

ROAD SAFETY IS NOT A PRIVILEGE BUT A RIGHT (RIGHT TO LIFE) - THE SPECIAL MARSHALS' PERSPECTIVES

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COMMAND SPECIAL MARSHALS' 2017
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OUTLINE

The lecture will cover the following points

- ❖ Introduction
- ❖ Definition of Terms
- ❖ Constitutional Rights
- ❖ RTC as a deprivation of Rights
 - Global RTC Status
 - Less Developed Countries Status
 - Nigeria Road Traffic Crash Records (1960-2016)
- ❖ FRSC approach towards managing safety on Nigerian roads
- ❖ The FRSC Cadres
- ❖ The concept of volunteerism
 - Special Marshals as right to life advocates
 - Current Strength of Special Marshals
- ❖ Responsibilities of Special Marshals
- ❖ Conduct and Comportment
- ❖ Dedication and Commitment
- ❖ The challenges
- ❖ The Way Forward
- ❖ Conclusion

INTRODUCTION

Right to Life

*"And our sense of mission today, continues unabated, rooted in conviction that every man, woman and child in this nation has a **right to life**, and to a life in which all his or her faculties are intact; Not a right to life as an amputee, or afflicted by aural or visual handicap, not as a patchwork freak, the result of multiple skin grafts after third-degree burns in a highway inferno; not, worst of all, as a mere vegetable in a wheelchair, hearing without the ability to respond, impervious to sensations which you and I accept as the norm of meaningful existence"*

Prof. Wole Soyinka at the passing out parade of the pioneer officers of the FRSC on August 4th 1988



DEFINITION OF TERMS

- Right- a **right** is an inherent, irrevocable entitlement held by all citizens or all human beings from the moment of birth (dictionary.com)
- Privilege -a **privilege** is a certain entitlement to immunity granted by the state or another authority to a restricted group, either by birth or on a conditional basis(dictionary.com)
- The dictionary.com defines volunteerism as the principle of donating time and energy for the benefit of other people in the community as a social responsibility rather than for any financial reward.
- Special Marshals are the volunteer arm of the Federal Road Safety Corps. They are men and women of means, with proven integrity in society, and able to influence their immediate environment (work place/community) in favor of the course of road safety.(FRSC Website)

CONSTITUTIONAL RIGHTS

The Nigerian Constitution on Human Rights

There are fourteen (14) Rights that are inalienable to every living being as enshrined in the 1999 Constitution of the Federal Republic of Nigeria, universal declaration of human rights which comity of Nations subscribe to and African charter on human and peoples' Rights which all African Countries are signatories and banded.

Section 33 is on Right to life which posits that every person has a RIGHT TO LIFE, save in execution of the sentence of a court in respect of a criminal offence of which he has been found guilty in Nigeria. A person shall not be regarded as having been deprived of his life in contravention of this section, if he dies as a result of the use, to such extent and in such circumstance as are permitted by law, if such force is reasonably necessary -
Section 33 (2)



Right to life-Section 33

Right to dignity of human
Persons- Section 34

Right to personal liberty-
Section 35

Right to fair hearing-
Section 36

Right to private and family life-
Section 37

Right to freedom of thought,
conscience and religion-Section 38

Right to freedom of expression
and the press- Section 39



1999 Nigerian Constitution

Right to peaceful assembly and
Association-Section 40

Right to freedom of
movement-Section 41

Right to freedom from
Discrimination-Section 42

Right to acquire and own
immovable property-Section 43

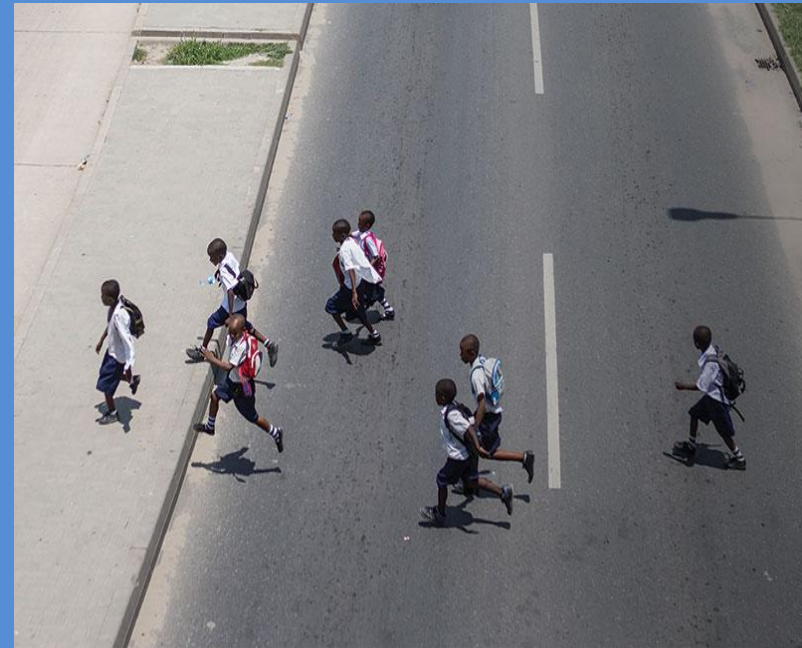
Compulsory acquisition
of property-Section 44

Restriction on and derogation
from fundamental human rights-
Section 45

Special jurisdiction of High
Court and Legal aid-Section 46

RTC AS A DEPRIVATION OF RIGHTS

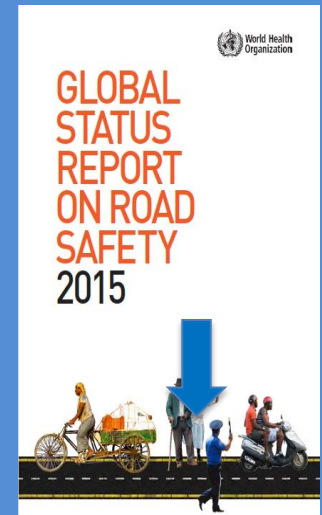
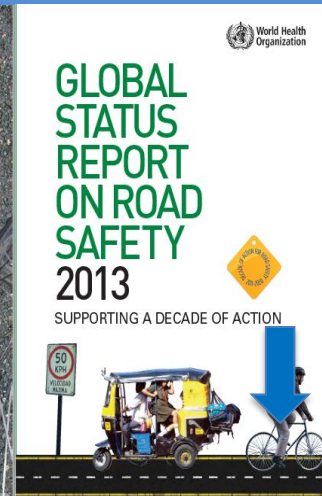
We drive and bike, walk, and even run trying to catch the rhythm of modern life. For most of us, traffic has become an integral part of our everyday routines. We take it for granted and do not consider the road to be a source of constant danger - until suddenly a car accident happens and we are forced to reconsider ... and think. Each year nearly 1.24 million people die as a result of road traffic accidents. It means that more than 3,300 are killed on the road every day. The lives those victims had been forcefully taken so, a denial of their rights to live.



GLOBAL RTC STATUS

- About 1.25 million people die each year as a result of road traffic crashes.
- Road traffic injuries are the leading cause of death among people aged between 15 and 29 years.
- 90% of the world's fatalities on the roads occur in low- and middle-income countries, even though these countries have approximately 54% of the world's vehicles.
- Nearly half of those dying on the world's roads are “vulnerable road users”: pedestrians, cyclists, and motorcyclists.

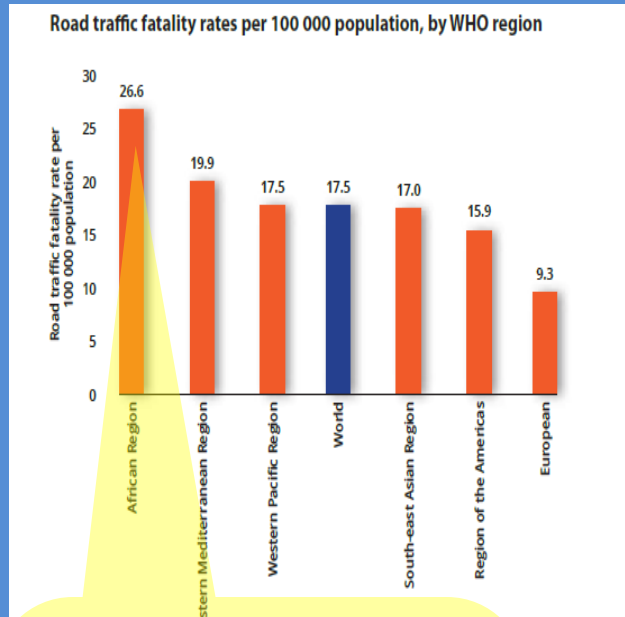
- Road traffic crashes cost most countries 3% of their gross domestic product.
- Without sustained action, road traffic crashes are predicted to become the seventh leading cause of death by 2030.
- The newly adopted 2030 Agenda for Sustainable Development has set an ambitious target of halving the global number of deaths and injuries from road traffic crashes by 2020. (WHO, 2017)



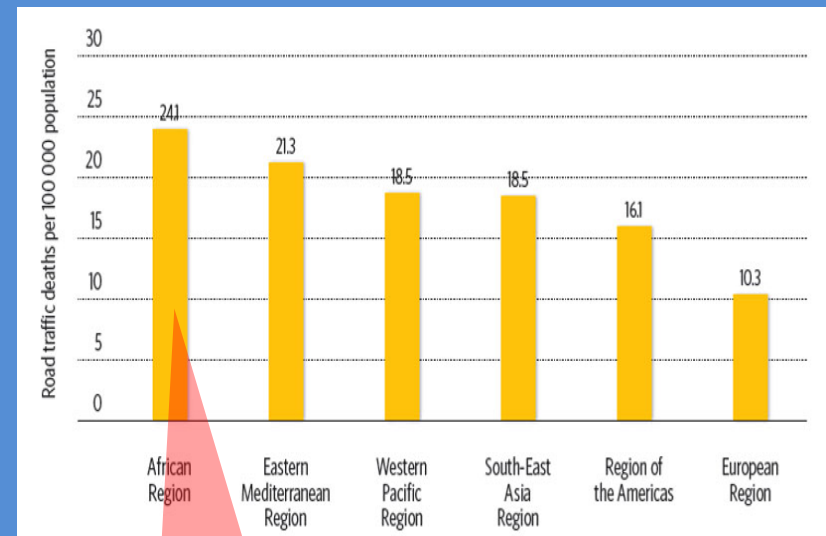
At least 3,425 persons die on the road daily. 143 die per hour and 3 persons die every minute.

LESS DEVELOPED COUNTRIES STATUS-AFRICA

Global traffic injuries is a worrisome health challenge- the situation is even worse in LDCs, with the situation very critical in Africa



26.6% of road traffic fatalities per 100,000 human population occurs in the African region
- **2015 Global Status Report**

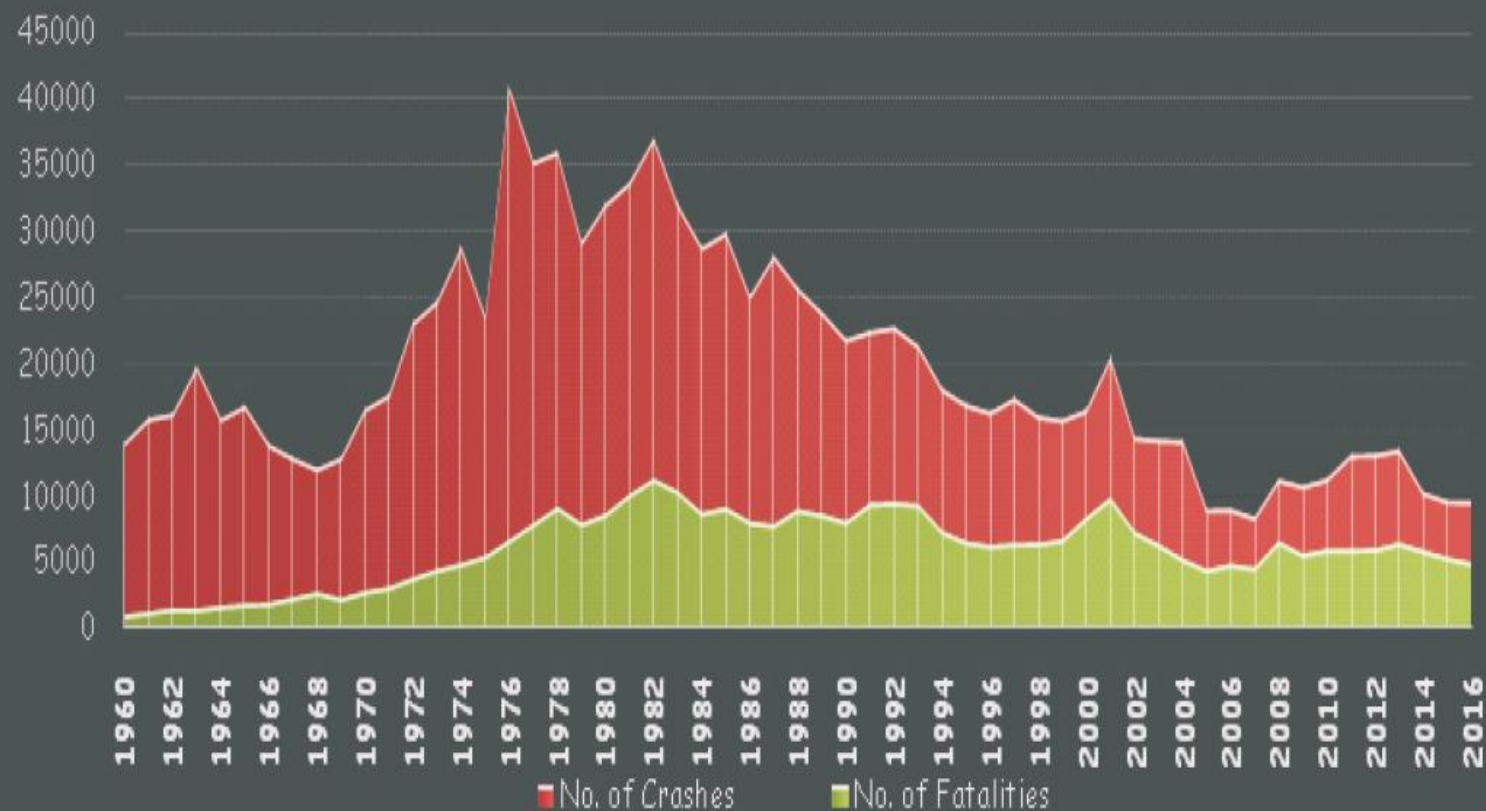


24.1% of road traffic crashes per 100,000 human population occurs in the African region

NIGERIA ROAD TRAFFIC CRASH RECORDS (1960-2016)

YEAR	FATAL	SERIOUS	MINOR	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
TOTAL	186015	497711	436833	1125377	350961	1208890	1559851

Trend of Crashes and Fatalities from 1960 to 2016 in Nigeria



From Independence, Nigeria has lost at least 350,961 persons to RTC with 1,208,890 injured, hence, total casualty figures of 1,559,851 through 1,125,377 number of crashes. So on the average, a total of 6,267 persons die on the Nigerian roads yearly, 522 lives are wasted monthly, hence a daily average death of 17.

Every hour in Nigeria, at least 97 persons are either killed or injured, some of them bedridden and like mere vegetables. In every minute, about 2 persons are victims of RTC. They are either killed having their rights to life completely withdrawn or injured, suffering certain rights deprivation. These alarming figures despite many unreported cases.



FRSC APPROACH TOWARDS MANAGING SAFETY ON NIGERIAN ROADS

As a lead Agency in Road Traffic Administration and Safety Management, feasible approach had to be adopted in addressing safety issues on the road.



THE FRSC CADRES

❖ The Regular Marshals:
These are the uniformed personnel in the Federal Road Safety Corps



❖ The Special Marshals:
These are the volunteer arm of the Corps



❖ Road Safety Clubs: These are the NYSC group, Secondary and primary school pupils who are involved in road safety activities .



THE CONCEPT OF VOLUTEERISM

The Special Marshals Scheme is hinged on the basics of Volunteerism.

The Principles of Volunteerism include;

- ❖ donating time and energy
- ❖ Some volunteers also make available their financial resources
- ❖ They freely deploy their knowledge, skills and other forms of competences to aid a particular course
- ❖ Working for the benefit of other people in the community as a social responsibility rather than for any financial reward.



Unit 17 (FCT) Special Marshals on traffic control in the evening of 5th October, 2017-
Commendable service to benefit the community

The Special Marshals arm, which was pioneered in Africa by FRSC, is a group of non-uniformed volunteers who are typically civilians with diverse competences, drawn from the society. They are vested with same powers as the Regular Marshals to manage traffic.

This innovation is entrenched in the FRSC Establishment Act (2007) for Special marshals who compliment the work of the regular, uniformed Marshals.

Section 10.-(1) *“There is established for the Commission, a body to be known as the Federal Road Safety Corps (in this Act referred to 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”*

SPECIAL MARSHALS AS RIGHT TO LIFE ADVOCATES

Special Marshals are men and women of means, with proven integrity in society, and able to influence their immediate environment (work place/community) in favor of the course of road safety. The Act empowers the Special Marshals to carry out activities such as patrol enforcement, education, researches, traffic control and management, blood donation drive to ensure safety on our roads. Their activities are tailored to life preservation, thus, they are right to life advocates



THE CONTRIBUTIONS OF SPECIAL MARSHALS TO RIGHT TO LIFE

- The activities of the Special Marshals have brought the awareness of road safety to most segments of the society because their membership cuts across every sphere of our society. Academicians, transporters, civil society groups, journalists, captains of industry, celebrities etc are all involved in Special Marshals activities.
- By their numbers, the Special Marshals have adequately complemented the efforts of the Regular Marshals, especially in the areas of patrol operations, traffic control, public enlightenment etc.
- The Special Marshals have also made tangible contributions to the operation of the Corps through donation of vehicles and other patrol equipment, as well as sponsorship of public enlightenment programmes of the Corps.
- The Special Marshals serve as image makers for the Corps through advocacy.

CURRENT STRENGTH OF SPECIAL MARSHALS

S/N	COMMAND	STRENGTH
		JUNE
1.	RS1.1 Kaduna	679
2.	RS1.2 Kano	479
3.	RS1.3 Katsina	200
4.	RS1.4 Jigawa	102
5.	RS2.1 Lagos	1793
6.	RS2.2 Ogun	506
7.	RS3.1 Adamawa	102
8.	RS3.2 Gombe	199
9.	RS3.3 Taraba	59
10.	RS4.1 Plateau	429
11.	RS4.2 Benue	462
12.	RS4.3 Nasarawa	437
13.	RS5.1 Edo	619
14.	RS5.2 Delta	824
15.	RS5.3 Anambra	732
16.	RS6.1 Rivers	731
17.	RS6.2 C/Rivers	795
18.	RS6.3A/Ibom	345
19.	RS6.4 Bayelsa	169
20.	RS7.1 FCT	670
21.	RS7.2 Niger	398
22.	RS8.1 Kwara	432

23.	RS8.2 Ekiti	374
24.	RS8.3 Kogi	391
25.	RS9.1 Enugu	386
26.	RS.9.2 Ebonyi	147
27.	RS9.3 Abia	236
28.	RS9.4 Imo	274
29.	RS10.1 Sokoto	145
30.	RS10.2 Kebbi	208
31.	RS10.3 Zamfara	187
32.	RS11.1 Osun	1,009
33.	RS11.2 Ondo	1196
34.	RS11.3 Oyo	1025
35.	RS12.1 Bauchi	319
36.	RS12.2 Borno	182
37.	RS12.3 Yobe	373
	TOTAL	18,348

RESPONSIBILITIES OF SPECIAL MARSHALS

The functions of Special Marshals are but not limited to;

- Monitor road users and Road Marshals with a view to providing constructive feedback to the Commission.
- Patrol the highways and control traffic on group basis.
- Participate in research activities relevant to road safety.
- Organize, sponsor or participate in workshops, public enlightenment programmers and Road Safety Campaigns.
- Organize and encourage Road Safety Clubs (**mentoring is also important**)
- Any other function as may be assigned from time to time by the Corps Marshal-(FRSC Special Marshals Guidelines)



CONDUCT AND COMPORTMENT OF SPECIAL MARSHALS

The way the Corps is perceived by the public is largely dependent on the Conduct and Comportment of the personnel of the Corps most especially patrol teams, Special Marshals inclusive.

Special Marshals should be mindful of the following:

- Proper dressing
- No alcohol or other intoxicants on duty
- Effective communication
- No abusive language or careless talk
- Civil conduct
- No brutalizing of road users. Use of sticks, horsewhips or any dangerous items are prohibited.
- Be courteous
- Be ready to teach, educate and guide

- No generalization in relating with people - be mindful of ethnic and religious sensibilities. Statements such as "You these Hausa people" or "OPC people" should be avoided.
- Be firm and fair
- No bribery, gratification or other corruptive tendencies
- Do proper documentations
- Take good care of confiscated materials
- No confiscation of spare tyres, number plates or any other unauthorized items
- Crash victims recovered monies and other properties must be taken care of and properly accounted
- Do not damage other people's vehicles or properties

- No unhealthy post booking relationship
- Team work/player
- Every team member should be ready to submit him or herself to the control of surveillance officers when ordered to do so
- They should submit themselves to the Command and Control structure of the FRSC.
- Injured victims and corpses should be properly treated and conveyed and should be accorded deserving respect
- Abide by the FRSC Social Media Guidelines. No posting of victims photographs/videos on social media.
- Obey traffic rules and regulations.
- Do not be involved in any act that could affect FRSC or the course of Road safety negatively



Special Marshals on Patrol

DEDICATION AND COMMITMENTS

"It is a call to duty, service and exemplary life and not an undercover to break set down rules and regulations.

Special Marshals should not see their membership of Special Marshals as a form of status symbol- Commitment is key.

Dedication is also of great importance. A lot of Special Marshals are actually inactive and practically, not contributing meaningfully to improvement to road safety culture in their communities. Then, why do we need to keep such Special Marshals?

THE CHALLENGES

The Special Marshals scheme is faced with certain challenges which affect the life preservation goal . These include:

- ♦ Faulty recruitment process affecting the quality of the Special Marshals.
- ♦ Low Knowledge acquisition except in few units that vigorously pursue manpower development programmes.
- ♦ Rivalry /superiority context between the regular and special Marshals
 - Lack of funds/sponsorship for road safety programmes e.g energizing Road Safety Clubs through quiz/debates and
- ♦ Road Safety talks.
 - Indiscipline
 - Inactiveness

❖ Non- Understanding of Roles

❖ Status Symbols

❖ Arrogance

❖ Violation of Operational Guidelines

❖ Misuse of Privileges

❖ Non accountability - many units and even at some higher levels are shortfall on accountability. Some Special Marshals groups are run by certain cabals excluding a lot of other special marshals in the administration of the group.

❖ Diminishing service orientation- self against others

THE WAY FORWARD

- ❖ Better Recruitment policy
- ❖ Identification and “demarshaling” of bad eggs
- ❖ Improvement in Knowledge and skills of Special Marshals
- ❖ Peer Review
- ❖ Healthy Competition among units
- ❖ Better Accountability
- ❖ Rewards and Commendations- every positive action should be noted, outstanding contributions should be commended while violation should attract appropriate sanctions

- ❖ More Sponsorship drive and financial commitment.
- ❖ Monitoring and evaluation
- ❖ Manpower development
- ❖ Reorientation
- ❖ Proper networking
- ❖ Improved service delivery by each and all.

CONCLUSION

The emphasis must continue to be laid on the socialisation of all activities of the Corps, including even its punitive responsibilities. This means that the Corps and indeed the Special Marshals must be seen as being distinct from instruments of state for terrorising citizens. The Special Marshals represent the civil aspect of the Corps and we cannot to jettison this laudable "human face"

Right to Road Safety which leads to preservation of lives requires collective and dedicated efforts of all. Road safety is everybody's business and all Special Marshals must join hands to achieve this right. It is not negotiable as it is not a privilege.

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Thank you for Listening