2012	2013	2014
Speed Violation-SPV	35.2%	32.0%	30.9%
Loss Of Control-LOC	17.5%	17.1%	20.8%
Dangerous Driving-DGD	16.2%	12.1%	11.0%





Higher speeds are less forgiving, therefore as a way of reducing speed induced fatality, FRSC introduced the speed limiting initiative to regulate speed on Nigerian roads

Commencement of the policy on the compulsory installation of speed limiting device in commercial vehicles

SPEED LIMITING DEVICE WEB MONITORING PORTAL

http://speedlimiter.frsc.gov.ng/

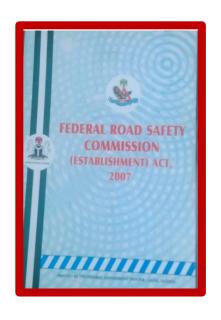
The speed limiter web monitoring portal has been developed for monitoring the activities of all FRSC accredited speed limiter vendors online and archive same information in her central database, creating secured server channels, enhancing security and management of data





Collaboration with Vehicle Inspection Officers in the country on Periodic technical inspection

ENFORCEMENT







Nigerian Major roads are patrolled daily by the FRSC Marshals as part of the enforcement strategy Focused operations,

e.g Operation TOWOL-Total W

Overloading







Mobile Court

Prompt
dispensation of
justice through
Mobile/ Special
Courts aid
compliance to
traffic rules and
regulations

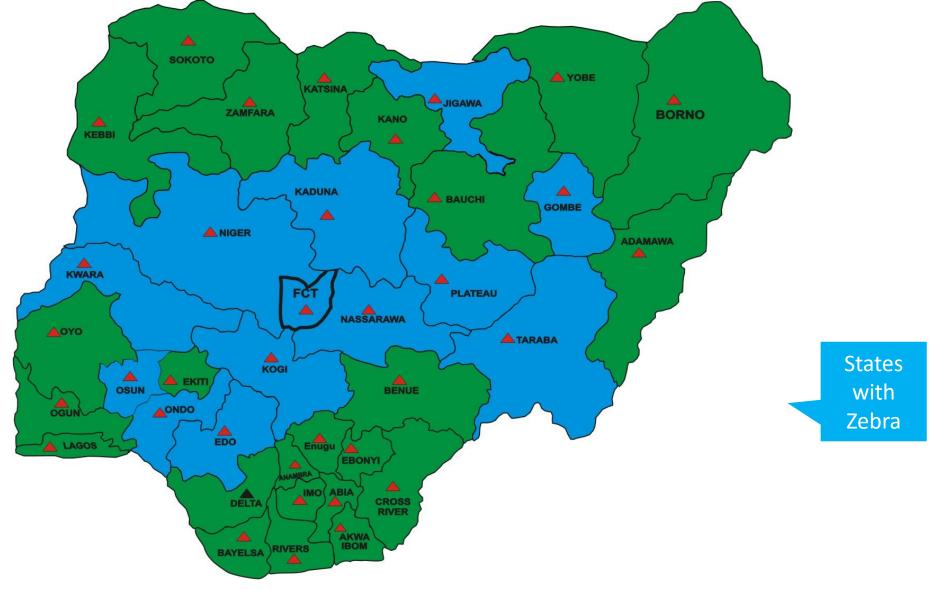


EMERGENCY MANAGEMENT SERVICES (EMS)





To preserve the "Golden Hour" of survival of crash victims, the Corps has 26 Emergency Ambulance rescue points (ZEBRA) nationwide and 27 Road Side Clinic/Help Areas spread across the nation



The FRSC emergency clinics are providing more than handling trauma care but have become primary health care centers for the local community

National Communications Commission (NCC) allocated a 3-digit national Toll-Free line to FRSC for crash reporting and responses. The National Emergency Number 112 later came into existence. Both now compliment each other

TOLL FREE EMERGENCY NUMBERS

122 112 FRSC EMERGENCY NUMBER NATIONAL EMERGENCY NUMBER Persons Rescued Alive from road traffic deaths by FRSC: 2011-2015

Year	Total Number of Persons Involved in RTC's	Total Number of Persons Killed in RTC's	Total Number of Persons Rescued Alive from RTC's
2015	64,394	5,440	58,954
2014	64,916	5,996	58,920
2013	79,744	6,544	73,200
2012	80,185	6,092	74,093
2011	81,927	6,054	75,873
Total	371,166	30,126	341,040

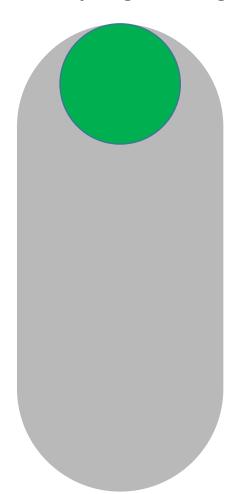
91.88% of all persons involved in crash were rescued Alive

EVALUATION

Planning and proper evaluation of measures to be engaged in tackling safety challenges and appraisal of the adopted strategies lead to performance improvements



Yearly target setting to measure performance

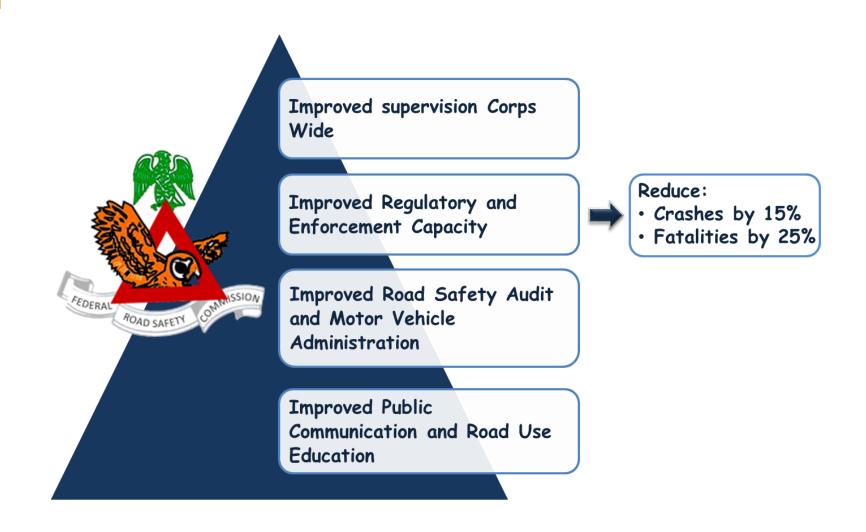


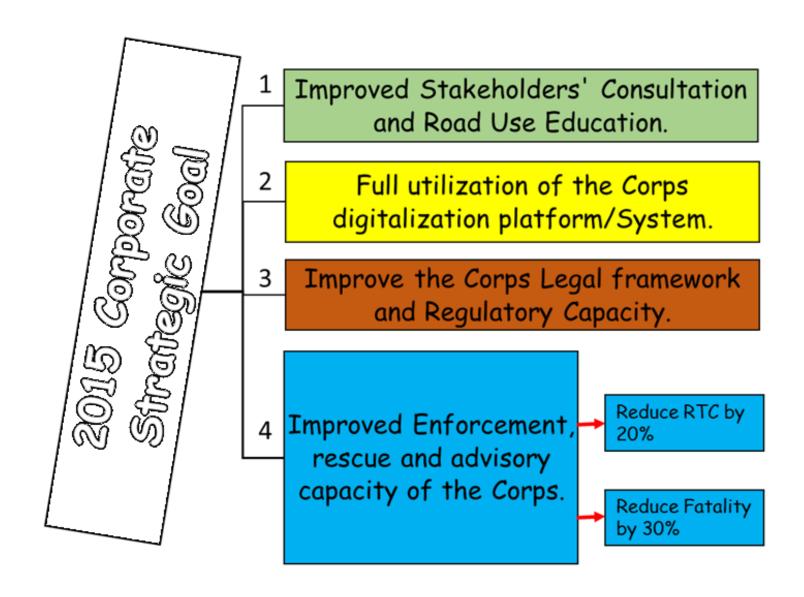
Year	Total Fatality	Total RTC	Fatality Reduction Target (%)	RTC Reduction Target (%)	Fatality Reduction Attained (%)	RTC Reduction Attained (%)
2011	6,054	13,196	-20.00	-30.00	0.03	15.9
2012	6,092	13,262	-20.00	-30.00	0.05	0.6
2013	6,523	13,583	-30.00	-20.00	7.42	2.42
2014	5,991	10,380	-25.00	-15.00	-8.16	-23.6
2015	5,044	9,031	-30.00	-20.00	-9.27	-6.22
2016			-25.00	-15.00		

Following the Country Capacity Review in 2010 setting of yearly ambitious targets for reducing road crashes and fatalities some progress have been made: -8% and -9% in total number of persons killed; -24% and -6% total road traffic crashes were achieved in 2014 and 2015 respectively. Total Injuries dropped by 5% in 2015 over 2014 records.

Setting on annual basis Yearly Strategic Goals and Specific Focus

2014

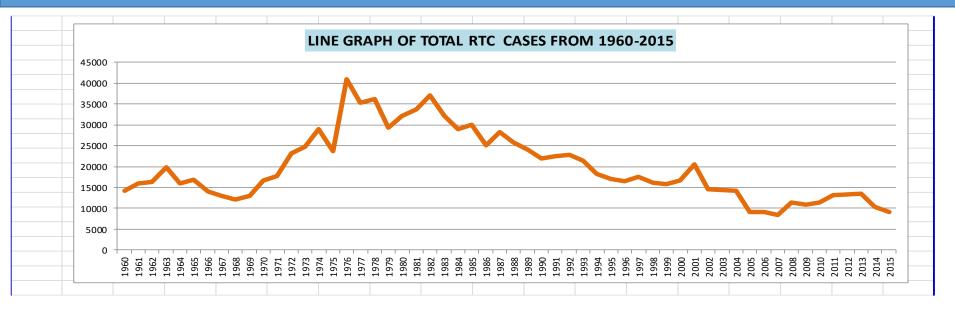


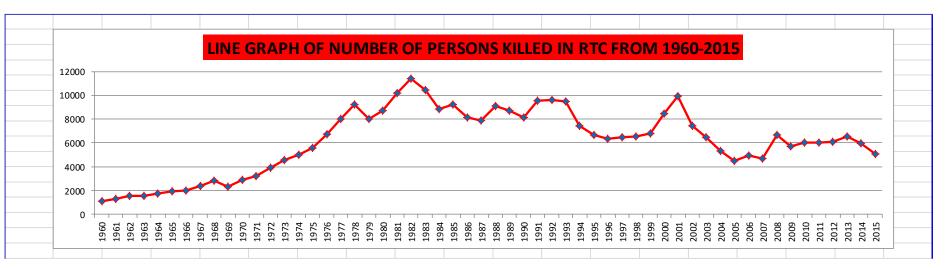


EVALUATING ROAD TRAFFIC CRASHES: AN OVER VIEW- ANNUAL VALUES AND TRENDS

Year	Indices	Value	% change on previous year	Remark
2015	TOTAL RTC	9,734	-6.22%	
2014	TOTAL RTC	10,380	-23.6%	
2013	TOTAL RTC	13,583	+2.4%	
2015	NO.KILLED	5,440	-9.27%	
2014	NO.KILLED	5,996	-8.37%	
2013	NO.KILLED	6,544	+7.42%	
2015	NO. INJURED	30,478	- 4.94%	
2014	NO. INJURED	32,063	-19.66%	
2013	NO. INJURED	40,057	+1.80%	

KEY GAINS: ROAD TRAFFIC CRASHES





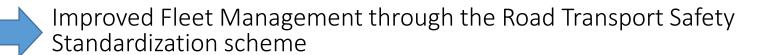
OUTCOMES



What have we achieved with the strategies?

Some of the notable results of the strategies are:

- Increased public awareness on road safety
 - Collaboration with Ministry of Works resulting in safer road designs
- Evolution of State Road Traffic management Agencies e.g LASTMA, TRACE, KWARTMA, etc
- National Database on Drivers and Vehicles in Nigeria
 - Deployment of technology as tools in better management and enhancing road safety
 - Reduction of response time to crash scene in the country to 15 minutes on the average



- The Corps has a pool of highly competent personnel who can hold their own and serve as experts for other countries and serving on several international road safety committees. E.g Sierra- Leone
 - Attracted increased funding for road safety at all levels of governance
 - Local and International recognitions World Bank has described the FRSC as the Best example of Lead Agency in Road Safety Management in Africa
 - Evolution of better Road Safety Culture

Highly motivated Staff that are encouraged in developing other potentials apart from road safety e.g FRSC is the national Champion in handball for both Male and Female categories. We have several sports persons that have won laureates both nationally and internationally

However, our most important achievement is in the reduction of road traffic crashes over the years

Trend of total Annual RTCs in Nigeria from 1960-2015



There are still some challenges which include

1

3

Funding: Although the Federal Government has committed so much funds to improving road safety, more funding is required

Need for change of attitude on road use by Nigerians

4

Our data collection generally requires improvement. We want to ensure that every road crash is captured in our database

There are also challenges outside the immediate control of Corps

- Road Condition
- -Misunderstanding of Roles of different Agencies

6

Aggression on the part of road users (some transferred and misplaced aggression) leading to assault

Constant threat to the Organization's continuous survival has also been a major challenge

However, these issues are surmountable

There is need to
establish a proper
'handshake' with the
Academia to improve
road safety in Nigeria

2

FRSC has been collaborating in manpower development, raising experts through specialized trainings and exposures

3

We still have more things to do together in data collection and researches

Increased
membership of
Special Marshals
where technical
inputs will be
provided is also being
pursued. Please come
on board!

5

It is in line with this that
we commend the
particular efforts of the
University of Lagos in our
joint venture on road
safety

6

The contributions of the Faculties of Social Sciences, (particularly the Department of Geography) and Engineering are greatly appreciated,

8

The Corps has fostered similar relationships with other Academic communities both within and outside Nigeria

We shall continue to explore the positive relationships as road safety is a collective responsibility



Safety starts with **YOU**

THANK YOU

