

# Innovations & Visions of FRSC<sup>2014-2017</sup>

**Boboye Oyeyemi**, *MFR, mni, NPoM, Ph.D*  
Corps Marshal-FRSC

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Centre for Intelligence  
& Security Studies (CISS)

Novena University  
Ogunme, Delta State

# INTRODUCTION

The Federal Road Safety Corps (FRSC) is a highly visionary driven organization

The Corps was established based on a vision to provide for Nigeria a safe haven of roads that will enhance the sanctity of human lives



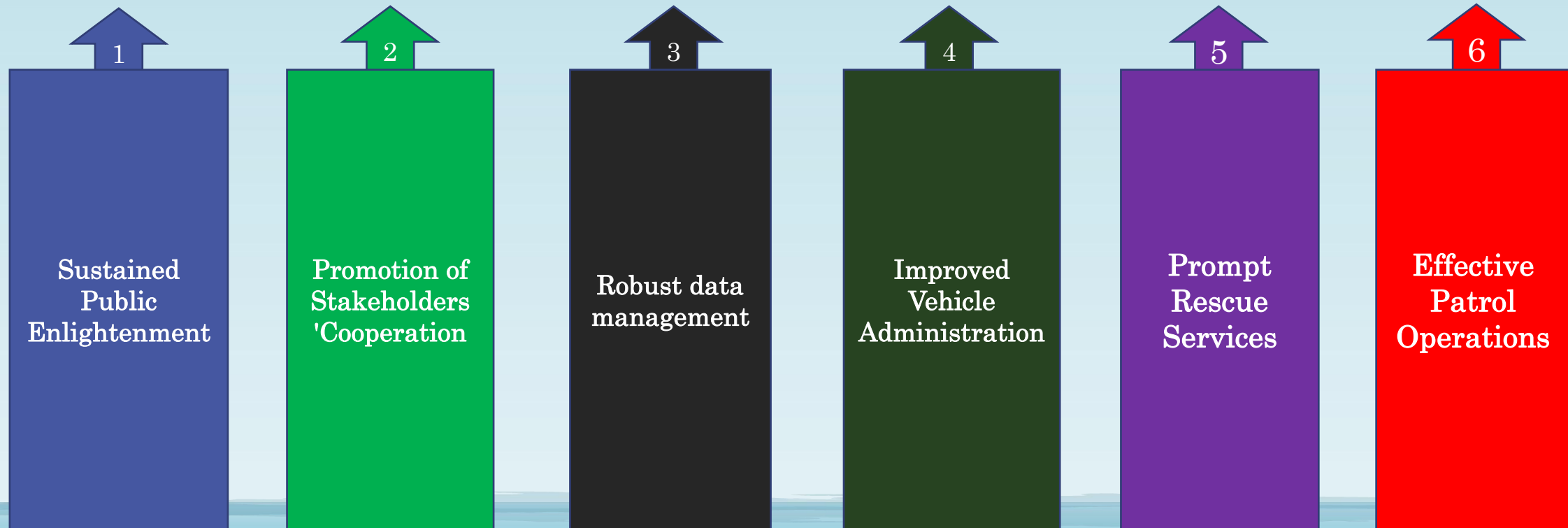
# MAIN ORGANIZATIONAL VISION

To **Eradicate** Road  
Traffic Crashes and  
**Create** Safe motoring  
Environment in Nigeria



# THE MISSION OF FRSC

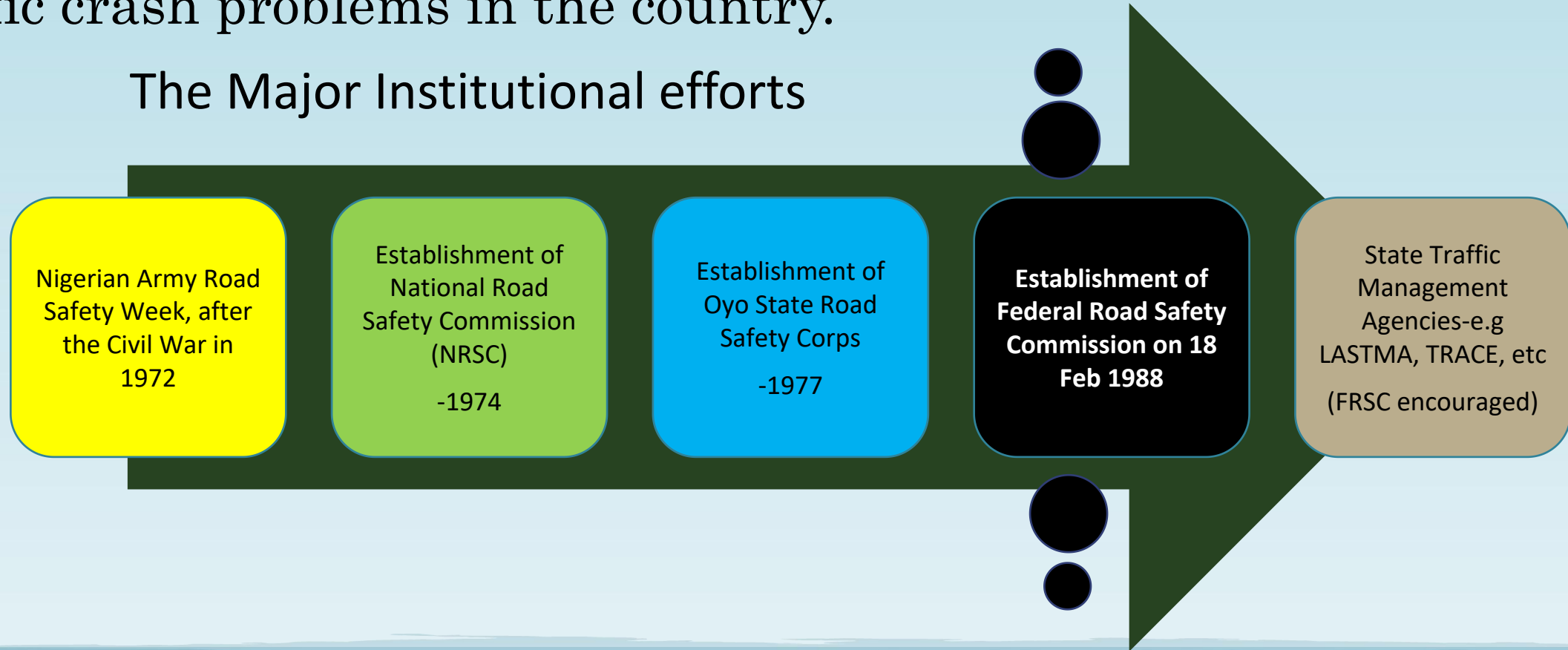
To regulate, enforce and coordinate all road traffic and safety management activities through:



# BACKGROUND TO FRSC' ESTABLISHMENT

The Federal Road Safety Commission (FRSC) was established by the Nigerian Government in February 1988 as a response to the road traffic crash problems in the country.

## The Major Institutional efforts



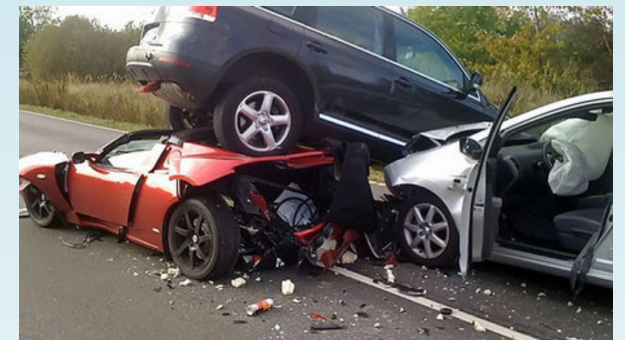


# AROUND THE WORLD

Annually, road traffic crashes have been responsible for:

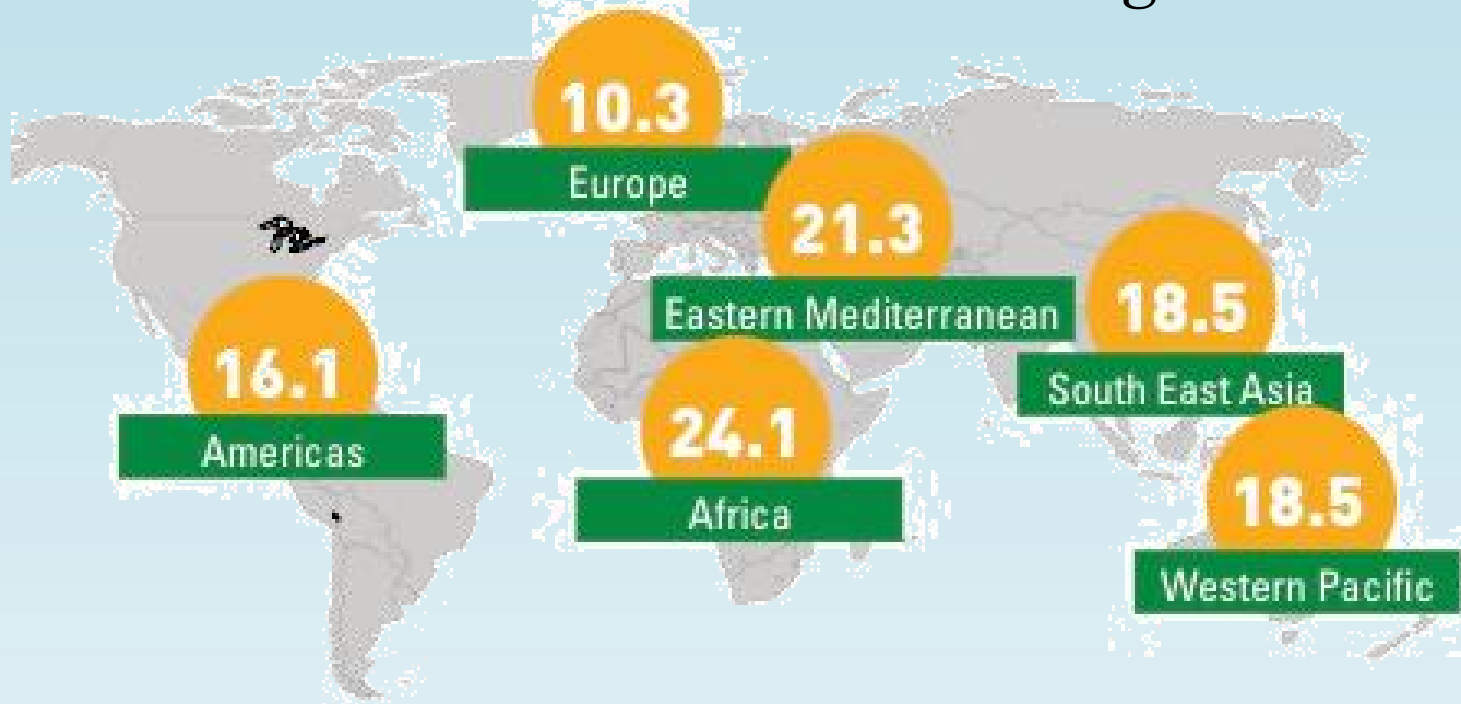
**1.4  
million  
Deaths**

**Over 50  
million  
injuries**

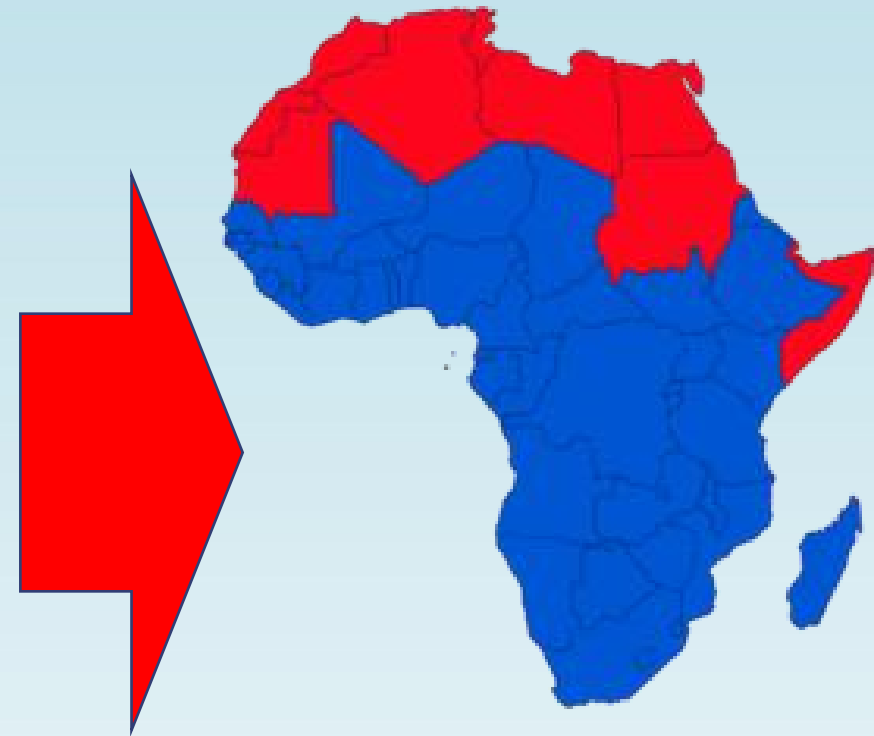


# IN AFRICA

Africa has the highest road fatality per 100,000 population. This is contributed disproportionately by member States and the situation is of serious concern in Sub-Saharan region of the continent.

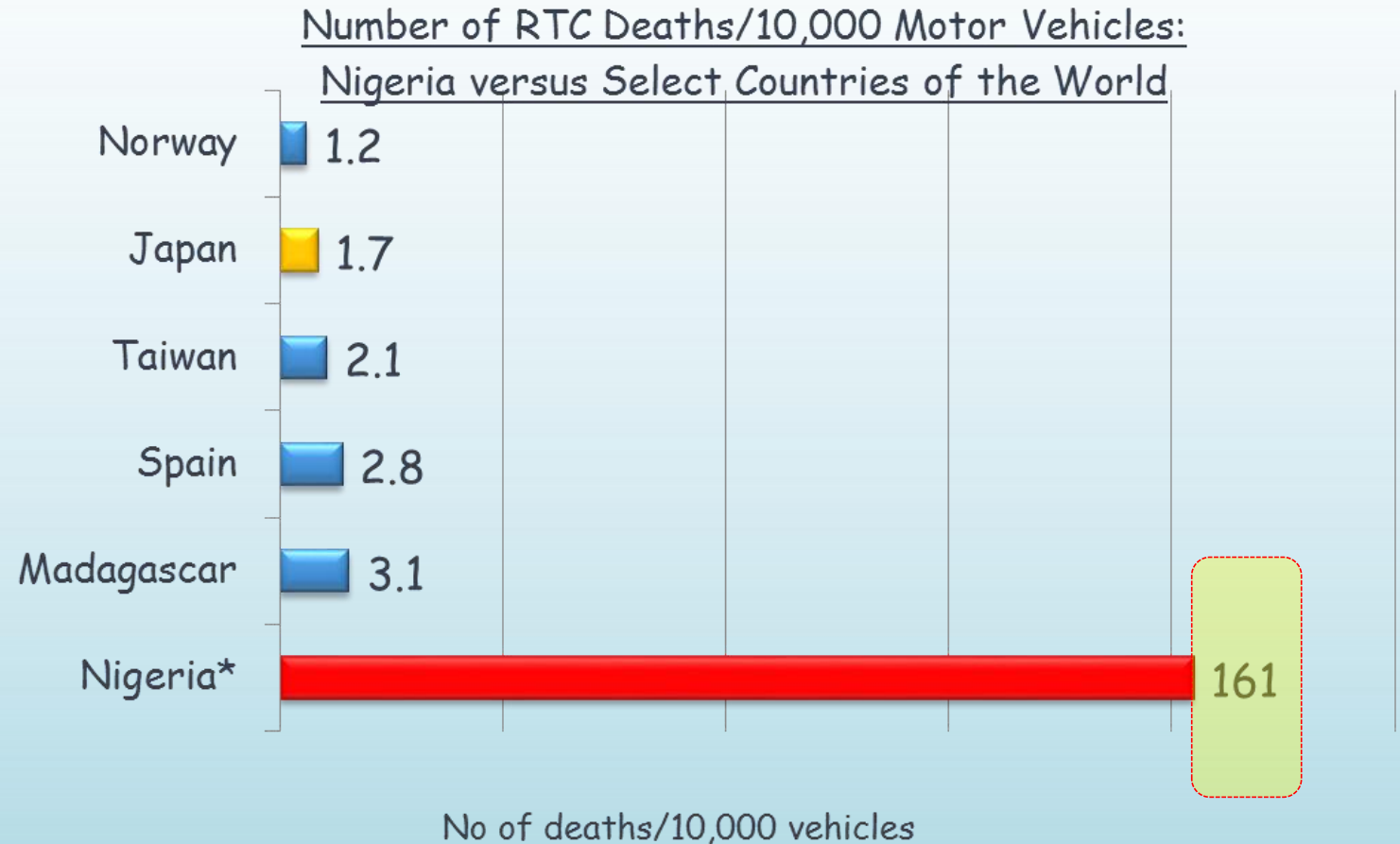


Road traffic fatalities per 100 000 population



# NIGERIA'S ROAD SAFETY IN THE PAST

Nigeria ranked 91<sup>st</sup> position in UN's 1990-1994 ranking of countries with the safest road transport.





# CURRENT STANDINGS

**NIGERIA**

Population	173,615,345
Income Group	Middle
Gross National Income per Capita	US \$ 2,710

From 161 deaths per 10,000 vehicles In 1994 to 20.5 deaths per 100,000 human population as at 2015

*Source: 2015 WHO Global Status Report*

## INSTITUTIONAL FRAMEWORK

Lead agency	Federal Road Safety Corps
Funded in national budget	Yes
National road safety strategy	Yes
Funding to implement strategy	Partially funded
Fatality reduction target	50% reduction in crash fatalities by 2015 (Accra Declaration); Reducing RTC fatalities by 2020 (UN Decade of Action); 25% annually for 2014 reduction in fatalities and 15% in RTC (-) (FRSC Nigeria)

## SAFER ROADS AND MOBILITY

Formal audits required for new road construction projects	Yes
Regular inspections of existing road infrastructure	Yes
Policies to promote walking or cycling	Yes
Policies to encourage investment in public transport	Yes
Policies to separate road users and protect VRUs	Yes

## SAFER VEHICLES

Total registered vehicles for 2013	5 791 446
Cars and 4-wheeled light vehicles	3 267 139
Motorized 2- and 3-wheelers	2 524 307
Heavy trucks	—
Buses	—
Other	0
Vehicle standards applied <sup>a</sup>	
Frontal impact standard	No
Electronic stability control	No
Pedestrian protection	No

<sup>a</sup> UNECE WP29.

## POST-CRASH CARE

Emergency room injury surveillance system	No
Emergency access telephone numbers	Multiple numbers
Permanently disabled due to road traffic crash	—

## DATA

Reported road traffic fatalities (2013)	6 450 <sup>a</sup> (75% M, 25% F)
WHO estimated road traffic fatalities	35 641 (95%CI 27 949–43 332)
WHO estimated rate per 100 000 population	20.5
Estimated GDP lost due to road traffic crashes	3.04% <sup>b</sup>

<sup>a</sup> FRSC. Defined as died within 30 days of crash.

<sup>b</sup> 2011, National Road Safety Strategy (NRSS).

## SAFER ROAD USERS

National speed limit law	Yes
Max urban speed limit	50 km/h
Max rural speed limit	80 km/h
Max motorway speed limit	100 km/h
Local authorities can modify limits	No
Enforcement	0 1 2 3 4 5 ④ 7 8 9 10
National drink-driving law	Yes
BAC limit – general population	≤ 0.08 g/dl
BAC limit – young or novice drivers	≤ 0.08 g/dl
Random breath testing carried out	Yes
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% road traffic deaths involving alcohol	19% <sup>c</sup>
National motorcycle helmet law	Yes
Applies to drivers and passengers	Yes
Law requires helmet to be fastened	Yes
Law refers to helmet standard	No
Enforcement	0 1 2 3 4 5 ④ 7 8 9 10
Helmet wearing rate	—
National seat-belt law	Yes
Applies to front and rear seat occupants	No
Enforcement	0 1 2 3 4 5 6 7 ⑧ 9 10
Seat-belt wearing rate	87% Front seats <sup>d</sup> , 10% Rear seats <sup>d</sup>
National child restraint law	Yes
Restrictions on children sitting in front seat	No
Child restraint law based on	Age
Enforcement	0 1 ② 3 4 5 6 7 8 9 10
% children using child restraints	—
National law on mobile phone use while driving	Yes
Law prohibits hand-held mobile phone use	Yes
Law also applies to hands-free phones	Yes
National drug-driving law	Yes

<sup>c</sup> Federal Road Safety Corps (data from 2013).

<sup>d</sup> Federal Road Safety Corps and Observatory (data from 2013).

# MAJOR GOALS OF FRSC



# MECHANISMS FOR DRIVING INTO THE FUTURE

Based on **Safe Systems Approach** on road safety, the FRSC has envisioned a Nigeria where road traffic crashes result in **NO DEATH**



## INNOVATIONS SINCE 2014 TO DATE

While sustaining and improving on previous programmes that have advanced road safety in the country, a number of new innovations have been implemented to enhance accelerated actualization of the Corps vision.

The following are some innovative schemes executed from 2014 to date:



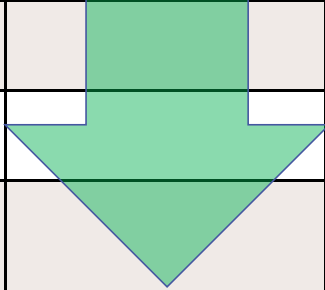
# 1 SPEED LIMITER ENFORCEMENT

The deployment of Speed Limiting Devices (SLDs) on commercial vehicles is based on the safe systems approach

The implementation of the policy on SLD has brought about visible reduction in traffic fatality in Q1, 2017 to date

There is an assurance that a greater degree of reduction in fatalities will be recorded at the end of the year arising from increased SLD use

YEAR/ MOST PROBABLE CAUSE OF RTC	2012	2013	2014	2015	2016	2017
<b>SPEED VIOLATION – SPV</b>	<b>35.2%</b>	<b>32.0%</b>	<b>30.9%</b>	<b>26.5%</b>	<b>34%</b>	
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%	





## 2

Renewed measures have been introduced into the Driving School Standardization Programme (DSSP) to enhance road safety and improve the integrity of the National Drivers License



### 3 NATIONAL POST CRASH INITIATIVE

An initiative, National Post Crash Community Care Initiative (NPCCCI) was introduced to equip first responders at crash scenes with professional and sound skills on how to effectively attend to victims of crash along their communities.



Four (4) specialized Drivers License Centres were created in **Suleja, lagos, Port Harcourt** and **Calabar** to address deficiencies in acquisition on Drivers License by drivers of Tankers and Trailers in the country

An indigenous road signage plant has been established to produce world class standard road signs to meet the local needs of the country



## 6 TANK FARMS DEPLOYMENT

To address Tanker/Trailer road deaths and crashes, 169 Officers of the Corps were deployed to the various Tank Farms nationwide





A digitalized-online verification system was introduced on vehicle insurance to eliminate fake auto insurance in the country.



## 7 TAKE –OFF OF NaRSAC

Implementing Safe Systems Approach on road safety requires a Strategy. The Nigeria Road Safety Strategy (NRSS) has been endorsed, however, execution of NRSS led to the inauguration of the National Road Safety Advisory Council (**NaRSAC**)

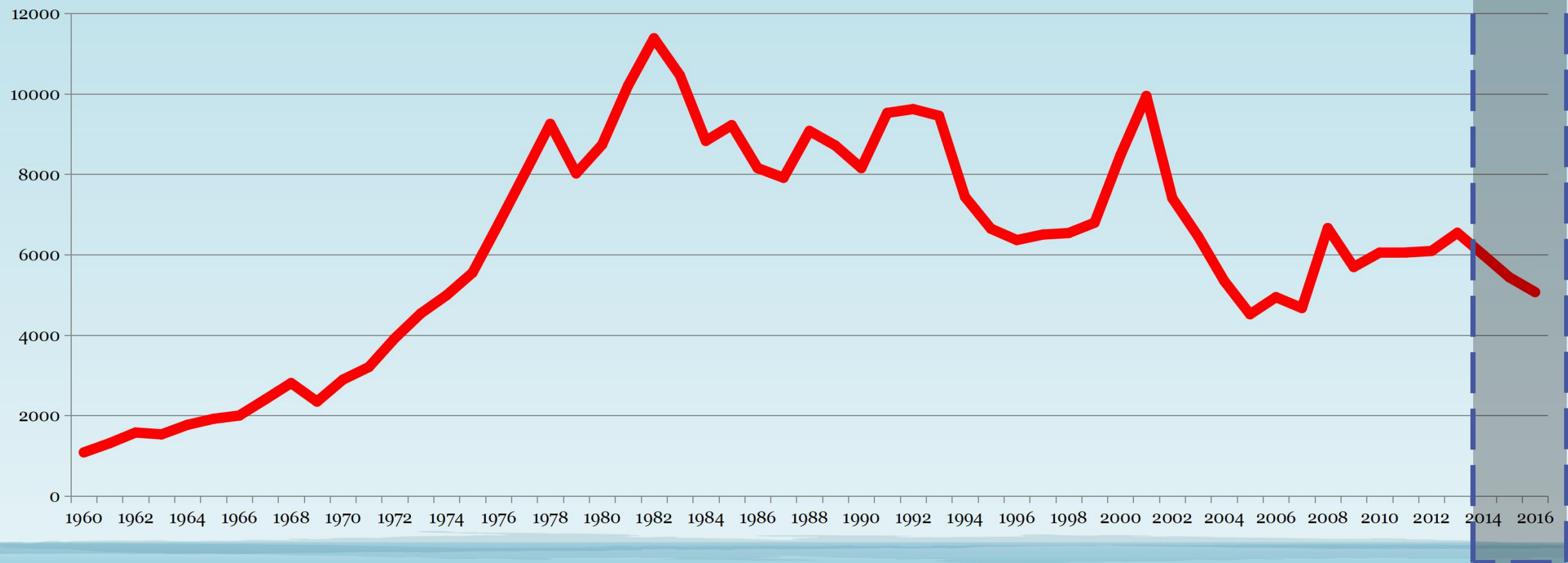


# IMPACTS AND RESULTS

Implementation of new road safety innovations have positively impacted on the country projecting Nigeria's image in good light in a number of ways

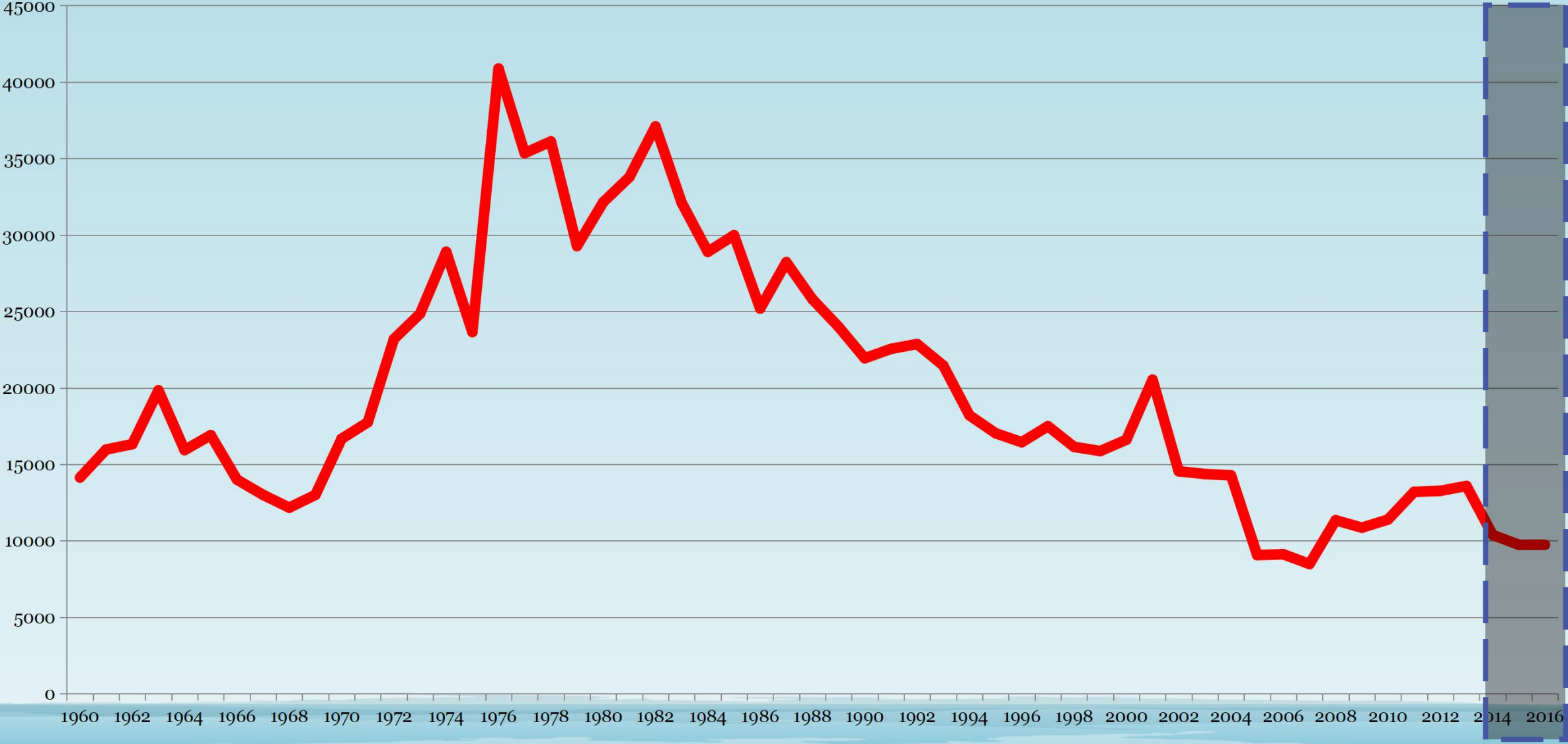
# TRENDING DOWN OF RTCs AND FATALITY

**GRAPH OF TOTAL NO. KILLED OF PERSONS KILLED IN ROAD TRAFFIC CRASHES IN NIGERIA: 1960-2016**





**GRAPH OF TOTAL NO. OF ROAD TRAFFIC CRASHES IN NIGERIA:  
1960-2016**





# ISO RECERTIFICATION

Certified an ISO 9001:2008 QMS organization in 2013, standards have been sustained and improved upon to earn a recertification for the next three (3) years (2016-2019)

***FRSC is the only Law Enforcement Agency in Africa to be ISO certified***



# UNPRECEDENTED AUTO LOGISTICS INJECTION

The Government being concerned on road safety administration and impressed with current Corps efforts injected **273** operational vehicles at a time and **53** others in the same fiscal year (2016)

Patrol cars



Ambulance



Tow Trucks



Power Bikes





# LOCAL CONTENT DEVELOPMENT AND ECONOMIC INVESTMENT

Commissioning of the first Assembly Plant for production of speed limiting device on the 10th May 2017 has opened the frontier for local technological content development as well as economic prospects for the country



# AWARDS AND RECOGNITIONS

The efforts of the Corps in advancing road safety management in the country have been widely recognized



<b>S/N</b>	<b>Name of Award</b>	<b>Organizers of Award</b>
<b>1</b>	Effective Service delivery (2014 – 2015)	Independent Service Delivery Monitoring Group (ISDMG)
<b>2</b>	Most Outstanding Service Delivery Agency in Nigeria (2014 – 2015)	Independent Service Delivery Monitoring Group (ISDMG)
<b>3</b>	Emerging 2 <sup>nd</sup> runner up for most outstanding Public Institution in Nigeria (2014- 2015)	Independent Service Delivery Monitoring Group (ISDMG)
<b>4</b>	Web Visibility	Independent Service Delivery Monitoring Group (ISDMG)

<b>S/N</b>	<b>Name of Award</b>	<b>Organizers of Award</b>
<b>5</b>	Best Use of Technology Agency 2015	NITA Nigeria Technology Awards 2015
<b>6</b>	Technology Project of the year, Government Agency	NITA Nigeria Technology Awards 2015
<b>7</b>	Best MDA	National Information Technology Development Agency (NITDA) eGovernment Awards
<b>8</b>	Best Web Presence Category	National Information Technology Development Agency (NITDA) eGovernment Awards



## THE BOTTOM LINE

The vision of the Corps for Nigeria will outlive any administration

However, efforts at bringing onboard innovative strategies that will actualize the vision are paramount

Achieving a death-free road safety in Nigeria is possible. **Let us all support the FRSC.**



Making Nigerian roads safer, Begins with **YOU**

# THANK YOU

Phone Only



SMS Only



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0700 - CALL - FRSC  
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