FEDERAL REPUBLIC OF NIGERIA



2012 FRSC Annual report

CONTENTS

S/No.		Page
1	Photograph of the President of Nigeria	i
2	Photograph of the Secretary to Government of the Federation	ii
3	Photograph of the Corps Marshal and Chief Executive of FRSC	iii
4	Foreword	1
5	Preview	2
6	Nigeria at a glance	3-5
7	Introduction/Mandate of FRSC	6-7
8	How FRSC Operates	8
9	FRSC Organisational Structure	9
10	FRSC Operational Commands	10
11	Historical trend of FRSC	11
12	FRSC Score Card 2012: Outcomes and Outputs	12
13	Report from Planning Advisory Unit	13-20
14	Operations Initiatives	21-22
15	Approval of the National Council for Education and the Federal	23-26
	Executive Council for introduction of Standard School Bus for	
	conveying School children nationwide	
16	Launch of FRSC Emergency Toll-Free Number 122	27-28
17	FRSC 4 th Annual Lecture Series	29-30
18	Activities of the Emergency Ambulance Service Scheme	31-34
19	Implementation of QMS based on ISO 9001:2008- the journey so far	35-36
20	2012 Africa Road Safety Day/World Day of Remembrance	37-41
21	Sub-Regional Road Safety: WARSO	42-44
22	Regional Road Safety, UN Decade of Action and FRSC	45-47
23	The Reality of Road Traffic Crashes and Analysis	49-67
24	Categories of Vehicles involved in Road Traffic Crashes	68-72
25	Achievements during the year 2012	73-75
26	Recognitions	76
27	Challenges	77
28	Prospects (Goals)	78

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DR. GOODLUCK EBELE JONATHAN, GCFR PRESIDENT, COMMANDER-IN-CHIEF OF THE ARMED FORCES OF THE FEDERAL REPUBLIC OF NIGERIA





CHIEF PIUS ANYIM PIUS, GCON SECRETARY TO GOVERNMENT OF THE FEDERATION NIGERIA





OSITA CHIDOKA, OFR CORPS MARSHAL & CHIEF EXECUTIVE FEDERAL ROAD SAFETY CORPS. NIGERIA.



FOREWORD

The dynamism of every establishment is viewed not only on potency of its administrative structure but on a cohesive, consistent and inclusive managerial system fashioned to suit global quality management standards. The FRSC, pushing on its stance of adopting best practice in actualizing its mandate, adopted the systems approach, transcending barriers and borders towards making Nigeria roads one of the safest globally.

Taking cognizance of the relevance of global partners, the Corps built an affinity with the World Bank via the World Bank Road Safety Facility and UN Safety Collaboration amongst others. A union that facilitated the successful execution of projects beginning from the expansion of its formation from 182 to 231 commands nationwide in the course of the year.

Soaring and relentless in its oars to succeed, a total of 722 Fleet Operators were certified under the Corps' Road Transport Safety Standardization Scheme (RTSSS), alongside the training of 690 convoy drivers nationwide, both efforts directed to check excesses of fleet operators and convoy drivers in Nigeria. The emergency three digits toll free number ''122'' was also launched by the FRSC to boost post crash response time as well as upturn the rising statistics in road traffic crashes on our highways.

The 2012 edition of FRSC Annual Report is diversifying from previous pattern, portraying an analysis of RTC on state-by-state basis which , it is hoped will better x-ray the notable achievements of the Corps in road traffic reduction efforts.

Against all odds, the Corps through continued commitment of its personnel, its dynamic leadership and unrelenting stakeholders is resolute in building on its solid foundation towards erecting a formidable structure for the nation in traffic administration and Road Safety Management.

Osita Chidoka, OFR Corps Marshal and Chief Executive. Federal Road Safety Corps. Nigeria.



PREVIEW

In an unrelenting quest to submerge the tide of recurrent deaths that could have been avoided, the Corps without ambiguity records its sequential strides in stemming the tide of road traffic crashes in the well researched 2012 edition of its Annual Report.

At the threshold of history to having an evidence based solution at its disposal, the Corps employed a purely scientific approach to data analysis in ensuring a holistic and futuristic gaze on its activities. The substantiated comparative state to state analysis which ties data to population is aimed at having an improved intervention method in operational activities. Though completely different from previous pattern, the scientific outlook depict a most reformed FRSC and undaunted in its endeavors at delivering on its mandate.

The detailed handbook mirrors a glimpse on Nigeria titbits alongside purposeful efforts embraced by the Corps in the course of the year, beginning from the robust partnership with the World Bank assisted initiatives to the various policies, programmes and regional efforts to engender an improved performance of the Corps.

As the pages are turned, it is absolutely hoped to leave an in-print on readers hearts that FRSC is resolute in creating as stated in its slogan 'Safer Roads and Fuller Lives'' in Nigeria.

Adeyemi Ayodeji Omidiji, Deputy Corps Marshal, Policy, Research & Statistics Department. Federal Road Safety Corps. Nigeria.

NIGERIA AT A GLANCE





Capital	Abuja (9°4'N 7°29'E)			
Largest city	Lagos			
Official languages	English			
Major languages •	Hausa, Igbo, Yoruba			
Demonym	Nigerian			
Government	Federal presidential republic			
	President - Goodluck Jonathan			
	Vice President - Namadi Sambo			
Legislature	National Assembly			
	Upper House - Senate			
	Lower House - House of Representatives			
Independence	-Unification of Southern and Northern Nigeria: 1914			
from the United	- Declared and recognized: 1 October 1960			
Kingdom	- Republic declared: 1 October 1963			
Area	Total- 923,768 km² or 356,667 sq mi			
Water (%)	1.4			
Population	2012 estimate - 170,123,740			
	2006 census - 140,431,790			
	Density - 184.2/km ² or 477.0/sq mi			
Currency	Naira (Ħ) (NGN)			
Drives on the	right			
Time zone	WAT (UTC+1)			
Calling code	+234			
ISO 3166 code	NG			
Internet TLD	.ng			

Source: https://en.wikipedia.org/wiki/Nigeria

POPULATION

170,123,740 (July 2012 est.)

note: estimates for this country explicitly take into account the effects of excess mortality due to AIDS; this can result in lower life expectancy, higher infant mortality, higher death rates, lower population growth rates, and changes in the distribution of population by age and sex than would otherwise be expected

AGE STRUCTURE

0-14 years: 43.9% (male 38,232,053/female 36,483,243)
15-24 years: 19.3% (male 16,757,436/female 16,018,589)
25-54 years: 30% (male 25,123,834/female 25,945,571)
55-64 years: 3.8% (male 2,981,187/female 3,520,154)
65 years and over: 3% (male 2,325,682/female 2,735,991) (2012 est.)

MEDIAN AGE

Total: 17.9 years **male:** 17.5 years **female:** 18.4 years (2012 est.)

POPULATION GROWTH RATE

2.553% (2012 est.)

BIRTH RATE

39.23 births/1,000 population (2012 est.)

DEATH RATE

13.48 deaths/1,000 population (July 2012 est.)

NET MIGRATION RATE

-0.22 migrant(s)/1,000 population (2012 est.)

URBANIZATION

Urban population: 50% of total population (2010) rate of urbanization: 3.5% annual rate of change (2010-15 est.)

MAJOR CITIES - POPULATION

Lagos 10.203 million; Kano 3.304 million; Ibadan 2.762 million; ABUJA (capital) 1.857 million; Kaduna 1.519 million (2009).



The Nigerian National Anthem

Arise O' Compatriots, Nigeria's call obey To serve our fatherland With love and strength and faith The labours of our heroes past Shall never be in vain To serve with heart and might One nation bound in freedom, peace and unity.

O God of Creation, direct our noble cause, Guide (thou) our leaders right, Help our youth the truth to know In love and honesty to grow And living just and true Great lofty heights attain To build a nation where peace and justice shall reign.

The Nigerian Pledge

I pledge to Nigeria my country To be faithful loyal an honest To serve Nigeria with all my strength To defend her unity And uphold her honour and glory So help me God.

The Coat of Arms of Nigeria

The coat of arms is represented by a shield, two wavy bands, two horses, an eagle and some plants at the foot of the shield.

The shield which is black stands for the rich and fertile earth the country is endowed with. The wavy bands represent the river Niger and the river Benue which flow through Nigeria. The two white horses represent dignity and pride.

A common wild flower (Coctus spectablis) in Nigeria covers the ground on which the symbols stand and it stands for the beauty of Nigeria.The motto of Nigeria "Unity and Faith" is written on the Coat of Arms. The National Flag also is a symbol of authority.

The wreath is in the national colours (Green and White) and the eagle represents strength.

INTRODUCTION/MANDATE OF FEDERAL ROAD SAFETY CORPS

Periodically, every organized establishment takes time to review its activities, basically with a view to discovering areas of deficiency as well as highlighting successes. The Federal Road Safety Corps as an organization is not exempted from this operational strategy hence each year, attempts to x-ray its operations in an effort to discern operational challenges visa-vis its yearly set goals and thereafter evolve effective strategies towards addressing them.

The Federal Road Safety Corps was established in 1988 vide decree No 45 of 1988 as amended by decree 35 of 1992 which was eventually re-enacted as FRSC (Establishment) Act, 2007. The statutory functions of the Corps include the following:

- a. Preventing or minimizing accidents on the highway.
- b. Clearing obstructions on any part of the highways.
- c. Educating drivers, motorists and other members of the public generally on the proper use of the highways.
- d. Designing and producing the Driver's Licence to be used by various categories of vehicle operators.
- e. Determining from time to time, the requirements to be satisfied by an applicant for Driver's licence
- f. Designing and producing vehicle number plates.
- g. Standardization of the highway traffic codes.
- h. Giving prompt attention and care to victims of road traffic crashes.
- i. Conducting researches into causes of motor accidents and methods of preventing them and putting into use the result of such researches.
- j. Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limiting devices.
- k. Co-operating with bodies or agencies or groups engaged in road safety activities for the prevention of accidents on the highways.
- I. Making regulations in pursuance of any of the functions assigned to the Corps by or under this Act.
- m. Providing road side and mobile clinics for the treatment of accident victims free of charge.
- n. Regulating the use of mobile phones by motorists.
- o. Regulating the use of seat belts and other safety devices.

- P. Regulating the use of motor cycles on the highways.
- q. Maintaining the validity period for Driver's Licences which shall be three years subject to the renewal at the expiration of the validity period.
- r. Regulating the use of Sirens, Flashers and beacon lights on vehicles other than Ambulances and vehicles belonging to the Armed Forces, Nigeria Police Force, Fire Services and other Par-Military.
- s. Performing such other functions as may, from time to time be assigned to the Corps by the Commission.





HOW FRSC OPERATES





FRSC ORGANISATIONAL STRUCTURE

Source: FRSC 2012



FRSC OPERATIONAL COMMANDS





- Long history = experience + corporate memory
- Merger-Demerger with the Police
- Strengthened considerably after 2007



HISTORICAL TREND OF FRSC

FRSC SCORE CARD 2012 OUTCOMES & OUTPUTS

		Kev		COMES Indicators ()	(PTs)			
1	Name of Outcome KPI		Baseline		Report		Planned	l Targets
		June 2011	Dec. 2011	June 2012	Dec. 2012	Source of data	2012	2013
Outcome 1	: Improve highway safety and	traffic flow.			1		1	
Indicator 1	Traffic crash fatalities per 100,000 human population	1.37 (2,218)	2.69 (4,372)	1.16 (1,941)	2.55 (4,260)	FRSC	2.09 (3,498)	1.73 (2,982)
Indicator 2	Patrol presence at every 50 km stretch of road	0.20 (1 patrol presence per 250km)	0.22 (1 patrol presence per 227km)	0.17 (1 patrol presence per 294km)	0.19 (1 patrol presence per 263km)	FRSC	1.00 (1 patrol presence per 50km)	1.00 (1 patrol presence per 50km)
Outcome 2	: Create Public Confidence in ·	the Road Tra	nsportation S	jector				
Indicator 1	No of Nigerians that travel by road per annum (Road travelling prevalence rate)	33,017,451	72,677,152	36,925,006	82,415,742	NIL	77,764,552	90,657,316
Outcome 3	Enhance Road safety culture							
Indicator 1	Percentage of road traffic offenders issued ticket to total apprehended.	40.7%	44.8%	55.6%	47.4%	FRSC	50%	50%

		Key Pe	OUTPU [.] rformance In		PIs)			
	Baselines		Actual		Planned	Budget for 2012	Budget	
	·	June 2011	Dec. 2011	June 2012	Dec 2012	Target 2012	(₩)	released in 2012 (₩)
Outputs to	Number of RTC recorded	2,235	4,765	2,721	6,269	3,335		
Outcome 1	Average Emergency Response Time to crash scene (Minutes)	30 min.	30 min.	25 min.	20 min.	15 min.	29,610,000.00	29,610,000.00
	Number of reports produced from road audit carried out.	8	18	5	34	36		
	Number of Staff deployed for traffic control duties	10,356	12,721	12,721	14,372	15,901	100,873,483.93	100,873,483 .00
	Number of road obstructions cleared within 24hrs.	67,357	83,391	58,888	107,069	100,069		
Outputs to Outcome 2	Number of public enlightenment programme on road safety conducted	116,158	331,209	139,056	311,709	414,011	49,302,635.00	48,599,315.00
	Number of mass media campaign conducted	6,146	14,457	6,791	13,470	18,071	13,969,277.00	13,969,277.00
	Number of road safety activities uploaded on social media	47	111	498	962	450	1,320,000.00	1,320,000.00
	Number of alert broadcast made via bulk sms to travelers	NIL	NIL	NIL	NIL	NIL	NIL	NIL
Outputs to Outcome 3	Number of road traffic offenders cautioned and released	354,216	687,028	189,245	813,046	1,115,162		
	Number of motor park monitored	675	804	766	958	965	10,677,510.67	10,677,510.67
	Number of public enlightenment programme on road safety conducted	116,158	331,209	139,056	311,709	414,011	49,302,635.00	48,599,315.00
	Number of mass media campaign conducted	6,146	14,457	6,791	13,470	18,071	13,969,277.00	13,969,277.00
	Number of fleet operators registered	72	99	23	105	109	13,262,510.07	13,262,510.07
	Number of driving schools registered	44	302	80	496	453	11,303,910. 67	11,303,910.67
	Number of drivers license processed	117,451	195,934	48,022	144,524	144,524	391,868	



REPORT FROM PLANNING ADVISORY UNIT

The 2012 Annual Report will focus on extracting intelligence from the records of RTC from the States and will:

- * Highlight the Corps performance States wide
- * Draw focus to 5 major States (which their records proved to be the most menacing for the entirety of the year)
- * Proffer adequate recommendations that could reverse the trend

In the year 2012, the Corps operations were challenged, due to some of the following:

- * Alternative routes and increased volume of road users which happened as a fallout of the flooding that affected a vast majority of North-Central, South-East, and South-South States in Nigeria
- * Security challenges especially in the North Eastern States.
- * Insufficient nationwide presence of the Corps influenced largely by inadequate operational equipment and manpower for operational activities.
 Some other ancillary and unforeseen challenges.
- * Despite these challenges, the Corps also made giant strides and breakthroughs such As:
- * Expansion of FRSC's command formations from 175 Units in 2011 to 183 Unit Commands nationwide in 2012.
- * Delivery of 16 state of the art patrol vehicles by World Bank Organization.
- * Creation of toll free number 122 for reporting RTCs.
- * Increase in the spread of Emergency Ambulances Respond Teams (Zebra) formations nationwide from five (5) Zebras in 2010 and eleven(11) in 2011 to thirteen(13) in 2012.
- * Continuous registration, inspection, and certification of fleet operators under the RTSSS.
- * Secured Federal Executive Council approval for infusion of road safety in school curricula.
- * Secured Federal Executive Council approval for approved school bus type.
- * Production of draft of a National Road Safety Strategy.
- * International recognition of the upgraded national drivers license.
- * World Bank recognition of FRSC as example of a best lead agency in Africa.



		RTC DATA		
	(STATE FIG	URES ACCORDING TO	HIERARCHY)	
STATE	ROAD TRAFFIC CRASHES	PERSONS KILLED	PERSONS INJURED	PERSONS INVOLVED
FCT	531	238	1,328	3,834
OGUN	374	247	1,395	3,678
KOGI	365	211	1,381	2,955
EDO	344	228	1,007	2,708
KADUNA	336	281	1,311	2,594
LAGOS	336	110	701	2,452
OSUN	306	178	1,394	2,360
ONDO	287	239	1,114	1,987
ОУО	281	245	1,240	2,537
DELTA	262	154	620	1,741
KANO	228	158	633	1,228
NASARAWA	218	134	1,295	2,367
BAUCHI	201	293	1,112	2,258
KWARA	200	114	478	1,211
BENUE	196	117	657	1,280
IMO	175	79	391	1,181
GOMBE	131	90	398	883
ENUGU	131	77	261	783
EKITI	118	86	213	952
RIVERS	117	59	385	991
ANAMBRA	113	36	190	763
ADAMAWA	109	75	231	468
ZAMFARA	109	89	323	642
KATSINA	93	135	416	843
NIGER	92	97	395	929
TARABA	89	44	233	552
PLATEAU	85	52	314	650
ABIA	71	17	260	786
EBONYI	57	22	152	319
AKWA IBOM	56	31	61	224
YOBE	52	71	157	306
CROSS RIVER	50	37	136	277
BAYELSA	44	10	70	230
BORNO	39	81	302	434
SOKOTO	36	50	41	276
JIGAWA	24	41	112	329
KEBBI	13	34	50	101
TOTAL	6,269	4,260	20,752	48,114

Sources: FRSC Dashboard, FRSC Planning Advisory Unit Analysis, 2013





2012 Records of Road Traffic Crashes in Nigerian States



- The 5 major States of focus include:
 - Federal Capital Territory (FCT); RS 7.1
 - Ogun State; RS 2.2
 - Kogi State; RS 8.3
 - Edo State; RS 5.1
 - Kaduna State; RS 1.1
- However, Bauchi State (RS 12.1) had

the highest records of fatalities

- In 2012, "The Notorious 5" accounted for:
 - 31% of all crashes recorded
 - 28% of all fatalities recorded
 - 31% of all injuries recorded
 - 33% of all human involvements in crashes recorded
- Addressing RTC menace in these
 States will guarantee success in the
 FRSC's Corporate Goal of reducing
 RTC by 20% and Fatalities by 30%



GEOGRAPHICAL SPREAD OF RTC & FATALITY IN 2012

- Major corridors that have some routes in *"The Notorious 5".* These
 - corridors include:
 - Lagos Shagamu Ibadan
 - Shagamu Ore Benin Asaba
 - Lokoja Abuja Kaduna Zaria

- The State with the highest fatality which is Bauchi State with a total fatality figure of 293 deaths which accounted for 7% of all fatalities recorded in 2012
 - Some major routes in this State include:
 - Bauchi Jos
 - Bauchi Gombe



COMPARISON	N OF KEY PERF	ORMANCE IND	ICATORS FOR 2012
	WEEK 1-52,	WEEK 1-52,	PERCENTAGE
	2011	2012	INCREASE/
			DECREASE
ROAD	4,765	6,269	31.6% Increase
TRAFFIC			
CRASHES			
NUMBER	4,372	4,260	2.7% Decrease
KILLED			
NUMBER	17,464	20,757	18.9% Increase
INJURED			
OFFENCES	611,181	579,929	5.1% Decrease
OFFENDERS	557,581	525,148	5.8% Decrease
NVIS	392,529	493,447	25.7% Increase
NDL	192,968	139,809	27.5% Decrease



Sources: FRSC Dashboard, FRSC Planning Advisory Unit Analysis, 2013



Month with Third highest RTCs: April (630 Crashes)



<u>Key:</u>

Month with highest Fatalities: December (473 Deaths)
 Month with Second highest Fatalities: July (448 Deaths)
 Month with Third highest Fatalities: August (425 Deaths)

TOP TEN PROBABLE CAUSATIVE FACTORS OF CRASHES IN 2012

CAUSATIVE FACTOR	NUMBER OF CRASHES CAUSED
SPPED VIOLATION (SPV)	35%
LOSS OF CONTROL (LOC)	17%
DANGEROUS DRIVING (DGD)	17%
TYRE BURST (TBT)	9%
BRAKE FAILURE (BFL)	5%
WRONGFUL OVERTAKING (WOV)	3%
MECHANICALLY DEFICIENT VEHICLE	3%
(MDV)	
ROUTE VIOLATION (RTV)	2%
BAD ROAD (BRD)	2%
OBSTRUCTION (OBS)	2%





Key:

Highest Causative Factor of RTC: Speed Violation [SPV (35% of Crashes)] Second Highest Causative Factor of RTC: Loss of Control [LOC (17% of Crashes)] Third Highest Causative Factor of RTC: Dangerous Driving [DGD (17% of Crashes)]

(PROJECTED RTC FIGURES PER STATE AS AT WEEK 52, 2013 TO INDICATE 20% REDUCTION IN CRASHES AND 30% REDUCTION IN FATALITIES)

	Road Traffic Crashes	Persons Killed
FCT (RS7.1)	106	71
OGUN STATE (RS2.2)	74	74
KOGI STATE (RS8.3)	73	63
EDO STATE (RS5.1)	69	68
KADUNA STATE (RS1.1)	67	84
BAUCHI (RS12.1)	40	88



OPERATIONS INITIATIVES

World Bank intervention on country capacity review of Nigeria which in part was one of the measures to close identified gaps in Nigeria road safety which culminated in the donation of 16 patrol vehicles with state-of-art devices and other operational equipment to enhance FRSC activities along designated safe corridors.

OUTCOME: Increased FRSC presence on the highways, for improved visibilities and enforcement of traffic regulations and prompt response to road crashes.

The World Bank in furtherance of its Road safety Management Country Capacity Review Programme with the Federal Government of Nigeria (FGN) and continued collaboration with the Federal Road Safety Corps (FRSC), Nigeria in this regard which started in 2010, energized the quality and safety improvement efforts in key road corridors in Nigeria through its intervention measures in the provision of sixteen (16) patrol vehicles to the FRSC recently.

The World Bank's well-intentioned and well-directed Road Safety Awareness and Enforcement improvement collaborative effort which followed a series of other earlier interventions culminated in the commissioning and handing over of the sixteen (16) fully equipped operational vehicles in a colourful ceremony held on Tuesday, 30 October, 2012 at FRSC Headquarters, Wuse Zone 3, Abuja witnessed by the Honourable Minister of Works, Nigeria , His Excellency, Architect Mike Oziegbe Onolememen with the Corps Marshal and Chief Executive, Osita Chidoka OFR and other Road Safety Stakeholders in Nigeria in attendance.



Aerial view of the sixteen (16) vehicles being commissioned

It is instructive to note that the World Bank's partnership and collaboration with the Corps over time has largely helped both in reducing traffic incidence and its consequences in deaths, injuries and other occasioned losses in the country, just as the provided support in infrastructure and logistics have proven useful in assisting the Corps towards implementing the UN Decade of Action for Road Safety.

It is hoped that with continued collaboration as witnessed today, the Corps is on course towards realising the anticipated 50% Road Traffic Crash reduction target of the UN Decade of Action for Road Safety 2011-2020.



The Corps Marshal and Chief Executive explaining the workings of some Hi-Teck devices installed on the new vehicles to the Honourable Minister of Works



The Corps Marshal and Chief Executive (left) and the Honourable Minister of Works fielding in questions from Newsmen and Journalists after the handing over ceremony of vehicles to FRSC

APPROVAL OF THE NATIONAL COUNCIL FOR EDUCATION AND THE FEDERAL EXECUTIVE COUNCIL FOR INTRODUCTION OF STANDARD SCHOOL BUS FOR CONVEYING SCHOOL CHILDREN NATIONWIDE.

In a bid to concretize efforts embarked upon by FRSC towards ensuring and guaranteeing safety of school pupils in Nigeria, Government has approved a uniform standard for school buses as part of strategies to enhance the safety of children and youths while being conveyed to and from their school.

The Federal Government at a meeting presided over by the Honourable Minister for Education, Prof. Ruquayyat Rufai took this decision to ensure that children who are the most vulnerable road users are given appropriate attention through the approval of standards for school buses in basic and senior secondary schools in the country

Federal Road Safety Corps (FRSC) and Standards Organization of Nigeria (SON) have worked out the detailed guidelines on the modus operandi of the Public Private partnership (PPP) arrangement of the project to assist Proprietors that may not be able to afford school buses but are ready to outsource, under the PPPP scheme.

It is in this regard that the Corps Marshal and Chief Executive of FRSC, Osita Chidoka OFR enjoins the Federal Ministry of Education, all the states of the Federation and Federal Capital Territory Administration (FCTA), the National Association of Private School Proprietors and the general public to support the Corps in the implementation of the approved standards for school buses.

PUBLIC PRIVATE PATNERSHIP (PPP) MODEL FOR FUNDING OF SCHOOL BUS SCHEME

The Corps (FRSC) having noted with dismay the proliferation of unsafe and hazardous means of conveyance of school children resolves that there should be standards and guidelines, which shall guide the operations of School Bus Scheme by operators in Nigeria if the safety of pupils and students is to be guaranteed.



A prototype of al school bus donated to FRSC by INNOSONS Motors.



In the light of the foregoing, the FRSC in collaboration with the Standards Organization of Nigeria (SON), Automotive Council of Nigeria and other stakeholders successfully developed standards and guidelines and specifications that shall regulate the operation of school buses in Nigeria.

It is therefore the prerogative of school owners and private businesses to appropriately liaise to operate the scheme in partnership or as independent operator. One of the options open to school owners and business ventures is the Public Private Partnership (PPP) model.

THE SCHOOL BUS SCHEME

The School Bus Scheme (SBS) is expected to be regulated by a set of standards with accompanied guidelines for bus operations and bus specifications; as promoted by the Federal Road Safety Commission (FRSC).

Although, it is not yet mandatory for school proprietors to individually own school buses, however, any school that wishes to engage in conveying their pupils/students from one location to another with a bus must comply with the set standards.

GUIDELINES AND SPECIFICATIONS FOR SCHOOL BUS OPERATIONS

The first part of the standard details the Guidelines for school bus operations; it specifically details the operations and personnel requirements for the safe and successful operation of school buses in Nigeria. The second part is a joint effort of the major technical, regulatory stakeholders and the Corps. This part adopts the Nigeria Industrial Standards to specify the requirements for any bus that will be used for the school bus scheme. The following indicates the type of school bus, capacity and personal requirements.

Type 'A' 1: This bus type accommodates eighteen (18) persons including the school bus driver and the driver assistant.

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

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

Type 'B' 2: This type of school bus has an extended capacity to accommodate thirty five (35) persons including the school bus driver and the 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 bus type has the extended length and limited manoeuvring capacity and could thus be utilized by schools with large population or enrolment to minimize the frequency of trips.



FUNDING OF THE SCHOOL BUS SCHEME

The funding of the School Bus Scheme is open to both school owners and private operators/investors.

School Owners

The school owners may build internal capacity and acquire buses for the School Bus Scheme for the purposes of conveying their pupils/students to and from school or other locations. This is capital intensive and requires a dedicated unit to handle the bus fleet in accordance with existing FRSC standards as applicable.

Private Operators/Investors

An individual investor or group of persons may pool resources together to acquire buses and approach prospective schools owners to partner with them as bus operators/agents to convey their pupils/students.

The school after due diligence may enter into such partnership for the benefit of their pupils/students while ensuring that standards are conformed to by the intending operators.

PUBLIC PRIVATE PARTNERSHIP (PPP)

Schools are encouraged to engage partners/investors and outsource the operation of their School Bus Scheme for reasons ranging from inadequate funds to full focus on their core business area of teaching and learning.

Private Public Partnership (PPP) is hereby advocated to cater for the needs of the two (2) categories above and any other that may be identified with allied needs. For the purposes of the School Bus Scheme, two models of PPP are proposed thus; Supply-Operate-Transfer (SOT) and Supply-Own-Operate (SOO)

It must be understood that the operation of PPP is a highly regulated partnership with a number of legal provisions. It is therefore important to study in details every provision and requirement.

GUIDELINES FOR IMPLEMENTATION OF SCHOOL BUS SCHEME THROUGH PRIVATE PUBLIC PARTNERSHIP (PPP)

The guidelines for implementation will seek to present the modalities for successful engagement, operation and monitoring of private operators in the school bus schemes.



SUPPLY OPERATE TRANSFER (SOT)

This model of Private Public Partnership (PPP) involves a private investor/operator and school owner. The investor/operator supplies the branded buses at verified costs to the school and operates the buses for an agreed number of years and thereafter transfer ownership to the school as agreed.

SUPPLY OWN OPERATE (SOO)

This Supply Own Operate (SOO) model of Private Public Partnership (PPP) involves a private investor/operator and school owner. The investor/operator shall supply the branded buses and present to the school for approval and thereafter operates the buses for an agreed number of years under such terms and conditions as specified in the contractual agreement with the school owner.



The prototype school bus being received by FRSC Management.



LAUNCH OF THE FEDERAL ROAD SAFETY CORPS (FRSC) TOLL-FREE EMERGENCY NUMBER (122)

The launch of the FRSC toll-free Emergency Number (122) held on Monday 9th July, 2012 at the FRSC National Headquarters, Abuja with the keynote address delivered by Prof. C.O. Onyebuchi, Hon. Minister of Health and Goodwill message delivered by the Permanent Secretary, GSO, Office of the Secretary to the Government of the Federation (OSGF), Nigeria.

The launch of 3-digit easy to use, easy to remember Emergency Toll-Free line (122) marked a milestone in the Corps' continued effort at reducing crash severity through reduced response time and inadvertently satisfying the 5th pillar of the UN Decade of Action for Road Safety which is improved post-crash care.



The Honourable Minister of Health, Prof Onyebuch and flanked by Osita Chidoka OFR, Corps Marshal and Chief Executive of FRSC at the official launch of the Emergency Number '122' in Nigeria.

Highpoints of the event include;

Federal Ministry of Health's identification with the Federal Road Safety Corps and collaborate with it at ensuring traffic incidence and injuries arising from it are reduced, if not completely eliminated;

Commendation of FRSC by the OSGF for earlier frontal action at creating awareness and reducing intervention (rescue response) time through the establishment / introduction of the Call Centre in 2008 using its Closed User Group (CUG) with over 19,000 calls received to date and consequent drop in severity index prior to its establishment.



Noted the benefit of the FRSC Call Centre in providing a medium for members of the public to pass information on road safety and general security matters with unquantifiable benefits to the society at large and creating more awareness on the effect of individual action in promoting highway safety across the country through timely action/information dissemination on localities of crash incidences.

Commendation of the Secretary to the Government of the Federation (SGF) and the National Security Adviser (NSA), the Honourable Minister of Information, Communications and Technology for actively supporting the allocation of the FRSC Emergency 3-Digits (122) toll-free line.

FRSC appreciated the role played by the Nigerian Communications Commission (NCC), and the Mobile Telecommunications Network (MTN) for providing the backbone infrastructure at no cost to the FRSC in the activation of the 3-digit code.



The Honourable Minister of Health, Prof Onyebuch being introduced to Members of Top Management Members of FRSC by Osita Chidoka OFR, Corps Marshal and Chief Executive of FRSC during visit to FRSC HQ for the official launch of the Emergency Number '122' in Nigeria.


FRSC 4TH ANNUAL LECTURE SERIES

It is evident that three major factors are involved in the causation of road traffic crashes irrespective of the geographic location or culture. The factors being vehicle, road and people with the latter constituting and contributing the most significant risk factor leading to the current unacceptable traffic fatalities world-wide. Therefore working out a mechanism or platform to address human (failings) behaviour as a critical factor that influences driving outcomes is both refreshing and greatly rewarding.

The FRSC in its continued effort in addressing traffic safety and in particular pillar No.4 (Road User Behaviour) of the UN Decade of Action for Road Safety organized its 2012 Annual Lecture programme (the 4th in the series since 2009), principally aimed at public enlightenment on the hazards associated with road traffic as well as shore-up support for road safety and broaden the scope of participation of all stakeholders Road Safety Organisations, NGOs, Governments, Multinational corporations, the Educational institutions, the Transport Sub-sector of the economy in addressing the present Road Safety status of Nigeria with a view to forging a way forward.



Right-Left: Chief Ojo Maduekwe, Niel Schuster and Osita Chidoka, OFR at the 2012 FRSC Annual Lecture Series at the Sheraton Hotel and Towers, Abuja. Nigeria.



The 4th FRSC Annual Lecture Series, a colourful event held on Thursday, 1 November, 2012 at the Sheraton Hotel and Towers, Abuja, Nigeria under the Chairmanship of Chief Ojo Maduekwe, Nigeria's Ambassador to Canada. Also in attendance were prominent Nigerians, top Government functionaries with Mr Neil Schuster, President and Chief Executive Officer of American Association of Motor Vehicle Administrators (AAMVA) as Guest Speaker and the theme for the highly informative and enlightening lecture being 'Achieving Safe and Sustainable Transport: lessons for Nigeria'.

As prelude to the Lecture which was key to the event, the Corps Marshal and Chief Executive FRSC, Nigeria, Osita Chidoka (OFR) gave an insight on the traffic situation in Nigeria and various approaches the lead agency in Road Traffic and Safety Management, has adopted towards reducing traffic incidences, fatalities, injuries and other losses in its wake. The Annual Lecture Series is one of the tools it employs to create awareness and awaken all stakeholders to take up and execute their respective roles towards securing the roads in Nigeria and satisfy the intentions of the UN Decade of Action for Road Safety (2011-2020).



Photgraphs of event during FRSC 4th Annual Lecture Series programme held at Sheraton Hotel and Towers, Abuja with Mr. Niel Schuster as Guest Speaker.



ACTIVITIES OF THE EMERGENCY AMBULANCE SERVICE SCHEME FROM INCEPTION ON 10 AUGUST 2009 TO 30 JUNE 2012.

In Nigeria today, one major challenge in road traffic management borders on delayed response to victims of road traffic crashes and where timely attention is given by good Nigerians (motorist in particular), there is likelihood of mismanagement of casualties. This situation has been responsible for the complication of some injuries or even loss of lives.

Following daily movement of people into Abuja seeking better opportunity in life coupled with drivers not being conversant with road network and inadequate road furniture became a threat to road transportation resulting in high rate of traffic crashes in the Federal Capital Territory (FCT), as well as increase in the death rate.

Due to increase in the rate of mortality occasioned by Road Traffic Crashes (RTCs) in Abuja, Federal Road Safety Corps (FRSC) in finding a solution to this challenge established Emergency Ambulance Service Scheme. The Corps used the FCT as a pilot scheme on Emergency Ambulance Service code named 'ZEBRA'. With the commissioning of four centres within the city of Abuja at inception on 10 August 2009 by the then First lady of Federal Republic of Nigeria, Dr. Turai Umaru Yar'Adua, the operations took off immediately.

In order to ensure prompt rescue operations, the Corps has also acquired an easy to remember vanity emergency number 0700-CALL-FRSC or 0700-2255-3772; and toll-free line 122. The CALL Centre is manned by Operators on 24hours duty call, backed-up with a Data Centre.

To enhance the smooth operations and effectiveness of the Scheme, the Corps is partnered with seven (7) government hospitals within the FCT metropolis all of which have been integrated into the FRSC Closed User Group (CUG) communication platform to enable its operatives alert the hospitals whenever there are road traffic crash victims being conveyed to them. This alert enable the hospitals prepare adequately for the arrival and prompt attention to victims thereby saving lives that could otherwise have been lost.

The Ambulance Centres run 24 hours service with the mandate to respond to RTC victims within the golden hours with the aim of meeting up with standard time of response (20 minutes). Personnel trained in Paramedics in Usman Danfodio University Teaching Hospital, Sokoto were deployed to all the centres to ensure smooth take off of the programme.

Considering the successes recorded by the pilot scheme in the FCT, the feat has been replicated in some areas identified as black spots. Thus the number increased to twelve (12) in 2012 and currently stand at twenty-one (21).



ESTABLISHMENT OF ADDITIONAL AMBULANCE CENTRES (ZEBRA) ALONG MAJOR HIGHWAYS

This has increased the Zebra locations to 21 nationwide, which has assisted FRSC respond promptly to road traffic emergencies. Thus, albeit increase in crashes, fatalities inversely have declined as a result of the reduction in the response time to maximum of 15 minutes.

AMBULANCE UNITS, EMERGENCY WARDS AND ROADSIDE CLINICS.

Zebra's: Field based units close to accident- time 30 minutes. prone roads.

Maximum response

Personnel stand-by 24/7





A road crash victim being treated at a clinic

EMERGENCY AMBULANCE SERVICE SCHEME

"ZEBRA"





Pictorial view of FRSC Ambulances in different official colours.

LOCATION OF EMERGENCY AMBULANCE SERVICE CENTRES (ZEBRA)

S/N	LOCATION	AMBULANCE TYPE	REGISTRATION NUMBER	PHONE NUMBER
1	ZEBRA 1 (Old Parade Ground), Abuja, FCT	Ford E350	RS 754 A01	08077690898
2	ZEBRA 2(By Presidential Villa) opposite Federal Secretariat. FCT	Ford E350	RS 1007 A01	08077690897
3	ZEBRA 3(Abuja Old City Gate), Abuja, FCT	Ford T350	RS 743 A01	08077690896
4	ZEBRA 4(Kubwa Road),FCT	Peugeot Teepee	RS 865 A01	08077690899
5	ZEBRA 5(Keffi by Fly	Ford E350	RS 756 A01	08077690126
	Over),Nasarawa State.			
6	ZEBRA 6 (Yangoji), Gwagwalada- Lokoja Road, FCT	Ford T350	RS 1001 A01	08073374912
7	ZEBRA 7 (Sabon Wuse) Along Kaduna Road, Niger State	Peugeot Teepee	RS 859 A01	08056294319
8	ZEBRA 8 (Giri Junction) Along Gwagwalada-Zuba Road, FCT	Ford T350	RS 1003 A01	08151790087
9	ZEBRA 9 (Koton karfe), Kogi State.	Ford T350	RS 1002 A01	08151790088
10	ZEBRA 10 (Barde Junction) along Jos Road, Kaduna State.	Ford T350	RS 1004 A01	08151790089
11	ZEBRA 11 (Mararaba Jama'a Round About) Jos, Plateau State.	Ford T350	RS 1005 A01	08151790090
12	ZEBRA 12 (Kugbo) Nyanya Road, FCT	Ford T350	RS 746 A01	08151790091
13	ZEBRA 13 (Gegu), Kogi State			
14	ZEBRA 14 (Airport Junction), Along Bauchi-Gombe Road, Gombe State			
15	ZEBRA 15 (Lambatta) Niger State.			
16	ZEBRA 16 (Agaie), Niger State			
17	ZEBRA 17 (Kudu) Niger State.			
18	ZEBRA 18 (Nifor), Benin, Edo State			
19	ZEBRA 19 (Ipetu Ijesha), Osun State			
20	ZEBRA 20 (Owo Junction), Ondo State			
21	ZEBRA 21 (Ilara Mokin), Ondo State.			
	ZEBRA CO-ORDINATOR	AA AHMED (ACC),	CMRS-RSHQ	08077690451
	ZEBRA DEPUTY CO-ORD.	CC CHINEKEOKW		08056294009



THE IMPLEMENTATION OF QUALITY MANAGEMENT SYSTEM (QMS) BASED ON ISO 9001: 2008 IN FRSC: THE JOURNEY SO FAR

INTRODUCTION

ISO:

- Is derived from the Greek word "ISOS" which means 'equal'
- Stands for International Organization for Standardization
- 🖉 was established in 1947 with Headquarters in Geneva, Switzerland
- Each country is represented in ISO by the apex standards body of such country. Therefore, ISO is represented in Nigeria by Standards Organization of Nigeria (SON)
- ISO certification means that an organization has proven that it follows the standards developed by International Organization for Standardization

ISO 9001 SLOGAN



CHARACTERISTICS OF ISO CERTIFIED ORGANIZATIONS



WHY DO WE NEED ISO 9001 IN FRSC?





2012 AFRICA ROAD SAFETY DAY/ WORLD DAY OF REMEMBRANCE OF ROAD TRAFFIC CRASH (RTC) VICTIMS

The Africa Road Safety Day/ World Day of Remembrance of Road Traffic Crash victims is the consequence of the African Union Executive Council Decision EX. /CL. /Dec. 682 (XX) of January 2012 and the United Nations' Resolution A/60/5 of 26 October 2005, both of which seek to identify with the victims of road crashes and their families to draw public attention through Road Safety rallies and other events, on the dangers associated with road traffic and therefore the need to embrace best practice. The AU and UN resolves set aside and recognize the 3^{rd} Sunday of November, annually as Road Safety Day.

The 2012 edition of the Africa Road Safety Day event was organized in collaboration with the Federal Ministries of Transport (FMT) and Federal Ministry Health (FMH) respectively, while the Shell Petroleum Development Company (SPDC) partnered with the Corps specifically for the Marathon Race and Executive Walk events which held Saturday, 17th November, 2012.

The 2012 Africa Road Safety Day/ World Day of Remembrance of Road Traffic Crash Victims was carefully planned and successfully executed with the 3-Day programme of events which commenced at the National Mosque, Abuja with prayers offered for crash victims and admonition for the living to embrace good practice and ensure road discipline. Deputy Corps Marshal (DCM) [MVA], DA Garba led the Muslim FRSC, FMT and FMH staff for this opening event which held on Friday, 16 November, 2012.



A walk to mark the UN remembrance day for road traffic crash victims, 2012



A cross section of children from various schools in Abuja in safety walk during World Day of Remembrance.

Saturday, 17th November, 2012 witnessed a series of events which commenced at 0600HRS with the Marathon Race which took-off from the National Stadium and terminated at the Old Parade Ground, Area 10 Garki Abuja with awards presented to winners in the various categories.

The Executive Walk held simultaneously with the Marathon Race with the take-off point being Junior Secondary School (JSS) Garki Abuja and terminated also at the Old Parade Ground, Garki Abuja.



Corps Marshal of FRSC and Members of the Management in a Pre-Executive walk exercise.





Hospital Visitation was the third event held on Saturday and the two hospitals visited were the National Hospital, and Garki Hospital both in Abuja.

Selected personnel from the FRSC, FMT and FMH represented their respective agencies with DCM (PRS), AA Omidiji who represented Corps Marshal and Chief Executive of FRSC (COMACE), led the group accompanied by representative of the Honourable Minister of Health, Dr. Sydney Ibeanusi, the Focal Person for the UN Decade of Action in Nigeria.

Both hospitals appreciated the visit which they remarked was a great encouragement and promised to imbibe and practice the road safety messages delivered to them.



Prize being presented to one of the winners of the Marathon race



A child Baby Sharon being hospitalized as a result of road traffic crash



A hospital Visit to mark the 2012 world day of remembrance led by Mr Sydney Ibeanusi representing the Minister of Health, Nigeria and FRSC Team

The last event for Saturday, 17th November, 2012 was the Candlelight Procession which commenced at 1630HRS at the JSS, Area 10 Garki and terminated at the Garki Hospital. At the hospital, the representative of the Hospital Management, Dr. N.E Essen received the Corps Marshal and Chief Executive Osita Chidoka OFR, and the representative of the Minister of Health, Dr. Sydney Ibeanusi, the Focal Person of the UN Decade of Action in Nigeria.



After a brief ceremony, the planting of the lit candles followed and this marked the end of the long-day programme of events.



Events culminating in the 2012 remebrance day celebration of Road Crash Victims in Nigeria.

The last activity in the programme of events for the 2012 Africa Road Safety Day and World Day of Remembrance of Road Traffic Crash Victims was the Commemorative Church Service which held at the First Baptist Church, Garki where the Pastor of the Church and the Congregation warmly received the FRSC, FMT and FMH personnel who were in attendance at the Church service.

DCM, BO Oyeyemi MFR, Mni represented COMACE and presented his address DCM, AA Omidiji took the first Bible Reading while DCM, EO Anyaoku took the 2nd Bible Reading. The Pastor thereafter, once again welcomed the FRSC led delegation acknowledging the Corps in its Road Safety efforts and admonished

the congregation on the need to embrace highway discipline, obey traffic Rules and Regulations and most especially support the Corps towards making the roads safe for everyone's use.



2012 UN Remembrance Day Celebration: Church Service attended by Top Management Members of FRSC Nigeria at First Baptist Church, Area 3, Garki-Abuja. Nigeria.



SUB-REGIONAL ROAD SAFETY: WARSO WEST AFRICAN ROAD SAFETY ORGANIIZATION (WARSO) ANNUAL GENERAL MEETING (AGM) HELD 1-5 OCT 2012 IN ACCRA, GHANA.

The Annual General Meeting (AGM) of the West African Road Safety Organization (WARSO) marks the end of year gathering of Road Safety lead agencies and experts including non-governmental organization in the sub-region. The 4th AGM of WARSO which held in Accra, Ghana 1-5 Oct 2012 with delegates and representatives of WARSO member countries from Nigeria, Mali, Ghana, Burkina-Faso, Sierra-Leone, The Gambia including non-governmental organizations from Nigeria(safety Beyond Borders), GRSP (Ghana) and others from Niger and Togo in attendance.

The meeting which in the main is in furtherance of the WARSO Action Plan for the Activation of the UN Decade of Action for Road Safety and generally cause qualitative rendition in incidence of road crashes and attendance consequences reviewed the performance level of member countries and charged further commitment for improved outcomes in the New Year.



WARSO President and Executive members at the AGM



WARSO President and officials of NRSC of Ghana



Group photograph of WARSO President, Executives and Members during the Annual General Meeting which held in Accra, Ghana.

Highlights of the AGM include:

A. Presentation of performance review by member countries on the WARSO Action Plan which consist of ten (10) major areas of focus on Road Safety Management, Helmet enforcement, Seatbelt and Child Restraint, Speed, Improvement of infrastructure, Alcohol, Post-crash care, Road Safety Education, Road Safety legislation and Safe Public Transport. Suggestions were offered to align these to the 5-pillars of the UN Decade of Action for Road Safety.

- b. standard format for the collation of Road Traffic Crash and information was adopted for the use within the sub-region with input from all member-countries.
- c. The use of Retro-reflective tapes on vehicle across the sub-region was also adopted and commencement of implementation/ enforcement of compliance fixed for January 2014.
- d. The AGM also approved the commencement of a Regional Road safety sensitization/Road Safety week, a week-long Awareness campaign which is to hold in member-countries and this is in the 2nd week of May and to commence 2014.
- e. As part of WARSO's Road Safety sensitization efforts, the organization's logo is to be produced as sticker and to adorn all vehicles of Road Safety lead agencies across the sub-region including vehicles of collaborating partners.
- f. To improve capacity and performance level of the lead agencies member-countries. It was agreed that countries with improved capacities are to provide well-packaged training programmes/courses available in their respective WARSO websites for the benefit of WARSO member-countries as part of knowledge transfer and collaboration.
- g. In order to make WARSO much more effective in fulfilling its set objectives, membership drive is continuing with appropriate liaison with the ECOWAS secretariat and contact with respect to Embassies of non-active member-countries and solicitations for new members.

Another noted event that characterized the AGM was an inspection tour of the Vehicle Inspection Station (facility) by delegates at the instance of the National Road Safety Commission (NRSC), Ghana. Delegates took home with them the experience and possibilities of the replication of same in their respective countries.



Vehicle Inspection and Testing centre in Ghana, West Africa.

REGIONAL ROAD SAFETY, UN DECADE OF ACTION AND FRSC.

The Federal Road Safety Corps (FRSC) in seeking to actualize its constitutional mandate in Nigeria as the Lead Agency in Road Traffic and Safety Management and to excel in sub-regional and regional road safety practice was x-rayed by the World Bank in connection with the Sub-Sahara Africa Transport Project (SSATP) on level of compliance with the United Nation's Decade of Action for Road Safety (2011-2020).

The remarkable strides of the Corps (FRSC) in addressing road safety matters in Nigeria, the West African sub-region through WARSO and on the continent through PRI were noted in **Per Mathiasen's** presentation on the Role of Lead Agencies during the meeting in Addis Ababa, Ethiopia from 19-21 November, 2012. FRSC was conferred with the Award of 'Best Road Safety Lead Agency in Africa' shortly after the SSATP/World Bank programme.

World Bank Recommendations

World Bank guidelines on road safety:

- Highly complex, multi-sectoral
- Shared responsibilities may be submerged by competing interests
- Strong leadership required to organize effective results-focus
- ✓In good practice countries this role is played by a lead governmental agency.



World Bank guidelines:

Designated legal road safety lead agencies are needed to

- Take the needed decisions
- Create results focused action
- *Generate and manage resources*
- Coordinate between stakeholders
- Monitor effectively and objectively
- Across government and agreed road safety partnerships
- As an independent body



THE ROLE OF LEAD AGENCIES IN PRACTICE



Major Contributions of FRSC within the 5 Pillars of UN Decade of Action for Road Safety (2011-2020)

PILLAR 1 Management	PILLAR 2 Safer Roads	PILLAR 3 Safer Vehicles	PILLAR 4 Safer Road Users	PILLAR 5 Emergency Response
Research & dev. Cooperation <i>Overall direction,</i>	Recommend works and devices	Production of number plates	Production of driver licenses Highway	Emergency services and towing
coordination and management - Promote - Data management	Keep the road clear and safe		codes and regulations General road safety education	
- Share experience - Build capacity - Monitor, evaluate			Targeted enforcement (income generating)	

Nigeria's level of implementation of the five Pillars of the UN Decade of Action Manadate

ROAD FATALITIES COMPARISON- AFRICAN COUNTRIES



Source: SSATP Africa Transport Policy Program

HELLO NIGERIA!

The Speed limit on our highways remains



Observe it to save your life and others and make our roads safe.

THE REALITY OF ROAD TRAFFIC CRASHES





Road traffic crashes kill more than1.2million people every year and injure or disable as many as 50 million more. Over 90% of the world's fatalities on the roads occur in lowincome and middle-income countries which have only 48% of the world's vehicles. More than 3,300 people die on the road every day. This is almost the same number as the number of lives lost during the September 11th attack in US. Road Traffic Crash was the number 9 killer in 2004 and will be number 5 in 2030.

50/	MMARY OF R	EPORTED ROAD	IRAFFIC CRA			RIA 1960-2012	
				TOTAL	NO.		TOTAL
YEAR	FATAL	SERIOUS	MINOR	CASES	KILLED	NO.INJURED	CASAULT
1960	826	9065	4239	14130	1083	10216	1129
1961	193	9982	5788	15963	1313	10614	1192
1962	1263	9159	5895	16317	1578	10341	119
1963	967	6918	11950	19835	1532	7771	930
1964	911	7371	7645	15927	1769	12581	143
1965	1029	7762	8113	16904	1918	12024	1394
1966	1680	5600	6270	14000	2000	13000	1500
1967	1560	5200	6240	13000	2400	10000	1240
1968	459	5865	5839	12163	2808	9474	122
1969	1559	5199	6230	12998	2347	8804	111
1970	1999	6666	7991	16666	2893	13154	1604
1971	129	8098	8518	17745	3206	14592	1779
1972	2782	9275	11130	23187	3921	16161	200
1973	2981	9275	11925	24844	4537	18154	226
1974	3467	11557	13869	28893	4992	18660	236
1975	2834	9446	11331	23651	5552	20132	256
1976	905	17352	19624	40881	6761	28155	349
1977	4242	14140	17334	35351	8000	30023	380
1978	4333	14444	17334	36111	9252	28854	381
1979	3513	11708	14050	29271	8022	21203	292
1980	1856	14855	15427	32138	8736	25484	342
1981	4053	13510	16214	33777	10202	26337	365
1982	4451	14838	17805	37094	11382	28539	399
1983	3853	12844	15412	32109	10462	26866	373
1984	4467	10557	13868	28892	8830	23861	326
1985	3597	11991	14380	29978	9221	23853	330
1986	3022	10075	12091	25188	8154	22176	303
1987	3385	11286	13544	28215	7912	22747	306
1988	4127	11091	10574	25792	9077	24413	334
1989	3838	10314	9835	23987	8714	23687	324
1990	6140	8796	6998	21934	8154	22786	309
1991	6719	8982	6845	22546	9525	24508	340
1992	6986	9324	6554	22864	9620	25759	353
1993	6735	8443	6281	21459	9454	24146	336
1993	5407	7522	5275	18204	7440	17938	253
1994	4701	7522	5053	18204	6647	14561	253
1995	4701 4790	6964	4688	1/030	6364	14561	
1996	4790 4800	7701	4688 4987	16442	6500	10786	216 172
1998	4757	7081	4300	16138	6538	17341	238
1999	4621	6888	4356	15865	6795	17728	245
2000	5287	6820	4499	16606	8473	20677	291
2001	6966	8185	5379	20530	9946	23249	331
2002	4029	7190	3325	14544	7407	22112	295
2003	3910	7882	2572	14364	6452	18116	245
2004	3275	6948	4051	14274	5351	16897	222
2005	2299	4143	2620	9062	4519	15779	202
2006	2600	5550	964	9114	4944	17390	223
2007	2162	4812	1503	8477	4673	17794	224
2008	3024	5671	2646	11341	6661	27980	346
2009	2460	6024	2370	10854	5693	27270	329
2010	1178	2819	1333	5330	4065	18095	221
2011	1764	2485	516	4765	4372	17464	2183
2012	1953	3106	1210	6269	4260	20757	250
OTAL	170844	456055	428790	1060507	322427	1016299	13387





STATE	FATAL	SERIOUS	MINOR	TOTAL	PERSONS	PERSONS	TOTAL
	CASES	CASES	CASES	CASES	KILLED	INJURED	CASUALTY
ABIA	15	43	13	71	17	260	277
ADAMAWA	24	68	17	109	75	231	306
AKWA IBOM	16	29	11	56	31	61	92
ANAMBRA	24	53	36	113	36	190	226
BAUCHI	77	116	8	201	293	1112	1405
BAYELSA	7	22	15	44	10	70	80
BENUE	61	106	29	196	117	657	774
BORNO	23	13	3	39	81	302	383
C/RIVERS	17	19	14	50	37	136	173
DELTA	85	109	68	262	154	620	774
EBONYI	13	34	10	57	22	152	174
EDO	118	168	58	344	228	1007	1235
EKITI	24	72	22	118	86	213	299
ENUGU	40	53	38	131	77	261	338
FCT	139	278	114	531	238	1328	1566
GOMBE	47	59	25	131	90	398	488
IMO	42	90	43	175	79	391	470
JIGAWA	17	6	1	24	41	112	153
KADUNA	108	182	46	336	281	1311	1592
KANO	96	74	58	228	158	633	791
KATSINA	47	20	26	93	135	416	551
KEBBI	10	1	2	13	34	50	84
KOGI	93	213	59	365	211	1381	1592
KWARA	53	92	55	200	114	478	592
LAGOS	60	154	122	336	110	701	811
NASARAWA	77	105	36	218	134	1295	1429
NIGER	37	30	25	92	97	395	492
OGUN	130	177	67	374	247	1395	1642
ONDO	107	151	29	287	239	1114	1353
OSUN	87	154	65	306	178	1394	1572
ОУО	114	139	28	281	245	1240	1485
PLATEAU	18	58	9	85	52	314	366
RIVERS	29	58	30	117	59	385	444
SOKOTO	17	16	3	36	50	41	91
TARABA	18	69	2	89	44	233	277
YOBE	32	12	8	52	71	157	228
ZAMFARA	31	63	15	109	89	323	412
TOTAL	1,953	3,106	1,210	6,269	4,260	20,757	25,017

ROAD TRAFFIC CRASH (RTC) DATA FOR 2012



ROAD TRAFFIC CRASH FATALITIES PER 100,000 HUMAN POPULATION ON STATE BY STATE BASIS

State	Male	Female	Total (2006 Census population)	**Total (2012 Projection at 3.2% growth rate)	Fatal Cases (2012)	Fatality per 100,000 Human Population
Abia	1,430,298	1,451,082	2,881,380		24	0.69
Adamawa	1,607,270	1,571,680	3,178,950	3,840,271	27	0.70
Akwa Ibom	1,983,202	1,918,849	3,902,051	4,713,800	16	0.34
Anambra	2,117,984	2,059,844	4,177,828	5,046,947	28	0.55
Bauchi	2,369,266	2,283,800	4,653,066	5,621,049	92	1.64
Bayelsa	874,083	830,432	1,704,515	2,059,107	7	0.34
Benue	2,114,043	2,109,598	4,223,641	5,102,290	59	1.16
Borno	2,163,358	2,007,746	4,171,104	5,038,824	23	0.46
Cross River	1,471,967	1,421,021	2,892,988	3,494,820	17	0.49
Delta	2,069,309	2,043,136	4,112,445	4,967,962	116	2.33
Ebonyi	1,064,156	1,112,791	2,176,947	2,629,820	16	0.61
Edo	1,633,946	1,599,420	3,233,366	3,906,007	108	2.76
Ekiti	1,215,487	1,183,470	2,398,957	2,898,015	24	0.83
Enugu	1,596,042	1,671,795	3,267,837	3,947,649	40	1.01
Gombe	1,244,228	1,120,812	2,365,040	2,857,042	49	1.72
Imo	1,976,471	1,951,092	3,927,563	4,744,619	45	0.95
Jigawa	2,198,076	2,162,926	4,361,002	5,268,227	18	0.34
Kaduna	3,090,438	3,023,065	6,113,503	7,385,303	102	1.38
Kano	4,947,952	4,453,336	9,401,288	11,357,050	96	0.85
Katsina	2,948,279	2,853,305	5,801,584	7,008,495	47	0.67
Kebbi	1,631,629	1,624,912	3,256,541	3,934,003	10	0.25
Kogi	1,672,903	1,641,140	3,314,043	4,003,468	100	2.50
Kwara	1,193,783	1,171,570	2,365,353	2,857,420	52	1.82
Lagos	4,719,125	4,394,480	9,113,605	11,009,520	59	0.54
Nasarawa	943,801	925,576	1,869,377	2,258,266	69	3.06
Niger	2,004,350	1,950,422	3,954,772	4,777,488	41	0.86
Ogun	1,864,907	1,886,233	3,751,140	4,531,494	127	2.80
Ondo	1,745,057	1,715,820	3,460,877	4,180,848	107	2.56
Osun	1,734,149	1,682,810	3,416,959	4,127,793	87	2.11
Оуо	2,802,432	2,778,462	5,580,894	6,741,895	128	1.90
Plateau	1,598,998	1,607,533	3,206,531	3,873,590	27	0.70
Rivers	2,673,026	2,525,690	5,198,716	6,280,212	29	0.46
Sokoto	1,863,713	1,838,963	3,702,676	4,472,948	25	0.56
Taraba	1,171,931	1,122,869	2,294,800	2,772,190	18	0.65
Yobe	1,205,034	1,116,305	2,321,339	2,804,250	12	0.43
Zamfara	1,641,623	1,637,250	3,278,873	3,960,981	43	1.09
FCT Abuja	733,172	673,067	1,406,239	1,698,781	114	6.71

** Estimated Population figure of Nigeria using growth rate of 3.2% source: NPC and Nigerian Tribune published Tuesday 03 April, 2012

ROAD TRAFFIC CRASH RANKING ON STATE BASIS - NOMINAL CRASH VALUES

STATE	FATAL	RANK	STATE	SERIOUS	RANK	STATE	MINOR	RANK	STATE	TOTAL R	RANK	STATE	PERSONS	RANK	STATE	PERSONS	RANK	STATE	TOTAL	RANK
	CASES			CASES			CASES			CASES			KILLED			INJURED		0	CASUALTY	
OVO	128	1st	FCT, Abuja	320	1st	FCT, Abuja	83	1st	FCT, Abuja	517 1s	lst B	BAUCHI	281	1st	FCT, Abuja	1436	1st	FCT, Abuja	1666	1st
06UN	12.7	2nd	NASARAWA	276	2nd	06UN	70	2nd	OGUN	402 2r	2nd k	KADUNA	281	1st	KADUNA	1378	2nd	KADUNA	1659	2nd
DELTA	116	3rd	KOGI	218	3rd	DELTA	60	3rd	NASARAWA	382 3r	3rd C	OGUN	244	3rd	NUGO	1340	3rd	NUGO	1584	3rd
FCT, Abuja	114	4th	OGUN	205	4th	K0 <i>G</i> I	56	4th	K0 <i>6</i> I	374 41	4th F	FCT, Abuja	230	4th	KOGI	1325	4th	KOGI	1547	4th
EDO	108	5th	LAGOS	172	5th	LAGOS	56	4th	DELTA	32.6 51	5th k	KOGI	222	5th	оуо	1212	5th	070	1434	5th
ONDO	107	6th	EDO	170	6th	KWARA	48	6th	EDO		6th C	оуо	222	5th	NUSO	1114	6th	ONDO	1282	6th
KADUNA	102	7th	BENUE	164	7th	EDO	47	7th	OVO		7th E	EDO	216	7th	ONDO	1071	7th	OSUN	1272	7th
KOGI	100	8th	KADUNA	159	8th	NASARAWA	37	8th	KADUNA	289 81	8th C	ONDO	211	8th	EDO	1006	8th	BAUCHI	1246	8th
KANO	96	9th	OSUN	158	9th	RIVERS	29	9th	LAGOS	287 91	9th C	DELTA	195	9th	BAUCHI	965	9th	EDO	1222	9th
BAUCHI	92	10th	DELTA	150	10th	KADUNA	28	10th	ONDO		10th 0	OSUN	158	10th	NASARAWA	939	10th	DELTA	1113	10th
NNSO	87	11th	ONDO	150	10†h	ONDO	28	10†h	OSUN	272 11	11th k	KANO	148	11th	DELTA	918	11th	NASARAWA	1070	11th
NASARAWA	69	12th	оло	145	12th	IMO	27	12th	BENUE			ZAMFARA	137	12th	BENUE	737	12th	BENUE	873	12th
BENUE	59	13th	BAUCHI	119	13th	OSUN	27	12th	BAUCHI			BENUE	136	13th	LAGOS	701	13th	LAGOS	788	13th
LAGOS	59	13th	OWI	108	14th	ANAMBRA	26	14th	KWARA	194 14	14th k	KATSINA	134	14th	ZAMFARA	602	14th	ZAMFARA	739	14th
KWARA	52	15th	KWARA	94	15th	BENUE	23	15th	DWI	150 15	15th	NASARAWA	131	15th	KANO	558	15th	KANO	706	15th
GOMBE	49	16th	ZAMFARA	87	16 th	EKITI	23	15th	KANO	145 16	16th	NIGER	124	16th	OWI	498	16th	KWARA	593	16th
KATSINA	47	17th	ANAMBRA	76	17th	оло	21	17th	ZAMFARA	138 17	17th k	KWARA	112	17th	KWARA	481	17th	DWI	584	17th
IMO	45	18th	TARABA	69	18th	ABIA	13	18th	ANAMBRA	130 18	18th 6	GOMBE	89	18th	GOMBE	432	18th	NIGER	530	18th
ZAMFARA	43	19th	ADAMAWA	64	19†h	BAYELSA	13	18th	RIVERS	116 19	19th L	LAGOS	87	19th	NIGER	406	19th	GOMBE	521	19th
NIGER	41	20th	ABIA	61	20th	AKWA IBOM	10	20th	GOMBE	110 20	20th I	OWI	86	20†h	RIVERS	349	20†h	KATSINA	449	20th
ENUGU	40	21st	EKITI	61	20th	KANO	10	20†h	EKITI	108 21	21st E	BORNO	81	21st	ABIA	322	21st	RIVERS	407	21st
RIVERS	29	22nd	RIVERS	58	22nd	PLATEAU	10	20†h	ABIA	98 22	22nd E	ENUGU	77	22nd	PLATEAU	317	22nd	PLATEAU	377	22nd
ANAMBRA	28	23rd	GOMBE	54	23rd	ENUGU	6	23rd	ADAMA WA	98 22	22nd	ADAMAWA	66	23rd	KATSINA	315	23rd	ABIA	355	23rd
ADAMAWA	27	24th	PLATEAU	53	24th	NIGER	6	23rd	ENUGU	92 24	24th /	YOBE	65	24th	ADAMAWA	263	24th	ENUGU	338	24th
PLATEAU	27	24th	EBONYI	49	25th	BAUCHI	8	25th	PLATEAU	90 25	25th 3	<i>soko</i> то	63	25th	ENUGU	261	25th	ADAMAWA	329	25th
ѕокото	25	26th	ENUGU	43	26th	ZAMFARA	8	25th	TARABA	89 26	26th P	PLATEAU	60	26th	ANAMBRA	249	26th	ANAMBRA	288	26th
ABIA	24	27th	KANO	39	27th	ADAMAWA	7	27th	NIGER	74 27	27th F	RIVERS	58	27th	TARABA	233	27th	BORNO	288	26th
EKITI	24	27th	BAYELSA	24	28th	GOMBE	7	27th	EBONYI	70 28	28th E	EKITI	49	28th	EKITI	230	28th	EKITI	279	28th
BORNO	23	29th	NIGER	24	28th	C/RIVERS	2	29th	KATSINA	56 29	29th 7	TARABA	44	29th	BORNO	207	29th	TARABA	277	29th
JIGAWA	18	30th	AKWA IBOM	22	30th	EBONYI	2	29th	AKWA IBOM	48 30	30th 3	JIGAWA	42	30†h	EBONYI	176	30†h	YOBE	202	30th
TARABA	18	30th	ѕокото	16	31st	KATSINA	4	31s†	BAYELSA	44 31	31st /	ANAMBRA	39	31st	VOBE	137	31st	EBONYI	199	31st
C/RIVERS	17	32nd	BORNO	13	32nd	BORNO	e	32nd	ѕокото	43 32	32nd k	KEBBI	34	32nd	C/RIVERS	129	32nd	ѕокото	181	32nd
AKWA IBOM	16	33rd	YOBE	12	33rd	KEBBI	2	33rd	BORNO	33	33rd /	ABIA	33	33rd	ѕокото	118	33rd	C/RIVERS	161	33rd
EBONYI	16	33rd	C/RIVERS	6	34th	SOKOTO	2	33rd	C/RIVERS	31 34	34th 0	C/RIVERS	32	34th	JIGAWA	115	34th	JIGAWA	157	34th
YOBE	12	35th	JIGAWA	9	35th	TARABA	2	33rd	JIGAWA	25 35	35th /	AKWA IBOM	28	35th	BAYELSA	99	35th	AKWA IBOM	87	35th
KEBBI	10	36th	KATSINA	ъ	36th	JIGAWA		36th	YOBE	25 36	36th E	EBONYI	23	36th	AKWA IBOM	59	36th	KEBBI	84	36th
BAYELSA	7	37th	KEBBI	1	37th	YOBE	1	36th	KEBBI	13 37	37th ^E	BAYELSA	80	37th	KEBBI	50	37th	BAYELSA	68	37th

Source: FRSC 2012

54

ROAD TRAFFIC CRASH RANKING ON STATE BASIS - FATALITIES PER 100,000 HUMAN POPULATION

State	Male	Female	Total (2006 Census population)	**Total (2012 Projection at 3.2% growth rate)	Fatal Cases (2012)	Fatality per 100,000 Human Population	Ranking by Fatalities per 100,000 Human Population
FCT Abuja	733,172	673,067	1,406,239	1,698,781	114	6.71	•
Nasarawa	943,801				69		2nd
Ogun	1,864,907				127	2.80	
Edo	1,633,946				108	2.76	
Ondo	1,745,057				107	2.56	
Kogi	1,672,903				100	2.50	
Delta	2,069,309				116	2.33	
Osun	1,734,149				87	2.11	
Оуо	2,802,432				128	1.90	
Kwara	1,193,783				52		10th
Gombe	1,244,228				49		11th
Bauchi	2,369,266				92		12th
Kaduna	3,090,438				102	1.38	13th
Benue	2,114,043				59		14th
Zamfara	1,641,623	1,637,250			43	1.09	15th
Enugu	1,596,042			3,947,649	40	1.01	16th
Imo	1,976,471	1,951,092			45	0.95	17th
Niger	2,004,350	1,950,422	3,954,772	4,777,488	41	0.86	18th
Kano	4,947,952	4,453,336	9,401,288	11,357,050	96	0.85	19th
Ekiti	1,215,487	1,183,470	2,398,957	2,898,015	24	0.83	20th
Adamawa	1,607,270	1,571,680	3,178,950	3,840,271	27	0.70	21st
Plateau	1,598,998	1,607,533	3,206,531	3,873,590	27	0.70	21st
Abia	1,430,298	1,451,082	2,881,380	3,480,797	24	0.69	23rd
Katsina	2,948,279	2,853,305	5,801,584	7,008,495	47	0.67	24th
Taraba	1,171,931	1,122,869	2,294,800	2,772,190	18	0.65	25th
Ebonyi	1,064,156	1,112,791	2,176,947	2,629,820	16	0.61	26th
Sokoto	1,863,713	1,838,963	3,702,676	4,472,948	25	0.56	27th
Anambra	2,117,984	2,059,844	4,177,828	5,046,947	28	0.55	28th
Lagos	4,719,125	4,394,480	9,113,605	11,009,520	59	0.54	29th
Cross River	1,471,967	1,421,021	2,892,988	3,494,820	17	0.49	30th
Rivers	2,673,026	2,525,690	5,198,716	6,280,212	29	0.46	31st
Borno	2,163,358	2,007,746	4,171,104	5,038,824	23	0.46	31st
Yobe	1,205,034	1,116,305	2,321,339	2,804,250	12	0.43	33rd
Jigawa	2,198,076	2,162,926	4,361,002	5,268,227	18	0.34	34th
Bayelsa	874,083	830,432	1,704,515	2,059,107	7	0.34	34th
Akwa Ibom	1,983,202			4,713,800	16	0.34	34th
Kebbi	1,631,629	1,624,912	3,256,541	3,934,003	10	0.25	37th

** Estimated Population figure of Nigeria using growth rate of 3.2% source: NPC and Nigerian Tribune published Tuesday 03 April, 2012





Bar chart of Fatal Case of RTCs on State Basis



Bar chart of Total Case of RTCs on State Basis





Bar chart of number of Persons killed in RTCs on State Basis



Bar chart of number of Persons Injured in RTCs on State Basis





ROAD TRAFFIC CRASH (RTC) ON GEO-POLITICAL ZONES IN NIGERIA FOR

2012							
GEO POLITICAL	FATAL	SERIOUS	MINOR	TOTAL	PERSONS	PERSONS	TOTAL
ZONE	CASES	CASES	CASES	CASES	KILLED	INJURED	CASUALTY
NORTH EAST	221	337	63	621	654	2433	3087
NORTH WEST	326	362	151	839	788	2886	3674
NORTH CENTRAL	478	882	327	1687	963	5848	6811
SOUTH EAST	134	273	140	547	231	1254	1485
SOUTH WEST	522	847	333	1702	1105	6057	7162
SOUTH SOUTH	272	405	196	873	519	2279	2798
TOTAL	1953	3106	1210	6269	4260	20757	25017

Source: FRSC 2012



Bar chart of Fatal Case of RTCs on Geo-political Basis



STATE	FATAL	SERIOUS	MINOR	TOTAL	PERSONS	PERSONS	TOTAL
	CASES	CASES	CASES	CASES	KILLED	INJURED	CASUALTY
RS1 Kaduna	268	282	131	681	615	2472	3087
RS2 Lagos	190	331	189	710	357	2096	2453
RS3 Yola	89	196	44	329	209	862	1071
RS4 Jos	156	269	74	499	303	2266	2569
RS5 Benin	227	330	162	719	418	1817	2235
RS6 P/H	69	128	70	267	137	652	789
RS7 Abuja	176	308	139	623	335	1723	2058
RS8 Ilorin	170	377	136	683	411	2072	2483
RS9 Enugu	110	220	104	434	195	1064	1259
RS10 Sokoto	58	80	20	158	173	414	587
RS11 Osogbo	308	444	122	874	662	3748	4410
RS12 Bauchi	132	141	19	292	445	1571	2016
TOTAL	1953	3106	1210	6269	4260	20757	25017





Bar chart of Total Case of RTCs on Zonal Basis



Bar chart of Persons Killed in RTCs on Zonal Basis



Bar chart of Persons Injured in RTCs on Zonal Basis



Bar chart of Total Casualties of RTCs on Zonal Basis

STATE	TOTAL	CASES	PERSON	S KILLED	PERSONS	INJURED
	2011	2012	2011	2012	2011	2012
Abia	76	71	56	17	310	260
Adamawa	57	109	38	75	209	231
Akwa Ibom	47	56	18	31	74	61
Anambra	36	113	34	36	78	190
Bauchi	180	201	257	293	754	1112
Bayelsa	32	44	15	10	64	70
Benue	251	196	187	117	739	657
Borno	36	39	69	81	96	302
Cross River	16	50	23	37	48	136
Delta	105	262	96	154	366	620
Ebonyi	33	57	16	22	90	152
Edo	152	344	184	228	522	1007
Ekiti	57	118	18	86	164	213
Enugu	80	131	84	77	394	261
FCT	475	531	253	238	1273	1328
Gombe	77	131	108	90	323	398
Imo	102	175	63	79	303	391
Jigawa	38	24	53	41	142	112
Kaduna	90	336	173	281	520	1311
Kano	222	228	279	158	964	633
Katsina	54	93	139	135	363	416
Kebbi	40	13	36	34	126	50
Kogi	343	365	231	211	2063	1381
Kwara	156	200	174	114	468	478
Lagos	68	336	70	110	145	701
Nasarawa	268	218	113	134	647	1295
Niger	88	92	182	97	446	395
Ogun	227	374	166	247	658	1395
Ondo	268	287	234	239	1027	1114
Osun	260	306	189	178	1065	1394
Оуо	294	281	303	245	1197	1240
Plateau	57	85	97	52	338	314
Rivers	95	117	47	59	198	385
Sokoto	70	36	86	50	254	41
Taraba	111	89	30	44	219	233
Yobe	52	52	109	71	180	157
Zamfara	152	109	142	89	637	323
TOTAL	4765	6269	4372	4260	17464	20757

TABLE SHOWING COMPARATIVE ANALYSIS OF ROAD TRAFFIC CRASHES ON STATE BASIS IN YEAR 2011 AND 2012



Bar chart of trend of percentage changes of Total RTCs on State Basis



Bar chart of trend of percentage changes of Persons Killed in RTCs on State Basis





Bar chart of comparison of year Persons Injured in RTCs between 2011 and 2012 on State Basis



Bar chart of comparison of year Persons Killed in RTCs between 2011 and 2012 on State Basis


Bar chart of comparison of year Total Crashes of RTCs between 2011 and 2012 on State Basis



Bar chart of comparison of Total Case and Casualties of RTCs between 2011 and 2012





Bar chart of severity index by Zones in 2012





CATEGORIES OF VEHICLES INVOLVED IN ROAD TRAFFIC CRASHES IN NIGERIA









CATEGORY OF VEHICLES INVOLVED IN ROAD TRAFFIC CRACHES IN 2012 ON STATE BASIS

STATE		VEHICLE CATEGORY				
	CAR	BUS	TRUCK	TANKER/TRAILER	MOTORCYCLE	TOTAL
Abia	53	35	9	7	19	123
Adamawa	170	20	5	10	56	261
Akwa Ibom	54	10	14	5	26	109
Anambra	73	57	20	10	40	200
Bauchi	173	96	30	16	95	410
Bayelsa	46	14	9	6	14	89
Benue	178	55	61	17	111	422
Borno	38	15	1	2	7	63
Cross River	33	16	7	16	25	97
Delta	200	91	51	13	80	435
Ebonyi	30	22	11	5	23	91
Edo	212	138	122	62	99	633
Ekiti	82	25	12	18	38	175
Enugu	66	43	22	13	21	165
FCT	470	198	86	47	85	886
Gombe	91	45	12	11	42	201
Imo	83	60	41	15	52	251
Jigawa	19	14	5	9	2	49
Kaduna	225	102	15	39	63	444
Kano	125	52	16	22	57	272
Katsina	65	13	1	8	15	102
Kebbi	11	1	0	4	4	20
Kogi	214	135	71	39	41	500
Kwara	132	50	34	23	47	286
Lagos	271	98	60	36	110	575
Nasarawa	304	72	34	20	159	589
Niger	59	28	11	13	14	125
Ogun	288	178	87	58	72	683
Ondo	160	138	47	17	51	413
Osun	151	144	38	17	61	411
Оуо	179	151	53	24	74	481
Plateau	77	31	6	6	25	145
Rivers	124	38	20	15	45	242
Sokoto	17	8	6	6	53	90
Taraba	58	8	9	2	44	121
Yobe	35	11	2	7	5	60
Zamfara	66	27	9	3	32	137
Total	4632	2239	1037	641	1807	10356





CAUSATIVE FACTORS OF ROAD TRAFFIC CRACHES IN 2012

	FREQUENCY	PERCENTAGE
Speed Violation (SPV)	2374	35.21%
Lost of Control (LOC)	1183	17.54%
Dangarous Driving (DGD)	1096	16.25%
Tyre Burst (TBT)	623	9.24%
Brake Failure (BFL)	344	5.10%
Wrongful Overtaking (WOT/WOV)	270	4.00%
Route Violation (RTV)	165	2.45%
Mechanically Deficient Vehicle (MDV)	158	2.34%
Bad Road (BRD)	139	2.06%
Road Obstruction Violation (OBS/ROV)	116	1.72%
Dangerous Overtaking (DOT/DOV)	106	1.57%
Overloading (OVL)	46	0.68%
Sleeping on Steering (SOS)	36	0.53%
Driving Under Alcohol/Drug Influence (DAD)	36	0.53%
Use of Phone While Driving (UPWD)	26	0.39%
Night Journey (NJR)	13	0.19%
Fatigue (FTQ)	5	0.07%
Poor Weather (PWR)	4	0.06%
Sign Light Violation (SLV)	3	0.04%
TOTAL	6743	100.0%

Source: FRSC 2012



ACHIEVEMENTS DURING THE YEAR 2012

The notable achievements of FRSC recorded during the year in view include;

- a. **Operations Initiatives**
- i. World Bank intervention on country capacity review of Nigeria which in part was one of the measures to close identified gaps in Nigeria road safety which culminated in the donation of 16 patrol vehicles with state-of-art devices and other operational equipment to enhance FRSC activities along designated safe corridors.

OUTCOME: Increased FRSC presence on the highways, for improved visibilities and enforcement of traffic regulations and prompt response to road crashes.

Ii. Secured approval of the National Council for Education and the Federal Executive Council for introduction of standard school bus for conveying school children nationwide.

OUTCOME: improved safety standards of buses that henceforth would be used for conveying school children aimed at reducing road crashes involving school children.

iii. Received donation of approved prototype school bus by INNOSON MOTORS.
OUTCOME: Availability of a prototype school bus for adoption by school proprietors and would be financiers of approved school buses nationwide.

iv. Public presentation of Toll free telephone number 122 which allows for prompt response to road traffic emergencies.

OUTCOME: creation of a free platform for seamless communication gateway between the Corps and the motoring public which has shored up public confidence and reportage of traffic emergencies

v. Constituted committee on implementation of international vehicle transit charges at selected Nigeria Border posts.

OUTCOME: creation a strong mechanism to enhance safety and co-ordination of trans-border movement.

vi. Designed a platform called ''One Driver One Record'' which enables FRSC to track and match records of a driver with his driver licence, vehicle number plate, insurance and traffic offences in a single view, which can be shared with other security agencies for crime prevention and the promotion of national security.

OUTCOME: To inject order and control on the nation's motor vehicle administration, sanitize vehicle insurance management and improve collaboration among security agencies.



PEOPLE INITIATIVES

I. Commissioning of FRSC Estate Gwagwalada phase one, Abuja, Acquired over 3000 plots of land for building staff houses nationwide and Concluded arrangement for acquisition of estate for staff in Yola, Bauchi and Calabar.

OUTCOME: Enhanced staff welfare to engender improved service delivery and complementing the Federal Government's mass housing scheme.

ii. FRSC Annual Lecture Series 4th edition held on 01 November 2012 where the CEO of American Association of Motor Vehicle Administrators (AAMVA) Neil Schuster made a keynote presentation entitled ''Achieving Safe and Sustainable Transport: The American Experience and lessons for Nigeria.

OUTCOME: Stimulate increased consciousness on road safety practises, private sector and government involvement in road safety.

iii. Secured training grant from the United States govt to train Nigerian licensing officials in the USA under the new licensing regime.

OUTCOME: Capacity building for motor vehicle administration and licensing officials.

iv. Road traffic crash death reducing in line with FRSCs vision of eradicating road traffic crashes and creating safe motoring environment.

OUTCOME: Intensified routine patrols and rescue services for continuous reduction in crash related fatalities.

i. From week 1 to 45 (January - November 2012) FRSC rescue teams have saved 14,061 road traffic crash victims nationwide).

OUTCOME: Availability of realtime data with aid of ICT and upon which re-alignment of operational strategies and deployment of patrol resources are based.



a. <u>Processes Initiatives</u>

i. **Promoting road transportation safety regulation** through the Road Transport Safety Standardization Scheme (RTSSS) which regulates fleet operators having minimum of 5 vehicles.

· 2,895 operators registered

\cdot 1033 operators inspected

·722 operators certified.

OUTCOME: Improved buy-in from fleet operators and enhanced safety standards.

ii. FRSC was able to convince the National Assembly and the general public on the need for the upgrade of the National Drivers Licence and Number Plates, following the temporary suspension of the scheme.

OUTCOME: Restore the integrity of the national driver's license, improved vehicle owners' identification process, improved capacity for enforcement of traffic rules and regulations and creation of a reliable national data base for vehicle owners.

iii. Due to the features introduced in the upgraded licensing scheme, **Nigeria secured reciprocity with six European countries and the state of Mary-land in the USA** whereby holders of the new Nigeria drivers licence can replace same with the drivers' licences of these six European countries and the state of Mary-land.

OUTCOME: Shored up Nigeria's profile within global circles, strengthened the Corps' global advocacy on road safety administration.

iv. The US authorities are collaborating with Nigeria using the FRSC's traffic offender register and drivers register to combat money laundering and vehicle theft.

OUTCOME: Enhance capacity for traffic laws enforcement, information sharing among security agencies and reduction in road crashes.

v. ISO 9001 Quality Management System (QMS) certification.

OUTCOME: External audit of FRSC processes conducted by Standards Organisation of Nigeria preparatory to full certification. Improved standard in office processes, creation of effective platform for third party evaluation and certification.

vi. Establishment of additional ambulance centres (Zebra) along major highways. This has increased the Zebra locations to 14 nationwide, which has assisted FRSC respond promptly to road traffic emergencies. Thus, albeit increase in crashes, fatalities inversely have declined as a result of the reduction in the response time to maximum of 15 minutes.

OUTCOME: Improved presence of the Corps' operatives on the highways, prompt response to road crashes and downward trend in road crashes.



RECOGNITION

i. Winner of the 2012 Independent Service Delivery Monitoring Group (ISDMG) Award for the most outstanding public agency on service delivery for prompt response to mails and prize for web visibility amongst over 300 MDAs.

ii. World Bank and Sub-Saharan Africa Transport Policy Program (SSATP) at an international conference held in Addis-Ababa Ethiopia, recognised FRSC as the best lead example of road safety agency in Africa.



The Corps Marshal and Chief Executive Osita Chidoka OFR at the SSATP Conference in Addis Ababa, Ethiopia.



The Corps Marshal and Chief Executive Osita Chidoka OFR receiving award for the most outstanding public agency on service delivery in Nigeria.



CHALLENGES

The major challenges encountered by the Corps and which inadvertently may have slowed the pace and reduced the Corps response time to major issues affecting its operation and the public include:

- a. Inadequate funding and budgetary allocations.
- b. Despite improvement in road rehabilitation most of them are still bereft inadequate Road furniture.
- c. Weak synergy among Security Agencies in enforcing traffic regulations.
- d. Inappropriate commitment by the States and Local Government on road safety matters.
- e. Security challenges including increasing mob attacks on operatives.
- f. Apathy by road users towards emergency situations.

PROSPECTS (GOALS)

Consequently, in going forward, the Corps set the following strategic goals for 2013.

a. <u>External Goals</u>

- i. Reduce RTC Nationwide by reducing crashes by 20% and fatality by 30% using 2012 figures as baseline.
- ii. Improve data collection and analysis
- iii. Improve service delivery.

b. Internal Goals

- i. Improved staff performance.
- ii. Empower the field commands.
- iii. Improved Internal Communication.



FEDERAL ROAD SAFETY CORPS, NIGERIA THE <u>FIRST</u> ISO 9001 QMS CERTIFIED LAW ENFORCEMENT AGENCY IN AFRICA.

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