

**2024
COMPENDIUM
FOR
SRMA**

1. THE FRSC ESTABLISHMENT ACT (2007)

The Federal Road Safety Commission was established by Decree No. 45 of February 1988 and amended by Decree No. 35 of 1992.

The 1992 amendment was to expand the operations of the Corps to all public highways and other additional functions. The two decrees were subsequently codified as the FRSC, Act Cap 141 Laws of the Federation of Nigeria (LFN) 1990. In 2007 the Act was repealed and re-enacted as the FRSC (Establishment) Act, 2007.

The FRSC "Establishment Bill, 2007" was passed by the Senate on the 6th day of February, 2007 and the House of Representatives passed on May 8, 2007. The "Bill" received Presidential Assent on the 25th day of May, 2007.

The FRSC (Establishment) Act, 2007 is made up of three (3) parts, thirty one (31) Sections and two (2) Schedules.

1.1 Functions of Federal Road Safety Corps

While the Commission is a policy making body, the Corps is an operational body that implements the policies of the Commission.

Section 10 (2)-(11) specifies the functions of the Corps as:

- a. Making the highway safe for motorists and other road users.
- b. Recommending work and devices designed to eliminate or minimize accidents and advising the federal government and state Governments including the FCT Administration and other relevant Government agencies on the localities where such works and devices are required and;
- c. Educating motorists and members of the public on the importance of discipline on the highway.

1.2 Powers of Arresting Marshal under the Act

By virtue of section 10(5), Corps members have powers to arrest and prosecute persons reasonably suspected of having committed any traffic offence.

1.3 Prosecution, Immunity and Protection under the Act

Section 10(4) of the FRSC (Establishment) Act 2007 empowers members of the Corps to arrest and prosecute any person(s) reasonably suspected to have committed any traffic offence.

2. FRSC COMMAND STRUCTURE

Federal Road Safety Commission operates six (6) levels of organisation Structure consisting of the following:

2.1 THE FRSC COMMISSION- The Commission is the highest decision making organ with the obligation and responsibility of policy formulation and administration of the Federal Road Safety Corps. The Commission is currently headed by Mallam Bukhari Bello Esq. MFR, mni, FDRI with six (6) other Members and Corps Marshal FRSC as the secretary.

2.2 THE NATIONAL HEADQUARTERS: This is the highest operational/administrative level, the Corps Marshal is exclusively responsible for the execution of the policy decisions of the Commission and Carrying into effect the day to day activities of the Corps. The National Headquarters comprises of eight (8) Departments, thirteen (13) Corps offices and six (6) Special Units where strategic planning, Administrative and Operational Orders and directives are issued.

2.3 THE ZONAL COMMAND: This 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. All field operations are supervised and coordinated from this level. The Zonal Command handles administrative matters, Operational order, discipline and other issues relating to staff misconduct. FRSC has 12 (twelve) Zones Spread across the country.

2.4 THE SECTOR COMMANDS: This is the Operational theatre of FRSC where deployment of personnel and operational activities are carried out. This is the third level of Command and control activities of the Corps, it receives Orders and Directives from the National Headquarters through the Zonal Commands. It is the highest operational level of the Corps. The duties include the following:

- i. Conduct public enlightenment.
- ii. Carry out traffic law enforcement patrol.
- iii. Administer first Aid and rescue services
- iv. Removal of obstruction from the highways
- v. Conduct Road Safety Research activities
- vi. Conduct Accident investigations and Road Safety Audits.

There are 37 sector Commands including FCT.

2.4 THE AREA COMMAND: This is the fourth level of the Corps established for the purpose of overseeing the administrative and operational activities of the Corps within its jurisdiction. It bridges the gap between the Sector Command and the Unit Command. An Area Command controls the Unit Command(s) within its purview and reports to the Sector Commander.

2.5 THE UNIT COMMANDS: This is the fifth level of the operational structure. It receives orders and directives from the sector Command. It performs the same functions and responsibilities as the sector Command. There are 233 Unit Commands.

2.6 OUTPOST: An outpost is a functional operational Unit in FRSC which is lower than the Unit Command. The Corps operates an outpost as part of its formation in the discharge of its statutory responsibilities to the general public. It is usually sited where there is critical need and where no FRSC formation is closely established. Outpost commands are being supervised by the closest sector or unit command.

2.8 STATION OFFICE: The corps established station offices in the local government areas, especially those local government areas without FRSC presence towards enhancing the Corps' visibilities, public information dissemination as well as intelligence gathering. The functions of station officer include:

- i. Data collection on RTC, NDL, Number plate, RTSSS and hospital follow up.
- ii. Liaising with the Nigerian police and other relevant agencies in reconciling RTC data and other information.
- iii. Identification and reporting of black spots within the area of jurisdiction to Corps Safety Engineering Office (COSEN), RSHQ.

3. FOOT DRILL

Foot drill is an individual and collective drill carried out at a halt or on the march without the use of arms or swords. It is the formation of drills practiced at platoon and company levels.

3.1 POSITION OF ATTENTION AND STAND AT EASE

a. ATTENTION: To assume the position of attention. Stand with the heels together, the feet turned out on an angle of thirty (30) degrees; the knees braced, the body erect, the weight balanced between the ball of the feet and heels, the arms straight and held to the sides with forearm tucked-in behind the hip bone, and wrists straight, the hands closed with fingers touching the thigh just behind the seam of trousers, the shoulders held down and back to bring the chest to a normal position without straining or stiffening. The head held up with the neck touching the back of the collar and the eyes open, still and looking just above their own height, the chin tucked in and the mouth closed.

COMMON FAULTS IN STANDING AT ATTENTION

- i. A strained position which constricts breathing.
- ii. Allow the body to sag and the shoulders and arms to creep forward.
- iii. Roving eyes.
- iv. Bending the wrist and failing to close hands.
- v. Heels not closed.
- vi. Chewing
- vii. Talking
- viii. Smiling and laughing
- ix. fidgeting

3.2 STAND AT EASE FROM ATTENTION

On the Command "Stand at Ease" keeping the right foot still and leg braced back, bend the knee and drive the left foot to the ground 12 inches to the left of the right foot, at the same time force the arms behind the back keeping them straight, place the back of the right thumb crossed over to the left thumb and the fingers straight and together. At the same time, transfer the weight of the body to the left so that it remains evenly balanced. The distance of 12 inches is measured from the centre of the right heel to the centre of the left heel.

COMMON FAULT IN STANDING AT EASE

- i. Bending at the waist when moving from attention position.
- ii. Allowing the arms to bend or to leave the body when going behind the back.
- iii. Moving the right foot.
- iv. Left foot less than 12 inches from the right foot and not at the correct angle.
- v. Left foot not instantaneously driven flat on the ground.
- vi. Talking
- vii. Chewing

3.3 SALUTATION

Salutation is an expression of reciprocal loyalty between a superior and subordinate. It is perhaps the oldest and most formal military and paramilitary tradition. It is commonly expressed by hand. Salute can also be rendered by guns, swords, banners or music. The Salute by hand originates from the traditional declaration, "I hold nothing to harm you".

Directions of salute:

The various means of rendering salute are commonly expressed in three (3) directions:

- a. salute to the Front
- b. salute to the Right and
- c. salute to the Left

3.4 TYPES OF SALUTE:

a. Compliments: This can be described as routine salute which must be rendered by subordinates to the superior on each contact. When the head dress is worn, the subordinate will pay the compliment with his hand and when no head dress is worn, the subordinate will bring his two hands firmly to his sides and look in the direction of the superior, chest out and greet. There is no time limit for routine compliments. The superior also will reciprocate accordingly.

b. Funfair: This is usually played to usher in the Reviewing Officer or the Special Guest of Honour to an occasion. When funfair is being rendered the normal salute by hand is not required. The Special Guest of Honour or the Reviewing/ Inspecting Officer is expected to use the opportunity to mount the

saluting dice if available and assume the position of attention in readiness for the National or general salute whichever is applicable

c. **General salute:** The General Salute is played to honour and welcome VIP's or Senior Officers to Military or Paramilitary functions, ie ceremonial parades or gathering. When it is being rendered, the VIP or the Senior Officer to whom the salute is being given, if in uniform will assume the position of attention and salute.

d. **National salute:** This is the highest salute. The National Salute is played to honour and welcome the Special Guest of Honour or the Reviewing Officer to Military or Para- Military occasions. The following VIPs are entitled to national salute Mr. President or his representative, the Vice President or his representative, the Executive Governors the senate President, the Speaker House of Representative and the Chief Justice of the Federation etc.

4. FRSC DRESS CODE

The "FRSC Dress Codes" is a standard of dress policy for the Corps' uniform variations. It is used to communicate to all staff what the Corps considers to be the appropriate work attire for each day, operation, cadre and specialization.

4.1 Dress Code and description

No. 1 (One) Dress (Ceremonial Dress)

Worn on ceremonial occasions such as:

- National Parade
- Passing-out Parade
- Ceremonial Wedding
- Remembrance Day Parade
- National Honours Award Ceremonies
- Pullout parade (for retiring officers)

Features

- Peak Cap with appropriate cap badge
- Gold waist band with sword carrier (ACM- CM)
- Red waist band with sword carrier (ARC-CC)
- White belt and anklet for marshals
- White long sleeve shirt
- Black tie
- Sword (as appropriate)
- A pair of white hand gloves
- Black trousers with gold stripe (ACM-CM)
- Black trousers with red stripe (ARC-CC)
- ACC and above to use appropriate gorget (red neck)
- Ceremonial rank
- Name tag, Lanyard as appropriate
- Black laced shoes and Black socks without design

Service Dress/No. 2 (Two) Dress

- Has the same top with No. One dress while the trouser is plain.
- Is worn to the church or mosque for Official function, lectures/seminars, graduation and for friend's occasion or as requested by the authority.

Features

- Has the same top as Ceremonial Dress, but;
- No waist band

- No sword
- The trouser has no red or golden band or stripe
- Service rank
- ACC and above to use appropriate garget

Mess Kit/No. 3 (Three) Dress

Worn for regimental dinner as organized in the Officers' Mess or assigned locationE.g:

- Anniversary Regimental Dinner
- Sendoff for Senior Retired Officer
- End of course dinner at the Training Institutions
- Invitation for regimental function by Sister organizations

Features

- White jacket with blue lapels
- Golden stripe on black trousers (ACM - CM)
- Blue stripe on black trousers (ARC-CC)
- Ceremonial rank
- White long sleeve shirt
- Black bow tie
- Gold camour band on shirt (ACM-CM)
- Blue camour band on shirt (ARC-CC)
- No head dress
- Name tag (pin type)
- Black socks (without design)
- Black laced shoes

No. 4 Dress (WORK OUT DRESS)

- Jacket and trouser for office work
- Worn on Wednesdays to Fridays
- Must not be worn for patrol duties

Features

- White round neck inner vest
- Maroon or white beret with appropriate cap badge
- ACC and above to use appropriate gorget
- General duty rank
- Name tag
- Lanyard as appropriate

- Black socks (without design)
- Black laced shoes

No. 5 (Five) Dress:

Worn for office duties

- 5a:ARC- CM (worn on Mondays and Tuesdays)
Not to be worn with skirt.
- 5b:Marshals

Features for No. 5a

- Maroon short sleeve beige collared shirt (sleeves must not be rolled up) tucked-in on black trousers
- White round neck inner vest
- Beige epaulette
- Maroon general duty rank
- Service belt (as appropriate)
- Name tag
- Lanyard (as appropriate)
- Black socks (without design)
- Black laced shoes or boots

Features for No. 5b

- Beige short sleeve shirt (sleeves must not be rolled up) tucked-in on black trousers
- White round neck inner vest
- General duty rank
- Service belt (as appropriate)
- Name tag as appropriate
- Lanyard as appropriate
- Black socks (without design)
- Black laced shoes or boots

No. 6 (Six) Dress

- Combat/fatigue dress
- For patrol operations, field work, special assignments and training only
- Sleeves must not be rolled up
- With combat boot only

Features

- White round neck inner vest
- Either long or short sleeve khaki shirt tucked-in on black khaki trouser
- Patrol hat (jungle hat)
- Two (2) patched side pockets and 2 patched back pockets on trousers
- General duty rank
- Service belt (as appropriate)
- Name tag as appropriate

4.2 OTHERS

Pull Over

- Knitted maroon jumper
- Worn on top of Dress 5 and 6
- Not to be worn alone

Features

- Maroon colour
- V- neck (for Officers)
- Round neck (for Marshals)
- Must have provision to hang appropriate rank
- Must be worn with appropriate General duty rank
- Name tag as appropriate
- FRSC logo on the left side of the chest

Maternity Dress

It is a maternity gown worn during pregnancy. Approval must be given by the commanding Officer/HOD for a staff to wear it.

Features

- Beige colour short gown just above the knee
- Can be worn with black trousers or skirt with beret
- White round neck inner vest
- Rank badge
- Lanyard, name tag and service shoes with black socks

5. FRSC REGULATIONS ON DISCIPLINE, 2018

5.1 Offences Relating To Duty

- a. AWOL - Major Entry and forfeiture of Salary for the number of days.
- b. Desertion - Dismissal
- c. Dereliction of duty - Loss of seniority
- d. Lateness - minor entry or reprimand.
- e. Malingering -Major Entry and forfeiture of Salary for the number of days.
- f. Acts of Negligence - Loss of seniority

5.2 Offences Relating To Information

- a. unauthorized disclosure of Information-Termination
- b. failure to make report - Loss of seniority
- c. Presentation of false document or certificate - Termination
- d. Unauthorised educational qualification - Loss of seniority.
- e. Concealment of higher qualification on Appointment- Loss of seniority.

5.3 Offences Relating to Borrowing, Lending Debts, Illegal Employment, Petitions and Improper Dressing

- a. Borrowing from junior staff-Reduction in rank.
- b. Failure to pay debt - Reduction in Rank
- c. Carrying on any other paid employment - Termination
- d. Influenced promotion - Major Entry.
- e. Improper dressing - Major Entry.
- f. Anonymous petition - Termination

5.4 Offences Relating to Corruption, Gross Misconduct and Indiscipline

- a. Obstructing Marshals on Duty -Loss of seniority.
- b. Incivility to member of the public - Loss of seniority.
- c. Maltreatment and false complaint - Major Entry.
- d. Bribe - Termination of Appointment.
- e. Failure to make entry after patrol - Reduction in rank.
- f. False Allegation - Termination of Appointment
- g. Disobedience to Standing/particular order -Major Entry.
- h. Failure to pay compliment - Major Entry.
- i. Improper channel of correspondence - Reduction in Rank.
- j. Drinking or smoking while on duty - Reduction in Rank.
- k. Forgery - Termination of Appointment
- l. Assault/civic conduct- Reduction in Rank.
- m. Manslaughter/murder- (criminality) handed over to police, placed on half salary and upon conviction dismissed from service.
- n. Mutiny- dismissal from service.
- o. Rape - dismissal from service.
- p. Rioting - Dismissal from service.
- q. Scandalous behaviour- termination of appointment.
- r. Rudeness to superior- loss of seniority.

- s. Stealing or looting- dismissal from service.
- t. Treason- handed over to police, placed on half salary and dismissal from service upon conviction.

5.5 Offences relating property

- a. Damage to property: Replacement of the property damaged within 3 months.
- b. Driving and damaging of Corps vehicle by non-commissioned driver or offender's vehicle -Payment of cost of repairs or replacement of vehicle within three (3) months or have appointment termination.

5.6 Offences relating information processing

- a. Unauthorised production of driver licence- Termination of appointment.
- b. Unauthorised production of number plate- Termination of appointment.
- c. Duty room offences- Reduction in rank.

5.7 Other offences

- a. failure to testify before FDP- Reduction in rank
- b. False information to FDP- Reduction in rank
- c. Wilfully insults/assaults in FDP- Reduction in rank
- d. Continuous misconduct- Termination of appointment.

6. HIGHWAY CODE LITERACY

6.1 ROAD

A road is a path established over land for the passage of vehicles, people, and animals. It provides dependable pathway for moving people and goods from one place to another. Roads are typically smooth, paved, or otherwise, prepared to allow easy travel.

Types of Road

Roads may be classified as:

- a. Private drive pathways
- b. Two-lane highways
- c. Dual carriageways
- d. Expressway

Private Drive Pathways: These are roads owned, maintained or controlled by an individual, agency or organization.

Two-Lane Highways: These are the usual single carriageways. Traffic on two-lane highways normally flow in opposite direction on single lane. Two-lane highways may be rural, urban, intra or intercity roads.

Dual Carriageway: This is a road which has multiple lanes with traffic going in opposite direction. They may or may not be physically separated by non-passable dividers such as concrete barrier.

Road Junctions

A junction is the place where two or more roads meet. There are four (4) types of junctions, namely:

- a. **T -Junction:** This is a place where two roads meet in the shape of letter T.
- b. **Y-Junction:** This is a place where two roads meet in the form of letter Y.
- c. **Cross Road:** A cross road is the place where two roads meet and cross each other. It could be in the form of:
 - A major road crossing a minor road; or
 - Two equal roads crossing each other.
- d. **Roundabout:** A place where two or more roads meet, forming a circle that ensures that all traffic must go around in the same direction.

Road signs

Road traffic signs are structural designs erected along the roadsides for the purpose of directing, warning and informing the motoring public and pedestrians of road features ahead to guide their decisions.

A good knowledge of road traffic signs is compulsory for all drivers, as these are the basic communication means with the road that guarantees safe motoring.

These regulate and guide the decisions of drivers well ahead of any feature they would come across on the road.

The traffic signs are erect, while markings are done on the road pavement, all serving the same purpose.

Road signs are basically of three categories

- ❖ Warning or Danger signs
- ❖ Regulatory signs
- ❖ Informative signs

Of the three categories of road signs, the regulatory signs are divided into



- ❖ **Prohibitory signs:** They usually give negative instructions and are circular in shape with yellow background. However the STOP sign which is octagonal in shape, the NO WAITING and NO STOPPING sign with blue background and red border also belongs to the prohibitory signs

- ❖ **Mandatory signs:** Give positive instructions. They are circular and blue.

All the signs are identified by their shapes and colors

Type of sign	Shape	Color	Inscription
Warning / Danger signs	Triangular 	Yellow background with red border	Black
Prohibitory signs (Regulatory)	Circular 	Yellow / blue background with red border and cross line	Black
Mandatory signs (Regulatory)	Circular 	Blue	White
Informative signs	Rectangular 	Green	White
Stop	Octagonal 	Red background with yellow or white border	Yellow or white

Warning Signs	Prohibitory Signs	Mandatory Signs	Informative Signs
 Dangerous bend right	 No Right Turn	 Speed Limit (Minimum)	 Hospital
 Narrow bridge	 No Stopping	 Roundabout	 Advance Direction sign
 Carriageway Narrows	 Speed Limit (Maximum)	 U-Turn	 Direction to Airport
 T-Junction	 No U- Turn	 Keep Right	 REST AREA

6.2 Traffic Signals

Traffic signals control vehicle and pedestrian traffic by assigning priorities to various traffic movements to influence traffic flow.

RED means "Stop" Wait behind the stop line on the carriageway

RED and **Amber** also mean 'Stop'. Do not pass through or start until **GREEN** shows.

GREEN means go on if the road is clear. When turning left or right take particular care and give way to pedestrians crossing.

AMBER means stop at the stop line. Go only if the **AMBER** green signal if appears after crossing the stop line or when pulling up might cause crash.

A **GREEN** ARROW may be provided in addition to the full green signal if movement in a certain direction is allowed before or after the full green phase. If the way is clear go but only in the direction shown by the arrow irrespective of what other lights may be showing.

6.3 Categories of Road Users

Who are road users?

Road users are group of people or animals who use the road by performing different activities. The following are some group of road users.

- a. Motorists
- b. Cyclists
- c. Motorcyclist
- d. Pedestrians
- e. Animals

7. FRSC COMMITMENTS

7.1 VISION

To **eradicate** Road Traffic Crashes and create safe motoring environment in Nigeria.

7.2 MISSION

Regulate, Enforce and Coordinate all Road Traffic and Safety Management activities through:

- Sustained Public Enlightenment.
- Promotion of Stakeholder Cooperation.
- Robust Data Management.
- Improved Vehicle Administration.
- Prompt Rescue Services.
- Effective Patrol Operations.

7.3 CORE VALUES

- Transparency
- Fairness
- Timeliness
- ServiceOrientation

7.4 QUALITY POLICY

The Federal Road Safety Corps is committed to creating a safer motoring environment through compliance with the FRSC (Establishment) Act 2007, other traffic laws and quality management system standards with a view to continually improving its mode of operations.

8. FRSC NOTICE OF OFFENCE SHEET

S/N	INFRINGEMENTS	CODE	POINTS	PENALTY	CATEGORY
1	Ascertainment of Weight violation	AWV		2,000	2
2	Assaulting Marshal on Duty	AMD	10	10,000	2
3	Attempting To Corrupt Marshal on Duty	ACS	10	10,000	2
4	Caution Sign Violation	CSV	3	3,000	3
5	Child Restraint Violation	CRV	6	3,000	1
6	Child Sitting Position Violation	CPV	6	3,000	1
7	Construction Area Speed Limit Violation	CAV	3	3,000	1
8	Dangerous Driving	DGD	10	50,000	1
9	Do Not Move Violation	DNM	2	2,000	2
10	Drivers Licence Violation	DLV	10	10,000	2
11	Driving Right Hand Steering Vehicle	DRV	10	3,000 and forfeiture of vehicle	1
12	Driving With Worn-Out Tyre	TYV	3	3,000	1
13	Driving With Expired/Without Spare Tyre	EWT	2	2,000	3
14	Excessive Smoke Emission	ESE	5	5,000	1
15	Failure To Cover Unstable Materials	FCM	5	5,000	1
16	Failure To Fix Red Flag on Projected Load	FFF	3	3,000	1
17	Failure To Install Speed Limiting Device	SLD	3	3,000	2
18	Failure To Move Over	FMO	3	3,000	1
19	Failure To Report Road Crash	FRC	10	20,000	1
20	Fire Extinguisher Violation	FEV	3	3,000	3
21	Fleet Operation Violation	FOV	-	200,000	3
22	Inadequate Construction Warning Sign	ICW	-	50,000	1
23	Instructors Permit and Training Violation	IPTV	10	2,000	2
24	Latching and Twist-Locks Violation	LTV	10	5,000	1
25	Learner's Driving Regulation Violation	LDV	10	3,000	1
26	Light/Sign Violation	LSV	2	2,000	2
27	Number Plate Violation	NPV	3	3,000	1
28	Medical Personnel/Hospital Rejection of Road Crash Victim	RCV	-	50,000	1
29	Operating Mechanically Deficient	MDV	5	5,000	1

	Vehicle				
30	Obstructing Marshal on Duty	OMD	3	2,000	2
31	Operating a Vehicle with Forged Documents	OFD	10	20,000	2
32	Overloading	OVL	10	10,000	1
33	Passenger's Manifest Violation	PMV	10	10,000	2
34	Preaching or Hawking in Commercial Vehicle	PHV	-	50,000	1
35	Projected Load in Excess of Prescribed Limit	PLE	3	3,000	1
36	Riding Motorcycle without Using Crash Helmet	RMH	2	2,000	1
37	Road Obstruction	ROB	5	3,000	1
38	Road marking Violation	RMV	5	5,000	1
39	Route Violation	RTV	10	5,000	1
40	School Bus Violation	SBV	2	2,000	1
41	Seat Belt Violation	SUV	5	2,000	1
42	Speed Limit Violation	SLV	5	5,000	1
43	Unauthorized Removal/Tampering with Road Sign	UTS	5	5,000	1
44	Under Age Driving/Riding	UDR	-	2,000	1
45	Use of Phone While Driving	UPD	4	4,000	1
46	Use of Sirens Violation	USV	3	2,000	1
47	Vehicle Licence Violation	VLV	3	3,000	2
48	Vehicle Identification Tag Violation	VITV	2	3,000	1
49	Vehicle Mirror Violation	VMV	3	3,000	1
50	Vehicle Windshield Violation	VWV	2	2,000	1
51	Wrongful Overtaking	WOV	3	3,000	1
52	Driving Under Alcohol Or Drug Influence	DUI	5	5,000	2
53	Other Offences/Violations (Specify.....)	OPV	-	-	-

9. FIRST AID

9.1 What is First Aid?

First Aid is the immediate medical treatment given to a victim with available material before transport to the nearest health facility.

9.2 Objectives of First Aid

- ✓ To preserve life
- ✓ To promote recovery
- ✓ To prevent the condition of victims from worsening.

9.3 Items in a First Aid Box

- a. Bandage
- b. Adhesive plaster
- c. Lint/gauze
- d. Scissors
- e. Cotton wool
- f. Safety pin
- g. Tincture of iodine
- h. Wooden spatula
- i. Crepe bandage
- j. Antiseptic fluid
- k. Gloves

10. ROAD TRAFFIC CRASH

10.1 Definition of Road Traffic Accident

Road traffic accident is defined as a collision involving one or more vehicles. It can also involve other "moving objects," such as a pedestrian or cyclist. Fixed objects, such as a tree, a wall, or a parked vehicle, can play a role as well

10.2 Types of RTC

i. **Fatal crash:** A road traffic crash which involved loss of life and injury to people, including damage to property (including motor vehicle, road infrastructure e.t.c.). It is also a crash in which death occurred arising from injury sustained from a crash within 30 days of crash occurrence.

ii. **Serious crash:** A road traffic crash which did not lead to death but resulted in injury to any person (passengers or other road users) and damage to property (including motor vehicle, road infrastructure e.t.c.).

iii. **Minor crash:** A road traffic crash which did not involve loss of life or injury to people or serious damage to property.

10.3 Causes of RTC

After several researches, causes of road traffic crashes have been grouped into three according to the causative factors. These factors are:

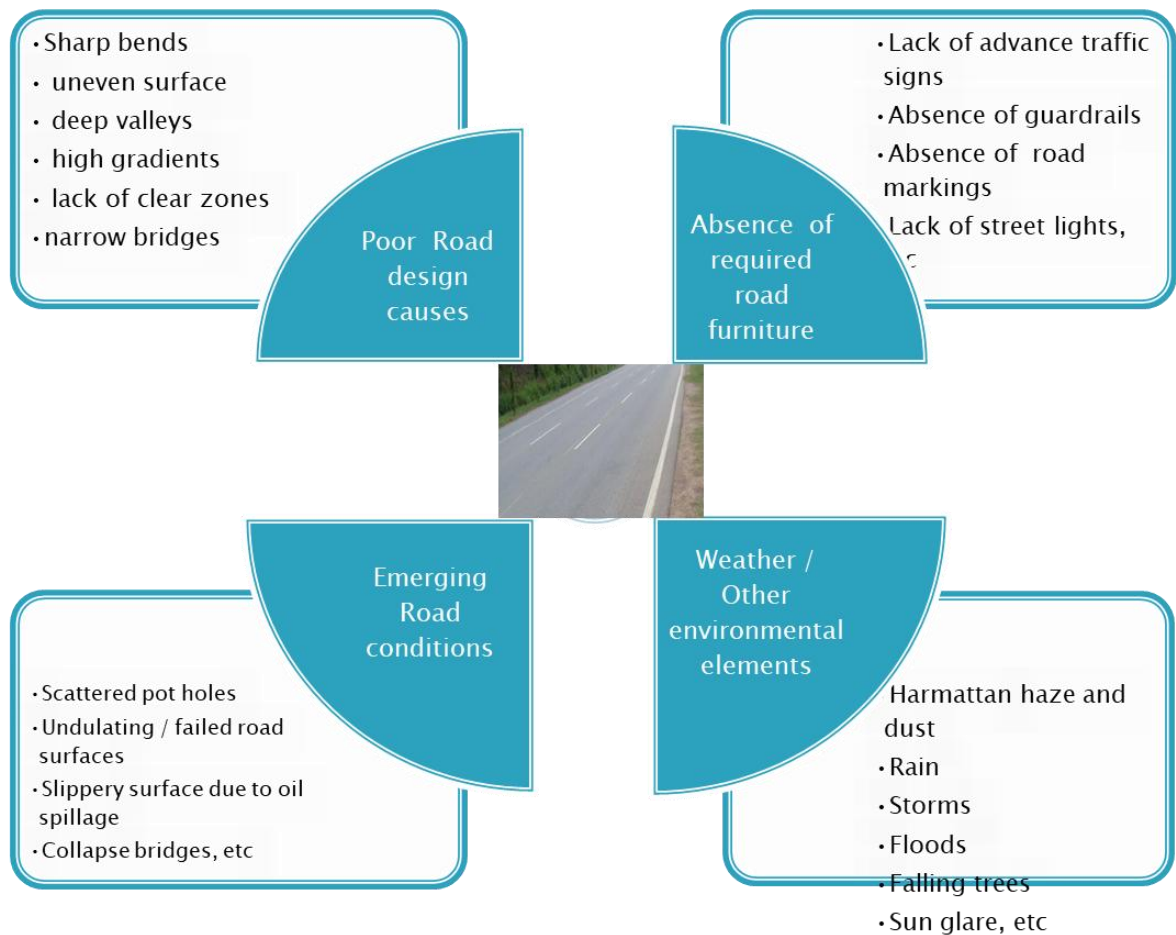
- ❖ Human factor
- ❖ Mechanical factor
- ❖ Environmental factor

a. **Human Factor** - Human factor contributes to about 90% of the road crashes. Drivers alone contribute about 80% to the crashes. Some of the specific causes are, overconfidence, speed, lack of concentration, tiredness, driving under the influence of drugs or alcohol, poor vehicle care, indiscriminate parking, wrong or dangerous overtaking, passengers distraction, and pedestrian behavior.

b. **Mechanical Factor** - Mechanical factor has been known to contribute in about 10% of the crashes on our roads. Crashes due to this factor have the following as some of the causes:

- ❖ Malfunctioning of engine
- ❖ Poor steering mechanism
- ❖ Tyre burst
- ❖ Brake failure

c. **Environmental Factors** - Environmental factor refers to road elements including weather that contributes to crashes.



11.0 EMERGING CHALLENGES OF FIELD COMMANDS OPERATIONS/THE WAY FORWARD

INTRODUCTION/GENERAL OVERVIEW

The primary responsibility of the Federal Road Safety Corps is to ensure that roads in Nigeria are safe for all road users through highly visible and responsive patrol operations.

2. The risks involved in this engagement is generally high especially with the recent rise in the security challenges confronting the Nation mostly perpetrated using the road as major means of movement.

3. Aside the foregoing, some of the challenges faced by the Corps are self inflicted by staff who have compromised ethical standard and relegated the operational strategies to be applied to the background, for personal gains.

11.1 AIM OF THE SUBMISION

4. The submission is aimed at presenting some of these challenges without being too academic by making it as practical as possible when faced with real life scenarios that require on the spot resolution.

5. Your work experiences as front liners in the field is expected to be brought to bear, where-in the quality of your responses to occurrences while out there will be open to you for self scrutiny and self assessment especially with the prevailing security situation which makes your safety paramount.

6. Which means that your ability to sense eminent danger is paramount, and therefore requires that staff must have a deep inbuilt capacity for alertness, critical thinking, prompt problem solving skills, sound judgment, confidence, interpersonal skills, physical fitness, tactfulness, self-control, mental attitude, responsibility and trust worthiness, reliability, loyalty to the job which is key.

11.2 SOME OF THE EMERGING OPERATIONAL CHALLENGES

ROLES OF PATROL TEAM MEMBERS NOT CLEARLY DEFINED/WRONG POSITIONING

7. Roles of individual members of a Patrol Team not clearly defined as a basis for ensuring strict compliance while on the road, resulting to one of the causes of knock down of Marshals.

8. The respective role to be played must be clearly defined and the role process owner to be held accountable for any action or inaction. This is without prejudice that the team work is the watch word.

9. In the same vein, the roles to be played by each member of the team is directly related to the positioning of the patrol vehicle and patrol bike as the case may be, which also has to do with the positioning of members of the team in relation to allowable spacing.

11.3 HIT AND RUN VEHICLES/CHASING OFFENDERS

10. Improper spacing while on patrol and the unprofessional habit of standing in front of moving vehicles or jumping on vehicle bonnet OR hanging of vehicle doors in an attempt to stop the offender, is not only shameful but exposes the perpetrators to the risk of the actions of hit and run drivers.

11. When confronted with such potential risks, all the patrol team needs to do is to note down the vehicle registration number of the vehicle for tracing through the NVIS.

12. The foregoing completely makes unnecessary, the dangerous habit of chasing offenders with the attendant high risk and possibility of causing road traffic crashes.

11.4 COMPROMISED BOOKINGS

13. None adherence to primary offence sighting as a basis for stopping a vehicle which in a number of occasions, set the stage for

misconducts whereby a driver is threatened with DLV offence which is a secondary offence, only to be booked for a primary offence which fine is less, after extracting an unethical compromise.

14. Failure to fully explain the offence committed by the offender before booking, thus setting the stage for compromised bookings in the event the offender insists that the offence committed be explained to him.

15. Malicious bookings of offenders for either refusing to compromise or for questioning why they were being stopped in the first place, opens up the space for avoidable conflicts that could result to far reaching negative consequences especially as it affects the image of the Corps.

16. Malicious booking of offenders because of the rude conduct of the passengers being conveyed has negative impact of the expected commitment of the patrol team whose main focus should be on the driver. A patrol team has no compulsive need to engage a rude passenger based on his/her utterances which may appear offensive. Unfortunately some patrol teams transfer the burden of such aggressive disposition of the passengers unjustly to the offender via malicious bookings. It is an unfortunate development that should not be allowed for being unfair.

11.5 IMPOUNDMENT MALPRACTISES

17. Vehicles to be impounded at patrol locations which are to be escorted to the base are sometimes being diverted away from the base after negotiated unethical settlements between the offender and the arresting Marshals. This can only happen when the patrol team leader is compromised. To avoid such acts, the booking of the vehicle to be so impounded must be done at the scene or at least the process of the commenced.

18. Vehicles impounded at the base released without necessary bookings or any evidence to show they were impounded in the first place, in exchange for unethical compromises. Vehicles to be impounded at the base must be entered into an impoundment register at the entry gate and after being released, the register must be updated with the signature of the offender while presenting an impoundment release slip to be so endorsed by the Head of Operations or any officer to be so designated to advance such endorsements.

19. The foregoing arrangement will indemnify FRSC from any legal proceedings that may arise with regards to the status of such released impounded vehicle.

20. Offenders of impounded vehicles must be made to endorse the fact that they have removed all movable valuables from their vehicles before leaving the base to consummate fines payment processes.

21. Arresting Marshals driving impounded vehicles to the base contrary to laid down regulations against such practices has grave consequences. The vehicle could be involved in a crash with the arresting Marshal as the driver, or the offender could claim he left valuables in the vehicle which cannot be accounted for when finally allowed to access to the impounded vehicle at the base.

22. The best bet under the circumstances is to get the services of a tow truck to be paid for by the offender, in the alternative, the services of any proximate Police station may be necessary to keep in custody the abandoned vehicle with full incident report made at the station, with a caveat that the vehicle can only be released to the offender based on clearance from FRSC. Obviously, the custody fee will be paid to the Police.

16.6 RUDE CONDUCT

23. Negative and rude disposition of patrol staff in engaging offenders which often at times over heat the patrol scene to the

extent of attracting avoidable mob attacks, has always been a contentious issue with violent consequences and avoidable legal processes.

24. It is obvious that based on human nature, nobody wants to be contravened for going against expected norms and will therefore be agitated when confronted under such circumstances. You don't expect such offender to be happy. Any rude conduct towards handling the arrest processes may bring out the bottled up frustration which sometimes may be insulting or violent. Being calm, understanding and respectful on the part of the patrol team members is all that is required to avoid any confrontation.

25. Unnecessary exchange of words with offenders and needless rude engagement of passengers whose disposition have no positive values should be avoided by all means possible. Being calm and friendly may just be what is required to calmly educate them on the danger for which the driver was arrested, if the situation warrants.

26. Attempting to effect arrest of offenders at all cost whereby arresting Marshals use their body to wedge or stop vehicles is not only primitive but paints FRSC in bad light. No traffic offence is worth the life of a staff or in fact any other person.

27. Appropriate positioning of patrol team members will avail any of the team members to concentrate on vehicle registration numbers of vehicles to be arrested, so that in the event the offender violently evades arrests his vehicle registration number can be noted for NVIS intervention.

11.7 GENERAL PATROL MISCONDUCT

28. There is an unfortunate rise in the incidences of patrol misconducts by patrol teams which embarrassingly is sometimes in active collaboration with the Commanding officer and Heads of Operations to the extent of assuming the status of an

institutionalized arrangement albeit erroneously. Patrol misconduct in which ever guise only reflects the premium we place on human lives, that is, the content of your compromise is the value you place on human lives including yours. Let your conscience judge you.

29. Misconducts, aside undermining our expected commitment in checking the menace of road crashes and service to humanity, the moral fabric of the Corps as a humanitarian organization suffers substantialerosion, thus not only painting us in bad light before members of the public, puts to question our relevance as an organization in adding value to the country's development.

30. Some staff have so institutionalized Patrol Misconducts to the extent that offenders are sometimes forced to compromise using ATM for payments or forced to make payments to account numbers of POS Agents for onward withdrawal of the monies so paid at the end of patrol operations. This act is being perpetrated to evade Surveillance arrests.

11.8 RESCUE OPERATIONS

31. Rescue operations has been one of the most fundamental commitment of the Corps that is well appreciated by the public because it represents an uncommon commitment in the service to humanity.

32. Therefore, the importance the Corps should attach to Rescue Operations should enjoy the highest level of care and professionalism ranging from taking full charge of the safety requirement of the crash scenes before the rescue to the evacuation of victims to proximate medical facilities and follow-ups.

11.9 GENERAL OPERATIONAL EXPECTATIONS

33. Staff are expected to continuously update themselves with the ever changing dynamics of technology while enforcing road traffic regulations.

34. For example the imperatives of NVIS, the working dynamics of all verification portals for SLD, NDL, Number Plates, etc should be well understood especially where a need arises to educate motorists while on patrol.

11.10 FONDLING WITH PHONE WHILE ON PATROL

35. The distractive habit of fondling with your phone while on patrol or wearing of earpiece presents you to the public as an unserious law enforcement agent and as such losing the expected seriousness the public will accord you. It is disrespectful and unacceptable to engage offenders with your earpiece affixed to your ear or a having a divided attention because of fondling with your phone.

11.11 USE OF STICKS ON PATROL

36. The habit of patrol teams using sticks in enforcing traffic regulations is too crude and unacceptable because it paints FRSC as an organization that is operating in the Stone Age. Such acts are punishable under FRSC Regulations on Discipline because of its inconsistency.

11.12 IMPROPER DRESSING

37. Improper dressing has always been an issue the Corps Management is concerned about, because it is the way you dress that you are being addressed by the public and the quality of respect you attract in your enforcement of road traffic regulations while on the road.

38. What then is improper dressing? This can be defined as any dressing that is not as captured by the FRSC Dress Code; for example, wearing of slippers while in uniform, improper parking hair by female staff, painting of lips, painting of finger nails, non compliance with dress code as specified in part one order or operational dressing.

39. Being improperly dressed, presents you to the public as a tout and which to a large extent determines the quality of your interaction with offenders, especially language usage and disposition.

40. As a regimented outfit, neatness and smartness when wearing the uniform has the deep capacity of building within you a positively complex self confidence which comes with boldness and sophisticated calmness when enforcing the regulations on the road. The respect you get from the public by been properly dressed goes a long way to discourage the public from engaging in a manner that seems to suggest you are an uneducated Tout, known locally as Agbero.

41. It will be an insult, first to your person when referred to as an Agbero while wearing FRSC uniform and an embarrassment to the corporate image of the Corps.

11.13 GENERAL INABILITY BY PATROL TEAMS TO IDENTIFY BREWING THREATS

42. Brewing threats have visible outlook, but patrol teams sometimes neglect some of signs. Incidentally, the Corps provides that only one vehicle should be stopped at a time, because stopping several vehicles will leave the patrol team with the burden of managing multiple offenders and aggrieved passengers who consider the time wasting consequences as an infringement on their fundamental human rights.

43. Tempers will obviously rise at which point any slight negative utterance may spark off violent reactions from not only the offenders but the passengers resulting to mob attack. Such multiple arrests must be avoided as provided for under operational regulations.

11.14 EMOTIONAL INTELLIGENCE

44. For the benefit of achieving a seamless enforcement commitment, staff are expected to be in tune with the basic expectations of Emotional Intelligence.

45. Empathy is the watchword which even if expressed should not compromise enforcement standard at the same time not eliciting negative or violent reactions from offenders to be contravened or booked.

46. Simply put, your actions or inactions should not attract unpalatable backlash from members of the public thus necessitating the need to be calm, firm and fair.

11.15 GENERAL INDISCIPLINE

47. Discipline, no doubt is the bedrock for any meaningful development to enjoy the required foundation, which makes absolutely necessary that our conducts conforms with acceptable ethical standard.

48. Staff were trained to differentiate between what is right and wrong and as such our actions and inactions are deliberate because we freely acceded to it.

49. Incidentally, whatever staff wish to throw up as far as their actions and inactions are concerned, is fully captured in the FRSC Regulations of Discipline, which prescribes sanctions appropriate to the infraction committed.

50. Since ignorance is not an excuse and that staff are responsible for their conducts, it is incumbent on all to closely study the FRSC Regulations on Discipline in order to appreciate the punishment coded for each infraction, some of which ends up in Dismissal from Service and prosecution in the Civil Court in the event of a worst case scenario.

11.16 MISUSE OF SOCIAL MEDIA

51. The improper use of the Social Media in addressing issues or grievances that are purely internal to FRSC, have continued to expose

Corps to avoidable public embarrassment leaving her image sometimes battered.

52. Such acts are not acceptable to the knowledge and understanding of all staff, which is why some of these media onslaughts comes under anonymous or fake names despite a clear evidence that it was an insider act.

11.17 INTER-AGENCY RELATIONSHIP/ESPIRIT-DE-CORPS

53. It is not in doubt that there is no organization that can operate in isolation thus necessitating the need to explore avenues for a sustained in flow of cooperation from relevant organizations especially the uniformed ones.

54. Showing respect to personnel of such organizations in the area of esprit-de-corps has a way of cementing cordiality especially when the need to request for corporate assistance, becomes necessary.

55. However, in the exercise of esprit-de-corps, care must be taking not to compromise ethical standards, thus making PE an admissible intervention to let go.

11.18 DELAY IN HANDLING DISCIPLINARY CASES IN FIELD COMMANDS

56. Undue delays from the field in dealing with disciplinary cases and cover ups by Command, has continued to impact negatively on the corporate interest and responsibility of the Corps to the country.

57. Such cases of cover ups are not condoned in the system and in the fullness of time, justice will prevail for the system and the society.

11.19 CONCLUSION

As earlier mentioned, the presentation is an attempt to be less academic or theoretical, in which case it is expected that you have found yourself in one or all of the scenarios painted, consequently, it is expected that after going through, you should have an inbuilt capacity to bridge the challenge gap when asked to connect the process, when confronted with a life test case scenario.