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GENERAL IMPACT OF THE GRSF AND WORLD BANK ON ROAD SAFETY IN NIGERIA

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Nigeria

Introduction



The strategic partnership with the FRSC by the World Bank and GRSF indeed marked a Paradigm shift in road safety administration and management in Nigeria

Introduction...ii



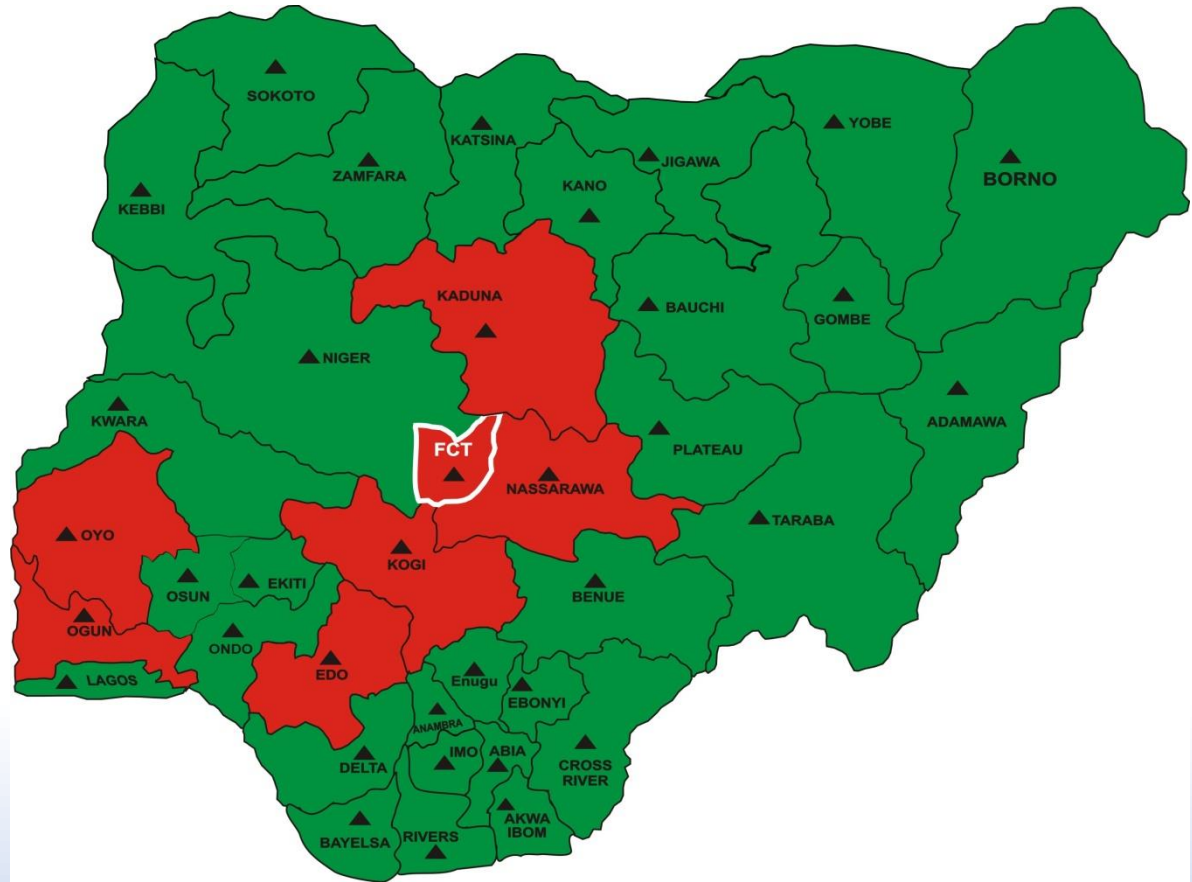
**The World Bank
recognition of the
Federal Road Safety
Corps (FRSC) Nigeria as
the Best Example of a
Lead Agency in Road
Safety is remarkable**

**FRSC is the *First* and
Only ISO 9001:2008
Certified Law
Enforcement Agency in
Africa**

Nigeria: Some Basics

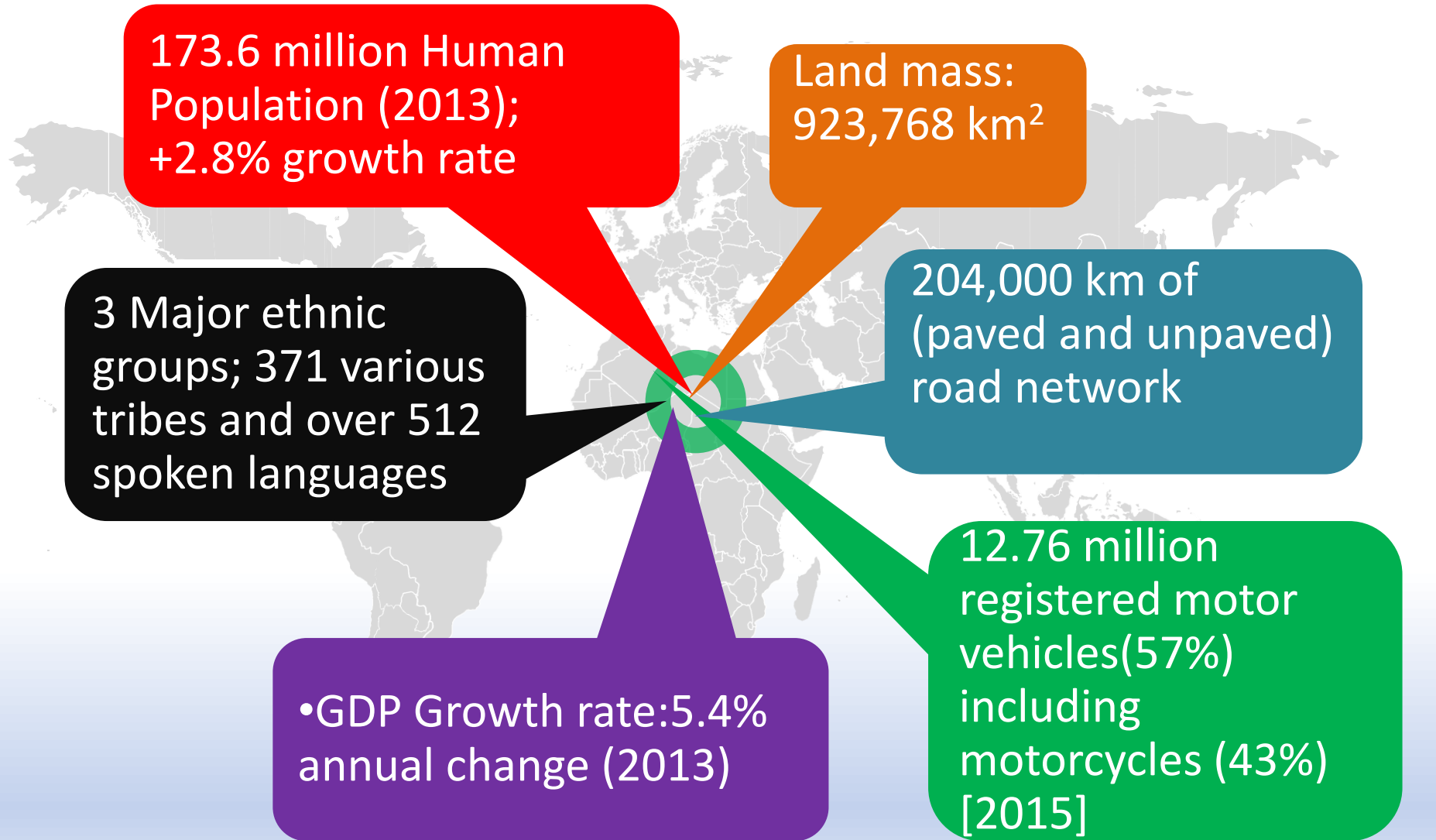
There are 36 States and 1 Federal Capital Territory (Abuja)

Lagos is the commercial Capital of the country with highest human population density and highest motorization



States highlighted red have high rate of RTC

Nigeria: Some Basics...ii



173.6 million Human Population (2013); +2.8% growth rate

Land mass: 923,768 km²

3 Major ethnic groups; 371 various tribes and over 512 spoken languages

204,000 km of (paved and unpaved) road network

•GDP Growth rate:5.4% annual change (2013)




12.76 million registered motor vehicles(57%) including motorcycles (43%) [2015]

YEAR-ON-YEAR OVERVIEW (2011 -2015) TARGTS AND 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	-15.88	-12.99

Appropriate and timely intervention of the World Bank on 6 out of 18 Operation Corridors have begun to have multiplier effect on the entire country beginning from year 2013.

POSITIVE TRENDING ON MAJOR ROAD SAFETY INDICES

Year	Indices	Value	% change on previous year	Remark
2015	TOTAL RTC	9,031	-12.99%	
2014	TOTAL RTC	10,380	-23.6%	
2013	TOTAL RTC	13,583	+2.4%	
2015	NO.KILLED	5,044	-15.88%	
2014	NO.KILLED	5,996	-8.37%	
2013	NO.KILLED	6,544	+7.42%	
2015	NO. INJURED	27,782	-13.35%	
2014	NO. INJURED	32,063	-19.66%	
2013	NO. INJURED	40,057	+1.80%	

Source: FRSC, IRTAD and Planning Advisory Unit Analysis 2015

Road safety Performance Index and traffic data (1990-2015)

	1990	2000	2010	2012	2013	2014	2015
Population (million)	90.6	118.9	156.1	169.7	173.6	178.5	182.6
Reported safety data							
Fatalities/ persons killed	8,154	8,473	6,052	6,092	6,450	5,996	5,044
Injury crashes	21,934	20,539	11,385	13,262	13,583	10,380	9,031
Deaths per 100 000 population	9.0	7.1	3.9	3.6	3.7	3.3	3.62
Deaths per 10 000 registered vehicles		15.0	5.0	4.0	7.8	6.6	2.52

Source: FRSC, IRTAD and Planning Advisory Unit Analysis 2015

Road safety Performance Index and traffic data (1990-2014)

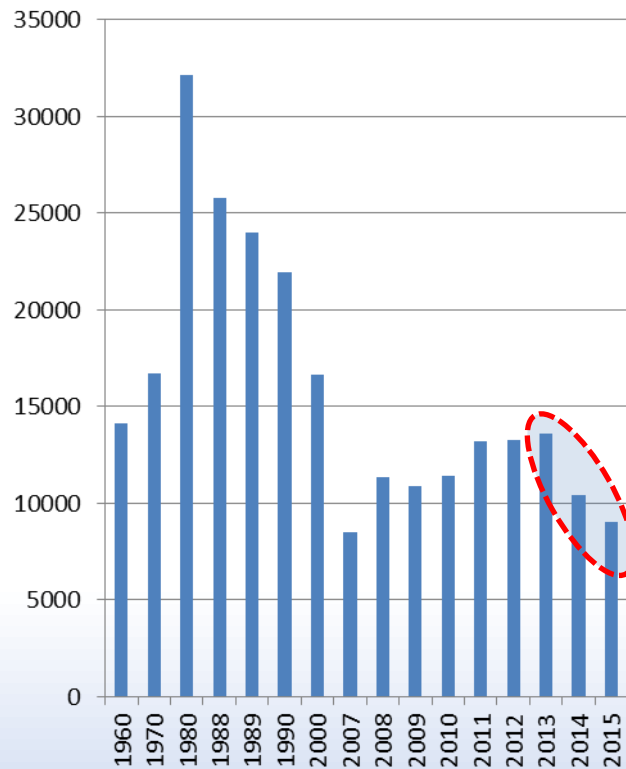
	2014 % change from 2013-1990					
	2014	2013	2012	2010	2000	1990
Population (million)	178.5	2.8%	5.1%	14.4%	33.4%	49.2%
Reported safety data						
Fatalities/ persons killed	5996	-7.1%	-1.5%	-0.9%	-29.2%	-26.5%
Injury crashes	10380	-23.6%	-21.7%	-8.8%	-49.5%	-52.7%
Deaths per 100 000 population	3.3	-10.8%	-8.3%	-15.4%	-53.5%	-63.3%
Deaths per 10 000 registered vehicles	6.6	-15.4%	65.0%	32.0%	-56.0%	

Source: FRSC, IRTAD and Planning Advisory Unit Analysis 2014

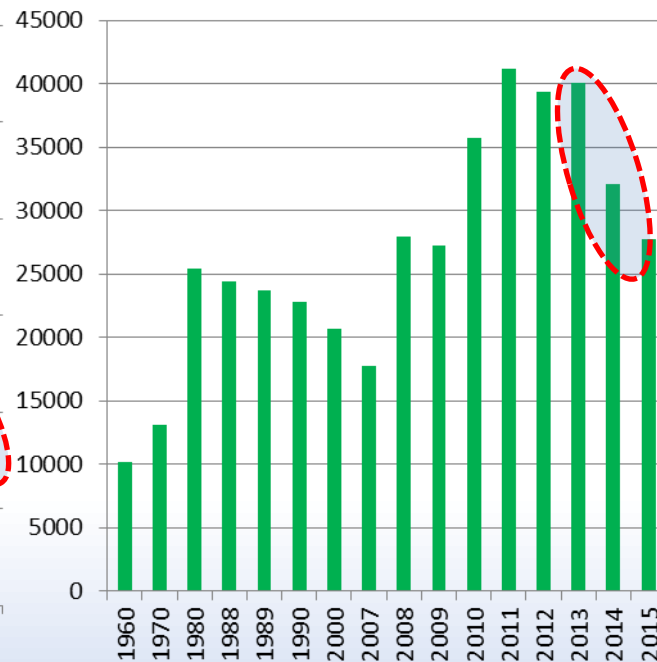
General road safety improvements

RTC TRENDS: 1960-2015

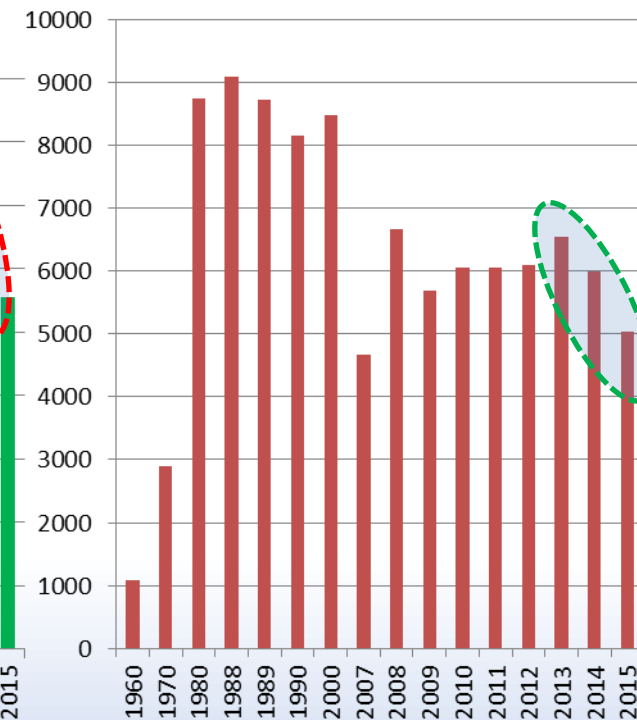
Trend of Reported RTCs









Trend of Number of Persons Killed



Trend of Number of Persons killed



Half Yearly Performance Trend from 2012 to 2015 and Comparism of 2014 and 2015

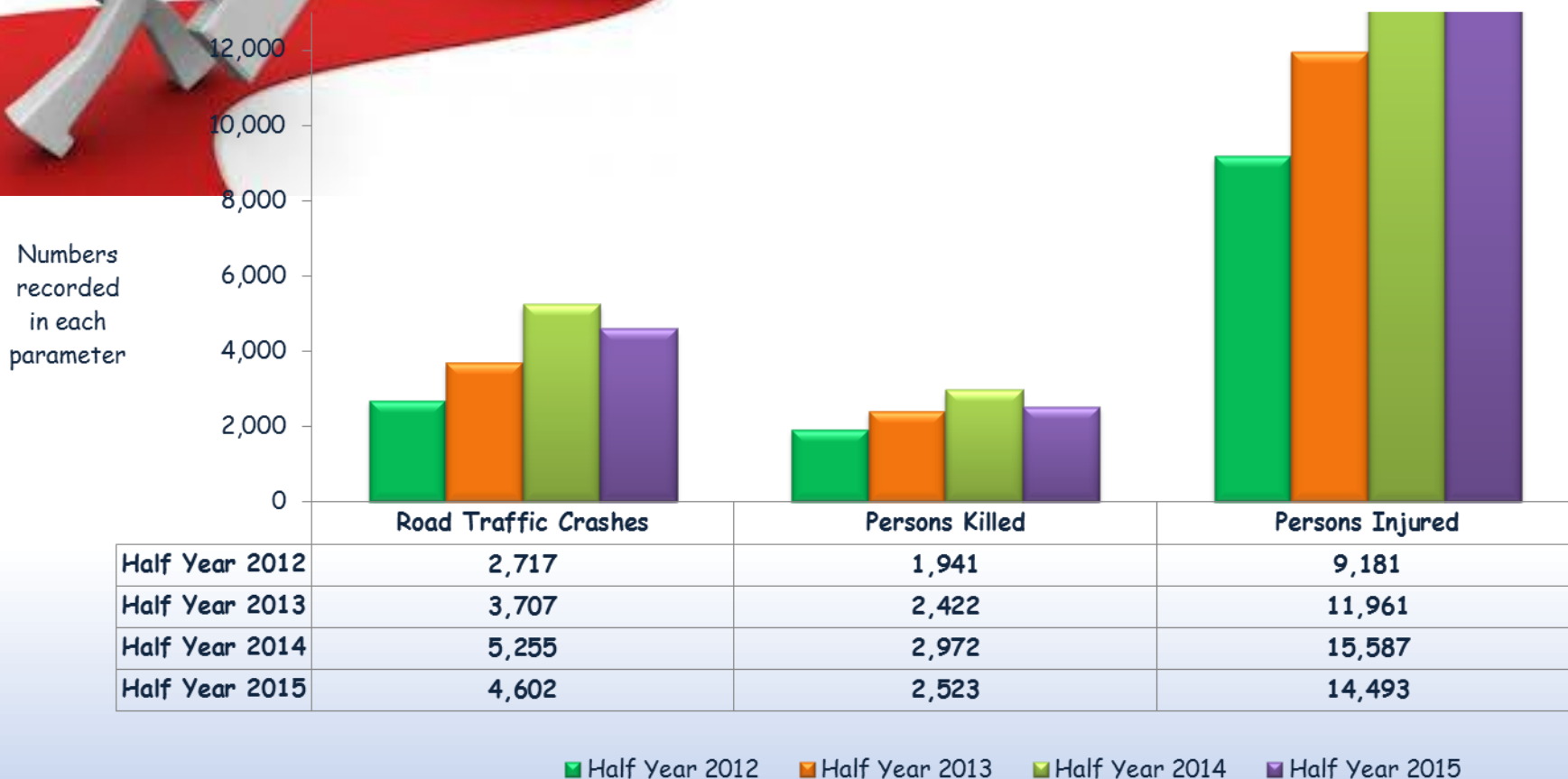
HALF YEAR PERFORMANCE TREND FROM 2012 TO 2015						
	HALF YEAR, 2012	HALF YEAR, 2013	HALF YEAR 2014	HALF YEAR 2015	PERCENTAGE DIFFERENCE	PERFORMANCE INDICATOR
ROAD TRAFFIC CRASHES	2,717	3,707	5,255	4,602	-12.42%	
PERSONS KILLED	1,941	2,422	2,972	2,523	-15.11%	
PERSONS INJURED	9,181	11,961	15,587	14,493	-7.02%	
OFFENDERS APPREHENDED	236,556	282,365	258,538	254,203	-1.68%	
OFFENCES COMMITTED	257,759	315,465	282,642	281,020	-0.57%	
PASSENGERS TRAVELLED	37,140,370	50,599,940	47,735,563	46,152,029	-3.32%	

Source: FRSC 2013,2014, 2015 Dashboard ,FRSC Planning Advisory Unit Analysis 2015

Half Yearly Performance Trend from 2012 to 2015



Chart illustrating the half yearly RTC trend between 2012 and 2015



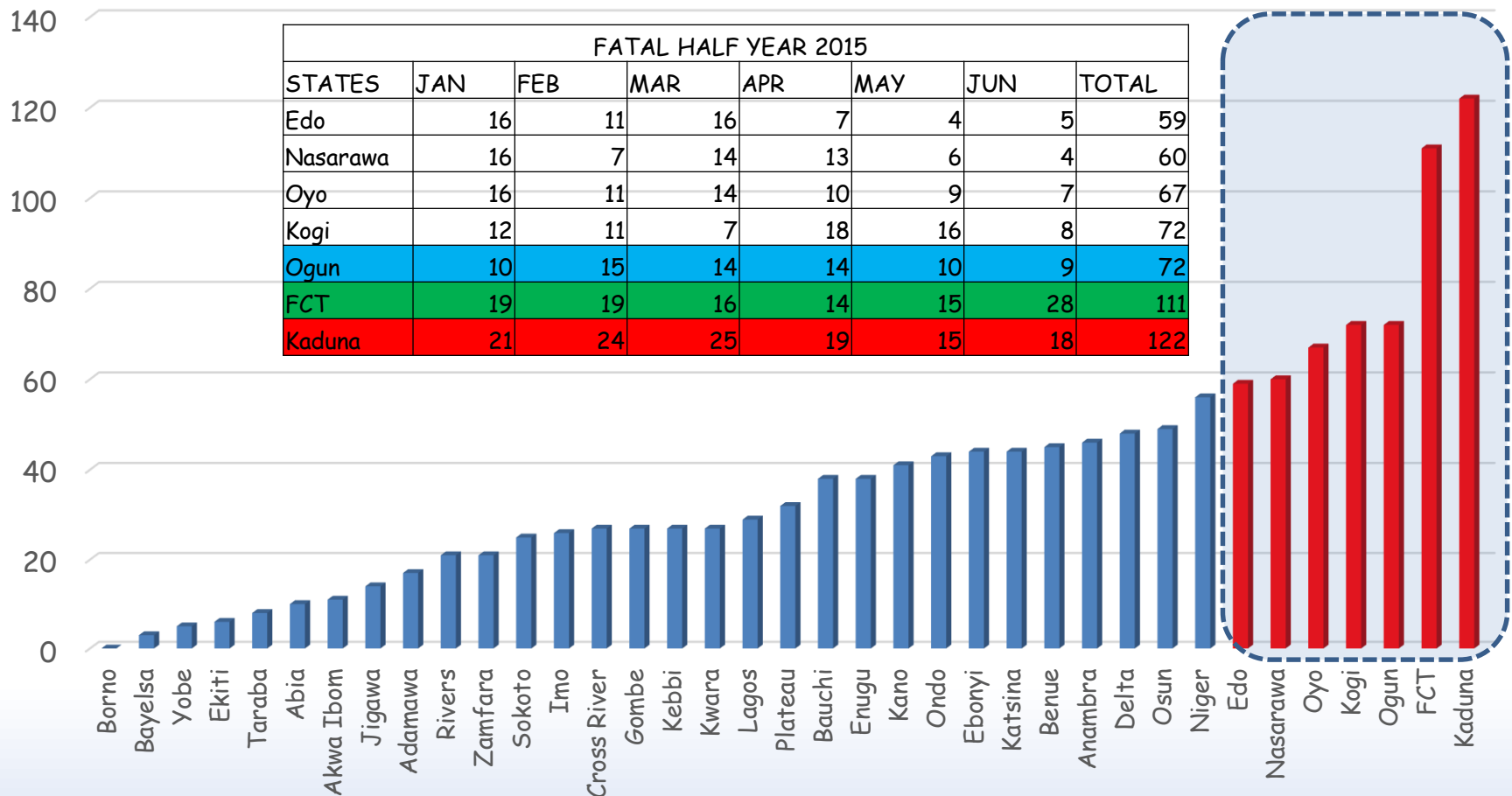
2015 Q1, Q2 AND HALF YEAR DATA BY MONTHS

MONTH	FATAL	SERIOUS	MINOR	TOTAL CASES	TOTAL INJURED	TOTAL KILLED
JANUARY	291	522	56	869	2874	565
FEBRUARY	205	431	60	696	2097	360
MARCH	253	486	52	791	2543	417
APRIL	247	503	56	806	2737	441
MAY	198	455	55	708	2118	400
JUNE	197	464	69	732	2124	340
TOTAL	1,391	2,861	348	4,602	14,493	2,523



CASES	Q1, 2015	Q2, 2015	DIFFERENCE	% CHANGE	INDICATORS
RTC	2356	2246	-110	-4.67%	↓
FATAL	749	642	-107	-14.29%	↓
NO. KILLED	1342	1181	-161	-12.00%	↓
NO. INJURED	7514	6979	-535	-7.12%	↓

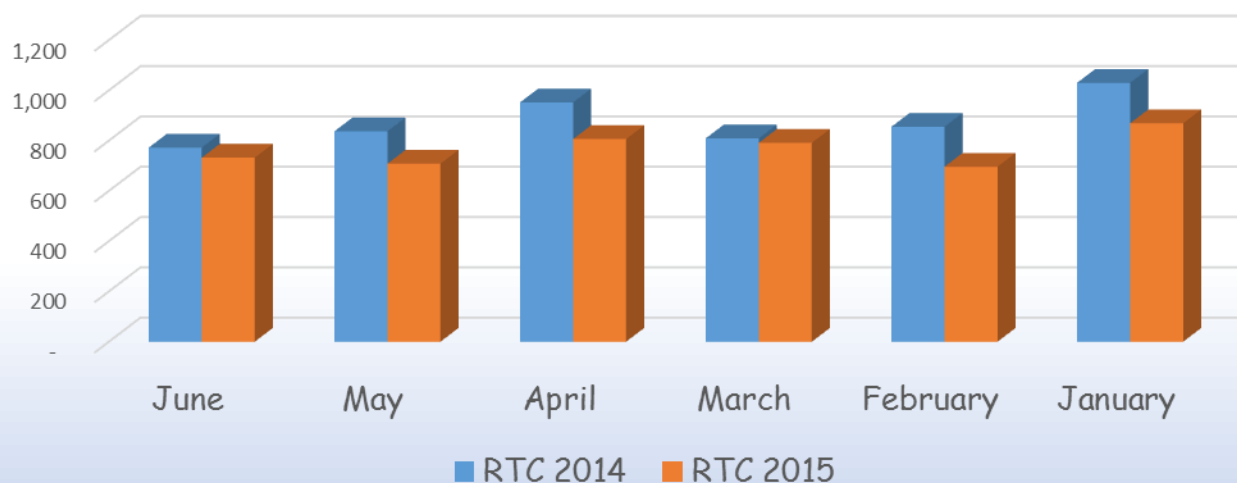
2015 Half year fatal cases trend on States Basis



Kaduna and FCT recorded over 100 fatal cases while Ogun, Kogi and Oyo states recorded between 60-80 fatal cases from January-June, 2015.

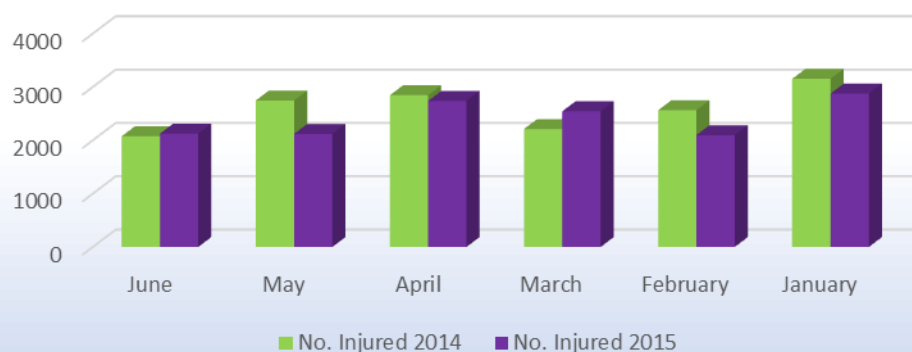
Month	RTC 2014	RTC 2015	CHANGE	% DIFFERENCE	INDICATOR
June	772	732	-40	-5.18%	↓
May	837	708	-129	-15.41%	↓
April	952	806	-146	-15.34%	↓
March	809	791	-18	-2.22%	↓
February	855	696	-159	-18.60%	↓
January	1,030	869	-161	-15.63%	↓

Half Year Monthly trend of Total RTC
(2014 and 2015)



Month	No. Injured 2014	No. Injured 2015	CHANGE	% DIFFERENCE	INDICATOR
June	2074	2124	50	2.41%	↑
May	2745	2118	-627	-22.84%	↓
April	2844	2737	-107	-3.76%	↓
March	2211	2543	332	15.02%	↑
February	2562	2097	-465	-18.15%	↓
January	3151	2874	-277	-8.79%	↓

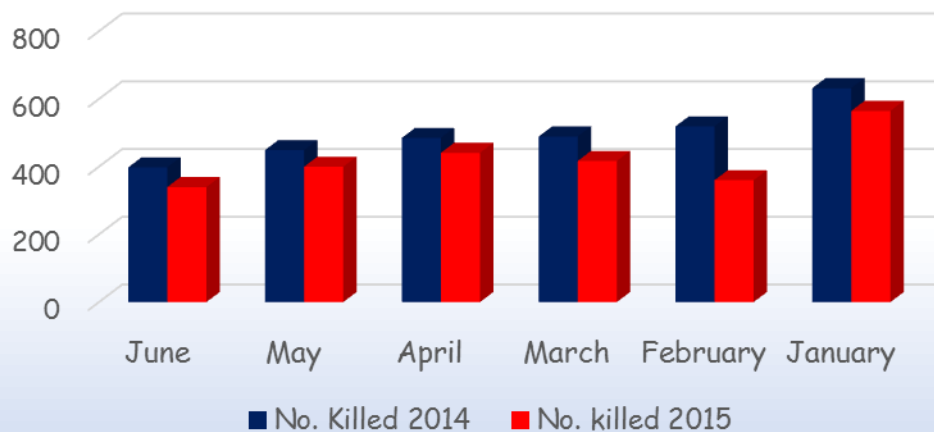
Half Year Monthly trend of Number of Persons Injured (2014 and 2015)



The Corps recorded increase in March and June 2015 over the figures of 2014. this can be attributed to the series of tanker/trailer cases in June and the election panics that earlier greeted the nation.

Month	No. Killed 2014	No. killed 2015	CHANGE	% DIFFERENCE	INDICATOR
June	398	340	-58	-14.57%	↓
May	449	400	-49	-10.91%	↓
April	485	441	-44	-9.07%	↓
March	489	417	-72	-14.72%	↓
February	519	360	-159	-30.64%	↓
January	632	565	-67	-10.60%	↓

Half Year Monthly trend of Number of Persons killed in RTC (2014 and 2015)



Massive reduction
in fatalities month
per month in 2015
over 2014 figures.

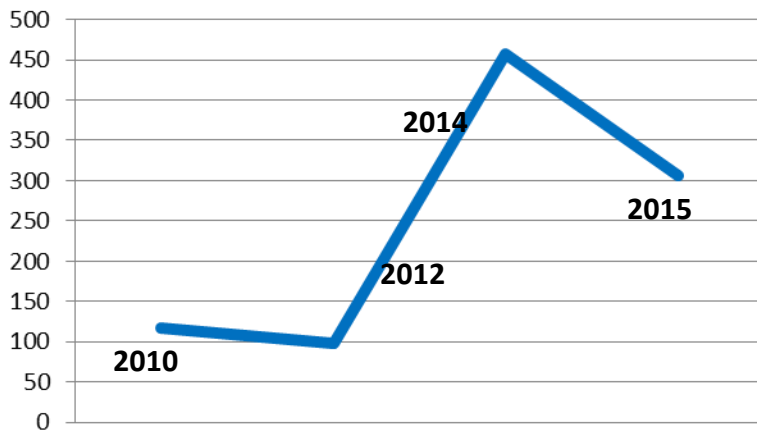
The GRSF WB Intervention has
impacted hugely on road safety
management in Nigeria

IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....i

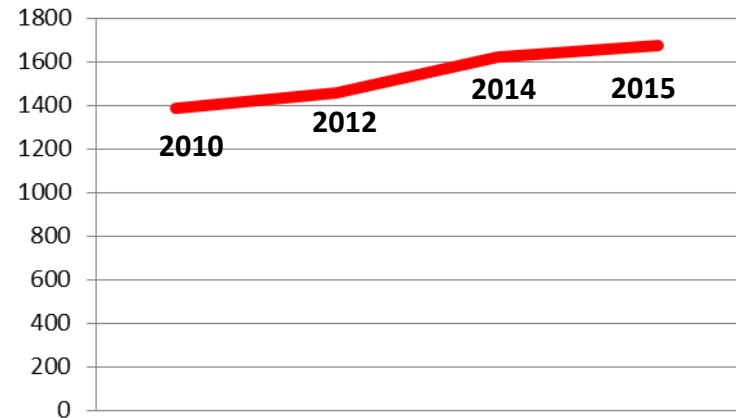
Despite increased motorisation , RTC and fatality have inversely trended down

Abuja-Kaduna-Zaria-Kano CORRIDOR

RTCs



AVERAGE TRAFFIC VOLUME/PER HOUR



KILLED

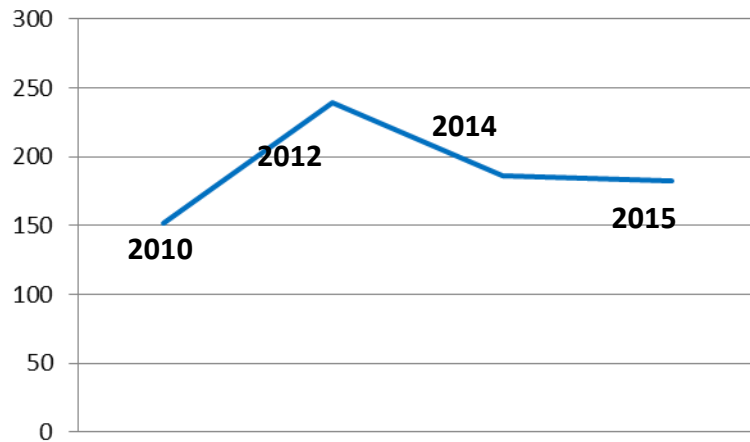


IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....ii

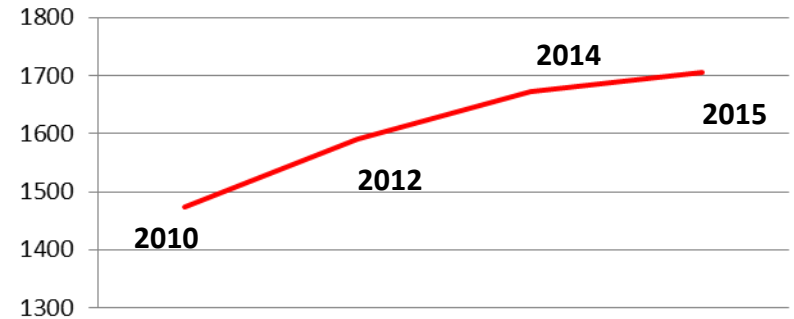
Despite increased motorisation , RTC and fatality have inversely trended down

BENIN-IFON-AKURE-ILESHA CORRIDOR

RTCs



AVERAGE TRAFFIC VOLUME/PER HOUR



KILLED

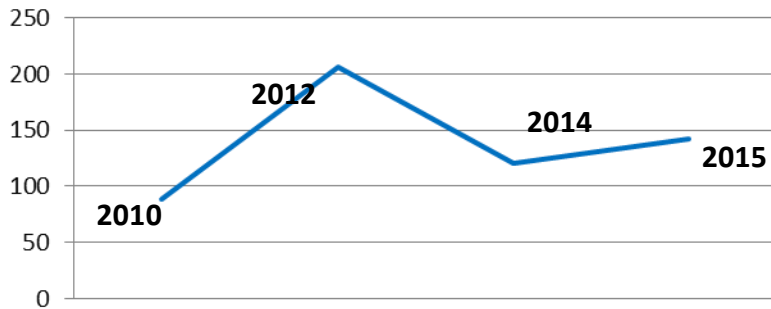


IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....iii

Despite increased motorisation , RTC and fatality have inversely trended down

MOKWA-BIDA-LAMBATA-SULEJA CORRIDOR

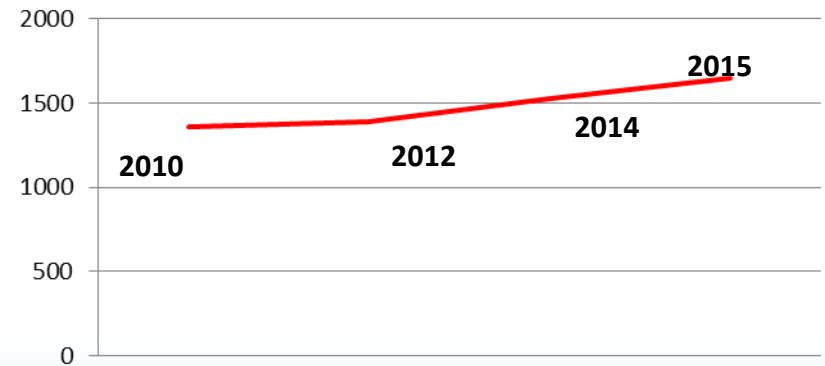
RTCs



KILLED



AVERAGE TRAFFIC VOLUME/PER HOUR

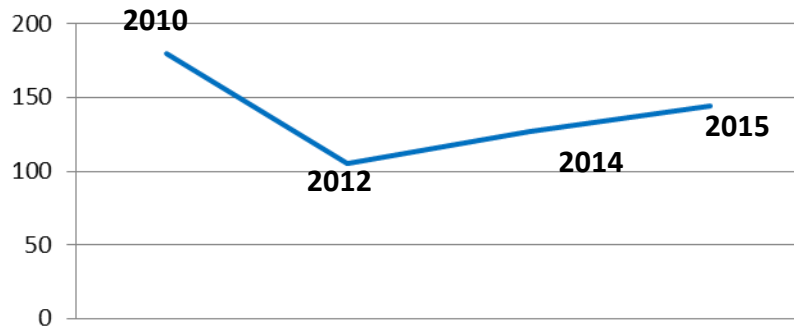


IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....iv

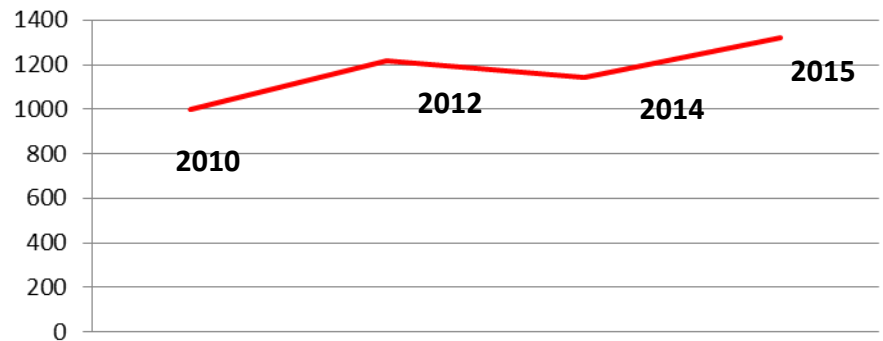
Despite increased motorisation , RTC and fatality have inversely trended down

JOS-BAUCHI-GOMBE CORRIDOR

RTCs



AVERAGE TRAFFIC VOLUME/PER HOUR



KILLED

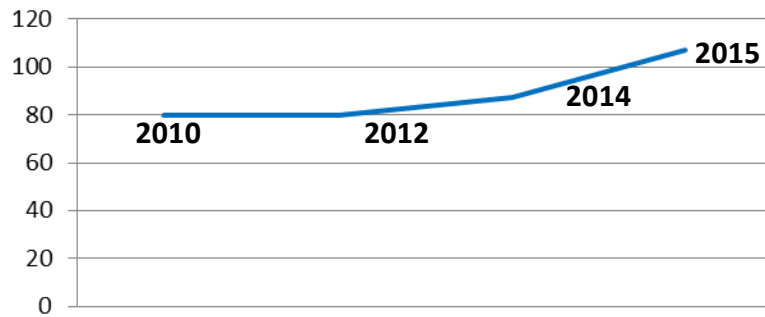


IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....v

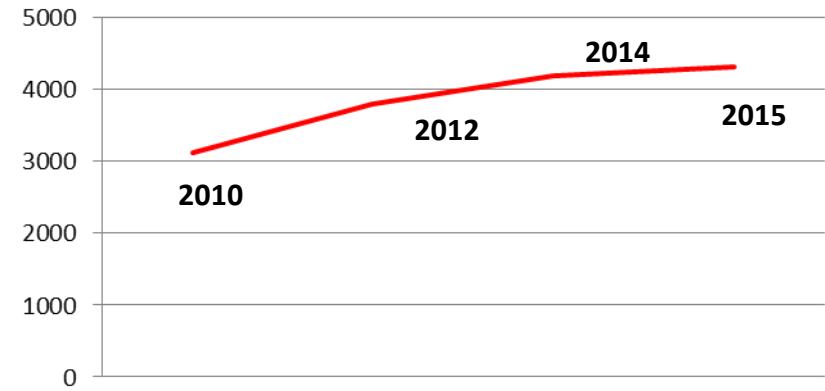
Despite increased motorisation , RTC and fatality have inversely trended down

ENUGU-ABAKALI- IKOM—MFUM CORRIDOR

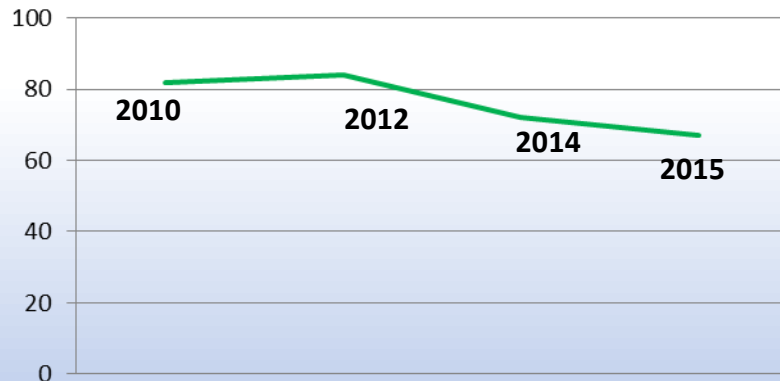
RTCs



AVERAGE TRAFFIC VOLUME/PER HOUR



KILLED

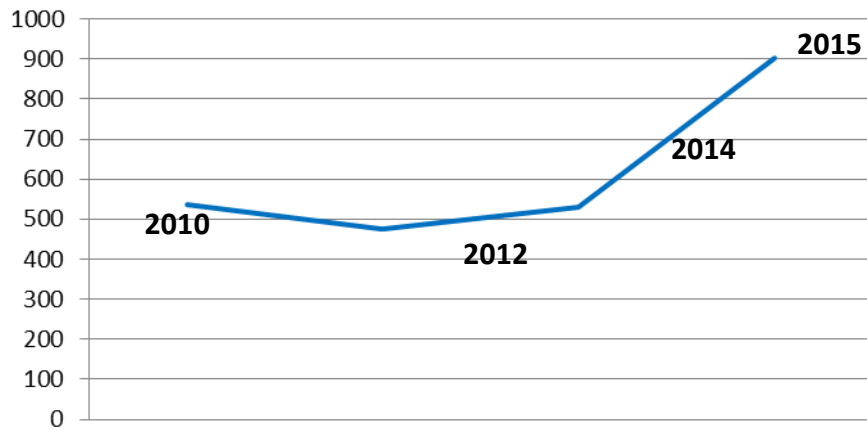


IMPACT ON THE WORLD BANK CORRIDORS IN NIGERIA....vi

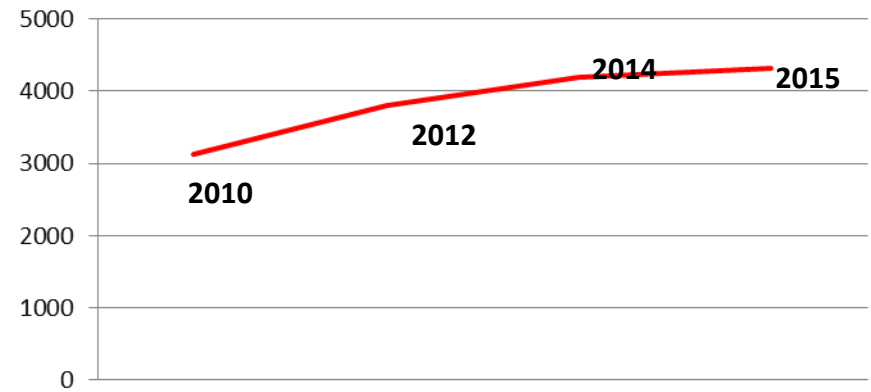
Except in Abuja metro where RTC rose, despite increased motorisation , fatality have inversely trended down

ABUJA METROPOLIS

RTCs



AVERAGE TRAFFIC VOLUME/PER HOUR



KILLED



OTHER LAUDABLE CONTRIBUTIONS OF THE WORLD BANK TO ROAD SAFETY IN NIGERIA

Logistics and Equipment

Acquisition of seven(7) Nos. of 70-tonnes capacity heavy duty tow-trucks for removal of major road obstructions and State of the Art Ambulances deployed to all Emergency Rescue points have aided the Corps Post Crash initiatives.

Traffic enforcement has also been enhanced through provision of patrol equipment and authority devices.



OTHER LAUDABLE CONTRIBUTIONS OF THE WORLD BANK TO ROAD SAFETY IN NIGERIA II

Trainings, Capacity Building and Manpower development

The various exchange programmes in APTH-France and Sacramento-California (USA) have significantly impacted on administration and management of road safety in Nigeria.

Implementation of the Safe-To-Load Programme commenced last year (2015) and is still on course.



WEST AFRICAN ROAD SAFETY ORGANISATION (WARSO)

The West African Road Safety Organisation (WARSO) comprises of road safety organisations amongst West African countries aimed at the promotion and reinforcement of road safety activities and practices in West Africa

Nigeria currently chairs the West African Road Safety Organisation.

Part of the current focus is to encourage entrenching virile road safety lead agency in the sub region, implement common licensing regime , promote safe fleet management, combat overloading and implement community post crash project



**15 Member Countries
of WARSO**

NIGERIA'S SUPPORTS TO ROAD SAFETY MANAGEMENT IN SIERRA LEONE

In addition to realising the WARSO initiative of entrenching virile lead road safety agency in West Africa, Nigeria is supporting Sierra Leone in promoting road safety management in that country



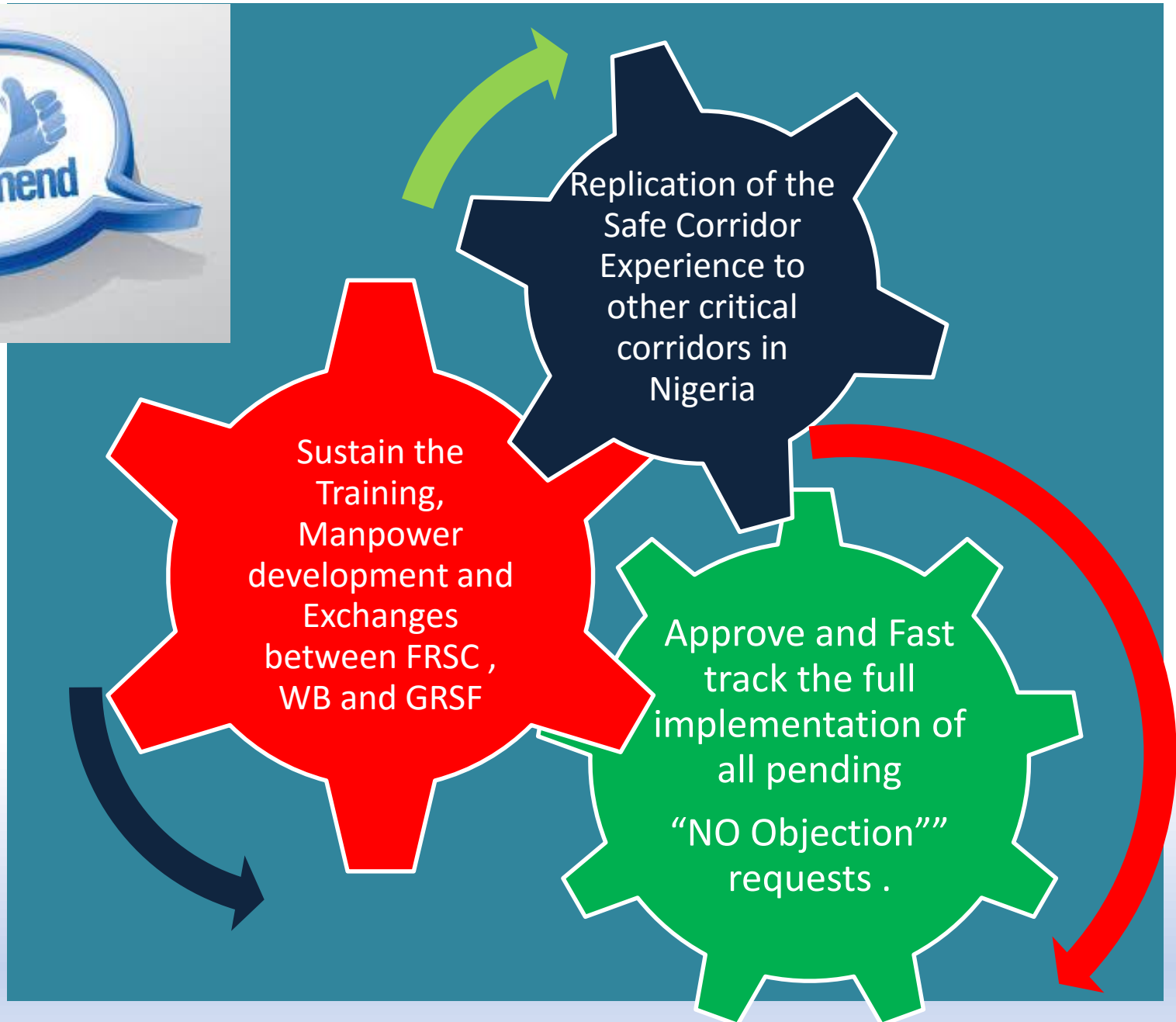
A team of road safety experts from the FRSC has been approved by Nigeria's President on a 2 year deployment to Sierra Leone



The team would depot for Sierra Leon as soon as the final nod is obtained from WHO in respect of the recent health challenged

Similar initiative have also commenced for replication in other countries , including Liberia





THANK YOU

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