



FEDERAL REPUBLIC OF NIGERIA



FEDERAL ROAD SAFETY CORPS

2010



ANNUAL REPORT

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CONTENTS

Vision & Mission Statements	i
Photo of the President of Nigeria	ii
Photo of Secretary to the Government of the Federation	iv
Photo of Chairman of FRSC	v
Photo of Corps Marshal & Chief Executive	vi
Photo of FRSC Commissioners	vii
FRSC 2010 Management Team.....	viii
Organizational Structure.....	ix
Foreword.....	1
Preview of the report.....	2
2010 Operational thrust (I)	
▪ Fleet Management and Control.....	3-6
▪ Pre & Post crash sustainable measures.....	7-8
▪ School Bus design and operations in Nigeria.....	9-14
▪ Overview of 6 Deaths/Crash threshold RTC Investigation.....	15-19
▪ Overview of FRSC Field Commands and Administration.....	20-26
Staff Capacity Building Programmes	
▪ Staff Capacity Development.....	27
▪ Road Safety Management Capacity Review.....	27-34
▪ Medical and Rescue Services.....	35
2010 Operational thrust (II)	
▪ Operation Zero Tolerance.....	36
▪ Targets.....	37
▪ Endorsement of the programme as a national initiative.....	37
▪ FRSC Deployment.....	37
▪ Collaboration with other Security Agencies.....	38
▪ The launch of Zebra 5.....	38
▪ Operation "Eagle Eye".....	38
▪ 2010 Easter Special Patrol.....	38
▪ Operation Sanity.....	39
▪ TOWOL.....	39
▪ Riding Motorcycle without safety helmet.....	39
▪ Operation Rainstorm 1.....	39
▪ Free Vehicle Safety Checks.....	40



Implementation of Quality Management System.....	41
Nigerian Road Safety Partnership.....	42-44
Activating UN Decade of Action on Road Safety in Nigeria.....	45-47
Can Nigeria Achieve the Accra Declaration in 2015?.....	48-51
Corps Marshal Sports Championship.....	52-53
Child safety initiative: ROSOWA.....	54-55
2 nd Annual Lecture Series Programme.....	56-57
Road Safety International	
▪ West African Road Safety Organization (WARSO).....	58
▪ WARSO Activities.....	58
▪ Celebrity Special Marshals.....	59
2010 World Day of Remembrance for Road Traffic Victims.....	60-61
FRSC in Nigeria @ 50.....	62-63
Why we have Road Crashes.....	64
Road Traffic Crash data and statistical analysis.....	65-71
Plate number processed (Jan-Dec 2010).....	72
National Drivers License processed (Jan-Dec 2010).....	73
Events in photography.....	74-79
Some of the major publications of the Corps.....	80
Inspiring words	81-82
Contributions to Road Safety in Nigeria.....	83



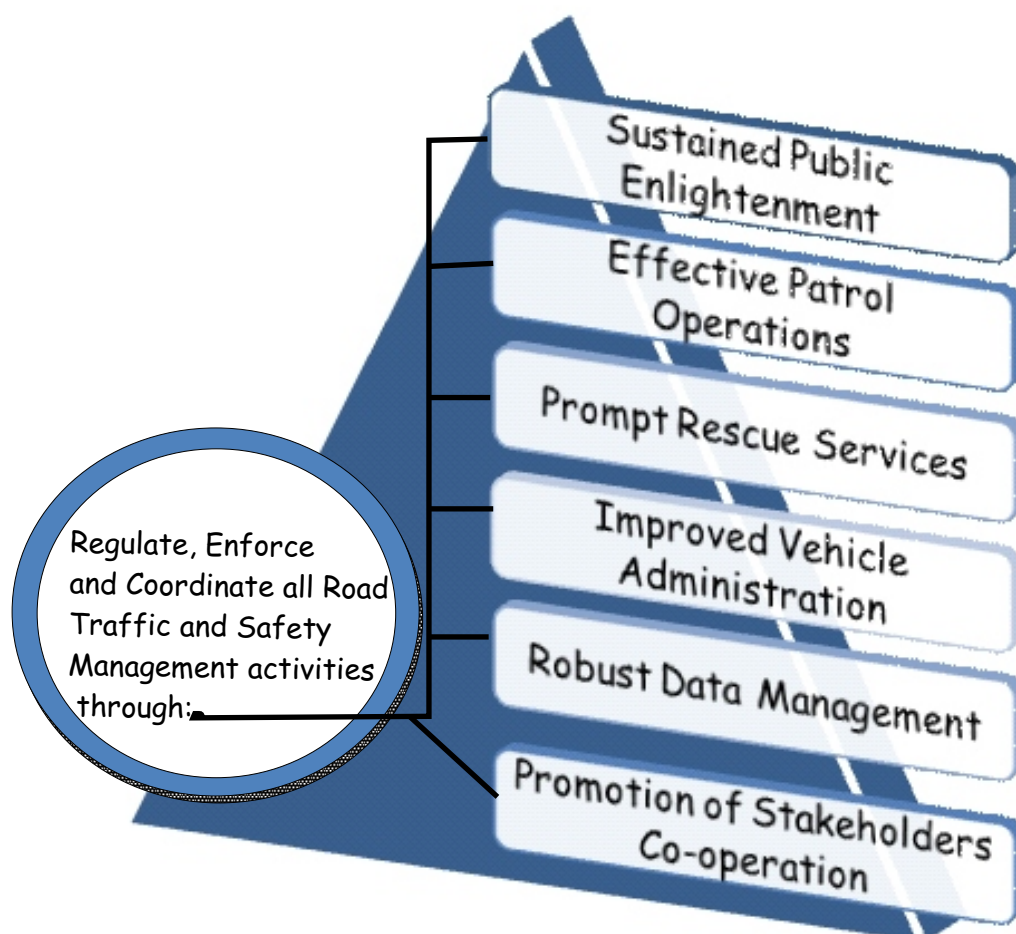
Our Vision

to eradicate road traffic crashes and create safe motoring environment in nigeria

FRSC:
Safer Roads
Fuller Lives!

We Say, We Do!

Our Mission



FRSC:
Safer Roads
Fuller Lives!

We Say, We Do!

FRSC:
Safer Roads
Fuller Lives!

We Say, We Do!



His Excellency Dr. Goodluck Ebele Jonathan, GCFR
President, Commander-In-Chief of the Armed Forces
Federal Republic of Nigeria.



Alh. Mahmud Yayale Ahmed, CFR
Secretary to Government of the Federation

Office of the Secretary to the Government of the Federation (SGF) is that office of the Presidency that is responsible in ensuring the effective coordination and monitoring of the implementation of Government policies.

The SGF office oversees activities of Ministries, Agencies and Commission among which are Nigerian national Merit Award Commission, National Commission for Refugees, National Hospital Abuja, National Poverty Eradication Programme, New Partnership for Africa's Development, African Peer Review Mechanism, Code of Conduct Tribunal, Nigerian National Volunteers Service, Galaxy Backbone plc, National Lottery Regulation Commission, National Lottery Regulatory Trust Fund, National Identity Management Commission, Nigeria Inter-Religious Council, National Agency for the Control of HIV/AIDS, Petroleum Products Pricing Regulatory Agency, Presidential Advisory Committee, National Economic Intelligence Committee, Utilities Charges Commission and the Federal Road Safety Commission (FRSC).

The SGF office is headed by Alh. Yayale Ahmed, CFR



Col. Lawan Gwadabe (Rtd)
Chairman, Federal Road Safety Commission





Osita Chidoka
Corps Marshal and Chief Executive



In line with the provisions of the FRSC Establishment Act, 2007 the Commission shall comprise of members who are appointed by the President and Commander in Chief of the Armed Forces of Federal Republic of Nigeria.

Members of the FRSC board assists in key policy formulation as well as other assigned functions toward ensuring a safer Nigeria road use culture.



Elder Jackie Umoru
Member



Mrs. B. Nwachukwu, Esq.
Member



Alh. Yahaya Adamu
Member



Mrs. Ayoka Lawan, Esq.
Member



Osita Chidoka,
Corps Marshal & Chief Executive (COMACE)

The Corps Marshal and Chief Executive (COMACE) is able to effectively manage the affairs of the Corps with the assistance of a competent management team which oversees the conduct of Staff as well as implementation of Corps activities both at the HQ and Field Commands.

At present, there are eight (8) Departments headed by a Deputy Corps Marshal (DCM) or Assistant Corps Marshal (ACM) and 11 Corps Offices headed by an Assistant Corps Marshal or a Corps Commander (CC).

Departments:

1. Operations
2. Training, Standards & Certification
3. Safety Engineering
4. Policy, Research & Statistics
5. Admin & Human Resources
6. Motor Vehicle Administration
7. Finance & Accounts
8. Special Marshals & partnership

Corps Offices

1. Corps Budget
2. Corps Medical & Rescue Services
3. Corps Planning
4. Corps Provost
5. Corps Public Education
6. Corps Procurement
7. Corps Transport Standardization
8. Corps Logistics
9. Corps Audit
10. Corps Intelligence
11. Corps Secretary



BO Oyeyemi, MFR DCM (Ops)



AA Dutse, DCM (TSC)



BG Ibrahim fwc, DCM (SED)



AA Omidiji DCM (PRS)



LA Nwugo, DCM (AHR)



H Haruna, ACM (MVA)



AK Browne, MFR fwc ACM (F&A)



OI Ewruhjakpor ACM (SMP)



CD Nwachukwu Esq, ACM (CLA)



E Anyaoku, ACM (Budget)



RH Ringim, CC (CP)



KC Nwaegbe mni, CC (CPL)



OM Olagunju, CC (CMRS)



SA Obayemi, CC (CPEO)



JA Akolo, CC (CPRO)



YK Olagunju, CC (CTSO)



KN Agomoh, CC (CLOG)



Ford Oti, CC (CA)



S Zaki, CC (C-INT)



JK Fanola, CC (CS)



The corporate headquarters of FRSC in Abuja, Nigeria



The Corps in the last year witnessed a steady restoration of its integrity and professionalism and has undergone several changes and renewal resulting in an upward thrust excellence nationwide in service delivery as well as taken giant strides in the over-all fight to make Nigerian roads safer.

Restoring the integrity of the Enhanced National Drivers' License (ENDL) has been at the core of the present FRSC Administration agenda. Information and Communication Technology system have been deployed to revamp the activities of National Uniform License Scheme and data restored and upgraded for easy verification of licensing information.

The Corps can now boast of an effective database hosting about 3.5 million records as supposed to 400,000 prior to 2007. Communication facilities have been upgraded to meet the requirements for the Corps operational and rescue activities. A nation-wide integrated vista communication network totaling 245 in number have been installed to enhance communication among FRSC personnel as well as access to information in real-time.

In line with the need to have a knowledgeable organization members of the Corps are exposed to various training programmes both locally and internationally to equip them to meet the current challenges in road traffic administration and management.

Road safety is indeed a shared responsibility as reducing identified risk factors in Road Traffic Crashes requires commitment by individuals, Government, corporate organizations, Non-Governmental Organizations (NGOs) and international agencies. As at today, FRSC has about 15,000 volunteer workers under the platform of the Special Marshals scheme while the Corps is also in partnership with private sectors and civil societies. Synergy and collaboration has been strengthened as Nigeria through the instrumentality of ECOWAS Commission embarked on a sensitization drive within the West African sub-region to strengthen membership and commitment of West African Road Safety Organization (WARSO).

There is still the need to look into the future with steady focus on playing roles in an ever dynamic world. We are committed to leaving a legacy for future generations of safer roads to travel in Nigeria.

Osita Chidoka
Corps Marshal & Chief Executive



The Geographical space in 2010 provided us the enabling platform to navigate through the onerous task of policing our highways to the admiration of most road users.

The year no doubt was significant to us in many ways. Most importantly, we celebrated our 50th independence anniversary, progressed measurably with the certification of fleet operators, added an International dimension to our Annual Lecture Series which was graced and chaired by H.R.H Prince Michael of Kent GCVO and marked the United Nations World Day of Remembrance of Road Traffic Victims among others.

The drive to succeed of course was anchored on our belief in effective human resource management which ensures there is a "fit" between the mission objective/strategies in an organization and workforce that executes them.

During the period under review, FRSC carried out a nationwide recruitment exercise in a bid to increase the capacity carriage of her workforce, established more Unit Commands and Help Areas in its countrywide spread.

The wheels of "Operation eagle eye" along side with "operation sanity" were further oiled to record a worthy scorecard in their planning and execution which re-enforced the often repeated mantra that "a cloth only wears, it does not die"

The Corps is equally grateful and appreciative of the tremendous efforts and commitment of the Federal Government on the release of funds for the purchase of operational vehicles and other consumables.

Conversely, since the Corps cannot set the moonlight on a candle stick, we appeal to our development partners, stakeholders and other public spirited individuals to contribute their quota now that the drum beat of the decade of action is staring us in the face.



FLEET MANAGEMENT AND CONTROL

In the year 2010, the Corps Transport Standardization Office(CTSO) registered Six Hundred and Five (605) Fleet Operators bringing the total registered fleet operators to Two Thousand Seven Hundred and Twenty One (2,721).

The operational, vehicular, terminals and Drivers Safety Standards were also assessed all over the Country in readiness for the certification process starting from 1st of January, 2011.

FRSC on daily basis in 2010 also monitored six hundred and seventy (670) parks across the country. a total of five million sixty six thousand one hundred and fifty six (5,066,157) vehicles departed from the parks, with sixty three million, two hundred and sixty four thousand one hundred and fifty three (63,264,153) passengers and two billion, three hundred and forty eight million four hundred and sixty six thousand three hundred and fifty nine (2,348,466,359) kilometers covered.



Senior Officers of FRSC and Staff of the Corps Transport Standardization Office on inspection of Fleet Operators in Nigeria

In conjunction with the Training Standards and Certification arm of the Corps, Convoy Drivers Training for Senior Government Officials, Ministries and Parastatals were also designed and conducted in some states.

Stakeholders forum to sensitize the operators and the public on the Road Transport Safety Standardization Scheme (RTSSS) particularly in the certification requirements were held across the country.

After series of stakeholders meeting, the office on the 25th of February 2010, had a Stakeholders forum where the Safety Requirements/Guidelines for Articulated Lorries (Tankers/Trailers) Operations in Nigeria was approved. The Guidelines had been published in English, Yoruba, Hausa and Igbo languages.



The full implementation of the Guidelines commences in 2011. So far, three Hundred and Eighteen Safety Managers and Five Hundred and Sixty Six drivers have been trained under the scheme.

The office also produced a "Report on Road Traffic Crashes (RTC) involving Tankers/Trailers in Nigeria, 2007 June 2010). The report has been published.

The CTSO also produced a good reference material on Fleet Management with the publication of about Five Hundred (500) page book titled "Fleet Management Strategies in Nigeria Road Safety Perspectives."

Data on Air and maritime modes as regards Passenger Travelled, No of carriers, freight movements among four major terminals in the country were also collated to juxtapose this with the road based data.

The CTSO conducted a survey nationwide on the location of illegal parks and a total of 215 of such places were identified in contrast to the 170 located by the Director-General State Security Services (DG SSS). The report has been forwarded to relevant bodies / agencies for action.

The Road Transport Safety Standardization Scheme (RTSSS) is a road transport regulatory policy which stipulates minimum safety requirements for fleet operators with at least five (5) vehicles in their fleet.

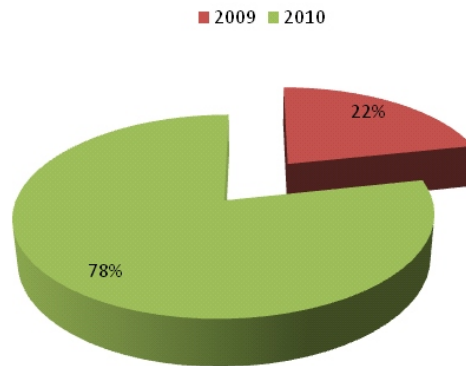
The scheme was launched on the 11th of September, 2007. The concept of the scheme includes regulating road transportation in Nigeria; ensure safer and standardized fleet transport operation for all; check the excesses of transport operators which often lead to loss of lives and property; entrench a culture of safety consciousness in organizations and companies with fleet of vehicles.

Section 115 (2) of the National Road Traffic Regulations (NRTR), 2004 made in pursuant to section 5 and 10(10) of the Federal Road Safety Commission (Establishment) Act, 2007, mandates FRSC to maintain a databank of all transport operators having up to five (5) vehicles in their fleet and shall issue appropriate forms for data collection, certification and registration for operators, safety officers and all necessary operational activities as may be required from time to time.

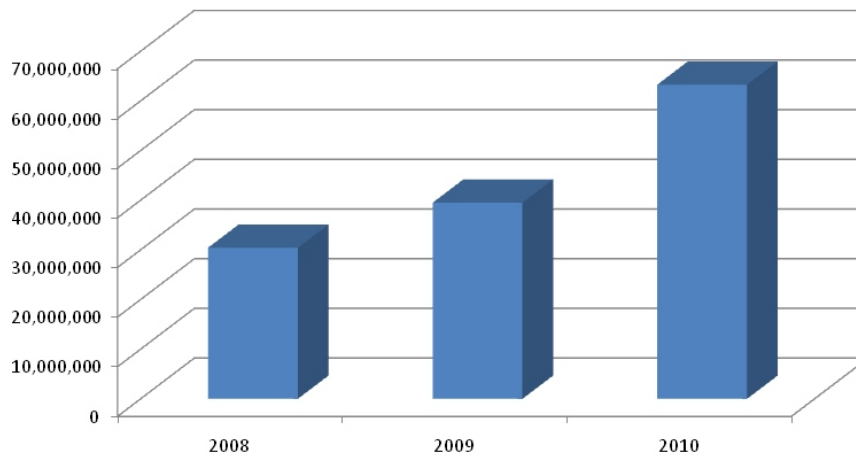
Table 1: Information on Public transportation in Nigeria

S/N	Description of items	2008	2009	2010	CUMULATIVE 2008 - 2010
a.	NUMBER OF PARKS MONITORED	-	390	670	1060
b.	VEHICLE TRAVELLED	1,311,963	4,729,285	5,066,156	11,107,404
c.	PASSENGER TRAVELLED	30,424,297	39,496,870	63,264,153	133,185,320
d.	KILOMETER COVERAGE	-	647,751,392	2,348,466,359	2,996,217,751
e.	REGISTERED FLEET OPERATORS	-	2,116	605	2,721
f.	ADVOCACY VISITS	-	7,172	19,422	26,594

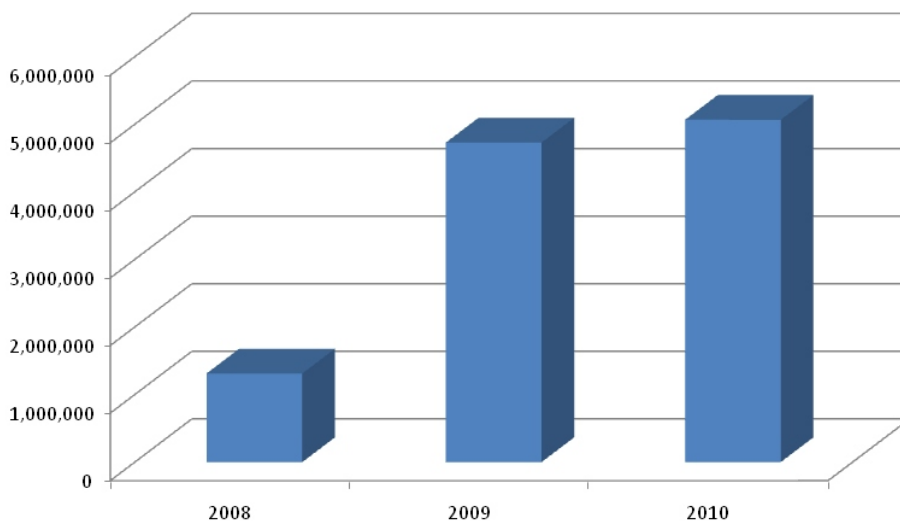
GRAPHICAL PRESENTATION OF KILOMETER COVERAGE



GRAPHICAL PRESENTATION OF PASSENGER TRAVELLED



GRAPHICAL PRESENTATION OF VEHICLE TRAVELLED



Section 115 (1) of the National Road Traffic Regulation (NRTR), (2004) provides that all transport operators who engage in inter-state road transport service shall establish a safety unit, appoint a safety officer as the head of the unit who shall ensure that operational standards are maintained as prescribed in these regulations.



Section 115(3) provides that any transport operating safety manager who fails to comply with the regulation shall be liable to a fine of fifty thousand naira (N 50,000) or imprisonment for six (6) months.

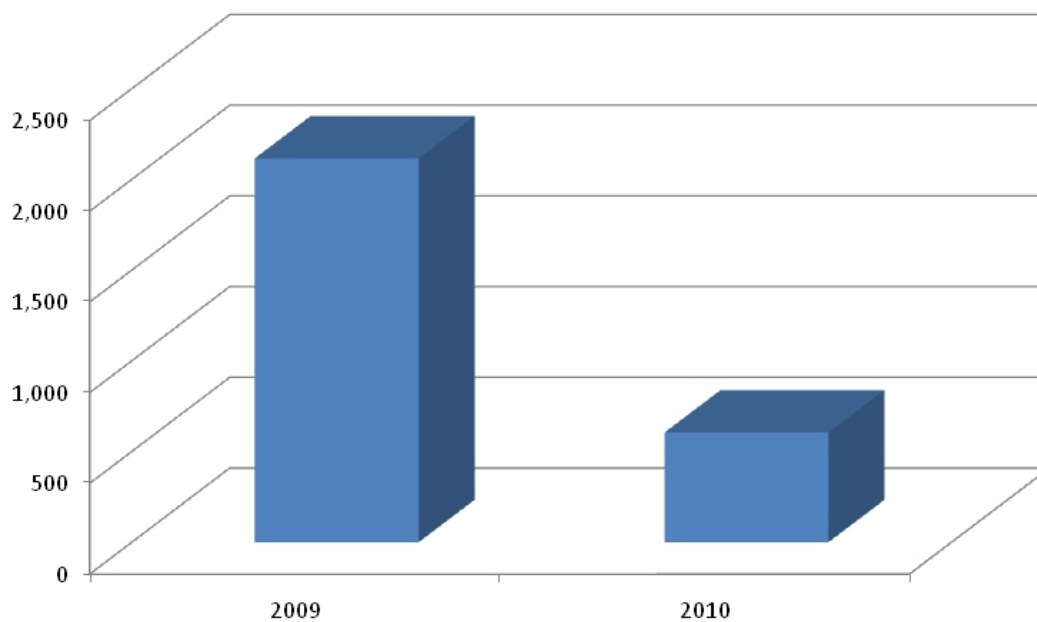


GRAPHICAL PRESENTATION OF NUMBER OF PARKS MONITORED

■ 2009 ■ 2010



GRAPHICAL PRESENTATION OF REGISTERED FLEET OPERATORS



PRE & POST CRASH SUSTAINABLE MEASURES

Provision of emergency care to victims of road crashes has remained one of the core values of the FRSC in its drive to achieve a 50% road crash reduction in 2015, in line with Accra declaration of 2005 and transition from the present trend of 110 to 2 deaths per 10,000 vehicles on Nigerian highways by 2020.

Worthy of note is that with about 170 patrol shifts and 121 Unit Commands, 37 Sectors and 12 Zonal Commands to cover about 198,000 km, the Corps as at 2007, was able to cover 145.9 km with only 12.5 patrol shifts coverage and a response time to emergencies of 50 minutes to 1 hour.

This is made possible through 12 clinics located at the Zonal Command Headquarters in addition to road side clinics at designated locations such as Birnin Yero (Kaduna), Bode S'adu (Kwara), Sagamu (Lagos- Ibadan expressway), etc.

To improve response time, the Corps established the first emergency call centre in Nigeria with the aim of responding to distress calls bordering on road traffic crashes and related traffic challenges which has brought the response time to 15-30 minutes. The emergency number is 0700-CALL FRSC or 070022553772.

In its drive to further strengthen internal and external communication, a Close User Group (CUG) network platform was unveiled and pursuant to a stronger collaboration, a partnership was built with the National Emergency Management Agency (NEMA) for a temporal deployment of a NEMA mobile clinic to FRSC.

Also worthy of mention is the procurement and deployment of 22 state-of-the-art ambulances and heavy duty tow trucks at strategic locations prone to road traffic crashes to improve rescue operations while increased number of medical personnel were engaged to enhance professionalism in road safety practices. This has positioned the Corps strategically towards reducing carnage on the highways.

In the same vein, a synergy was built with the Usman Danfodio University Teaching Hospital Trauma Centre in Sokoto to train different batches of FRSC personnel on the basics of handling road crash victims. This project preceded the establishment of an Abuja Ambulance Pilot Scheme in August, 2009 in tandem with the Federal Ministry of Health as a strategy to deploy ambulances to designated locations in the FCT, in addition to extending the services to Keffi in Nassarawa State.



Between January- June 2010, the FRSC achieved a 51.27% and 42.75% reduction in road traffic crashes and number of deaths respectively, in addition to 39.1% reduction in injured persons while the ambulance emergency rescue services has rescued about 1,554 casualties of road crash victims.

Interestingly, the future of the Corps' rescue practices will focus on complementary pre-crash and post-crash management. This will be made possible through leverage on current achievements in emergency communication and improved response time to further enlarge the scope of rescue services. The projection include 1,000 four-carrier and 1,400 two-carrier life support ambulances, six (6) surveillance helicopters, thirty eight (38) mobile clinics, seventy seven (77) road side clinics and specialist training for FRSC personnel and paramedics.

Nigerian roads were rated among the unsafest globally due to road traffic crashes which stood at 172 deaths/100,000 population as at 1967 and was further shored up by the economic boom in the 70s which culminated in an upsurge in vehicular traffic



Corps Marshal of FRSC discussing some issues with Senior Management members before embarking on an aerial survey of traffic situation in some parts of the country



SCHOOL BUS DESIGN AND OPERATIONS IN NIGERIA

Owing to the importance attached to safety of the Nigerian child and considering the dangers school pupils go through each day in the course of boarding a vehicle or crossing the road while going to or returning from school, a meeting of the expanded technical committee on School Bus Design and Operations was held on 20th and 21st September, 2010 at Abuja.

The aim of the meeting was to review the draft guidelines on the School Bus Design and Operations as developed by the Standard Organisation of Nigeria (SON) with contributions from relevant stakeholders.

The following Organisations represented in the two-day programme made meaningful contributions toward the review of the draft policy.

- a. Federal University of Technology, Minna
- b. National Automotive Council of Nigeria (NAC)
- c. Federal Road Safety Corps (FRSC)
- d. Manufacturing Association of Nigeria (MAN)
- e. Army Day Secondary School, Asokoro
- f. Federal Ministry of Education
- g. Consumer Protection Council (CPC)
- h. Kaduna Polytechnic
- i. Peugeot Automobile Nigeria, Limited (PAN)
- j. Nigeria Medical Association (NMA)
- k. National Institute of Transport Technology (NITT)
- l. Standard Organisation of Nigeria (SON)
- m. Nigeria Society of Engineers (NSE)
- n. National Association of Proprietors Private Schools (NAPPS)
- o. Department of Mechanical Engineering, University of Lagos



a word to parents and guardians...

Remind your child to follow the school bus safety rules.
Make sure your child knows what to do if they miss the bus.
Record your child's school bus number and driver's name.
Keep this card, or leave it in your child's backpack so that they always have it with them.

School Telephone Number

Teacher's Name

Bus or Route Number Driver's Name

If I miss the bus at home, I should

If I miss the bus at school, I should

Think of us on the Bus
Road Safety

SCHOOL BUS

It starts with you



Types of School Bus

Type 'A' 1 The bus that accommodates eighteen (18) persons; including the school bus driver and the school bus driver assistant.

Type 'A' 2 This is the type of school bus that has an extended capacity to accommodate twenty two (22) persons; including the school bus driver and the school bus driver assistant.

Type 'B' 1 This bus type accommodates twenty eight (28) persons; including the school bus driver and the school bus driver assistant.

Type 'B' 2 This is the type of school bus that has an extended capacity to accommodate thirty five (35) persons; including the school bus driver and the school bus driver assistant.

Type 'C' The type 'C' school bus has a maximum seating capacity to accommodate seventy two (72) persons; including the school bus driver and the school bus driver assistant. This type of school bus has extended length and limited maneuvering capacity and could thus be utilized by schools with large population or enrolment to minimize the frequency of trips.

Note: School Proprietors or school bus operators are at liberty to choose any of the School Bus types enumerated above that suits their population and individual needs. In all these types there must be a provision for separate seat for the school bus driver and assistant.

FUNDING OF SCHOOL BUS SCHEME

Private, Public Partnership should be encouraged. Individual investors interested in School Bus operation may acquire appropriate bus type and enter into contract agreement with School Proprietors for this purpose. They must comply with the provisions of the approved School Bus operational guidelines. This is bound to reduce drastically vehicle congestion occasioned by individual parent who convey their children to schools at peak hours of the day.



Representatives of Organisations present at the meeting reviewed the draft guideline on the School Bus Design and Operations and made corrections where necessary.

Stakeholders agreed that there was a need for the Federal Road Safety Corps in conjunction with the Standard Organisation of Nigeria (SON) to evolve a minimum standard for all school bus operators that will guarantee the safety of the students while on board.



School bus type 1

The Nigerian standard for School Bus was elaborated by the Technical Committee on School Bus. The standard has become necessary in order to satisfy the urgent need and demand for minimum requirements for School Bus Design and Operation in Nigeria. The standard was made to meet national and international requirements incorporating comments from other stakeholders.



As part of the decisions, National Association of Proprietors of Private Schools opined that school bus is entitled to a level of immunity from traffic agencies especially while conveying students, as long as it does not tamper with issue of safety.



School bus type 2



On completion of the final policy document on the guideline for the School Bus Design and Operations, the Corps and other stakeholders would need to sensitize the State governments and to convince them on the need to embrace the programme and ensure full compliance.



School bus type 3



Stakeholders round table discussion on the school bus draft policy document



OVERVIEW OF 6 DEATHS/CRASH THRESHOLD ROAD TRAFFIC CRASHES INVESTIGATION

INTRODUCTION

The road traffic system, with its associated traffic crashes, is the most complex and dangerous system amongst all the systems the Nigerian population has to contend with everyday. This is more so because the rail system is almost moribund, aviation, too expensive for an average Nigerian while the waterways are restricted by nature to some areas. The combined effect of rapid growths in motorization, population and urbanization is seriously accentuating road safety challenges in Nigeria. To efficiently address the issue, quality information on different causative factors of RTC will be required.

The Corps through the Safety Engineering Department embarked on the professional investigation of road traffic crashes that result in the death of six persons or more in a single incident. The aim is to eliminate the effect of under-reporting in order to generate a more reliable data for analysis.

BACKGROUND

Data regarding the occurrences and types of crashes as well as the conditions responsible for these crashes is necessary for conducting road traffic safety policy. In the bi-annual reports, efforts are made to examine crash times, vehicle types involved in crashes and general trends of indices of crashes like fatality rates per crash, severity index, etc. The effects of nature of location of crash sites were also examined. It was also necessary to compile the factors that cause traffic crashes and influence these results such as inappropriate speed, dangerous driving, alcohol and drug use, etc.

This report used fatality rates based on RTC and not Resident Population, Number of Licensed Drivers, Number of Registered Motor Vehicles or Vehicle Miles Travelled because of the obvious inability to access reliable data on these and the fact that this threshold of analysis for the period under review may not present "enough" data due to the limited time frame.

AIM

The aim of this compilation is to come up with analysis based on professionally investigated RTC cases. The objective of this report, therefore, is to identify salient causative factors of Road Traffic Crashes (RTC) based on the 6DT and fathom appropriate areas of countermeasures. The report intends to provoke detailed studies of specific routes and areas hitherto untouched.



DATA SOURCES AND LIMITATION

In the last two quarters of 2010, a total of 68 crashes with the set threshold of 6DT were reported with 692 fatalities and 494 injuries registered. Ten (10) out of these cases were not fully investigated for reasons of belated first information reports (FIR) but limited information was received. However, all the 32 crashes for the 4th quarter of year 2010 were fully investigated.

Road traffic crashes are rare and random events and therefore this report is a descriptive analysis of trends in fatal crashes and injuries for the last two quarters of 2010. The data used in this report which are based on the Six Deaths per crash Threshold (6DT) incidents are from professionally investigated cases nationwide and are reliable however their limitations are in the area of: (a) the quantity or number of investigated cases which are minimal due to their rarity, (b) the time frame for compilation and analysis. However if such records are collated over a 3-year period a more reliable trend of the indices of crashes will definitely emerge.

Road Traffic Crash Data Analysis

Type of Crash	Crashes	Fatalities	Injury
Multiple Vehicle Crashes	51 (75%)	546 (79%)	367 (74%)
Multiple Vehicle Crashes	17 (25%)	146 (21%)	127 (26%)

Out of a total of 68 traffic crashes reported, 58 were fully investigated. A total of 51 multiple-vehicle crashes were investigated, 10 involved fire with two (2) of the small passenger buses carrying kegs with fuel. Majority of the head-on collisions (HOCs) involved Small Passenger Buses (SPBS) while the single-vehicle crashes affected more car/station wagons (CSWGs). In this analysis, only one direct pedestrian impact was reported however their (pedestrian) avoidance resulted into two other crashes. A total of 168 vehicles were involved in the 68 crashes studied.

DISCUSSION

a. Vehicle type

The total number of vehicles involved in the 68 RTC cases in this study is 168. In this study, it is shown that the predominant vehicle-type categories involved in 6DT crashes are the Smaller Passenger Buses (SPBS) and Car/Station Wagon (CSWG) with 34% and 31% respectively. The emerging choice of SPBS over large Passenger Buses (LPBS) for mass transportation is an aberration to the search for lasting solutions to sustainable transportation. Proliferation of road transport business has not only attracted all manner of owners, it has also thrown up all sorts of undisciplined and unlicensed persons who dangerously operate vehicles on the highways. Motorcycles (MCLE) account for 3% (5) of all 6DT crashes investigated.



The frequency of occurrence of Articulated trucks (ARTR) (12%, 20) in RTC is also higher than articulated tankers (ARTN) (5%, 8). However, the total number of trucks and tankers involved in the 68 crashes are 39 vehicles (23.2%) with resultant crashes of 29 (43%) and death of 317 (46%), number of persons injured 214 (43%). Oblique/Side impact accounts for 34% of all the 6DT crashes investigated. This is followed by Head-on collision (23%) and object impact (20%) respectively. Front-rear and rollover/run-off impacts are 15% and 4% in that order, while direct pedestrian impact is minimal at 1% of all crashes.

a. Location of Occurrence

In this study, a greater percentage of road crashes and fatalities occurred on open areas compared to built-up areas. This showed that, generally, drivers were more cautious when in built-up areas. More traffic cases and deaths were recorded on single carriageways with two-lanes of opposite streams of traffic (undivided roads) compared to divided roads. Higher fatalities were associated with crashes on undivided roads due to head-on collisions.

This study also showed that the probability of a crash occurring at a bend and or bridge is higher compared to slopes and straight roads. Most 6DT crashes were recorded on Inter-state highways (roads) which have low level of intersectional crashes. There is a need to further substantiate this position.

Higher drivability tends towards "Good Road". Comparatively Good roads attract more crashes than Fair or Poor roads. The findings in the study only reinforced the established norm that drivers modify their behaviors relative to how they perceive the road condition.

This study shows that significant crashes were recorded at locations with missing road signs and markings. It could then be said that lack of or poor signage contributes significantly to the occurrence of road traffic crashes. There is however need to carry out specific studies as regards this assertion.

b. Causes of Crashes

Among the leading contributory causes of 6DT crashes, speed (SPED) ranks first followed by dangerous driving (DDVG). In this study, about 27% of the crashes are attributed to speeding in the excess of the posted speed limit. Speed and dangerous driving account for nearly 46% of all the 6DT crashes. There is however need for more analysis of these predominant violations.

c. Time of Occurrence

This study shows that the majority of the 6DT crashes occurred between 1000 and 1359 hours (32%). However, another period for high crashes was between 1600 and 1759 hours (13%) which obviously is the busiest commuter period as it corresponds with workers and students closing time.



It was also shown that road traffic crashes peaked on Sundays, Fridays and Saturdays. However cursory observation of the distribution of RTC by Day of Week shows a rise in RTC from Monday to Sunday with the exception of Tuesday.

The 2010 "Sallah" holidays fell on Thursday and Friday with Monday and Tuesday declared as public holidays while Christmas and Boxing Day holidays fell on Saturday and Sunday with same Monday and Tuesday declared as public holidays. This means that Friday, Saturday, Sunday and Tuesday are possible trip days for the period under review. In Report No 1, it was observed that Fridays and Sundays are the traditional trip days for Nigerians especially workers and business men.

About 62% of the 68 crashes (6DT) occurred in the Day Time (0600 to 1800 hours) with death per crash at 9.67 and 11.16 for Day and Night Time crashes respectively. The severity index recorded for Day was 0.56 and Night 0.61. On further comparison of fatality/Injury ratio "Day Crashes" produced 1.28 and Night 1.58. This situation underscores the unpredictability of Night Journeys and the need for continuous aggressive public enlightenment.

a. **Occupants Characteristics**

513 persons out of the 692 deaths involved in the 6DT crashes are males. This accounts for about 74% of all 6DT fatalities for the period under review while 12% and 5% are females and Children respectively. However Children were not classified into males and females. This result showed that males are more mobile and much more exposed to RTC than females and children. Nine (9%) of the fatalities could not be categorized or determined because they were burnt beyond recognition.

RECOMMENDATIONS

1. Periodic Technical Inspection (PTI) of vehicles that ply Nigeria roads as envisioned by Federal Road Safety Corps should be fully implemented.
2. Regulations relating to Passenger Manifest should be fully implemented by Transport Companies/Owners regardless of the number of vehicles in their fleet. This would enhance the determination of the gender/sex of vehicle occupants in the event of a crash especially as regards fire occurrences.
3. There is an urgent need for proper and adequate signing of all highways in the country especially at perceived "crash prone" segments or areas.
4. There should be better coordination of all agencies involved in Road Safety so as to improve not just inter-agency relationships but enforcement and sanctions.



CONCLUSIONS

There is no gainsaying that the principal contributing factors to road traffic crashes are; poor detailed design of road sections; adverse roadside environment; inappropriate speeding, dangerous driving/overtaking, reckless driving, variety of vehicle characteristics and defects. Other factors include the seeming lack of appreciation of the impact of road safety problems on the part of policy makers, inadequate and unsatisfactory education, inadequate safety rules and regulations, poor traffic law enforcement and selective sanctions.

The pattern of RTC has been shown to be characterized by seasonal factors like the rains and festivities. Though the data used in this study relates to crashes involving 6 deaths and above in a single incident, however the findings provide an insight into the characteristics of road traffic crashes in Nigeria.

This study has shown that almost every other crash involves a truck or tanker. Poor road handling capability and inadequate knowledge of road by drivers have sometimes resulted to fatal road traffic crashes.

This shows that there is clearly a need for sustained road safety education and enlightenment which should be targeted at road users especially the commercial drivers of heavy goods vehicles.

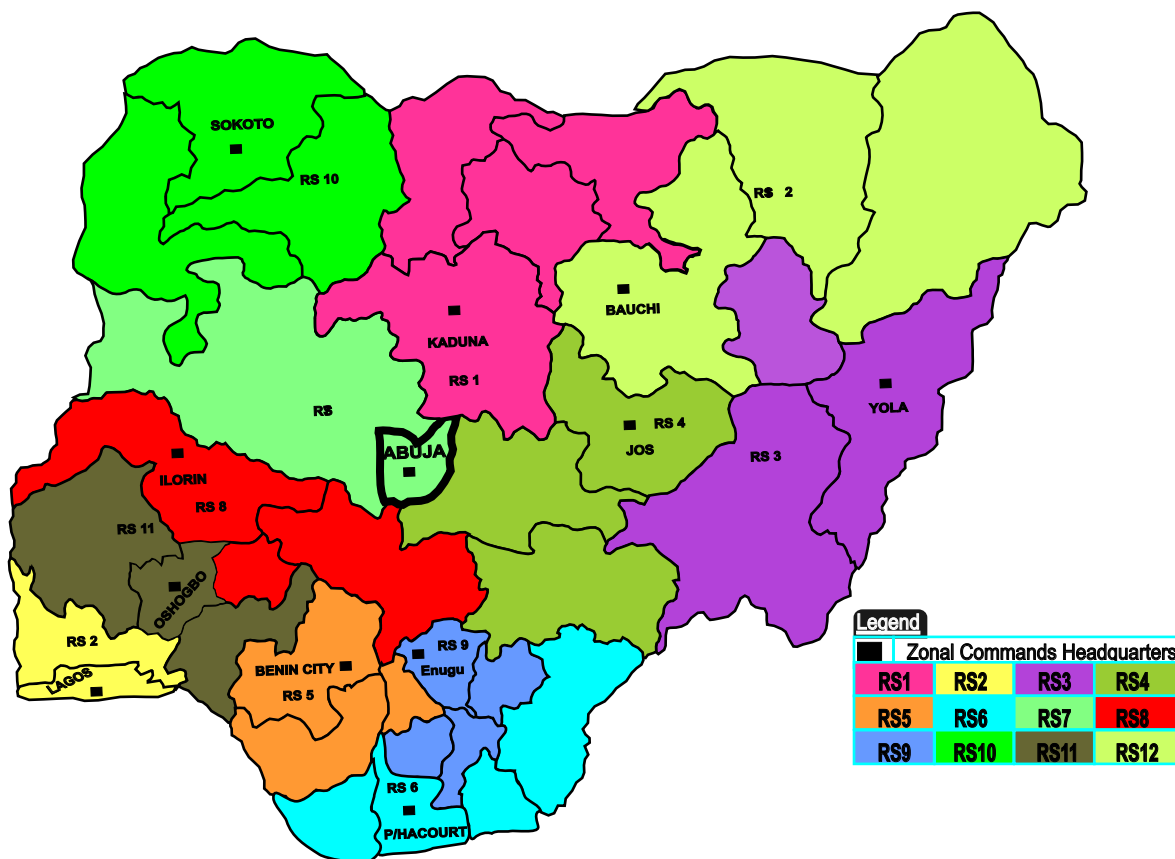


OVERVIEW OF FRSC FIELD COMMANDS AND ADMINISTRATION

To attain operational efficiency and harmoniously co-ordinate road traffic crash reduction strategies, FRSC Field Commands were established to carry out and implement directives issued from the Headquarters located in the Federal Capital Territory (FCT), Abuja.

The establishment of Field Commands considers equity distribution in all the six geo-political zones of the country with Zonal Commands which supervises Sector Commands situated to manage road safety matters at the State level. The Sector Commands in turn oversees the affairs and conduct of Unit Commands mostly located at the Local Government Areas in Nigeria which ensures the implementation of road safety policies and strategies to all the nooks and cranny of the country.

There are twelve (12) Zonal Command headquarters, thirty-seven (37) Sector Commands and 224 Unit Commands located in Nigeria working in unison with the corporate headquarters in Abuja. On the average a Zonal Command controls about three (3) Sector Commands while a few supervises four(4) and two (2) in some instances.



Zone one (1)

Located strategically at the north central geo-political zone of Nigeria precisely in Kaduna State. The Zone comprises four (4) Sector Commands namely Kaduna, Kano, Katsina and Jigawa with Unit Commands situated in traffic locations both in urban and rural settlements to meet road safety requirement in these areas.

In the last year, tremendous improvement has been recorded.



Samuel Obayemi
(Corps Commander)
Zonal Commanding Officer
Zone 1, Kaduna

Zone Two (2)

Zone RS 2 is one of the twelve (12) zones in the Federation; it is situated in Lagos State, South West Nigeria.

The Zone is comprises Lagos and Ogun State Sector Commands and their component units (24 commands in all). The Command has total staff strength of one thousand, one hundred and fifty one (1,151) comprising of Lagos and Ogun as at December 2010

The Zonal Commanding Officer (ZCO) administers and oversees the day to day running of the Zone. However, such powers can be delegated to Heads of Departments (HODs) who administer and control the departments in the zones.



Danjuma Garba
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 2, Lagos

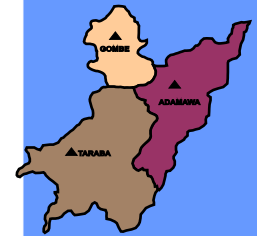
Zone Three (3)

Bounded by Gombe, Taraba and Adamawa States, the Zonal headquarters sited in Yola, the Adamawa state capital boast of Unit Commands, Information Processing Centres (IPCs) and Workstations.



The Zone has the FRSC Training School in Mubi, Adamawa State where all basic training programmes for newly recruited Marshals are carried out.

Efforts of the Corps to ease the process of acquiring the National Driver's License and Vehicle plate number have been achieved in this axis of the country with the establishment of additional eight (8) Informational Processing Centres in Taraba State. Two (2) work stations in Numan and Mubi have also started production.



Sani Benjamin
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 3, Yola

Zone Four (4)

The Zone is made up of three (3) Sector Commands and Unit Commands. These are Plateau, Benue and Nasarawa states.

Within the year under review, the zone registered thirteen fleet operators within Lafia the state capital of Nasarawa. Prominent of these activities is the active involvement of the Emir of Lafia in the campaign on the use of crash helmet by motorcyclists

The volunteer arm of the Corps popularly referred to as Special Marshals in the zone actively got involved in mobilizing members of road safety club in primary schools, secondary schools and National Youth Service Corps member for the purpose of creating awareness on safer road use. Over twenty (20) projects were commissioned including zebra crossings, mounting of road signs, safety tips post, donation of tables and chairs and other road signage projects in different parts of Plateau State.



Engr. BA Kwaga
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 4, Jos

Zone Five (5)

The Zonal Command located in the heartbeat of Nigeria supervises three (3) sector Commands with fourteen (14) component Unit Commands, three (3) Information Processing Centres (IPCs) and thirteen (13) Work stations. The Zonal Command like any other is an administrative headquarters serving as a channel between the national headquarters and the Sector Commands with primary responsibility of supervising, monitoring the implementation of policies and programmes, collating and analyzing reports from component Field Commands before forwarding to the national headquarters.

In the year under review, the zone published the maiden edition of the Zonal quarterly magazine "The safety trumpet", organized a one day workshop for Sector and Unit heads of PRS and Admin Officers.



Yakubu Attah
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 5, Benin

Zone Six (6)

The Zonal Headquarters is located in Port-Harcourt, the Rivers State capital in the South-South region of Nigeria.

The Zone is made up of four (4) States in the Niger Delta region and it is bounded by the bight of Bonny to the South and it shares boundaries with the South East, North Central and with Delta state to the West.

The Zone in addition to the four Sector Commands under its operational jurisdiction has 10 Unit Commands covering about eighty (80) Local Government Areas and fifty-four (54) routes.

There is a vehicle plate number replacement centre, and forty-one (41) Information Processing Centres and one (1) workstation established for the documentation of the National Drivers' Licence.



Chike Nwaka
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 6, PortHarcourt

Zone Seven (7)

Zone RS 7 was established on the 6th October 1997 comprising two (2) Sector Commands and nineteen (19) component unit commands.

The Zone has had twelve (12) zonal Commanding Officers since inception. Presently is being headed by AA Abu (ACM)

The Zone was able to investigate the twenty (25) Road Traffic Crashes within the threshold of 6, amongst was the one that involved the former national Chairman of NURTW which was published in the national dailies.

Sector Workshop 2010 tagged "Decade of Action" inculcating road safety culture in the Nigerian Child was conducted.

During the 1st quarter, a workshop took place in the zone for all intelligence operatives within the zone targeted toward improved performance and to establish good working relationship and information sharing among other sister organization (Police, State Security Service [SSS], Nigeria Security and Civil Defence Corps [NSCDSC])

The zone has successfully registered almost all the Fleet Operators within the zone through awareness campaign of the scheme.



AA Abu
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 7, FCT

Zone Eight (8)

This is perhaps the zone with highest traffic uncertainties being the main inter-connection between the entire northern, eastern and western parts of Nigeria coupled with the absence of inter-land waterways and other alternative transport mode. The zone comprises Kwara, Ekiti and Kogi states respectively.

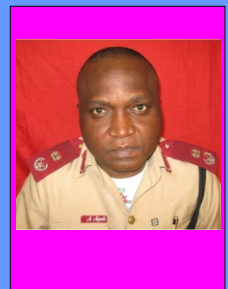


Opening Ceremony of Zone Rs8 Capacity Building Workshop for Officers with representative of Military and Para-military Heads in Ilorin, Kwara State in August 2010

In the year under review, State Governments made frantic efforts at improving road infrastructures and partnered with road traffic agencies towards enhancing road safety in their domain.



Zonal Commanding Officer R58, Augustine Aipoh(CC) with some contingents of the Zone during the 1st COMACE Sports Championship (COMCHAMP) held in Abuja



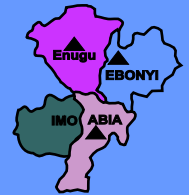
Austin Aipoh
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 8, Ilorin

Zone Nine (9)

The Zone, headed by KAB Lawal (ACM) comprises of Abia, Ebonyi and Imo State Sector Commands and component Unit Commands

ACHIEVEMENTS

- The special marshal department opened a new unit "Abia State House of Assembly Unit" within the year
- Considerable sensitization of motorists on overloading and the use of safety helmet culminating in all terminals in the state.
- The Zone has maintained a highly successful TV and Radio public education programs to achieve reduction of accident in the state viz the image and the society NTA channel 12 Owerri



Kab Lawal
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 9, Enugu

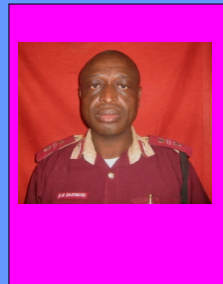
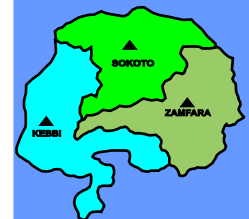
Zone Ten (10)

The present Zone RS 10 (Zone RS7 at inception) was established in February, 1991 with its headquarters at Sokoto. It started as an offshoot of RS 3 Sokoto Sector Command which was under Zone 3HQ Kaduna. At inception, it comprised Sokoto, Niger and Katsina State Sector Commands.

The Zone was later to comprise of Sokoto, Katsina and Kebbi States. Kebbi was created in 1991 and Zamfara in 1996, Niger was merged with RS3 HQ Kaduna.

There was a further re-organization in 1988, which reduced the number of Commands. Katsina was merged with RS3HQ Kaduna and Niger with RS8HQ Abuja. The zone was named RS10 in year 2000 and Abuja renamed zone RS7.

At present, RS 10 Sokoto Zonal Command comprises of three (3) Sector Commands and seven (7) Unit Commands.



B Darwang
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 10, Sokoto

Zone Eleven (11)

Osun, Ondo and Oyo States make up Zone 11 which is located in Oshogbo the Osun State capital. It is of note to point out that road safety consciousness in Nigeria actually began here in Oyo state of the old western region before it metamorphosed to a federal institution.

By virtue of proximity to the State of aquatic splendor and fast paced development especially in automobile use, road traffic challenges have increased with the trend.



Albert Moore
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 11, Oshogbo

Zone Twelve (12)

The Zonal Command is operating on a temporary site located on Ahmadu Bello way in Bauchi state. Three Sector Commands are within the operational jurisdiction namely Bauchi, Borno and Yobe States.

The Zone in spite of recent sectarian violence ensures high level of security consciousness and maintains cordial relationship with sister security agencies while not undermining its primary responsibility of ensuring safety of road users in this beautiful part of Nigeria



Dennis Terrang
(Assistant Corps Marshal)
Zonal Commanding Officer
Zone 12, Bauchi

STAFF CAPACITY DEVELOPMENT

The sustenance of any organized system is anchored on investing in its workforce and working out means of improving existing infrastructure.

Every staff at the entry point into the Corps undergoes a compulsory training programme that integrates them into the Corps irrespective of their individually acquired academic disciplines. Along the line of career development and progression, training and re-training becomes pivotal in pursuant to the realization of the aim and objectives of the FRSC.

Staff are exposed to both Local and Foreign programmes. The courses are relevant to the activities of the Corps. On the International scene, Officers attended various foreign programmes such as the International training programme on Road Traffic Safety, World Congress of Accountants and Strategic Management of Regulatory and Enforcement Agencies course as well as a SIDA programme in Sweden.

ROAD SAFETY MANAGEMENT CAPACITY REVIEW

The country's greatest asset in addressing road safety issues is its lead agency, the Federal Road Safety Commission along with its delivery group the Federal Road Safety Corps (FRSC). The Corps primary functions are set out in legislation (The Federal Road Safety [Establishment] Act 2007) and this is supported by the Constitution of the Federation 1999.



Corps Marshal and Chief Executive, Osita Chidoka at a press conference with delegation from the World Bank during the Country Capacity Review Programme in Abuja, Nigeria



Statutory functions cover:

- Policy making
- Sanctioning / enforcement
- Highway assessment & management
- Education
- Research and database management
- Monitoring and evaluation
- Quality control
- Fund raising / budgeting

Recent increases in FRSC's funding demonstrates the importance placed on improving road safety by the Federal Government, but this needs to be increased further if it is to bring about significant reductions in road crashes and the social costs of them. Some road casualty reduction targets have been set. These specifically relate to the activities of FRSC, agencies within the Ministry of Works, those specified in the Accra Declaration and as part of the UN Decade of Action on Road Safety.

The analysis of crash data has significantly improved over the last three years; however, the potential for improving this process is great. Currently data is collected on crashes, fatalities, injuries, traffic offences, driver licenses and certification and overloading but data is limited or non-existent for issues such as casualty type, prominent contributory factors, national seat belt wearing rates, national helmet wearing rates, average speeds, safety ratings of vehicles, safety ratings of highways and the social costs of road crashes.

Further improvements in the collection and analysis of road safety data is required to provide a robust baseline of the current situation. The procurement and development of a comprehensive national crash analysis system and establishment of a technical committee, which includes the National Bureau of Statistics and research organisations, will assist in this process. Positively, FRSC is supported by other Government, non-government and private industry stakeholders.



FRSC Management in a briefing session with delegation from the World Bank in Abuja



Among all stakeholders there is an acknowledgement of the seriousness of road traffic crashes and informally the burden it places on society; however, Non-Government

Organizations and private industry representatives are not always fully aware of their specific role, responsibilities or accountabilities. These stakeholders are looking to FRSC for greater strategic direction, which will empower them to assist in the improvement of road safety by adopting a consistent and coordinated approach which focuses on agreed results.

Responsibility for the construction, maintenance and rehabilitation of the highway falls on the Ministry of Works and agencies within the Ministry such as the Federal Roads Maintenance Agency and the Road Sector Development Team. The effectiveness of the Ministry and these agencies are significantly compromised by the lack of sustainable funding. It is estimated that at least 50% of the highway is in poor condition. Due to historic under funding and sub-standard highway construction and maintenance in some areas, there is little understanding as to the suitability of the highway to accommodate vehicles reaching the maximum vehicle axle weight of 30 tonnes as established in appropriate vehicle standard regulations.

The Federal Government and FRSC have agreed a formal process with the World Bank for the investment of \$300m to improve the safety and quality of four key corridors through a series of maintenance improvements. However, some sections of these corridors are beyond maintenance and in need of reconstruction.

There is also a shortage of highway safety infrastructure / furniture such as safety barriers, pedestrian crossings, information signs and road markings. This creates an unsafe road user environment in many areas and contributes directly to the country's road crash, death and injury statistics.

A Road Fund is currently being developed which is expected to provide sustainable funds for the maintenance of the highway. It is intended that this will be financed by the introduction of a 5% pump price fuel tax and an international vehicle transit tax. However, these taxes are unpopular and with an election due in April 2011 are unlikely to be implemented soon continuing the under funding of road maintenance projects. It is important that any Road Fund also provides sustainable funding for the FRSC's activities. International best practice suggests that 10% of all infrastructure funding should be allocated to road safety. It is recommended that a comparable level of the developing Road Fund should be allocated to FRSC to support their activities, although this should not be the only source of funding for FRSC.



Although standards for the construction and maintenance of the highway are in place and have been developed in accordance with international best practice, compliance with these is poor. Contractors are not adequately held to account for the quality or completion of commissions, or in ensuring the safety of highway workers and road users during the delivery of highway projects. This in part is due to the lack of effective output and performance indicators within contracts. Difficulties in contractors securing the release of funds can also act as a formidable barrier to completing highway safety improvements. This can result in contractors leaving works incomplete, which presents further safety hazards for road users to negotiate.

There are examples of where contractors have eventually been paid up to 60% of the contract fee for only 10% of the work. The introduction of output and performance contracts with clear payments schedules will assist in the improvement of this situation and enable works to be complete.

The implementation of the International Road Assessment Programme (iRAP) tools will assist in the identification of the highest-risk highways and enable the Ministry of Works to establish a targeted programme of interventions.

Standards and guidelines are also in place to ensure the standard of private and commercial vehicles travelling on the highway. Notably FRSC, in collaboration with the Directorate of Traffic Services, manage this process having produced the Road Transport Safety Standardization Scheme and the Safety Requirements / Guidelines for Articulated Lorries Operations in Nigeria. These are slightly better enforced with spot checks on commercial fleet operators. However, resources are limited and the consultant team observed the effects of poor commercial vehicle maintenance whilst undertaking the in-country visit, coming across a number of tanker crashes.

There is currently a drive to ensure that all motor vehicle and driver licence administration, including the production of vehicle number plates, is undertaken using a more streamlined approach. The current system is fragmented and counterfeit licenses can be readily purchased.

The States have an important role to play in this improvement and should be encouraged to adopt the Motor Vehicle Administration Agency Establishment Model into law accepting the responsibility to increase security and quality of the driver licensing and vehicle certification process.



Responsibility for the enforcement of road traffic rules overlaps between FRSC and the Nigerian Police due to the historical structure for road safety when FRSC was directly aligned with the Police. Both agencies also attend road crashes. This overlap of responsibilities results in a duplication of activity. At present there is no formal agreement evident that ensures efficiency of resources or consistency of approach.

This requires a review to ensure a harmonized enforcement methodology. This may result in all enforcement duties being fully transferred to FRSC but the review should aim to establish the most appropriate mechanism.

The lead agency should adopt the process of general deterrent enforcement, whereby road users' behaviour is affected by the perceived likelihood of being sanctioned for poor or illegal road use. This should be supported by the use of social marketing and community events and education programmes aimed at those road users most vulnerable and / or at-risk of road death or injury. FRSC lead in the provision of emergency response services for the recovery and rehabilitation of road crash victims. They have secured a number of ambulances and established 20 roadside clinics, 12 zonal clinics and 1 clinic at FRSC headquarters. Each clinic has a range of equipment and staff trained to stabilize road crash victims before release or transfer to hospital.

Many activities aimed at improving road safety are undertaken through non-government organizations and private industry stakeholders. Some of these activities are in collaboration with FRSC and some are undertaken independently. Whilst this has the potential to benefit the road safety effort, little is known of the effects of these initiatives due to the lack of robust evaluation. On the whole the relationship between FRSC and non-government organizations and private industry stakeholders is good, however, more strategic direction is required to ensure that these activities are evidence based and focused on road safety targets. Lessons can also be learned from multi-national organizations that have a long history of reducing the risks associated with transport operations. Due to the proactive efforts of FRSC there is a propensity for a small number of stakeholders to withdraw from road safety endeavours on the basis that it is the responsibility of the FRSC. This is most evident in the vertical coordination of road safety improvements. Although significant improvements in road safety have been achieved in States such as Lagos and Jagawa as well as the Federal Capital Territory (FCT), Abuja, many States continue to fail to recognize the economic and social benefits of investing in road safety.



FRSC must use the successes of active States as case studies to demonstrate the benefits that can be gained by investing in road safety at all levels of Government. The results achieved at State level to support the national movement clearly evidence the need to devolve some responsibilities to many more States. This has the potential to significantly impact on the improvement of road safety in the country. A mechanism may also be required to incentivize States to increase activity such as match funding / resourcing. The new Motor Vehicle Administration Agency Model (2010) is a positive tool to be used to devolve some of the road safety responsibilities at the State and Local Government level.

The country capacity review has identified eight key establishment (short-term) priorities. These are not meant to be exhaustive, but the consultant team believe that these reflect where the greatest gains can be made in reducing the burden of road crashes in Nigeria. Medium-term and long-term priorities reflect the sequence of events that will enable Nigeria to achieve strong institutional management of road safety in the future.

The eight priorities are:

- Support the procurement and development of a comprehensive national crash analysis system.
- Support the establishment of Motor Vehicle Agencies at the State level present the Motor Vehicle Administration Agency Establishment Model (2010) as an Executive Bill to all State Governments and progress into law.
- Undertake a review of the developing Road Fund identifying clear highway maintenance and road safety objectives, funding streams and delivery mechanisms using the review to establish clear criteria for the use of the road fund for both maintenance and road safety activities.
- Implement iRAP tools to determine the highway safety ratings for the four transport corridors relating to the existing World Bank facility and commence implementation of multisectoral measures targeting those sections of the corridors identified as high-risk.
- Undertake a review of current enforcement practices against international best practice and undertake reforms aimed at harmonizing the most consistent and appropriate process, which results in the implementation of a comprehensive general deterrent based road safety enforcement programme.



- Implement the National Drivers License Scheme and National Vehicle Identification Scheme across all States and implement appropriate training and certification processes for all driving examiners to increase uniformity within the driver testing and licensing system.
- Review and internationally benchmark pre-hospital, hospital and long-term crash victim recovery and care standards and commence implementation of policy reforms.
- Implement comprehensive multisectoral measures to establish a robust baseline of road safety performance and begin to set quantitative performance targets for the reduction of road casualties, high-frequency non-compliance with highway construction and maintenance safety standards, and non-compliance with road safety rules in accordance with the general deterrent enforcement programme.

Each of the priorities addresses the most significant institutional strengthening issues facing Nigeria, whilst recognizing the need for a multisectoral approach. In delivering each priority FRSC should actively aim to strengthen partnerships with all Government, non-government and private industry stakeholders acting as facilitator, advisor and coordinator of all road safety activities.



The country capacity review programme anchored by the World Bank was not restricted to visit to FRSC HQ in Abuja but as far as some institutions like the Nigerian Institute of Transport Technology in Zaria, Kaduna State.





MEDICAL AND RESCUE SERVICES

The Medical and Rescue Service arm of the Corps was established to ensure that victims of road traffic crash are given immediate and timely attention through the coordination of rescue activities in all the FRSC Commands and Emergency Ambulance Service Scheme. The activities of CMRS is not limited to the above, the Corps equally collaborates with other Agencies such as NEMA involved in Rescue and Emergency Management. The Medical Unit ensures that staff and other Nigerians are given the best in health care delivery.

ACHIEVEMENT

➤ FRSC collaborated with National Action Committee on Aids (NACA) to sensitize and create awareness among the public and FRSC staff to mark the World AIDS Day.



There was also an exhibition by the CMRS, Road walk and papers presented by the NACA Director of Partnership, Coordination and Support.

- Three (3) emergency ambulance services scheme unit were created along some major road traffic crash prone areas namely; Yangoji, Sabon wuse and Keffi. These brought the total of emergency ambulance services scheme unit to seven (7)
- Participated in the coordinating conference of simulation exercise codenamed "ANTITERROR" organized by National Emergency Agency, NEMA at Armed Forces and Staff College, Jaji
- Two weeks emergency Medical Services Instructors Training held within the year. Twelve (12) medical professionals were drawn from field commands and RSHQ.



OPERATION ZERO TOLERANCE

Operation Zero 2010 is the latest version of annual specific intervention program by FRSC aimed at mitigating the challenges of seasoned traffic gridlocks and associated high Road Traffic Crashes (RTCs) along specific corridors.

The 2010 campaign involved improved traffic surveillance, traffic control and management and improved emergency rescue services achieved through massive deployments and realignments of operational strategies for the treatment of specific targets. This year's campaign was tagged "operation Zero Tolerance: Sanctity of Life."

The uniqueness of 2010 edition was in the setting of fatality reduction targets based on established baseline figures over a period of 3years. Belt level was set (blue, green, purple, brown and black) to be awarded to individual states at the end of a one month assessment period according to achievement of crash reduction targets.



Operation Zero Tolerance patrol being supervised by the Operations Grand Commander Orita Chidoka. The Corps Marshal took out time to personally have contact and enlightened motorists on safe driving.



TARGETS

The 2010 Operation Zero was aimed at the application of tested countermeasures in the management of identified risk factors such as;

- SPEEDING
- OVERLOADING
- ALCOHOL IMPAIRED
- UNDER AGED DRIVING
- USE OF MOBILE PHONES WHILE DRIVING
- OTHER FORMS OF ROAD RAGE AND INDISCIPLINE



Some road traffic violators being arraigned at a mobile court

ENDORSEMENT OF PROGRAM AS A NATIONAL INITIATIVE

The National Economic Council (NEC) gave impetus to this operation by adopting the campaign as a national initiative. The Council encouraged State Government to drive the process through the establishment of Steering Committees in each state. It also directed other security agencies to key into the value chain by providing support for FRSC. The pre-assessment for States was held from 1st December-31st December 2010. The post-assessment campaign was however ended 15 January 2011 to conclude the 2010 "ember months" patrol operation.

FRSC DEPLOYMENTS

During the period, we delineated the country into 19 corridors made up of 65 corridors. About 11,000 FRSC personnel, 102 patrol vehicles, 20 ambulances and 8 medium and heavy-duty tow trucks were actively deployed.



COLLABORATION WITH OTHER SECURITY AGENCIES

The operation received the required boost from various security agencies especially the Nigerian Police Force (NPF) and the Nigerian Air force (NAF) both of which provided helicopters throughout the period for aerial traffic surveillance. Both the Nigerian Security and Civil Defense Corps (NSCDC) and the National Emergency Management Agency (NEMA) also provided support in various locations. Participation of government in some quarters is highly commendable.

THE LAUNCH OF ZEBRA 5

The launch of Zebra 5 of the FRSC FCT ambulance scheme along Keffi-Nyanya road derives from the success of an earlier scheme (Zebra 1-4) launched under the FCT Pilot Emergency Ambulance Scheme. The pilot ambulance scheme which was launched on 10 August at the Old Parade Ground, Garki-Abuja by her Excellency, the former First lady, HAJIA Turai Yar'Adua, saw the deployment of 4 state-of-the-art ambulances and personnel under the FRSC national Network on Emergency Road Services (NNERS) in the following locations in FCT:

- a. Area 10 Hospital Road (Zebra 1) RS750AOI
- b. CBD (Zebra 2) RS748AOI
- c. City Gate (Zebra 3) RS751 AOI
- d. Kubwa Road (Zebra 4) RS749AOI

Zebra 5 (along keffi-Abuja road) is the latest addition to the Zebra series aimed at improving FRSC emergency response time along the corridors of location. Zebra 5 commenced operation in 2010.

OPERATION EAGLE EYE

The 2010 Operation Eagle Eye was a continuation of 2009 corridor-specific special enforcement patrol held simultaneously in all FRSC Commands nationwide. Each month, Operation Eagle eye is targeted at specific traffic offences which were specified by RSHQ Ops and communicated to Field Commands for enforcement. At the implementation stage, each command independently carried out its monthly campaign within the general guides provided and forward reports to Ops RSHQ for information and further guidance. Public education programs and highway patrol enforcement were key approaches while in some commands mobile court sessions were elicited during enforcement.

2010 EASTER SPECIAL PATROL

The 2010 Easter special patrol is a special preventive enforcement patrol operation designed to curtail traffic congestion and reduce road traffic crashes throughout Nigeria during the Easter celebrations. The period of coverage was 30 March - 8 April 2010. During the assignment, a total of 108 RSHQ officers were redeployed to Field Commands.



OPERATION SANITY

Operation Sanity was a special patrol initiative of Ops RSHQ designed in furtherance of Management's directives to address the crippling traffic congestion along major corridors in the Federal Capital Territory (FCT). The initiative commenced with the relocation of Life camp unit Command to Dutse-ALHAJI ALONG Kubwa expressway to provide additional support in personnel and logistics and strengthen the patrol efforts along the corridor. The patrol initiative adopted a two shift approach, 0530hrs-1300hrs and 1330hrs-2030hrs for daily traffic control management.

The Operation which is on-going and jointly carried out with Special Marshals has successfully eased traffic along the corridor, especially at various construction points

TOWOL

An acronym for Total War on Overloading, TOWOL was initiated by Ops RSHQ in 2007. Towol in 2010 is therefore a continuation of this nationwide operation aimed at reducing or eliminating the incidence of overloading especially common among commercial vehicles.

At inception, wide consultations were held with various state governments, transport unions, motorcycle le unions and other stakeholders and agreement reached on a number of issues especially on the number of passengers to be carried by minibuses and other commuter vehicles. A major outcome is current adherence to maximum number of passengers permission for inter city commercial buses and taxis. Presently, TOWOL is on-going nationwide with the following indices of monthly arrests in 2010

RIDING MOTORCYCLE WITHOUT SAFETY HELMET

Following the full scale enforcement on the ban of riding motorcycle without safety helmets nationwide with effect Jan 1 2009, OPS RSHQ has continued to coordinate enforcement. The Operation was complimented with robust electronic media and outdoor media campaigns. Pre-enforcement meetings were also held with some state governments and critical stakeholders in states where compliance is considered beyond the acceptable law. While appreciable gains have been recorded in some states the same cannot be said of other states where misconception, religion and other practices may have been wrongly applied to explain non compliance. In the circumstance, the department continues to match enforcement with persuasion and consultations.

OPERATION RAINSTORM 1

Operation Rainstorm 1 is another special patrol operation by RSHQ to nudge Field Commands to some specific offences listed below

- a. National Drivers License Violation
- b. Number Plate Violation
- c. Use of phone while driving
- d. Riding motorcycle without safety helmet
- e. Overloading Violation



The Operation was held **14-18 September 2010** with manpower drawn from field commands (including the Zonal Headquarters) only and Special Marshals.

FREE VEHICLE SAFETY CHECKS

The Free vehicle Safety Checks sometimes referred to as the Free Vehicle and Medical Checks, when the medical component is included is a corporate social responsibility tool of the Corps through which the organization offers free services to the motoring public by way of vehicle checks without sanction. A checklist is employed to detect defects according to pre-set criteria and motorists issued tickets (checklist) itemizing the defects and advised to remedy within a specified period rather than sanctions as would be in ordinary course of patrol operations.



An FRSC operational vehicle being stationed strategically for patrol activity



THE IMPLEMENTATION OF QUALITY MANAGEMENT SYSTEM (QMS) BASED ON ISO 9001; 2008 IN FRSC

Quality Management System (QMS) is one of the known International Organizations code-named ISO 9001 by International Organization for Standardization (ISO).

The idea of embracing ISO 900:2008 in FRSC was mooted in 2008 by the present administration because it addresses "Quality Management" which is aimed at efficient service delivery with its core value of "Customer satisfaction".

Through this, the Corps activities would be streamlined in line with World Best Practices

THE JOURNEY SO FAR

- Sensitization of FRSC Management team in 2008 by the Standards Organization of Nigeria (SON)
- Certification of 68 Internal System Auditors in the Corps
- Mock system audit of some departments and Corps offices at the HQ of the corps
- Featuring of ISO lectures in some FRSC trainings and workshops
- Sensitization of the field commands in may 2009
- All FRSC formations (RSHQ and Field Commands) submitted their processes and procedures.
- Production and distribution of FRSC Quality Manual based on the documented processes and procedures in 2010.
- Gap Analysis began in the RSHQ in 2010.
- The Corps participated in the drafting of the proposed ISO 39001 meant for Road Traffic Safety Management Systems in China and Germany in March and November 2010 respectively. The Corps anticipates ISO certification in 2011.



A group photo of FRSC and other delegates at the ISO conference in China



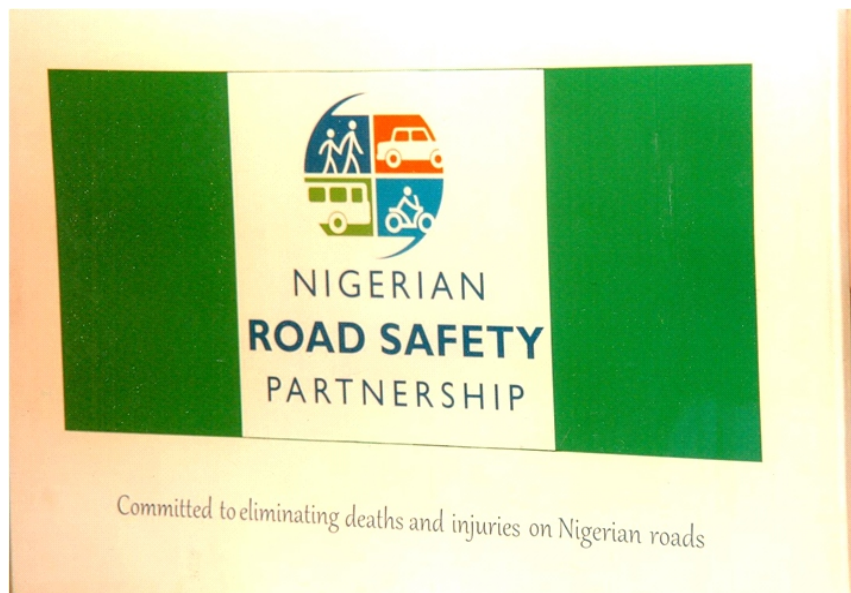
NIGERIAN ROAD SAFETY PARTNERSHIP

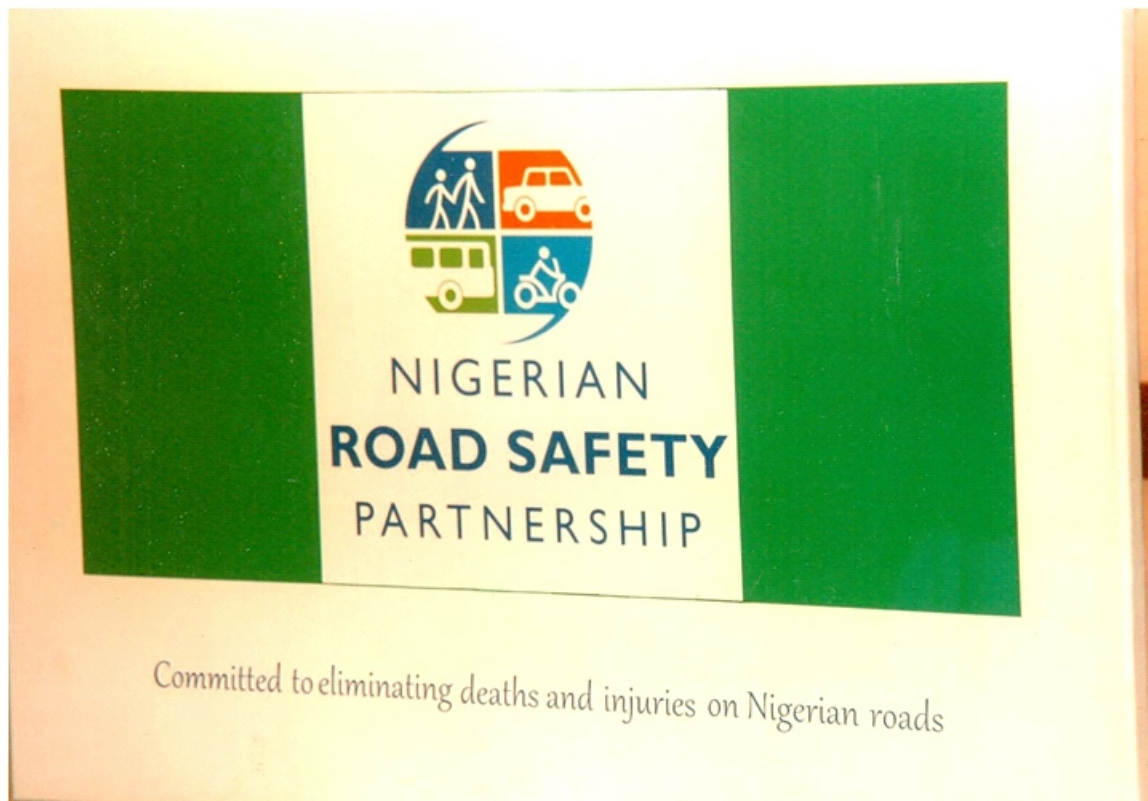


Pursuant to effort to increase the number of funding partners, partnership initiative was launched with the various corporate organizations and NGO's signed on the 2nd November, 2010 at Sheraton Hotels and Towers in Abuja.

This is vital as the United Nation recommends tripartite collaboration between government, private sectors and NGO's solve road safety matters in a country the initiative is called Nigeria Road Safety Partnership (NRSP) facilitated by Global Road Safety Partnership (GRSP).

The Corps, in conjunction with a Chartered Consultant, Royal Emblem Nigeria Ltd successfully organised the 1st National Children's Summit and the launching of the FRSC 1st customized reflective arm band and jackets for school children and hawkers in Nigeria on the 6th December, 2010, at Sheraton Hotel and Towers, Abuja, over 300 children from 35 schools were present.





THE NIGERIAN ROAD SAFETY PARTNERSHIP

Recognizing that annually 1.3 million people are killed and 50 million people injured on the world's roads, and that this constitutes a man-made crisis.

To help develop an effective response to the crisis, the United Nations issued the resolution A/RES/64/255 "Improving Global Road Safety" on 2nd March 2010. Both the Federal Road Safety Commission (FRSC) and the Global Road Safety Partnership (GRSP) are using this resolution to guide and align their work. Inter alia, the resolution, which has been co-sponsored by the Government of Nigeria:-

- Recognized that a solution to the crisis can only be achieved through multi-sector collaboration between government, private sector, non-governmental and civil society organizations and all media.
- Invited Governments to take a leading role in implementing the activities of the decade of action.
- Highlighted the importance of fleet safety and the important role of the private sector in addressing driving behavior concerns among their workers.



Noting that the FRSC also has the overall goals of reducing death and injury on Nigeria's road by 50% by 2015, in line with the Accra declaration target and being within the top 20 countries in the WHO ranking by 2020.

In order to improve the existing road and driving conditions prevalent in Nigeria, Governments and NGOs have come together in a collaborative effort to be known as, The Nigerian Road Safety Partnership (NRSP).

The NRSP shall provide a common platform and promote, support and coordinate data driven programmes and projects, in support of the road safety action plan of the Nigerian Government to improve road safety in Nigeria. The plan is owned and directed by the FRSC. NRSC activities shall be governed by the Nigerian laws.

PARTIES TO THE NIGERIAN ROAD SAFETY PARTNERSHIP (NRSP)

- a. Federal Road Safety Commission (FRSC)
- b. Global Road Safety Partnership (GRSP)
- c. Nigerian National Petroleum Corporation (NNPC)
- d. Dangote Industries Limited
- e. The Shell Petroleum Development Corporation
- f. Julius Berger PLC
- g. Chevron Nigeria Limited
- h. Total E & P Nigeria Limited
- i. United Bank of Africa PLC
- j. Arrive Alive Initiative
- k. Safety Alliance



ACTIVATING THE UNITED NATIONS DECADE OF ACTION ON ROAD SAFETY IN NIGERIA

Ahead of the 2011 date of the launch of the 'Decade of Action for road safety' by the United Nations which primarily seeks to stabilize and then reduce global road deaths in the year 2020 at the national, regional and global levels, Nigeria through the instrumentality of Federal Road Safety Commission initiated Nigeria's full integration of the UN ideal by drawing Government and Stakeholders attention as well as support to kick start the process.

Major economies of the G-20, leading developing Countries and public institutions like the World Bank and World Health Organization have all endorsed the Decade of Action: 2011-2020. The campaign was first proposed by the Make Roads Safe.

These ambitious yet feasible targets will be achieved through:

- ✍ Raising helmet and seatbelt use.
- ✍ Promoting safer road infrastructure and protecting vulnerable road users such as pedestrians and cyclists.



The President of RDSOWA, Barr. Chindinma Chidoka, Corps Marshal & Chief Executive of FRSC Orita Chidoka, Chairman of Federal Road Safety Commission Col. Lawan Gwadabe (rtd) and top Government functionaries at the launch of UN decade of Action on Road Safety in Nigeria

The **Decade of Action** is a planning document which will serve as a tool to support the development of national and local plans of action to reduce the fatalities towards the end of next decade, while simultaneously providing a framework to allow coordinated activities at the global level.

THREE BASIC PRINCIPLES UNDERLYING THE DECADE OF ACTION

The **first principle** is to develop a **Safe System** approach that is able to accommodate human error and take into consideration the vulnerability of the human body. The aim of this system is to prevent fatal and serious injuries by identifying and addressing the major sources of human error and the design flaws that contribute to them.

The **second principle** is to ensure that activities towards achieving the goal of the Decade should be implemented at the most appropriate levels, encouraging ownership at national and local levels as well as multi-sectoral involvement.

The **third principle** is to ensure inclusive approach, so that all the stakeholders are included to work towards the achievement of objectives - non governmental organizations, civil society, and the private sector should be included in the development and implementation of national and international activities towards meeting the decade's goals.

The **Framework for the Decade of Action** includes a goal and specific objectives to achieve the goal, national and international activities to achieve these objectives, funding of these national and international activities and monitoring and evaluation of these activities through appropriate indicators for each activity.



10 REASONS + 10 YEARS = DECADE OF ACTION



1.3 million people are killed on the world's road each year

Road crashes kill more people than malaria

50 million people are injured, many disabled as a result

90 % of these casualties occur in developing countries

Annual deaths are forecast to rise to 1.9 million by year 2010

It is the No.1 cause of death for young people worldwide

By 2015 it will be the leading health burden for children over the age of five in developing countries

The economic cost to developing countries is at least \$100 billion per year

Injuries place immense burdens on hospitals and health systems

Road crashes are preventable



CAN NIGERIA ACHIEVE THE ACCRA DECLARATION IN 2015?

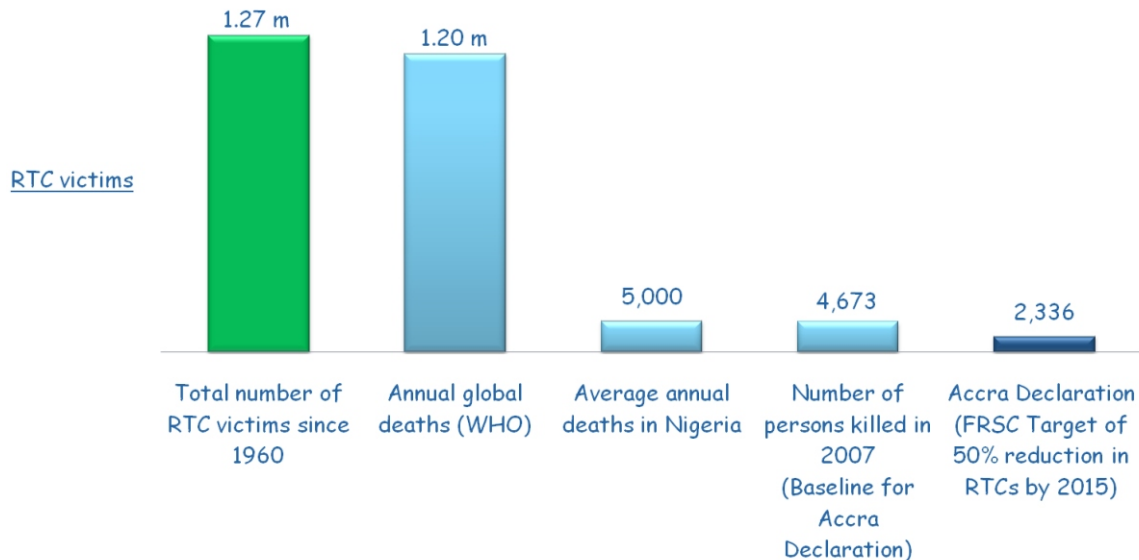
INTRODUCTION

Worried by the rate Africans are daily mutilated by avoidable RTC, African Ministers of Transportation and Health under the auspices of WHO agreed to, inter alia, reduce RTC fatality by 50% by 2015 using 2007 data as base. Nigeria is a signatory to the Accra Declaration, with FRSC as the coordinating organ for actualising the mandate.

To achieve the goal, Nigeria requires reducing RTC deaths by 50% each year till 2015, or put alternatively, there should be an average reduction of 467 RTC deaths for the next five years to bring number of RTC deaths to maximum of 2,336 by 2015 as illustrated below:

Situation on RTC since 1960

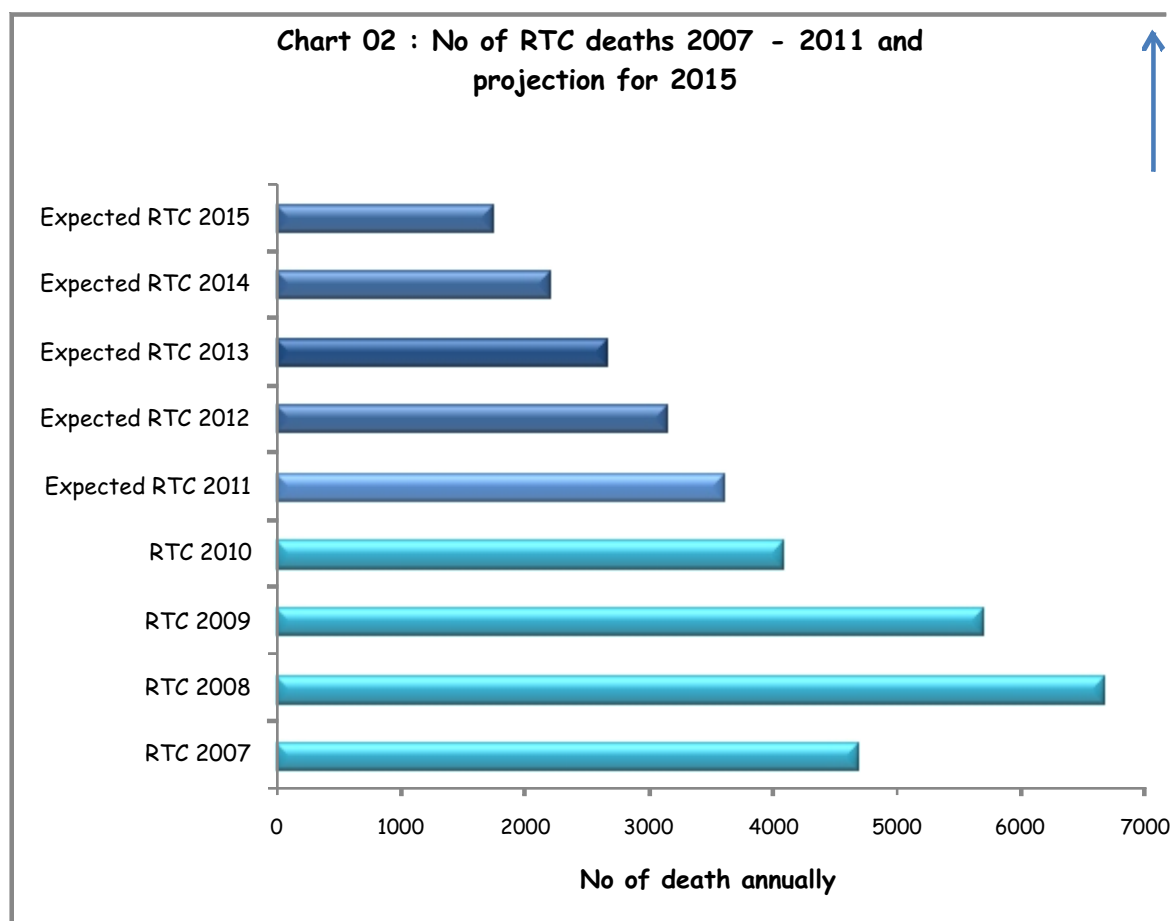
Chart 01: Global RTC deaths in comparism with RTC victims in Nigeria since 1960 and FRSC's goal of meeting Accra Declaration Target

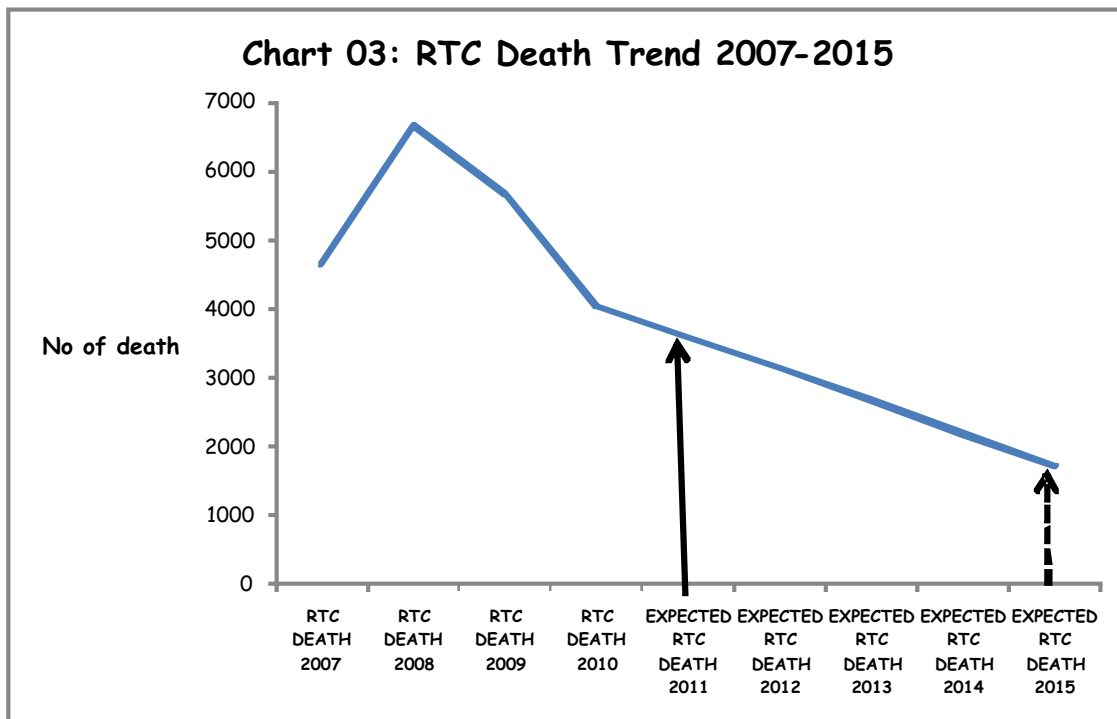


RTC STATISTICS 2007 - 2010

RTC DEATH 2007	RTC DEATH 2008	% INCREASE OVER 2007	RTC DEATH 2009	% DECREASE OVER 2008	RTC DEATH 2010	% DECREASE OVER 2009	EXPECTED % DECREASE IN 2011	REMARKS
4,673	6,661	42.54%	5,690	14.58%	4,066	26.05%	11.49%	Except in 2008, there has been appreciable decline in RTC fatality annually

RTC STATISTICS 2007- 2010 AND PROJECTION FOR 2015





WHAT THE CORPS NEED TO DO TO ACHIEVE THE TARGET

From the aforementioned evidence even though Nigeria is on a steady course of actualising the mandate by 2015, the following should be the areas the Corps should focus on from 2011 to be able to achieve the target of Accra Declaration:

- Review of operation strategies to reflect new trends in traffic management. The present ops strategy of four patrol men is as old as the Corps and obviously obsolete to meet emerging challenges. The PAU in the next few weeks would be conducting a comprehensive review of the Corps operational strategy to reflect the emerging status of FRSC as a world class organisation.
- Retraining of operation staff in line with 'a' above. Meanwhile training may be limited for now to reorienting patrol men on the rationale to meeting and even surpassing the goal of the Declaration.
- Placing emphasis on mitigating the main causes of RTC evidenced in recent times viz:
 - over speeding
 - dangerous overtaking
 - non adherence to use of safety helmet
 - non adherence to use of safety belt
 - flagrant disregard to traffic regulation sometimes even in the presence of law enforcement agencies



- a. Retraining patrol men to function as paramedics and integrating the Zonal Clinics medical staff to become functional staff of the rescue unit to maximise productivity. This will reduce the rate of post crash death.
- b. Partnering with educational and health institutions to sensitize the citizen's on their responsibilities at RTC scene, including administering first aid to RTC victims.
- c. Monitoring political and social events involving mass movement and collaborating with agencies involved in these events to make adequate planning for free flow of traffic and preventing RTC during such events.
- d. Commencing Ember months patrol early from the first week of September and gradually raise the tempo into succeeding months of November, December and January of the following year.
- e. Integrating into FRSC annual appropriation, the payment of at least 30 days per diem to ALL staff during Ember months.
- f. Setting new targets for reducing RTC and attendant deaths, like those involving:
 - speed crashes by 40%
 - seat belt violation by 40%
 - underage driving by 20%
 - commercial vehicles by 20%
 - pedestrian crashes by 20%
 - motor cycle crashes by 20%

CONCLUSION

Going by the above graphs, the Corps is likely to meet the Accra Declaration by 2015 if the present trend is maintained, however, PAU advises that a higher yearly target be set by Management to accommodate future exigencies that may challenge actualizing the Accra Declaration.

If this is done, based on the projection done in chart 03, Nigeria may actually achieve 62.95% reduction in RTC by 2015. This will clearly reduce RTC deaths to maximum of 1,731 deaths by 2015.



CORPS MARSHAL SPORTS CHAMPIONSHIP

The first COMACE Sport Championship held between 3rd and 7th July with Zonal eliminations that took place in 4 Centres: Kuduna, Bauchi, Enugu and Oshogbo. Also, 2nd and 4th August, 2010.



The Corps Marshal with Staff of FRSC in various outfits and groups during the inaugural edition of the sports competition. Also shown are various medals to be decorated with and a match part of one of the zonal groups.



FRSC Sports Teams are all doing very well and have various medals and trophies to show for it:

- (i) FRSC Football Club Limited played in the 2009/2010 Amateur League and gain promotion to the professional league for 2010/2011 league season.
- (ii) FRSC Male and female Handball Teams (Safety Shooters and Safety Babes) participated in the 2010 National Handball Premier League in Kaduna 26th September, - 3rd October, 2010 and came 2nd and third respectively.
- (iii) FRSC Tennis team participated in the CBN (Open) Tennis championships between 13th - 22nd May, 2010 in Lagos and came 2nd in the male category and third place in the female doubles categories.
- (iv) Badminton player Ibrahim Adamu (RMAII) M-0801-11590 is member of National Badminton Team. He participated in the International Africa Badminton championship in Uganda and came second in male category and won Gold in the Doubles categories. Also represented the country in the 2010 Common Wealth Games in India.



Participants engaged in football, table tennis, field and track events. Also shown is the receiving of medals supervised by the head of Special Marshals and Partnership OI Ewurudjakpor (ACM)



Road Safety Officers Wives Association **ROSOWA**



Barr. Chidinma Chidoka, President ROSOWA

ROAD SAFETY OFFICERS WIVES ASSOCIATION (ROSOWA)

The Road Safety Officer's Wives Association (ROSOWA) is an Association of women married to Officers in the service of the Federal Road Safety Corps (FRSC). The FRSC is the government organization charged with the responsibility of eradicating road traffic crashes and create safe motoring environment in Nigeria. The Association is quite a lively one, in the past, men used to fight wars, while women told the stories but today, especially in ROSOWA, while men go to the battlefield, the women arm themselves with necessary weapons to sustain the men in battlefield. The result is a sanitized society where safety is the order of the day; in the offices, on the streets, in the schools, in fact, everywhere. Without mincing words, these women inspire men to greatness.

ACHIEVEMENTS

- Child Safety Awareness Campaign was launched and also at the grassroots level. So far, we have been able to reach out to more than Thirty thousand (30,000) motorists, One thousand, five hundred (1500) pedestrians and about Two hundred and fifty (250)+ schools.
- Publishing of 'SAFETY LIFESTYLE' magazine
- Successful inauguration of Marshals Wives Association
- Hosting of Children's Party
- Maintenance of the scholarship scheme to family members of deceased staff
- Visitations and donation to Road Traffic Crashes (RTC) victims in hospitals
- Donation to non-government organizations charged with the responsibilities to cater for less privileged persons in the society
- Monitoring of ROSOWA activities at the Sector and Zonal Levels to note their achievements and problems.



PROGRAMS EXECUTED

➤ Child Safety Awareness Campaign:

Strategized positioning of members at various location, this action is replicated in all the zones.

Activities during the campaigns include the following:

- Distribution of flyers (in 3 major Nigerian Languages) on child safety to motorists, cyclists and pedestrians.
- Sensitization on the need for compliance with safety measures.
- Visitation to schools for lectures on safety tips and subsequent distribution of safety materials to pupils and school management staff

➤ Health Workshop (captioned "STAY ALIVE")

The workshop featured the following free services:

- HIV/AIDS Screening
- Blood pressure checks
- Blood Sugar level checks
- Lectures on topics such as: Menopause and female genital mutilation and Maternal and child safety

➤ Hospital visitations: this exercise has been embarked upon on humanitarian basis, not just for the press crew to catch us making presentations



The president of ROSOWA, Barr. Chidinma Chidoka and other members in a life touching visit to hospitals across the country to bring succor to victims of road crashes by donating relief materials that will accelerate their integration into the society again.





Alh. Yayale Ahmed, CFR Secretary to the Government of the Federation having discussions with HRH Prince Michael of Kent, GCVO during the FRSC 2nd Annual Lecture Series Programme at the Sheraton Hotel and Towers, Abuja, Nigeria.



Top Government Functionary, Corps Marshal of FRSC and Prince Michael of Kent, GCVO at the Lecture Series Programme.



Decade of Action for Road Safety: "Imperatives for Developing Economies"

Each year nearly 1.3 million people die across the world as a result of road crashes more than 3000 deaths each day and more than half of these people are not traveling in a car. Forty to fifty million more people sustain non-fatal injuries from crashes, and these injuries are an important cause of disability worldwide. Ninety percent of road traffic deaths occur in low and middle income countries, where there is less than half the world's registered motor vehicles fleet. Road traffic injuries are among the three leading causes of death for people between 5 and 44 years of age, killing more people each year than malaria.

Unless immediate and effective action is taken, road traffic injuries are predicted to become the fifth leading causes of death in the world, resulting in an estimated 2.4 million deaths each year, which shall be increasing progressively.

This is partly because of rapid increases in motorization without commensurate improvement in road safety strategies and land use planning. The economic consequences of motor vehicle crashes have been estimated between 1% and 3% of the respective GNP of various countries in the world resulting in a loss of over US\$ 500 billion. Reducing road casualties and fatalities will unlock growth and free resources for more productive use.

Apart from road traffic injuries, increase in motorization have had a number of other negative consequences on human health and on the global environment. Many parts of the world are already suffering from the effects of climate change, and evidence suggests that road transport which is still heavily oil dependent accounts for 14% of global greenhouse gas emissions.

These emissions affect human health directly, through air pollution and consequent respiratory diseases. Health is also adversely affected through the reduction in physical activity as a result of the reliance on motorized transportation.

Around the world, decision-makers are considering how to reduce greenhouse gas emissions and their impacts on the changing global climate. Thus, activities taken as part of a Decade of Action on Road Safety will also have an impact on steps being taken towards improving systems of sustainable transport, and as one of the ways of mitigating the effects of climate change. For example, decreasing the use of motor vehicles by promoting the use of safe and cleaner forms of public transportation as well as active movement, would lead to reduced greenhouse gas emissions and have co-benefits on health, including the reduction of road traffic injuries.



WEST AFRICAN ROAD SAFETY ORGANIZATION (WARSO)

West African Road Safety Organization (WARSO) was inaugurated on the 8th May, 2008 under the auspices of ECOWAS Commission by the then President of the commission, His Excellency, Dr Mohammed Ibn Chambas. All the fifteen (15) ECOWAS member states are automatic members of the Organization.



Among the objective are;

- To organize and promote joint activities on road safety
- To advise and give support to national road safety organization in the sub-region
- To promote the development of local expertise and researches on road safety in the region
- To encourage the creation of road safety organization in countries where they are yet to exist.

Nigeria is the current president of the WARSO supported by two Vice Presidents from Cote d'ivoire and Mali respectively. In pursuance of the implementation of the United Nations Resolution on road safety tagged "Decade of Action; 2011-2020" the organization has carried out various activities within the year in review, some of these are mentioned below.

WARSO ACTIVITIES

- There was the 2nd Annual General Meeting in Sierra Leone from 22nd - 25th March 2010 with delegates from the following member states Nigeria, Cote D'ivoire, Gambia, Sierra Leone, Mali, Guinea, Liberia, Ghana, GRSP and ECOWAS staff.
- The organization embarked on membership drive to Togo and Senegal respectively. Members from Togo, Nigeria, Ghana and ECOWAS commission undertook the membership drive to Togo while Nigeria, Gambia, Sierra Leone, Guinea Bissau and ECOWAS embarked on the drive to Senegal. Both membership drives were funded by ECOWAS Commission.
- In February, WARSO participated in the scoping tour to all ECOWAS member states for the feasibility study towards the implementation of the regional Vehicle Information Administration System (RVAIS)



CELEBRITY SPECIAL MARSHALS



Some eminent Nigerians were decorated as honorary Special Marshals, these include; his eminence Dr Sunday Mbang, immediate past prelate of the Methodist Church of Nigeria, Emir of Muri, Prof. Riskuwa Araba, VC Usman Dantodio University, Sokoto

The 2nd batch of Celebrity Special Marshals from the entertainment world, Television, Radio and Print Media were inaugurated during the 2nd annual lectures on the 2nd Nov, 2010. The number was sixty (60).



Photograph of popular Nollywood Actors at the inauguration of Celebrity Special Marshals by FRSC in Abuja.



THE 2010 WORLD DAY OF REMEMBRANCE FOR VICTIMS

The World Day of Remembrance for Road Traffic Victims was started by Road Peace in 1993. Since then it has been observed and promoted worldwide by several NGOs, including the European federation of Road Traffic Victims (FEVR) and its associated organizations.

Road traffic crashes kill nearly 1.3 million people every year and injure or disable as many as 50 million more. They are the leading cause of deaths among young people aged 10-24 years.

On 26 October 2005, the United Nations endorsed it as a global day to be observed every third Sunday in November each year. This will be a major advocacy day for road traffic injury prevention and WHO and the United Nations Road Safety Collaboration encourage government and NGOs around the world to commemorate this day.

The day was created as a means to give recognition to victims of road crashes and the plight of their relatives who must cope with the emotional and practical consequences of these tragic events. Last year World Day of Remembrance for Road Traffic Victims gives a brief history of the day, offers suggestions on how to plan the day and provides examples of specific activities that can be organized.

OTHER ACTIVITIES IN 2010

Remembrance day services and wreath-laying ceremonies were held in memory of dead road traffic crash victims around the country.

The world day of remembrance for road traffic victims 2010 was aired all over the nation but notable events were that of Abuja and Enugu. In Enugu church service, the minister in charge of the church, Christ Redemption Church (Anglican Communion) Enugu, Rev G C Udogu in his sermon applauded the COMACE for moving the Corps to this enviable height and prayed for God's continuous guidance and directions.

Corps Marshal and Chief Executive, in his remarks, appreciated His Lordship Rev. GC Udogu for being a partaker of 2010 Road Traffic Victims Remembrance Day. In his address he sensitized the congregation on the fact that Road Traffic Victims are not only the ones to be remembered but also the dependants of the deceased like the widows, the orphans among others left behind. He stressed the need to be orderly on the road just as in the church.

In FCT Abuja, Stephanie Okereke a celebrity (A Nollywood Actress) who was involved in a fatal road crash on Lagos-Enugu road shared her experience with the whole world during the candle light rally which held in Abuja.

The activities was rounded off with the reading of La Prevention Routiere International (PRI)





Sector Commander Enugu, Corps Marshal FRSC and Commissioner for Transportation in attendance at the Church Service in honour of those who lost their life through road mishaps. The Church Service was held at the Christ Redemption Church (Anglican Communion, Enugu State, South Eastern Nigeria)



His Eminence Rev G.C. Udoagu of the Christ Redemption Church (Anglican Communion, Enugu), Corps Marshal of FRSC Orita Chidoka and Enugu State Commissioner for Transportation after the Church Service in marking the 2010 United Nations World day of Remembrance of victims of RTC worldwide.



FRSC PARTICIPATION IN NIGERIA'S GOLDEN JUBILEE ANNIVERSARY

October 1, 2010 Nigeria attained the golden age since getting independence from Britain on October 1, 1960 and subsequently becoming a federal republic in 1963. The nation doubtlessly has come a long way. In global recognition, Nigeria holds a history having being admitted as the 99th member of the United Nations Organization since October 7, 1960.

In spite of enormous challenges, the nation boasts of achieving the gains of being a sovereign state and has brought to consolidation her rights of citizenship with several development plans.

During the 50th anniversary celebration nationwide, the FRSC gave a commendable performance in the colour party (Match past) display and also fulfilled its role of transport management by ensuring a hitch-free traffic flow.

As experts fashion out a road map to a glorious and prosperous future with timeliness and deliverables, FRSC management team is following suit to make Nigerian roads safer for all



Nigeria's Vice President Ar. Namadi Sambo, GCON flanked by Top Military Service Chiefs of Nigeria during the golden jubilee celebrations of Nigeria at the Eagle Square, Abuja, Nigeria on 1st October, 2010



FRSC participation at the independence programme of Nigeria



Top Military Service Chiefs and high ranking government officials at the thanksgiving service in honour of Nigeria during golden jubilee celebrations.





The FRSC Colour party during the independence day parade to mark Nigeria at 50



WHY WE HAVE ROAD CRASHES

The Driving School Standardization Programme (DSSP) and the National Drivers' Training Manual developed by the FRSC under its Training, Standards and Certification arm were designed to address the preponderance of human errors leading to avoidable road mishaps in Nigeria.

The Corps emphasizes that all driving schools in the country either owned by government or private individuals conform to the specifications and guidelines listed for the benefit of all. It is a strong belief that with proper driver training, Nigerian roads can be crash free.



ROAD TRAFFIC CRASHES SUMMARY AND DATA ANALYSIS

Following the souring statistics recorded in the previous year and the economic and health consequences it poses on the country, Management carefully understudied the road traffic crash trend of 2009 and devised strategies to stem the major factors causing these fatalities as well as reinforce the Corps' enforcement mechanism nationwide.

The collaborative efforts of law enforcement agencies and support of Government at both Federal and State levels significantly assisted the Federal Road Safety Corps in accomplishing road traffic crash reduction targets set for the year.

Comparative analysis of year 2010 and 2009 on quarterly basis indicates steady but encouraging outcomes. Persons killed, injured, total casualties recorded and the total number of Road Traffic Crashes that were reported and officially recorded as compared with the 2009 data revealed a percentage change of -29%, -34%, -33%, and -51% respectively.

Segmenting year 2010 into quarters denoted Q1, Q2, Q3, Q4 representing first, second, third and fourth quarters respectively, it was observed that Q1 made up of January, February and March recorded high figures nearing about 1600 crashes whereas Q2 comprising April, May and June indicated a decrease recording a little above 1000 cases.

Evaluated severity index for 2010 and 2009 compared for Q1, Q2, Q3 and Q4 shows that for every 100 crashes that occurred in the year, 52 persons were killed in 2009 while 76 persons were killed in 2010.

Recognizing that these fatalities have associated negative consequences to the nation's economic growth, haulage and freight vehicles, passenger and private vehicles were equally lost. A total of 9206 vehicles were involved in road crashes in 2009 and 8677 in 2010 representing a decrease of 6%.



YEAR 2010 ROAD TRAFFIC CRASHES ON QUARTERLY BASIS

PERIOD	NUMBER OF RTC CASES	PERSONS INJURED	PERSONS KILLED	TOTAL CASUALTY
1st QUARTER 2010	1584	4889	969	5858
2nd QUARTER 2010	1089	3897	853	4750
3rd QUARTER 2010	1318	4427	1018	5445
4th QUARTER 2010	1339	4882	1225	6107
TOTAL	5330	18095	4065	22160

YEAR 2009 ROAD TRAFFIC CRASHES ON QUARTERLY BASIS

PERIOD	NUMBER OF RTC CASES	PERSONS INJURED	PERSONS KILLED	TOTAL CASUALTY
1st QUARTER 2009	2855	7372	1414	8786
2nd QUARTER 2009	2660	6720	1699	8419
3rd QUARTER 2009	2707	6426	1272	7698
4th QUARTER 2009	2632	6752	1308	8060
TOTAL	10854	27270	5693	32963

PERCENTAGE CHANGE OF ROAD TRAFFIC CRASHES IN YEAR 2010 OVER 2009

YEAR	2009	2010	DIFFERENCE	PERCENTAGE CHANGE
NUMBER OF RTC CASES	10854	5330	-5524	-51
PERSONS INJURED	27270	18095	-9175	-34
PERSONS KILLED	5693	4065	-1628	-29
TOTAL CASUALTY	32963	22160	-10803	-33

COMPARATIVE ANALYSIS OF VEHICLES INVOLVED IN RTC (2009 AND 2010)

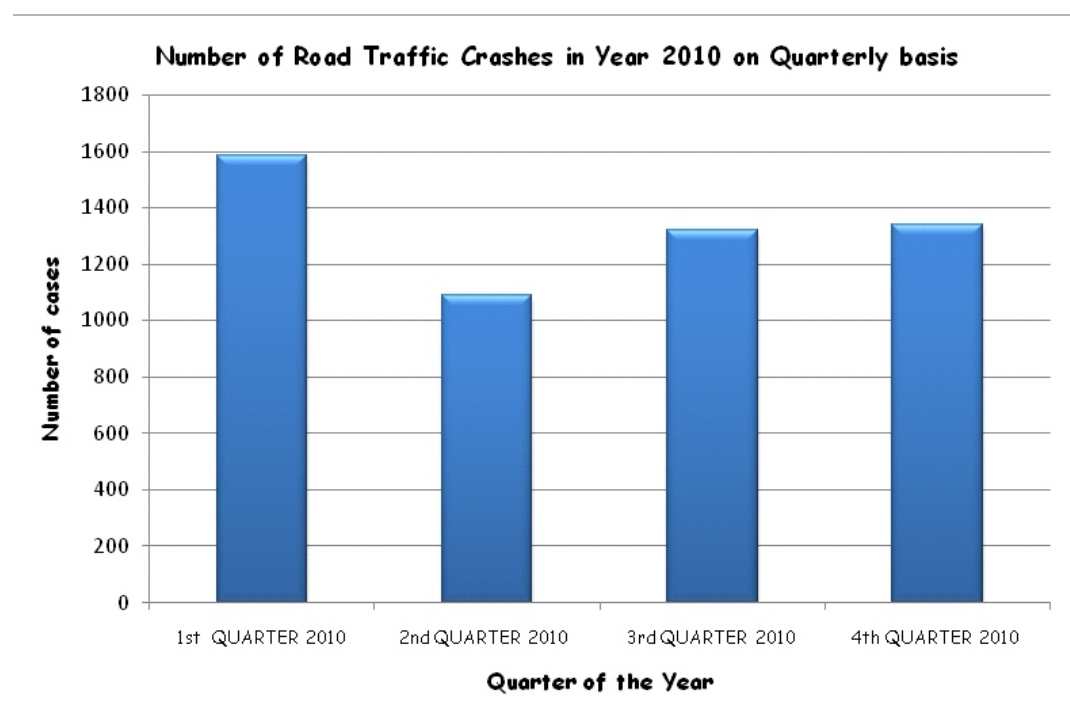
PERIOD	2009	2010	DIFFERENCE	% CHANGE
1st QUARTER	2197	2444	247	11
2nd QUARTER	2028	1775	-253	-12
3rd QUARTER	2732	2251	-481	-18
4th QUARTER	2249	2207	-42	-2
TOTAL	9206	8677	-529	-6

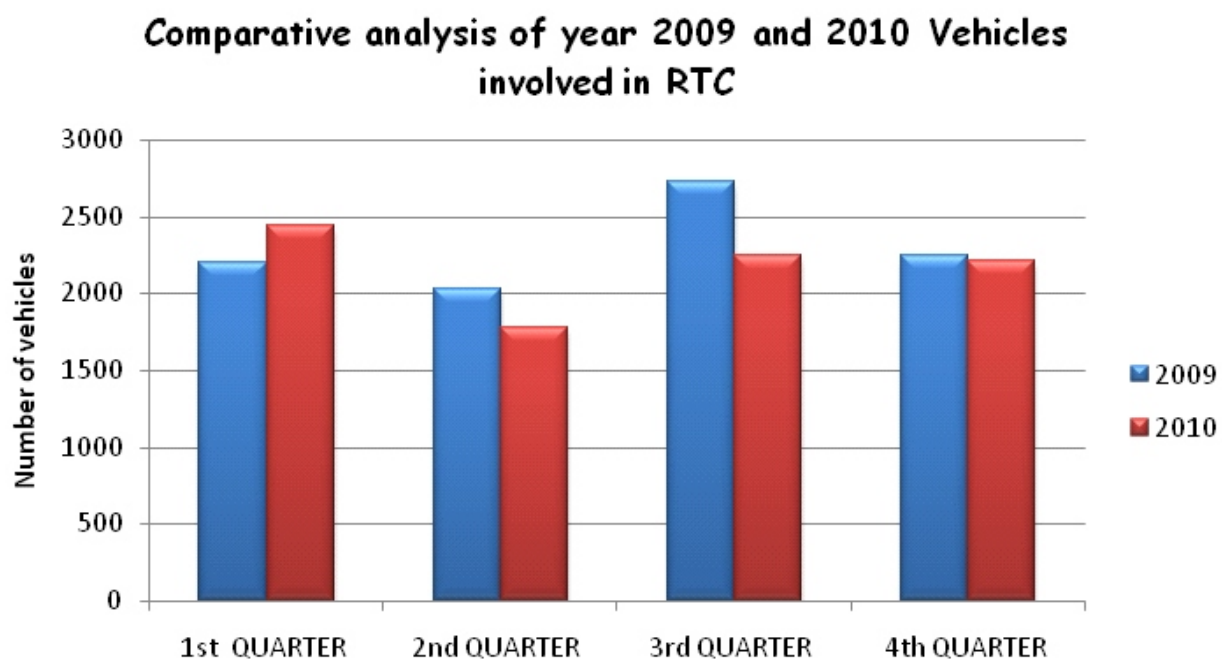
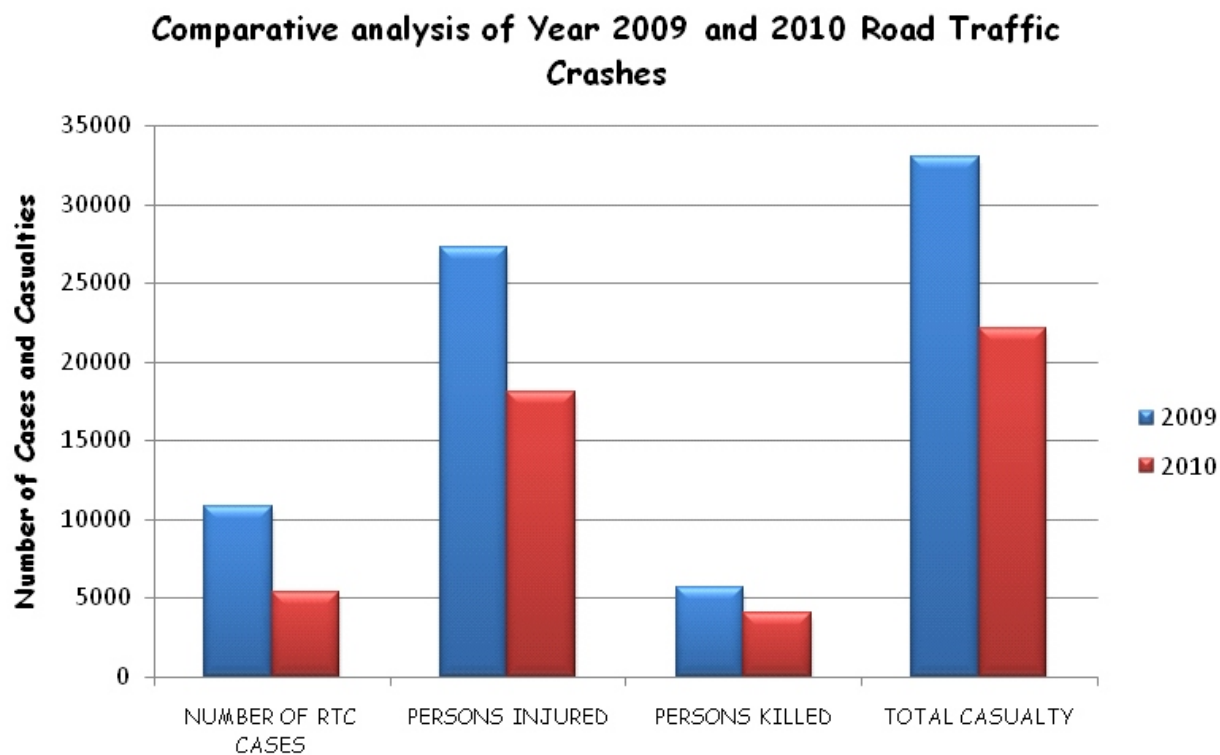
SEVERITY INDEX OF YEAR 2009 AND 2010 ROAD TRAFFIC CRASHES

PERIOD	NUMBER OF CRASHES		PERSONS KILLED		*SEVERITY INDEX	
	2009	2010	2009	2010	2009	2010
1st QUARTER	2855	1584	1414	969	0.50	0.61
2nd QUARTER	2660	1089	1699	853	0.64	0.78
3rd QUARTER	2707	1318	1272	1018	0.47	0.77
4th QUARTER	2632	1339	1308	1225	0.50	0.91
TOTAL	10854	5330	5693	4065	0.52	0.76

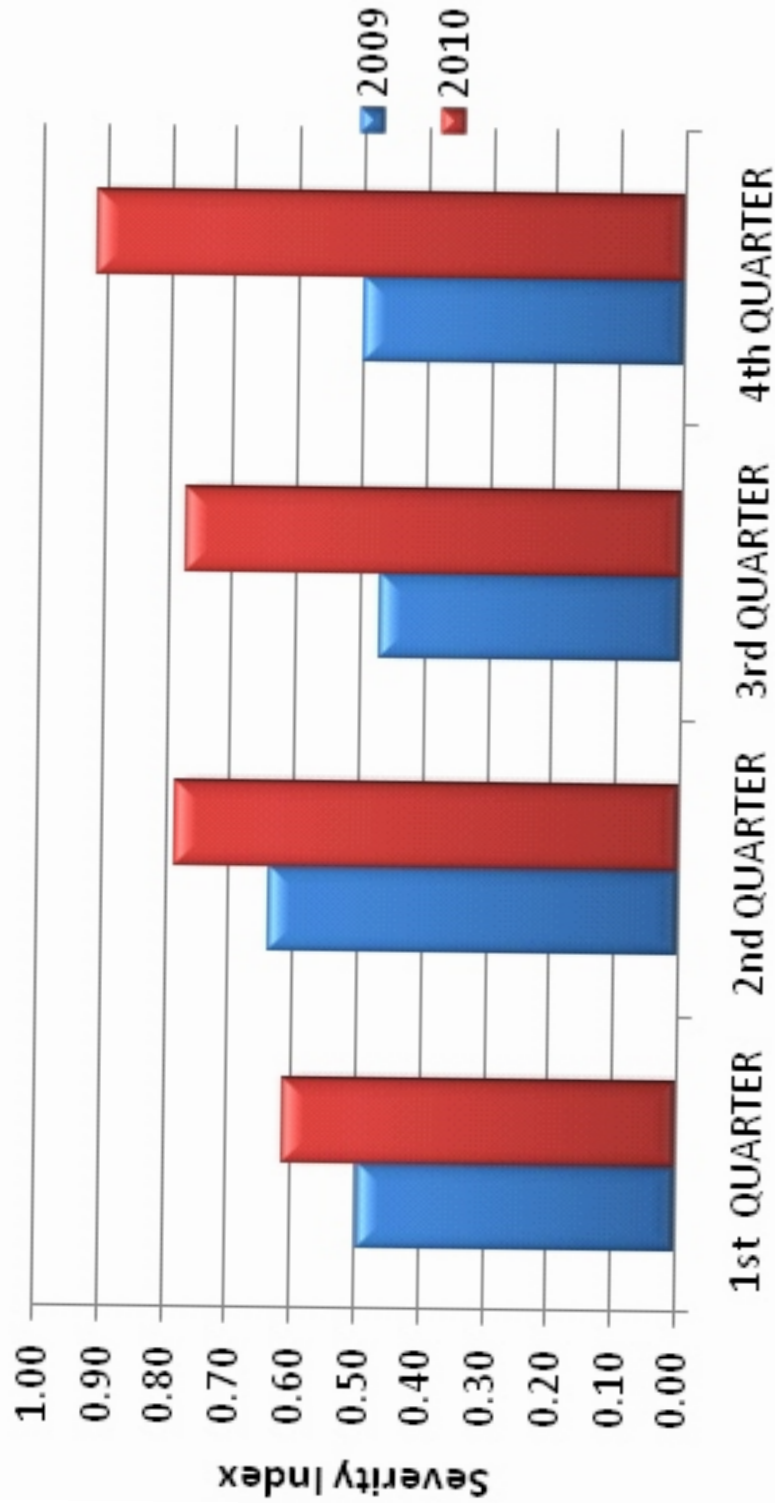
*SEVERITY INDEX = NUMBER OF PERSONS KILLED/ NUMBER OF RTC

(For every 100 crashes 52 and 76 persons were killed in 2009 and 2010 respectively.)





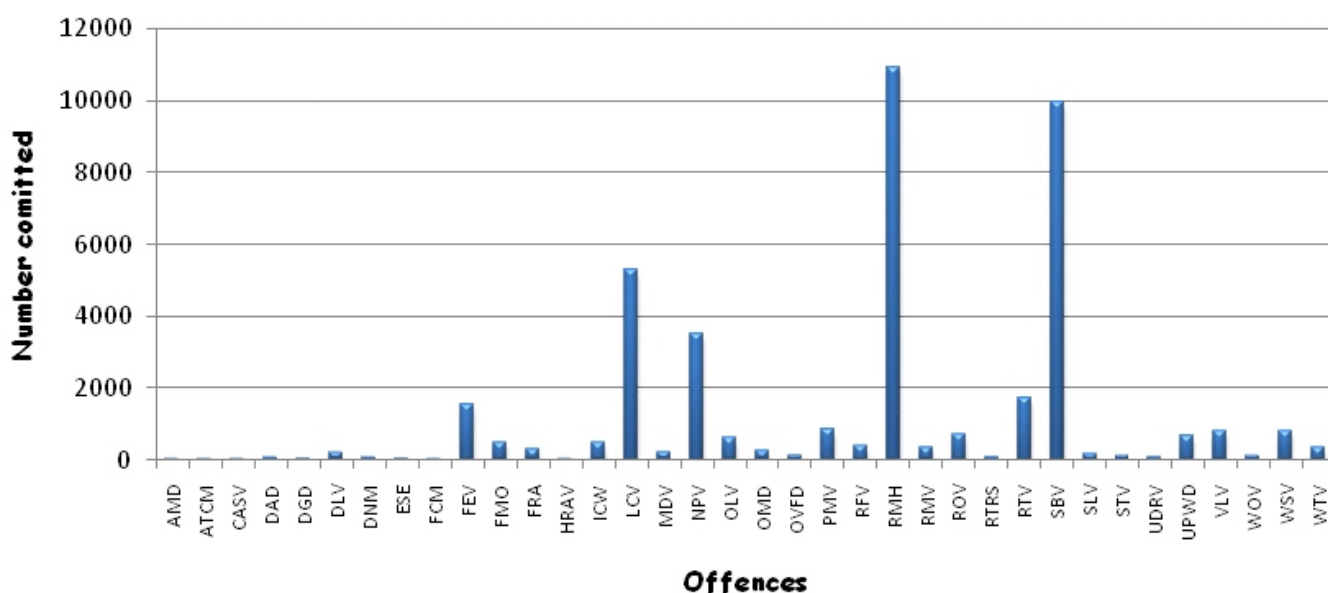
Year 2009 and 2010 Severity Index



SUMMARY OF OFFENCES AND OFFENDERS, 2010

OFFENCES	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
OFFENDERS	36403	42148	51538	47163	48939	46482	46316	50604	38470	42221	35936	32537	518757
OFFENCES	41683	46299	59036	58401	55681	52653	52107	56362	43392	47885	39863	36878	590240
AMD	39	55	84	48	57	61	80	233	34	491	23	36	1241
ATCM	47	29	22	43	28	34	19	23	12	34	13	25	329
CASV	20	7	1	2	10	4	3	8	14	2	13	5	89
DAD	80	54	42	90	62	70	68	143	58	55	59	98	879
DGD	49	54	71	67	75	69	33	145	68	66	44	33	774
DLV	200	212	450	1191	596	413	423	426	517	408	403	353	5592
DNM	76	38	87	49	70	86	59	59	64	164	46	52	850
ESE	55	36	59	599	15	550	1170	703	709	792	714	556	5958
FCM	36	40	612	156	39	135	184	200	225	346	180	155	2308
FEV	1557	2994	2793	28	3536	15	39	21	21	101	14	23	11142
FMO	484	736	710	55	1318	46	93	30	74	26	93	129	3794
FRA	296	57	17	332	41	280	326	292	275	213	275	315	2719
HRAV	21	80	19	811	8	1045	970	938	736	437	746	613	6424
ICW	475	222	235	14	38	166	30	63	82	544	29	22	1920
LCV	5284	5059	5966	3695	8110	3386	3587	6059	4875	3485	3271	3016	55793
MDV	235	145	1955	18	140	159	5	131	23	1169	33	0	4013
NPV	3493	3993	3813	125	5381	0	5	77	59	410	11	3	17370
OLV	628	850	2879	7785	540	7579	10459	9793	7244	4668	7412	5666	65503
OMD	255	332	610	206	336	141	99	217	126	2425	241	163	5151
OVFD	131	44	186	310	66	288	382	286	334	313	264	241	2845
PMV	878	527	1063	47	158	38	41	20	11	101	5	2	2891
RFV	412	886	288	755	357	608	632	984	586	434	484	595	7021
RMH	10913	11459	15189	218	14361	185	158	189	264	1480	62	54	54532
RMV	346	435	333	14155	278	11724	9940	10318	6722	5268	8027	8568	76114
ROV	709	391	878	831	602	866	894	1086	540	3408	985	789	11979
RTRS	93	104	199	398	1	201	125	194	275	163	402	244	2399
RTV	1742	725	1395	1040	1011	780	884	1031	826	1338	727	531	12030
SBV	9949	13104	11735	15602	14604	15917	14607	14962	12018	8890	9389	9080	149857
SLV	192	465	1927	176	682	139	55	269	127	3479	200	74	7785
STV	113	265	132	3	97	14	7	32	8	53	0	36	760
UDRV	93	123	54	80	93	197	66	68	52	36	44	37	943
UPWD	687	457	2353	530	550	356	345	395	275	388	578	329	7243
VLV	803	629	1476	606	629	711	580	530	540	1299	538	362	8703
WOV	122	113	85	7059	108	4988	4330	4638	4236	3014	3457	3247	35397
WSV	806	873	759	1156	1201	1171	1345	1689	1257	1986	1011	970	14224
WTV	364	706	559	121	483	231	64	110	105	399	70	456	3668
TOTAL	41683	46299	59036	58401	55681	52653	52107	56362	43392	47885	39863	36878	590240

Various offences committed in Year 2010



Monthly Analysis of offences and Offenders in 2010

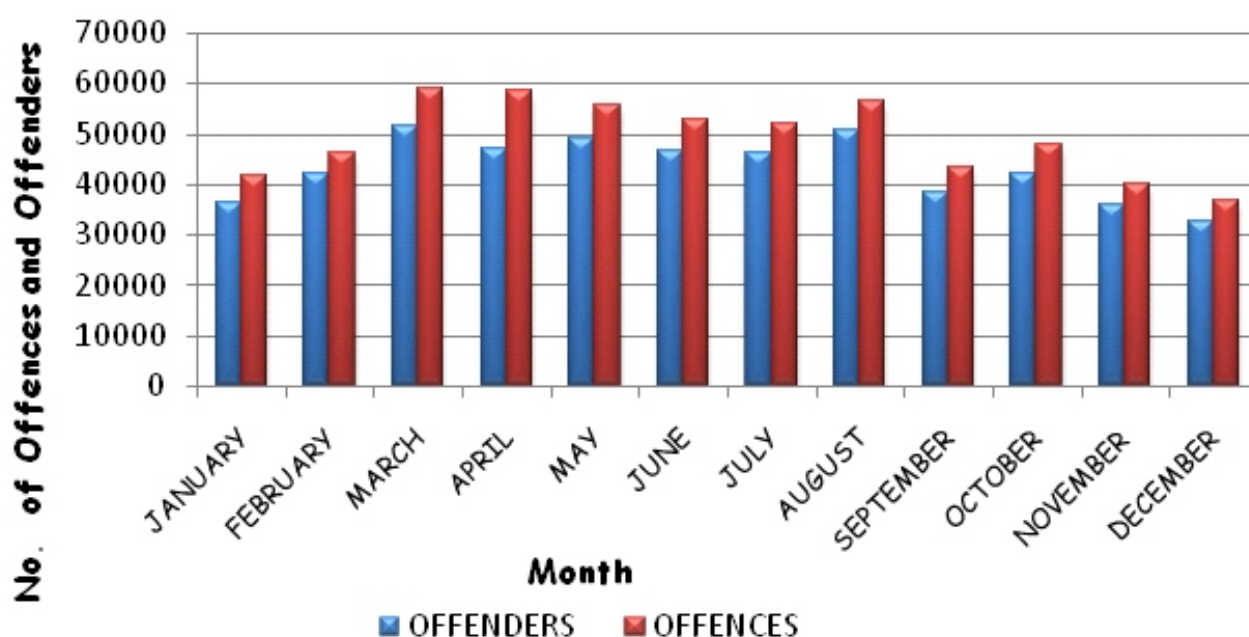


PLATE NUMBER PROCESSED FROM JANUARY TO DECEMBER 2010 FOR MOTOR VEHICLE

MOTOR VEHICLE

S/N	CATEGORY	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
1	Government Motor Vehicle	955	640	979	804	911	718	2165	671	1323	458			9,624
2	Government Articulated	0	0	0	0	0	0	0	0	0	0			0
3	Private Motor Vehicle	39,085	27,419	19,749	9,901	20,340	17,102	16,331	7,734	25,048	29,073			211,782
4	Commercial Motor Vehicle	11,514	15,424	11,114	6,264	11,894	10,734	12,082	5,869	8,617	7,877			101,389
5	Articulated	0	0	0	0	0	0	64	0	0	20	0		84
6	Fancy	60	58	89	76	48	76	127	10	144	41			729
7	Out of Series	36	63	135	85	42	163	122	11	123	111			891
8	Military/Paramilitary	99	4	172	27	48	161	24	49	256	97			937
9	Diplomatic	1	9	14	7	1	12	57	0	1	0			102
10	Dealer	55	48	315	27	39	54	8	0	73	164			783
	SUB TOTAL	51,805	43,665	32,567	17,191	33,323	29,020	30,980	14,344	35,605	37,821			326,321

MOTORCYCLE

1	Government Motor Cycle	567	37	127	327	379	178	436	104	25	72			2,252
2	Private Motor Cycle	19,244	29,481	27,278	46,203	21,218	22,944	23,608	9,656	21,283	6,711			227,626
3	Commercial Motor Cycle	7,149	4,622	12,340	5,187	7,871	9,687	10,983	4,069	10,618	3,741			76,267
4	Military/Paramilitary Motor Cycle	50	10	0	0	0	0	2	0	0	0			62
	Fancy	0	0	1	1	0	0	1	0	16	0			19
5	Dealer	0	0	0	0	3	0	0	0	5	0			8
	SUB TOTAL	27,010	34,150	39,746	51,718	29,471	32,809	35,030	13,829	31,947	10,524			306,234

REPRINT (NULS, LAGOS)

1	Motor Vehicle	440	518	1,105	1,043	938	972	1318	247	1072	973			8,626
2	Motor Cycle	11	36	25	11	88	38	17	4	7	18			255
	SUB TOTAL	451	554	1,130	1,054	1,026	1,010	1,335	251	1,079	991			8,881

REPRINT (ZRC)

1	Motor Vehicle	0	0	0	1,240	75	101	159	115	0	225			1,915
2	Motor Cycle	0	0	0	8	12	8	0	19	0	26			73
	SUB TOTAL	0	0	0	1,248	87	109	159	134	0	251			1,988

TOTAL REPRINT

1	REPRINT (NULS, LAGOS)	451	554	1,130	1,054	1,026	1,010	1,335	251	1,079	991			8,881
2	REPRINT (ZRCs)	0	0	0	1,248	87	109	159	134	0	251			1,988
	SUB TOTAL	451	554	1,130	2,302	1,113	1,119	1,494	385	1,079	1,242			10,869

TOTAL PRODUCTION

A	MOTOR VEHICLE	51,805	43,665	32,567	17,191	33,323	29,020	30,980	14,344	35,605	37,821			326,321
B	MOTOR CYCLE	27,010	34,150	39,746	51,718	29,471	32,809	35,030	13,829	31,947	10,524			306,234
C	REPRINT	451	554	1,130	2,302	1,113	1,119	1,494	385	1,079	1,242			10,869
	GRAND TOTAL	79,266	78,369	73,443	71,211	63,907	62,948	67,504	28,558	68,631	49,587			643,424

NDL PROCESSED FROM JANUARY TO DECEMBER 2010

S/N	STATE	JAN	FEB	MARCH	APRIL	MAY	JUNE	JULY	AUG	SEP	OCT	NOV	DEC	TOTAL
1	ABIA	890	500	748	754	718	758	831	858	838	760			7,655
2	ADAMAWA	592	421	380	483	307	297	297	545	482	836			4,640
3	AKWA-IBOM	787	794	866	754	732	748	580	798	796	616			7,471
4	ANAMBRA	2,121	852	895	1,100	1,007	742	371	1,269	800	785			9,942
5	BAUCHI	757	566	694	637	543	684	567	508	532	726			6,214
6	BAYELSA	342	341	520	355	378	279	225	512	412	595			3,959
7	BENUE	714	378	574	444	349	502	501	455	287	131			4,335
8	BORNO	1,800	1,245	1080	1,687	1,083	1,191	865	1,072	1,100	1,135			12,258
9	CROSS RIVER	265	266	324	270	256	334	473	456	346	317			3,307
10	DELTA	1,708	818	1718	1,845	1,477	1,576	964	1,969	1,573	1,519			15,167
11	EBONYI	700	1,181	1043	686	675	759	629	718	557	555			7,503
12	EDO	825	1,257	932	997	495	792	522	575	469	827			7,691
13	EKITI	0	0	720	414	319	324	342	416	336	282			3,153
14	ENUGU	857	426	896	467	633	531	649	888	611	815			6,773
15	FCT	1,628	1,591	1713	1,477	1,434	1,712	1,290	1,461	1,506	1,249			15,061
16	GOMBE	690	476	377	704	445	558	438	658	624	603			5,573
17	IMO	1,269	634	901	1,285	923	645	204	1,672	287	2,434			10,254
18	JIGAWA	285	179	201	174	210	287	295	303	269	338	163		2,704
19	KADUNA	909	1,158	1102	1,101	980	1,280	1,420	1,157	1,187	1,042			11,336
20	KANO	827	674	766	643	661	820	679	871	1,058	740			7,739
21	KATSINA	697	481	674	595	480	501	525	556	547	618			5,674
22	KEBBI	196	291	150	147	94	151	151	200	292	227			1,899
23	KOGI	464	342	345	477	442	330	393	401	334	151			3,679
24	KWARA	461	227	320	635	193	258	272	644	523	458			3,991
25	LAGOS	5,405	5,214	6317	6,074	6,434	4,969	2,694	7,134	5,204	6,457			55,902
26	NASARAWA	1,449	1,780	2150	1,780	2,004	1,491	1,594	1,910	1,969	1,433			17,560
27	NIGER	1,119	1,064	1103	1,012	1,140	731	1,288	1,152	1,115	1,070			10,794
28	OGUN	902	1,121	1948	1,851	3,399	1,175	185	2,339	2,286	3,128			18,334
29	ONDO	594	301	387	536	685	1,012	577	1,134	1,120	852			7,198
30	OSUN	1,018	688	817	1,074	728	808	751	1,007	891	1,256	950		9,988
31	OYO	1,176	1,287	1869	1,212	1,370	1,099	1,137	1,760	1,233	1,692			13,835
32	PLATEAU	626	777	565	833	727	624	598	853	597	406			6,606
33	RIVERS	406	460	1550	1,540	1,071	551	480	1,110	805	760			8,733
34	SOKOTO	776	685	626	648	640	714	799	847	828	1,157			7,720
35	TARABA	600	453	392	477	441	482	450	523	458	439			4,715
36	YOBE	545	405	65	342	409	375	266	548	407	512			3,874
37	ZAMFARA	377	356	396	369	324	391	117	422	733	265	291		4,041
TOTAL		34,777	29,689	36,124	35,879	34,206	30,481	24,419	39,701	33,412	37,186	1,404	0	337,278

Photo Events



The visit of INEC Boss Prof. Attahiru Jega and team to FRSC HQ in Abuja



Photograph of PFN President Pastor Ayo Oritsejafa and PFN members with FRSC Staff during a visit to FRSC HQ in Abuja.



Corps Marshal and other FRSC Stakeholders at the data centre in Abuja



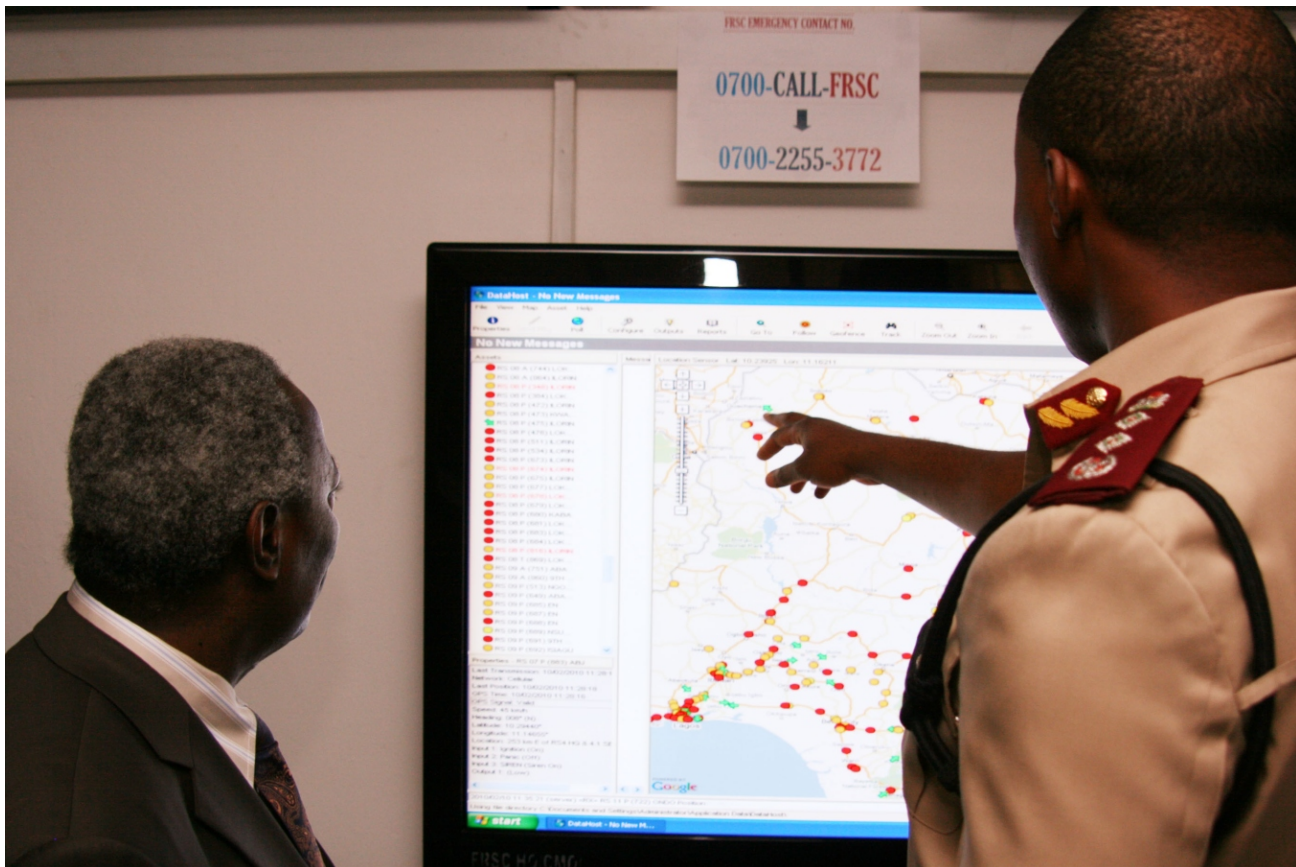
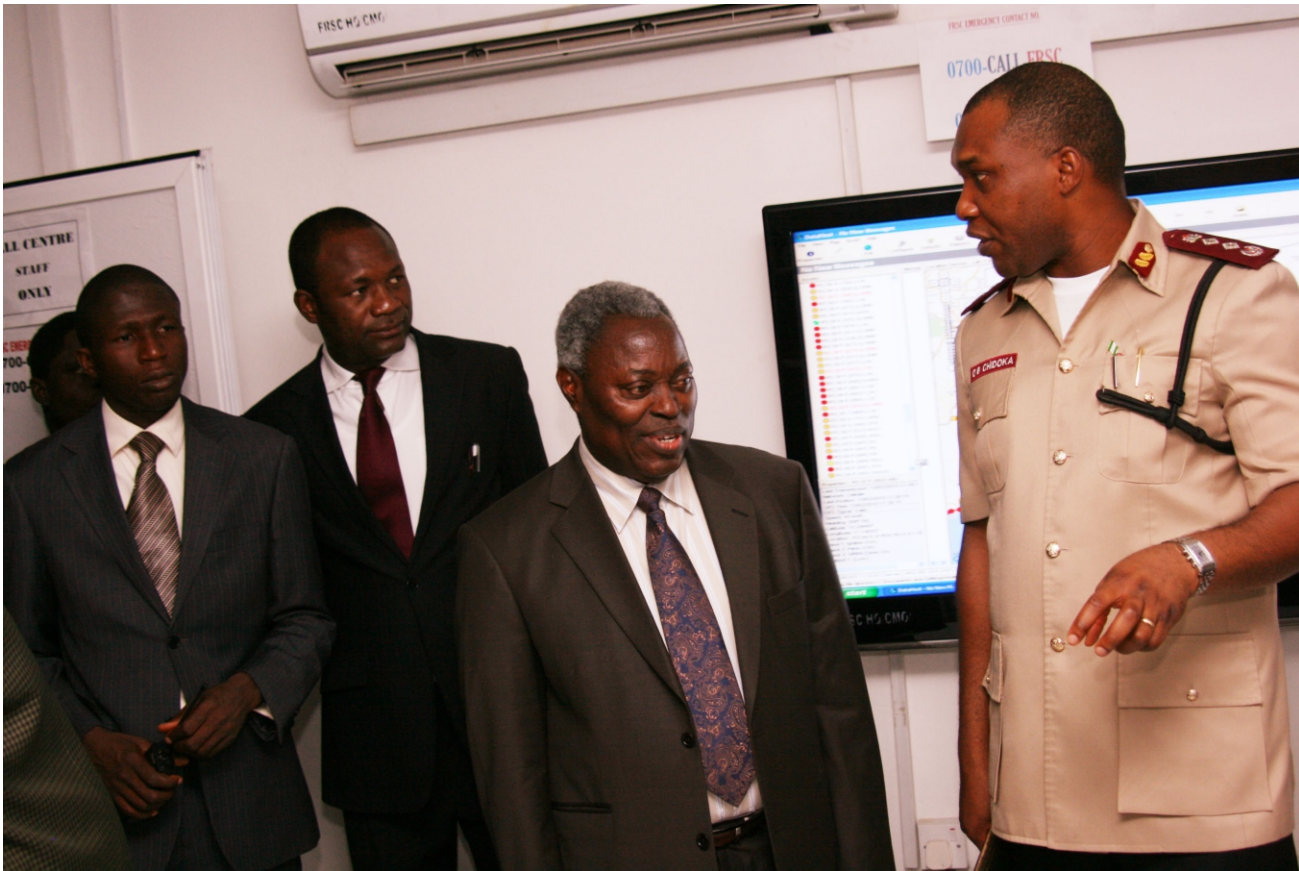
Corps Marshal of FRSC and Comptroller General of Immigration in a round table talks during the Immigrations Boss visit to FRSC HQ in Abuja.



FRSC Management team and some of Nigeria's Law makers at a round table discussion in Abuja



NEMA Officials visit to the FRSC call centre in Abuja



Revered Cleric, Pastor W.F. Kumuyi and members of his pastoral team visit the Corps Marshal at FRSC HQ, Abuja

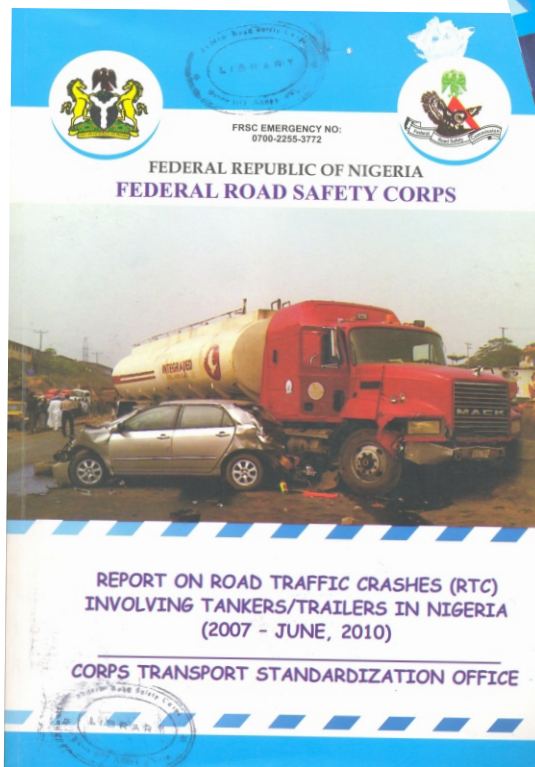
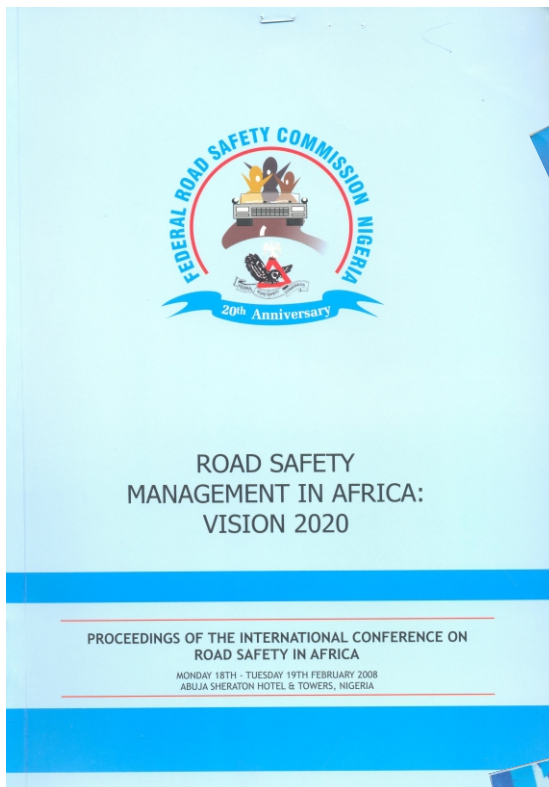


Corps Marshal & Chief Executive introducing HRH Prince Michael of Kent GCMG to senior management members during HRH visit to Nigeria for the annual lecture series programme.



A cross section of Senior Officers of FRSC seated at the venue for the annual lecture series programme

MAJOR PUBLICATIONS OF THE CORPS





KENSINGTON PALACE

From the Private Secretary to HRH Prince Michael of Kent, GCVO

Federal Road Safety Commission
National Headquarters
Olusegun Obasanjo Way, Zone 7
Abuja
Nigeria

09 November 2010

I am writing on behalf of HRH Prince Michael of Kent to thank you most sincerely for the enormous amount of administrative hard work which you put in to the preparation and execution of his recent visit to Nigeria. As you will have seen for yourself, Prince Michael thoroughly enjoyed his first visit to Abuja and was delighted to have been able to assist the FRSC Conference and subsequent events. I know that he much appreciated the efficient arrangements which allowed him to undertake his programme.

May I also take this opportunity on behalf of Kate Jackson and myself to thank you for your own personal support and advice both leading up to and during the visit.

With Best Wishes

Nicholas Chance

ROADSAFE®

Wow, what a fantastically well organised four days. To arrange a lecture event, workshop and partnership launch on one day is impressive; to combine it with a four day Royal visit is truly amazing! The Prince was so impressed with the professionalism of the corps officers and overwhelmed by the genuine friendship and kindness offered by you all.

In the few years that I have been working with The Corps your whole approach to road safety has impressed me beyond belief – nowhere else to my knowledge is there such a professional body like yours - it is truly world class. Many impressive initiatives and such a high order of professional skill and dedication everywhere.

Please will you thank colleagues for making The Prince so welcome and also for making time for me to learn so much more about your successes and ambitions for the future.

Thank you too for your kind gifts and generous donation to the Prince Michael International Awards fund.

I look forward to being able to work closely with you in the coming years to help you continue to build your capacity to deliver casualty reduction. I especially look forward to being able to launch the Driving for Better Business Campaign in Nigeria early next year.

I will revert shortly with some suggestions on how we could do this.

Best regards,

Adrian

Adrian Walsh

Director

Forbes House,

Halkin St

London SW1X 7SD

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STAKEHOLDER'S/STATES CONTRIBUTION TO ROAD SAFETY MATTERS

1. The Special Marshals in each State donated trophies which were used in the quiz/debate competition carried out in the Secondary Schools nationwide.

2. Lagos State special Marshals donated a total of seventy-five thousand (75,000) copies of safety fliers to FRSC.

3. The under listed companies contributed a total sum of Eighteen Million Three Hundred and seventeen Thousand Naira (18,317,000:00) for the Stakeholders' forum held on the 19th April, 2010 at Transcorp Hilton Hotel, Abuja:

Shell Petroleum Development	=	N6m
UBA Plc	=	N6m
Mobil Oil	=	N3.5m
SWG	=	N2.0m
Julius Berger	=	<u>N0.817m</u>
Total	=	<u>N18.317m</u>

4. Total Oil Plc paid for Forty-six (46) slots for FRSC jingles to run from 22nd November to 15th December, 2010 at the tune of Two million four hundred and twelve thousand (N2,412m) naira to NTA, Rythm FM, Ray power, Capital FM and FRCN.

5. Special Marshals in Anambra State donated a 3,000 KVA generating set to RS 5.3 Sector Command.

6. A Special Marshal in Anambra State constructed duty room and guard room for the Nteje unit command.

7. Special Marshals have embarked on the construction of office block at Idiroko Unit Command. The project is currently on-going.

8. A Special Marshal, Alh. Sabo B.S donated a 950 KVA generating set to RS 12.1 Bauchi.

9. Dr. E. A. Filani, a Special Marshal donated the sum of two hundred thousand naira (N200, 000; 00) to RS 2.2 Ogun.

10. Pedestrian shelter was provided by Messrs Aseigbu A. N and Anaganiku C. D, Special Marshals of RS 11.1 Osun for public use.

11. Shell Petroleum Development Company donated the sum of N2.4m for the Nigeria Road Safety Partnership (NRSP) launch on the 2nd of November, 2010 at Sheraton Hotels and Towers, Abuja.

FRSC Emergency Numbers

0700-CALL-FRSC

0700-2255-3772

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