CHAPTER ONE

INTRODUCTION

1.1 Background of the Study

Although transportation has liberated man and makes him more mobile, his increasing reliance on vehicular movement has conferred great facilities on him and his activities. The greatest culprit of all the modes of transport is road of which traffic accident is the most disturbing repercussion of its use.

Road traffic accident is therefore an issue of great international concern as it has emerged as the single greatest source of death all over the world. In the developing countries where the number of motor vehicles relating to population is generally much lower than in the developed countries, fatalities from automobile crashes are higher. It has been shown, for instance, that accidents in developing countries cost almost one percent of these countries Annual Gross National Product utilizing scarce financial resources they can ill-afford to lose (Akpoghomeh, 1998).

Nigeria, with a total land area of 910,771 square kilometres and human population of about 167 million, is the most populous country in Africa, and the 7th most populous nation in the world. Its large land mass and burgeoning population correlate with its high level of vehicular population estimated at over 7.6 million with a total road length of about 194,000 kilometres (comprising 34, 120 km

federal, 30,500 Km, State and 129,580 km of local roads). Nigeria ranked as the country with the second largest road network in Africa in 2011. Its population density which varies in rural and urban areas (approximately 51.7% and 48.3% respectively) translates to a population- road ratio of 860 persons per square kilometres indicating intense traffic pressure on the available road network. This pressure contributes to the high road traffic accidents in the country (FRSC, 2012).

The Nigeria situation has reached such an alarming proportion even to the point of sheer frustration and near helplessness. Nigeria continues to feature in the bottom half of World Health Organisation country rankings of road traffic accidents. The country's 149th ranking in 2009 out of 178 member states indicates the hazards associated with road transportation in a country that is largely dependent on its road network for economic, social and physical activities.

Indeed news of road traffic accidents in Nigeria no longer stirs any surprise. What may be shocking, however, is the magnitude of the fatality. Daily, Nigerian Newspapers carry news of road traffic accidents that are considered significant only in severity. Sometimes the papers sum up the number of lives claimed as if they were providing an expenditure account. e.g. "over 100 lives lost to fatal accidents in the Nyanya area in the last one year'. Such news indicates that we live in accidents every day.

According to Sumaila (2001) road traffic accidents have claimed more lives than deaths resulting from all communicable diseases put together including the dreaded Acquired Immune Deficiency Syndrome AIDS). Thus, the government and people of Nigeria are deeply concerned about the continuing high rate of road accidents and the unnecessary consequential waste of lives and properties. What is worrisome is the fact that road traffic crashes and mortality rates are still high despite various remedial measures taken in recent years to combat the problem.

1.2 Statement of the Problem

Road traffic crashes (RTC) are as old as the roads (Highways) themselves. Therefore, roads traffic crash is unargueable, a major killer of men. The magnitude and trend of the crash worldwide is heart breaking, yet unfortunately, the rising tide of the global problem has continued to outstrip effort to control it.

Traffic crash presently the 11th leading cause death and it may raise to 3rd position by the year 2020. Therefore, in Nigeria one person is killed in less than two hours as at 2008, one RTC occur every 58 minutes and 54 deaths occur in every 100,000 population (Balogun, 2006:4). It is in view of this myriad carnage that the federal road safety corp. is mandated with making the highways safe for motorist and other road users, and also preventing or minimizing road traffic crash on the high ways.

However, despite the logistic challenges among others road traffic accidents have kept occurring, it is in this light that the research work will examine the factors which responsible for the road traffic crashes on the highways.

According to Olagunju K. (2011) in Road Sense have identified the causes of RTC as follows:

1. Human factors

2. Mechanical factors

3. Environmental factors

He also state that , we can only talk of vehicular traffic when there is at least a vehicle (mechanical) to be driven , a driver(human) to drive on a track , lane , road or any space (environment) to drive on . It is when there is a deficiency or defect in the inter relationship in any of or all the three factors , that there is a crash.

1.3 Research Questions

1. To what extent the FRSC corps members discharge their duties?

2. What are the factors that hamper the command in discharging its mandate ?

3. What are the strategies for controlling these factors?

1.4 Objectives of the Studies

The major of the study is assessing the challenges against the FRSC corps in the enforcement of traffic regulations on highways.

The specific objectives are as follows:

1. To assess the level of efficiency by the corps in the process of enforcement of traffic rules and regulations on highways.

2. To identify the factors that halts the command from achieving its designated objective or goals.

3. To discover possible means by which the operations of the command could be enhanced.

1.5 The Significance of the Study

- The importance of this work cannot be overemphasized, as it will highlight the challenges encounter by FRSC corps to the enforcement of Road Traffic Regulations on the Highway.
- The research will reveal the challenges against FRSC corps which will assist decision makers to improve the condition of service, so that the corps members can be able to discharge their responsibilities efficiently.

- It will also guide policy makers in designing policies that will tackle the menace of road traffic crashes and budgetary allocations to the commission for effective enforcement of road traffic regulations on the highway.
- The study will also be an eye opener for other researchers and further investigation on the challenges facing the organization, conduct and comportment of enforcement of road traffic regulations on the highway.

1.6 Scope and limitation of the Study

This study uses Zaria-Kano highway as a study area under Zaria unit command. This research work is being carried out within the period under review. The researcher considers only from 2011 – 2015.

In the process of conducting the research, the researcher faced with the following constraints:

- Time which is very limited to the researcher to conduct a successful research.
- Some respondents respond to the questions of the researcher negatively as they sometimes regards their document confidential.

1.7 Definitions of Terms

Challenges: The problem faced by the corps in carrying out the statutory factions.

Corps: The entire working staff in whatever capacity or department excluding appointed members of the board.

Enforcement : broadly refers to any system by which some members of society act in an organized manner to enforce the law by discovering, deterring, rehabilitating, or punishing people who violate the rules and norms governing that society.

Traffic : the number of vehicles moving along roads, or the amount of aircraft, trains, or ships moving along a route.

A **highway:** is any public road or other public way on land. It is used for major roads, but also includes other public roads and public tracks.

Regulation: a law, rule, or other order prescribed by authority, especially to control conduct .

1.8 **The organization of the Study**

The plan of the study contain up to five chapters.

chapter one consist Background of the study which discuss some information as an introduction of the topic of the research , statement of the problems , research questions ,objectives of the study , significance of the study, scope and limitation, definition of the terms as well as organization of the study.

Chapter two contains the literature review which discusses the views of some scholars about the topic of discussion, and also theoretical framework.

Chapter three discuss on the historical background of FRSC as well as the structure of the corps.

Chapter four deal with methodology, data presentation and analysis while the last chapter which is chapter five discusses the summary, conclusion and recommendations.

CHAPTER TWO

LITERATURE REVIEW

2.1 Introduction

Around the world, road traffic injuries pose a major public health challenges that requires concerted efforts to reduce through effective and sustainable method of preventions. An estimated 1.3 million people are killed through road accident annually around the world and as many as 50 million people suffer injuries (Interstate.statejournals.com/year2011). The World Health Organization (WHO) believes that this figure will increases to 1.9 million if concrete action is not taking by the end of 2020, especially in developing country such as Nigeria (Road Safety Nigeria, June 2009 and the Nigerian Tribune march 13th, 2009).

Statistics has it that the country with the highest road accident in the world is India with 105,725, followed closely by China with 96,611 and United state of America with 62,272 cases of reported road accident as at 2009 (Inyang, 1986). This report shows that road safety legislation has been strengthened in 35 countries, representing almost 10% of the world's population. These countries passed laws to address one or more key risk factors affecting road traffic injuries and fatalities – speed, drink–driving, motorcycle helmet use, seat-belts, and child restraints. While 94 countries now have national laws that address all five key risk factors to some degree, there has been no increase since the end of 2008 in the number of countries

with comprehensive laws covering all five risk factors: only 28 countries (with Just 7% of the world's population) have comprehensive laws in all five areas. Of these 28 countries, only four (Estonia, Finland, France and Portugal) also rate their enforcement of these laws as "good", showing that much more work is needed to ensure the effectiveness of these laws. Extending coverage of comprehensive legislation that addresses all five key risk factors has stalled since 2008. Unless

the pace of change is accelerated, the United Nations' General Assembly target of having 50% of countries with comprehensive legislation by 2020 will not be reached. New road safety laws have been passed in 35 countries – but only 7% of the world's population is covered by comprehensive legislation for all five risk factors. The pattern of the 1960s in the West has been repeated over the last ten years in low- and middle-income countries. Motorization rates have increased rapidly. The roads are frequented by a great diversity of users, particularly young pedestrians, who constitute the group at highest risk of being involved in a road crash. Although private cars do not yet outnumber other motor vehicles such as motorcycles, they will do so soon. Vehicle fleets including trucks, minibuses and taxis are also growing in number, while motorcycles have become the most popular form of family transport in South-East Asia and West Africa. The number of motor vehicles in operation is growing rapidly, generating a surprising degree of

violence on the road. This situation is likely to worsen unless firm, coordinated measures are taken at the national and international levels.

2.2 **Global, intercontinental and Regional Trends of Road Traffic Accidents**

According to WHO (2004), road traffic deaths have risen from approximately 999, 000 in 1990 to just over 1.1 million in 2002. Low-income and middle-income countries account for the majority of this increase. Although the number of road traffic injuries has continued to rise in the world as a whole, time series analysis reveals that road traffic fatalities and mortality rates show clear differences in the pattern of growth between high-income countries, on the one hand, and low-income and middle-income countries on the other. In general, since the 1960s and 1970s, there has been a decrease in the numbers and rates of fatalities in high-income countries such as Australia, Canada, Germany, the Netherlands, Sweden, the United Kingdom (UK) and the United States of America. At the same time, there has been a pronounced rise in numbers and rates in many low-income and middle-income countries.

The reductions in road traffic fatalities in high-income countries are attributed largely to the implementation of a wide range of road safety actions, including seat-belt use, vehicle crash fortification, traffic-calming interventions and traffic law enforcement. However, the reduction in the reported statistics for road traffic injury does not necessarily mean an improvement in road safety for everyone.

According to the International Road Traffic and Accident Database (IRTAD), pedestrian and bicyclist fatalities have decreased more rapidly than have fatalities among vehicle occupants. In fact, between 1970 and 1999, the proportion of pedestrian and bicyclist fatalities fell from 37% to 25% of all traffic fatalities, when averaged across 28 countries that report their data to IRTAD. These reductions could, however, be due, at least in part, to a decrease in exposure rather than an improvement in safety (WHO 2004).

The 19th century industrial revolution resulted in some fundamental changes in the transport sector1 and provided more flexibility of movement, speed, and timing. Since then, there has been an upsurge in both human and vehicular motor movement, a situation that has also resulted in more fatal road accidents. The International Road Federation, Geneva Programme Center reported that approximately 2.4 million people have died in road accidents across the world, with a yearly record of 1.3 deaths and daily record of 3,000 deaths.2 The worst hit are middle-income countries, a circumstance confirmed by Mrs. Tawia Addo-Ashong, World Bank Global Road Safety Facility Coordinator, when she said that 1.2 million die yearly from road traffic accidents especially in low- to middle-income countries.3 Most African countries fall within the middle-income category and thus are worst hit by fatal road accidents. A study carried out by Chen show that the fatality rate in African countries ranges from 10-fold to more than 100-fold

that in the United States.4 Also, Lagarde reported that Africa has an average rate of 28.3 per 100,000 population road traffic mortality compared with 11 in Europe.5 Sub-Saharan African Transport Policy, in its report, quoted an increase of road fatalities in Africa by 350% between 1990 and 1998.

Nigeria recorded her first traffic accident in Lagos in 1906 (Oluduro, 1999). For more than half a century thereafter, accident rates in the country remained low due largely to low vehicular population (Ogunsanya, 2004). But from the 1970s following remarkable improvements in the economic prosperity in the country arising from the oil boom, the magnitude of the accident problem increased. According to Ogunsanya (2002), the period witnessed a substantial increase in private vehicle ownership (motor car fleet was reported to have increased by 183% between 1978 and 1987). Despite integrated efforts towards reducing fatal road accidents, Nigeria still remains one of the worst hit countries. With a human population of about 167 million, a high level of vehicular population estimated at over 7.6million, a total road length of about 194,000 kilometres (comprising 34,120 km of federal, 30,500 km of state, and129,580 km of local roads),8 the country has suffered severe losses to fatal car accidents. Its population density varies in rural and urban areas at about 51.7% and 48.3% respectively and translates to a population–road ratio of 860 persons per square kilometre, indicating intense traffic pressure on the available road network.9 Undoubtedly,

this immense pressure contributes to the high road traffic accidents in the country (FRSC 2012). Oni (2004) argued that transport is a key element in the social and economic development of any nation. The restrictive nature of the waterways, the pitiful condition of the rail system, and the inability of an average Nigerian to afford the high cost of air travel makes road transportation preferable in Nigeria. In 2006,644,387vehicles,including government motor cars and motor cycles, private motor cars and motor cycles, and commercial motor cars and motor cycles, were registered nationwide. The number fell in 2007 to 612, 867 but increased in 2008 to 746,814 and to 777,835 in 2009. In 2010, 712,938 vehicles were registered.22 Over 70% of the total movements of the registered vehicles in the country and about 80% of the freight movements take place on the road.23 The over-dependence on road transportation worsens the condition of roads, involves huge pressure on motorists, and causes many fatal road accidents. The discovery of oil in Nigeria opened new frontiers of economic engagement. Statistics from the National Bureau for Statistics (NBS) (2010) show that the crude petroleum sub-sector accounts for over 80% of Nigeria's foreign exchange. The distribution of refined products across the country has been a thorn in the side of many Nigerians. In 2011, the FRSC reported that Nigeria has an average of approximately 5,000 tankers involved in wet cargo haulage, moving about 150 million litres of fuel, and 2,500 "trailers" in dry cargo plying Nigeria's roads daily.

Kayode also revealed that between 2007 and June 2010, a total of 4,017 tanker/trailer crashes were recorded on Nigerian roads, with a yearly average of 1,148 crashes, monthly average of 96 crashes, and a total of 4,076 persons killed in such crashes involving tankers and trailers.25 Due to the highly inflammable nature of premium motor spirit (PMS), fatal accidents involving petrol tankers have always been lethal. Aside from the carnage of fire explosions involving petrol tankers, articulated vehicles haves also significantly contributed to fatal road accidents in Nigeria. Trucks and trailers transport agricultural goods and industrial equipment to various locations by road. According to statistics from the National Bureau for Statistics (2010), over 60% of the Nigerian population are engaged in agriculture.26 In 2006, about 99,030 metric tons of major agricultural crops in Nigeria were produced. The number fell in 2007 to 97,183 and in 2008 to 95,097, then increased again in 2009 to 96,050 and to 115,424 metric tons in 2010.27 Transporting these products in trucks via roads plagued with potholes and congestion has caused several fatal road accidents. In pursuit of extra profit, commercial vehicle owners task their drivers to generate more profit, a situation that leads to careless driving and exhaustion. According to Olusiyi, most commercial drivers are paid daily wages of N1,000–2,500, depending on the city and the type of vehicle, which drivers consider meagre. After daily or weekly accounting, such drivers are left with low incomes, which cannot adequately

sustain them and their families.28 Under such circumstances, cars are not properly maintained. The risk of being injured, according to Agbonkhese et al., increases exponentially with speed, and the severity of accidents depends on the transfer of kinetic energy at impact.29 In an attempt to increase their productivity and therefore remuneration, drivers tend to drive as fast as possible in their poorly maintained vehicles. The result is more accidents and more fatal accidents.

Nigeria is broadly grouped into North and South. North is comprised of Kogi, Niger, Benue, Kwara, Plateau, Nassarawa, and FCT. Others include Taraba, Borno, Bauchi, Adamawa, Gombe,Yobe, Kaduna, Kebbi, Zamfara, Sokoto, Kano, Jigawa and Katsina states. Its southern counterpart comprises Ebonyi, Enugu, Imo, Abia, Anambra, Akwa-Ibom, Bayelsa, Edo, Cross River, Rivers, and Delta states. Others are Oyo, Ogun, Lagos, Ondo, and Osun. Based on the 2006 census, the nation's population is put at 140 million. The North accounts for 73.6 million and the South for 64.9 million. Kano is the most populated state in the North, with 9,383,682 inhabitants, while FCT (Abuja) has the lowest population, with 1,405,201. The population of southern Nigeria is dominated by Lagos (9,031,534), while Bayelsa is the least populated state, with 1,703,358.

Road Traffic Accidents are a major cause of morbidity and mortality worldwide, but especially in low-and middle-income countries. The World Health Organization estimates that more than 3000 people are killed every

day in road traffic accidents globally, with at least 30,000 others injured or disabled. This adds up to over 1 million people killed and between 20-50 million injured or crippled in road traffic crashes each year (Krug et al, 2000). The rising trend in morbidity and mortality rates due to road traffic accidents in low-and middle-income countries has moved some to declare road traffic accidents an „epidemic" Nantulya and Reich, 2002; Roberts et al, 2002; Atubi and Onokala, 2009).

The global costs of road injuries are enormous, one report estimates the global costs of road crashes is about $518 billion annually in US dollars, and ranges in percentage of GNP from 0.3% in Vietnam to almost 5% of GNP in the USA, Malawi and Kwa Zulu Natal, south Africa (Jacobs et al, 2000). The true costs to society are probably much greater, since these estimates area based on direct costs only.As in other developing counties, road traffic accidents in Nigeria are one of the most serious problems in need of pragmatic solutions. Yet this problem has been difficult to address probably because of the country"s level of development. Nigeria is said to have the highest road traffic accident rates in Africa (Akpoghomeh, 1998; Obinna, 2007; p. 35: Atubi and Onokala, 2009).

According to one study, the proportion of deaths from road traffic accidents in Nigeria increased from 38.2 percent to 60.2 percent in ten years from 1991-2001 (Obinna, 2007). Thus, Nigeria"s annual 8,000 to 10,000 traffic accident

deaths between 1980 and 2003 were a major personal and traffic safety problems as well as a terrible waste of human resources for the country. In terms of the personal safety problem, Nigeria and indeed Lagos State is a high risk region with an average of 32 traffic deaths per 1,000 people (Filani et al, 2007)> This is very high compared with the United State‟s 1.6 traffic deaths per 1,000 population and with the United Kingdom‟s 1.4 deaths per 1,000 people (Trinca et al, 1988). In terms of traffic safety, there are on average 23 accidents per 1,000 vehicles in Nigeria (i.e. 230 per 10,000 vehicles) far in excess of the accident rate in the USA (2.7 accident per 10,000 vehicles) and the UK (3.2 accidents per 10,000 vehicles).

According to data from the Nigerian Federal Road Safety Commission, the country has the highest rate of death from motor accidents in Africa; leading 43 other nations in the number of deaths per 10,000 vehicle crashes (FRSC, 2006; Obinna, 2007, p. 35). Nigeria is followed by Ethiopia, Malawi and Ghana with 219,183 and 178 deaths per 10,000 vehicles, respectively (Daramola, 2004).

At the first African Road Safety Congress in Nairobi in 1989, Nigeria was also ranked ahead of other African countries in the mortality rate of its highways with “the chances of a vehicle killing someone in Nigeria (being) 47 times higher than in Britain” (Onakomaiya, 1990). Similarly,

Kenya has one of the highest road fatality rates in relation to vehicle ownership in the world with an average of 7 deaths from the 35 daily road crashes or nearly 3,000 deaths from nearly 13,000 annual road crashes (Finch et al, 1994). This translates to approximately 68 deaths per 10,000 registered vehicles, a rate that is 30-40 times greater than that in many highly motorized countries of the world (Noguchi, 1990). Yet, the Nigerian accident and fatality rate is the highest in Africa.

It is also evident that Nigeria is worse than most other countries in terms of traffic accidents, in spite of her relatively good road network. As a 2004 World Bank report asserts "from the view – point of road development, Nigeria would no longer be regarded as a developing country" (World Bank, 2004, p. 27). But unlike in most countries where improved road development and vehicle ownership (as barometers of economic advancement) is accompanied by better traffic management, higher road safety awareness, and a relative decrease in the number of motor accidents, the opposite is true of Nigeria.

According to the Nigerian Federal Road Safety Corps (2006), between 1970 and 2001, Nigeria recorded a total of 726,383 road traffic accidents resulting in the death of 208,665 persons and 596,425 injuries. In that period, each succeeding year recorded more accidents, deaths and injuries. Also between

1997 and 2002, Lagos State alone recorded a total of 39,141 road accidents resulting in the death of 10,132 persons and 18,972 injuries (Atubi, 2006). Indeed, the Nigeria accident pattern seems to suggest that the better the road, the higher the accident and fatality rate as well as the severity and nonsurvival nindices because of driver non compliance with speed limits (Onakomaiya, 1988; Gbadamosi, 1994; Filani and Gbadamosi, 2007).

2.3 **Legislations on Road Traffics and Regulations**

The origin of international legislation on road traffic may be trace back to the international convention on motor traffic in Paris on October,1909. There was an increasing demand for a grater uniformity of national regulations governing road traffic .Road safety legislation has been strengthened in 35 countries, representing almost 10% of the world's population. These countries passed laws to address one or more key risk factors affecting road traffic injuries and fatalities – speed, drink–driving, motorcycle helmet use, seat-belts, and child restraints. While 94 countries now have national laws that address all five key risk factors to some degree, there has been no increase since the end of 2008 in the number of countries with comprehensive laws covering all five risk factors: only28 countries (with just 7% of the world's population) have comprehensive laws in all five areas (see Figure 12). Of these 28 countries, only four (Estonia, Finland, France and Portugal) also rate their enforcement of these laws as "good" showing that much more work is

needed to ensure the effectiveness of these laws. Extending coverage of comprehensive legislation that addresses all five key risk factors has stalled since 2008. Unless the pace of change is accelerated, the United Nations' General Assembly target of having 50% of countries with comprehensive legislation by 2020 will not be reached.

Lowering speed limits has been shown to reduce the risks for crashes and fatalities and also the severity of injuries and the number of fatalities. While safe speed thresholds vary by the type of road and road user, research on effective speed management has shown that the limit on urban roads should not exceed 50 km/h. Based on the 2013.*Global status report*, only half of the countries responding to the questionnaires implement a n urban speed limit of less than or equal to 50 km/h and allow local authorities to reduce this where appropriate. Even in countries with lower speed limits, enforcement was often lacking or inadequate *(*The *2013 Global status report on road safety* recommends laws mandating helmet-wearing for the drivers and passengers of all two- and three-wheeled motorized vehicles, of all engine types and on all road types. It also recommends enactment of laws that require helmets to meet national or international standards. Protective helmet standards are in place in the European region. Some countries have set their own motorcycle helmet standards, taking into account evidence on their effectiveness, their suitability for the local climate, traffic mix, cost and

availability (Box 3.6). In the WHO African Region, more than one third of countries (37%) specify a standard for helmets *(36)*. Helmets for tropical use have been designed for south Asian and South-East Asian countries with very hot climates. Thailand is considering helmet standards for children *(3)*. Countries that permit children to ride on motorcycles should not only provide an age restriction in their laws but also specify helmet standards for children.

Traffic laws are enacted by the legislature of a nation to ensure the safety of road users within that nation whether they are car drivers or pedestrians. This piece seeks to bring to the fore the legislation guiding road traffic behavior in Nigeria and if indeed these laws are obeyed by the average Nigerian. It took a lot of time and effort to even find these laws and it left me wondering how the average Nigerian driver will obey these laws when he has probably never come across these laws from the point of his first "behind the wheel" experience.

The first National traffic law was the 1920 Road Traffic Ordinance of Lagos Colony and Southern Protectorate of Nigeria that was applied for the operations of all motor vehicles until the country was demarcated into regions (Northern, Western and Eastern). Each of the three regions was empowered to promulgate its traffic regulations. The National Road Traffic Act was enacted on 1st January, 1949 during the colonial era. This Act is available in the Road Traffic Act Chapter

548, Laws of the Federation of Nigeria 1990. It is this Act (1949) that gave birth to Vehicle Inspection Office (VIO).

Before 1939, vehicle inspection was carried out by the Directorate of Works, while Motor Licensing was supervised by the Motor Licensing Officer under Finance. As a result of critical issues with the colonial regiment of England during the Second World War, the Inspector General of Police was mandated to undertake the responsibility of vehicle inspection as well as Motor Licensing until the 1958 Constitution of Nigeria which conferred powers on regional (State) governments to create their own traffic laws.

In February 1988, a glimmer of hope appeared when the Federal Government of Nigeria created the Federal Road Safety Commission (FRSC) through Decree No. 45 of 1988 as amended by Decree 35 of 1992 referred to as FRSC Act cap 141 Laws of the Federation of Nigeria (LFN). In 2007, it was passed by the National Assembly as the Federal Road Safety Commission (Establishment) Act 2007. The Commission has the following functions:

1. Making the highway safe for motorists and other road users.
2. Recommending works and devices designed to eliminate or minimize accidents on the highways and advising the Federal and State Governments including the Federal Capital Territory administration and relevant

governmental agencies on the localities where such works and devices are required and

3. Educating motorists and members of the public on the importance of discipline on the highway.

Its responsibilities are:

1. Preventing or minimizing accidents on the highway
2. Clearing obstructions on any part of the highway
3. Designing and producing drivers license to be used by various categories of vehicle operations
4. Determining from time to time, the requirements to be satisfied by an applicant for a drivers license
5. Designing and producing vehicle number plates
6. Standardization of highway traffic codes
7. Giving prompt attention and care to accident victims
8. Conducting research into causes of accidents and methods of preventing them
9. Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limiting devices

10. Cooperating with bodies, agencies or groups in road safety activities or in prevention of accidents on the highways
11. Regulating the use of sirens etc.

2.4 Factors Hampering Traffic Laws

International regulations serve as benchmarks and can provide a legal framework on which regions and countries can base evidence based practice. For example, the United Nations *Conventions on Road Traffic of 1949 and 1968 (10)* and the *Convention on Road Signs and Signals of 1968 (11)* recommend best practices for countries, particularly in the European region. The *Consolidated Resolution on Road Traffic (12),* which supplements the *Convention on Road Traffic 1968,* and the *European Agreement of 1971 (13)* provide guidance on improving road safety and a framework for greater voluntary harmonization of regulations at international level.

A The perceptions of the public and individuals of their duties and responsibilities with regard to the community as a whole and the extent to which they are willing to give up certain elements of personal freedom to protect society can influence road safety laws.

A social norm is 'a concept from social psychology that refers to implicit rules or standards inferred by individuals from the behavior they observe or expectations they assume in their social milieu and that guide their own behavior. Lack of

political-will and high-level commitment (especially for legal reform), it reveals some inconsistencies in the legislation and provides no specific recommendations or guidelines, practices and legislation being put into place in countries that are ready to tackle this issue.

CHAPTER THREE

HISTORICAL OVERVIEW, MANAGEMENT AND CHALLENGES AGAINST FRSC.

3.1 Introduction

This chapter will discuss the creation and evolution of FRSC, the management of road traffic crashes and challenges with the reference to the scope of the study.

3.2 **The Creation and Evolution of FRSC**

The establishment of FRSC by Decree No 45 of 1988 as amended by decree 35 of 1992 later cited as FRSC act (CAP 141) Laws of the Federation of Nigeria (LFN) 1990 and re-enacted as FRSC (Establishment) Act 2007 was in line with the principles of good governance. This is because section 11 (1) of the Constitution of the Federal Republic of Nigeria (1999) states thus:

"The National Assembly may make laws for Federation or any part thereof with respect to the maintenance and securing of public safety and public order and providing, maintaining and securing such supplied and services as may be designated by the National Assembly as essential supplies and services."

Olagunju (2009), observes that lack of efficient and effective traffic law enforcement has been responsible for several accidents in the country especially among motorcycle operators. Olagunju notes further that participants at a one day workshop on motorcycle operations in Nigeria, organized by the Federal Road

Safety Corps in March 2006 expressed dismay at the level of disobedience to traffic rules and regulations by the riders. The conduct of these commercial motorcyclists characterized by poor knowledge of traffic rules and regulations, engaging in drugs and use of mobile phones while riding resulted to many motorcycle accidents.

Olagunju (2009) further narrates the frustration of Adamawa State Government Committee on "Achaba" (Commercial Motorcycle Operator) operations on how to sanitize the activities of commercial motorcyclist in the State.the author notes that even when the committee had legal backing on the use of motocycles for commercial purpose in the state, unfortunately, the provisions of the law were not implemented. The uncooperative attitude of the commercial motorcyclists compelled the state committee to recommend for the enforcement of all relevant laws guiding the activities in the State in order to bring orderliness in public transportation in the state. This study agrees with the position of the author that adequate traffic law enforcement will lead to more reduction in accidents rate on the road.

Nwachukwu (1998) post that the observance and enforcement of road safety laws and regulations has contributed West African Journal of Industrial & Academic Research Vol.11 No.1 June 2014 137 positively to the significant reduction of loss of lives and property on the roads. He further states that these laws and regulations

have suffered violent abuses from motorists and unscrupulous members of the public as well as misinterpretations. The author adds that there are instances where Special Mobile Courts are circumstance; any defaulter who is convicted is sentenced to a term of imprisonment with option of fine.

According to Nwachukwu (1998) the idea of the Mobile court is to facilitate the trial of road traffic offenders thereby ensuring discipline on the highways. The author recognizes the first attempt by Oyo state government in tackling road hazards when it created Oyo state Road Safety Corps in1977 by Edict No. of 1977. There are various rulers and regulations that could be implemented to minimize road accident occurrences on the roads (Badejo, 1998:95). These rules and regulations if well observed and adhered to would reduce road hazards. The author identifies such regulations if well observed and adhered to would reduce road, the responsibilities of the driver, the road worthiness situation of the vehicle and the penalties for flouting those regulations. He posits that law enforcement agencies of all categories have an obligation to ensure their compliance. The author is of the opinion that there are several problems affecting the ability to enforce some of the rules that help mitigate road accident. These challenges have social, economic, political and environmental implications thus making it difficult to achieve minimum standard of road safety in the country. Commenting on Nigerian cultural Values and Road Traffic

Accidents, Maduagwu (1998:77) observe thus:

Most Nigerian drivers have no regards whatever for traffic laws and regulations: They do not observe speed limit any more than they obey traffic signs on the highway. With no thought on the other road users. They overtake anywhere and anyhow. Nigerian drivers even park parallel on the middle of the road to greet one another or to chat, holding other Traffic to ransom.

He attributes this to discipline which is a major manifestation of the so-called Nigerian factor that is noticed on the roads. Many authors are of the view that in order to be effective in traffic law enforcement, policing activities should be structured so as to pose a meaningful and immediate deterrence threat would be traffic offender.

According to Rottengather (1990), one of the fundamental problem hindering this process is the inability of the relevant authorities to maintain necessary high levels of enforcement. In a separate study of police in the Netherlands, Spain, Norway and Ireland, Ostvic et al (1989) conclude that the police identified understaffing as one of the most important factors hindering enforcement operations. Rottengatter (1990) further identifies a number of other factors which contribute to the situation as follows:

a. the intensity of motorized traffic has increased rapidly in the last decade, without corresponding increases in policing resources,

b. public opinion and politics are generally not in favour of intensive surveillance and enforcement,

c. legal requirements and procedures often seriously jeopardize efficient law enforcement,

d. The task of traffic law enforcement has to compete something with other social issues which equally demand the attention of law enforcement agents such as increase in violence and environmental disasters.

Sequence of establishment of a lead agency.

Date	**Event**
1913	-Promulgation of the Highway (Motor Traffic) Ordinance of Laos Colony and Southern Protectorate.
1916 -	Ordinance for nationwide applicability following Amalgamation of Northern and Southern Protectorates in 1914.
	Revisions of the Ordinance.
1940-1945	- Road Traffic Act, Federal Highway Act, and Law of Carriage were passed.
	- Motor Vehicle Inspection was transferred to Nigeria police.
1960	-Establishment of the Traffic Police Unit of Nigeria Police Force
1962	-Establishment of Motor Transport Departments in all the Regions of the Federation.

1963 -Establishment of Vehicle Inspection Officers in Northern Nigeria through Road Traffic Act Cap 118.

1965 -Establishment of VIOs for Western Nigeria through cap 115.

1967 -Establishment of VIOs for Eastern Nigeria through cap 116.

1974 -Federal Government declaration as National Road Safety year.

-Establishment of Road Safety Advisory Commission under the Federal Ministry of Works and Housing.

1977 -Establishment of Oyo State Road Safety Corps.

1980 -Creation of National Road Safety Commission under the Federal Ministry of Works and Housing and in all States of the Federation under State Ministry of Works and Transport.

1988 -Establishment of Federal Road Safety Commission vide Decree 45 of 1988

1999 -Merger of FRSC and Nigeria Police.

2003 -De-merger of FRSC and Nigeria Police.

2007 -Enactment of the Federal Road Safety Corps Act

3.3 The Management of Road Traffic Crashes in Zaria Unit Command

The management of FRSC in Zaria unit Command have adopted the management of road traffic fatalities along Zaria-Kano highway as highlighted by the work of Haddon (1980) is the most commonly used paradigm in the injury prevention field.

Developed through the application of basic principles of public health to the problem of traffic safety, the Haddon matrix as it is popularly called is used as a tool to assist in developing ideas to preventing injuries of many types. It provides a compelling framework for understanding the origins of injury problems and for identifying multiple countermeasures to address the problem.

The Matrix of four columns and three rows combines public health concepts of Host-Agent-Environment as targets of change with the concepts of Primary - Secondary - Tertiary prevention. More specifically the

columns in the matrix define the interacting factors that contribute to the injury process. For instance the host column refers to the person at the risk of injury while the agent of injury is energy e.g (mechanical, thermal or electrical) that is transmitted to the host through a vehicle (inanimate object) or vector (person or other animals).

Physical environment on the other hand covers all the characteristics of the setting in which the injury event takes place such as a roadway or building , while the social environment covers such social and legal norms as alcohol consumption or policies about licensing drivers. In summary, the Matrix identifies and considers the importance of human, vector or agent, and environmental factors as both causative variables and control measures before, during, and after an injury

(Roads and vehicles), Enforcement (laws) Education (Public awareness) and Emergency response (Postcrash Medicare) have been developed as the main thrusts of accident prevention and control across the world. But most recent attempts at managing road safety in developing countries are encapsulated in the Safe system approach which regards road users as the

weakest link in the transport chain, unpredictable and capable of errors in spite of his level of education and access to information. The approach transfers a major share of the responsibility from road users to those who

design the road transport system since the goals of the safe system is to ensure that crashes do not result in serious human injury. Key distinguishing features of the safe system approach are the following:

(i) Recognizing that prevention efforts notwithstanding, road users will remain fallible and crashes will occur.

(ii) Shared responsibility among the designers of the road transport system (to make it safe) and users of the system (obligation to comply with rules and constraints of the system)

(ii) Alignment of safety management decisions with broader transport and planning decisions

(iii) Shaping interventions to achieve long-term goal Based on these, the approach has five main cornerstones namely: Safe vehicles, safe roads

and mobility; safe road user behaviour, and post- crash response and care.

3.4 Challenges of FRSC Zaria Command

The following were identified by the respondents who were interviewed by the researcher as the major challenges confronting FRSC, Zaria unit command in enforcing road traffic laws:

(i) **Lack of adequate funding:** Less than adequate funding through annual budgetary releases to FRSC have not been enough to execute capital projects and cater for overhead costs. Right now about 95% of residential and office accommodation in the Crops are rented. A lot of money is paid on maintenance of patrol vehicles, ambulances, motor bikes and rent leaving little or nothing for other projects like purchase of more heavy duty tow vehicles for removal of obstructions on the highways and other services.

(ii) **Lack of Adequate Communication gadgets:** For efficiency and effective operations like patrolling the highways and rendering rescue services, vital operational equipment like Walkies Talkies are required to enable Road Marshals to share information among themselves. These equipment are also needed to alert other patrol teams at different locations ahead wherever there are reported case of emergencies and tracking recalcitrant traffic offenders.

(iii) **Lack of Adequate Trained Manpower:** The need to have officers and men well trained in related field like law to prepare them for prosecution of traffic offenders cannot be overemphasized. Other areas are rescue and emergency services,

ICT and human resource development among others. This would build more confidence in staff to discharge their duties more firmly.

(vi) **Indiscipline and Lawlessness:**

There is high level of indiscipline by the motorist exhibited by both the elite and illiterate members of the society especially as it regards Route Violation. Uniformed men drive against traffic and at times mount illegal road blocks causing obstructions on the road. Tanker and trailer drivers park indiscriminately on the highways with reckless abandon. Most of okada riders in zaria are not willing to wear safety helmets due to cultural biases because of their dress code. The Corps has continued to intensify public enlightenment on this. One of the strategies adopted by the Corps is to enlist the support of prominent traditional rulers for intervention.

(vii) Corruption: Corruption and

Misconduct on the part of law enforcement officers make them to compromise. Such officers collect bribes from motorists and allow them to ply the highways with overloaded and rickety vehicles among other traffic offences. This is why

serials traffic offenders continue to violate traffic rules and regulation with impunity.

(viii) Lack of Traffic Signs: The present networks or roads are poorly constructed, not regularly maintained and in most cases, these roads do not have traffic signs. The absence of good roads creates creates traffic congestion and multiple road traffic accidents.

(ix) **Assault Cases:** violent traffic offenders have physically assaulted Road Marshals on duty several times simply because these offenders see FRSC staffs as defenseless since members of the Crops are not armed. Despite the provisions of Section 19 of FRSC (Establishment) Act 2007 which allows members of the Crops exposed to high risk to bear arms, the Federal Government is yet to grant administrative approval to that effect.

CHAPTER FOUR

DATA PRESENTATION AND ANALYSIS

4.1 Introduction

This chapter discusses the population size of the study, giving the various sets of the population sample. It's also gives detail of the sampling techniques used in the study.

The research outlined the procedure and method employed in the collection and discussion of data used. It’s aimed at finding the challenges against FRSC corps in the enforcement of traffic regulations on highways. Finally data was presented and analyzed.

4.2 Population and Sample of the Study

The population for this research covered the staff of FRSC Zaria unit command. It comprises of some selected senior and junior staff of the corps. The sample is selected in such a way that though random but was also gender Sensitive and qualification conscious, this was to ensure some degree of true representation.

The sample comprises of commissioned officers, senior non commissioned officers and junior none commissioned staff. A total of thirty-five (35) staff is used as sample for the research. The research sample comprises of ten (10) commissioned officers of the level eight (8) and above while ten (10) senior non

commissioned officers of level seven (7) and Above under (inspectorate cadre) and fifteen (15) junior non commissioned staff of the corps level six (6) and below.

4.3 Data Analysis Procedure

This section present research questions and responses elicited based of questionnaire administered to respondents and in-depth interview. The total number of these respondents as well as their percentages shows the level to which the research questions are accepted. This computation of the total and percentages of the respondents on each item form the background for the discussions on the findings.

4.4 Data presentation and analysis

Table 1. Distribution of Respondents by Sex

SEX	FREQUENCY	PERCENTAGE
MALE	32	91.0%
FEMALE	3	9.0%
TOTAL	35	100%

SOURCE: Field Survey February , 2016

The respondents by sex shows that 91% are male while 9% are female this indicates that the command have high percentage of male staff than female .

The finding shows that the respondents were mainly males which is straight forward and compelling since there is an inverse relationship between female and being involved in such king of tedious and rigorous job. For instance going to patrol and the night guard duty, especially during pregnancy while the males are always ever ready and good to go. In most cases females are too emotional at the scene of fatal crash and atimes even at the point of arrest of traffic offenders.

Table 2.**Distribution of Respondent by Qualification**

QUALIFICATION	FREQUENCY	PERCENTAGE
SSCE/NECO	20	57.1%
NCE/ND/HND	8	22.9%
BSC/MSC	7	20.0%
TOTAL	35	100%

SOURCE: Field Survey February , 2016

The above table shows that 57.1% were secondary school representing 20% of the respondents, while 22 .9% obtain NCE/ND/HND and 20% of the respondents had tertiary education certificate.

However, this finding shows most of the corps operational activities and clerical work is carried out by these categories of staff that possess post primary school certificate. While the ND/NCE/HND are more of supervisory roles and patrol activities, the management of the affairs of the corps from the unit command level to sector and national headquarters are done by graduates who possess Degree and master in various field.

Table 3.Distribution by Age

AGE OF RESPONDENTS	FREQUENCY	PERCENTAGES
26-35	18	51%
36-45	14	40%
46-55	3	9%
TOTAL	35	100%

SOURCE: Field Survey February, 2016

According to the table above of the respondents indicates that 51% of the respondents have 26-35 years of age, while 40% respondents represent 36-45 years of age and the remaining 9% are between 46-55. It therefore implies that most of the staffs are within their productive age and also the finding indicates that majority of the respondents are at their active category from which so much

is expected to achieve the goals of preventing or minimizing road traffic crashes on the highway.

Table 4. Distribution of responses on how official of discharge their duties along the highway.

	FREQUENCY	PERCENTAGE
VERY EFECTIVE	16	45.7%
EFECTIVE	12	34.3%
FAIRLY	4	11.0%
NOT EFFECTIVE	3	9.O%
TOTAL	35	100%

SOURCE: Field Survey ,2016

The above table shows 45.7% of the respondents rated FRSC as very effective while discharging their duties. While 34.3% which found FRSC as effective. 11% of the respondents show that it is fairly effective while the remaining 9% found as not effective.

Therefore, It can be deduced that majority of the respondents considered enforcement of traffic rules and regulations as effective, due to aggressive Public Enlightenment Campaign carried out by Zaria Unit Command to the various motor parks, mosques and churches on over speeding, tire burst and over loading. Etc.

Table 5. Distribution of responses on the causes of Road traffic Crashes .

FACTORS	frequency	percentage
BAD ROADS	18	51.4%
IGNORANT ON TRAFFIC RULES AND REGULATIONS	10	28.6
DRIVING UNDER THE INFLUENCE OF ALCOHOL OR DRUGS	7	20.0%
TOTAL	35	100%

SOURCE: Field Survey February , 2016

The table above revealed that 18 respondent shows that bad road contributes to the road traffic crashes in the metropolis which indicate 51.4% this is in line with ISABE magazine (1995),who studied drivers attitude by a group discussion method which many drivers consider that road improvement are the main important and almost the only condition for road safety. And 28.6% of the respondents are of

the view ignorant of traffic rules and regulation while 20% indicates driving under the influence of alcohol or drugs.

From the above result, majority of the respondents indicate that bad roads which characterized by pot-holes and deadly black sport which constitutes major causes of road traffic crashes. While some of the respondents attributed to the ignorance of the laws. This statement is corroborated in Maduagwu (1998:77) where he observed that most of Nigerian Drivers have no regards whatsoever for traffic laws and regulations. According to respondents Driving under the influence of alcohol or drugs can cause over confidence, poor Judgment, recklessness and lack of coordination which may cause crashes on the higher ways.

Table 6.Distribution of respondent on challenges against corps on the highway.

Responses	Frequency	Percentages
Manpower	13	37.0%
Lack of Motivation	16	46.0%
Insufficient funds	6	17.0%
Total	35	100%

SOURCE: Field Survey February , 2016

Response to the above table indicates that 46% of the respondent is of the view that lack of motivation is the key factor of demoralizing staff. 37.0% shows that

manpower shortages pose serious challenges while 17% are of the view that insufficient budgetary allocation to the corps.

Manpower is evidently inadequate to the demand of staff strength need in Zaria Unit Command with six routes within metropolis an along the highways also insufficient funds hampers the smooth running of daily activities of the command as enshrine in the establishment Acts 2007.

Furthermore, lack of motivation is another challenge that mitigate the command to achieve its set out goals in reduction of road traffic crashes fatality Accra Declaration. This corroborates with Locks 1960 (cited in Adeloye , 2007) proposed that intention to work toward goals constituted a major sources of work motivation. He argued that it is the predetermine goals that inform what need to be done and show much effort that will be needed to do it . It can be therefore be said that specific goals increase performance.

Table 7. Factors That that will enhance the operation made by the command.

	FREQUENCY	PERCENTAGES
ENVIRONMENTAL FACTORS	6	17.1%
STAFF DEVELOPMENT	5	14.2%
INCENTIVE FOR BEST PATROL MAN	15	43.0%
END OF YEAR PATROL BONUS	9	25.7%
TOTAL	35	100

SOURCE: Field Survey February , 2016

According to the respondent 43% indicate that incentives to the corps members, while 25.7% are of the view that end of the year bonus. Furthermore, it revealed that 6(17.1) and 5(14.2) of the respondents indicate that environmental factors and staff development respectively.

This implies that people perform better when their efforts are rewarded and also creating conducive atmosphere for job performance. Staff development will provide a productive and educated work force that can enhance operational activities in the enforcement of traffic rules and regulations in the metropolis and along the higher ways.

Table 8 . Distribution of respondents on assessment of logistic challenges in Zaria Unit Command.

RESPONSES	FREQUENCY	PERCENTAGE
STRONGLY AGREED	15	43.0
AGREE	10	28.5
STRONGLY DISAGREE	7	20.0
DISAGREE	3	8.5
TOTAL	35	100

SOURCE: Field Survey February , 2016

From the above table, 15 respondents representing 43.0% strongly agreed that there are logistic problems which militate against the effective enforcement of traffic laws and 28.5% of the respondents also agree with the findings. The result further revealed that 7 respondents representing 20.0% disagreed while the remaining 3 respondents indicate 8.5% strongly disagreed.

The above result corroborate with Balogun (2006) He asserted that lack of vahicles, equipments and rescue material by the commission (FRSC) has

contributed to large extent to the loss of road traffic crashes victims decrying the situation where polythine bags are used as hand glove in rescue operation. A situation he refers to as pathetic. He stress further, that ambulance and vehicles are often lacking at accident scene making it difficult to quickly move road traffic crashes victims to the hospital.

4.5 Interview

A respondent states that the use of fines always make some motorists to keep on violating traffic laws instead of issuing warning for the first time offenders, the laws need to be review due to ineffectiveness concerning of financial penalties.

Because they are often inadequate deterrent, which make enforcement ineffective despite continuous patrols by FRSC officials on the highways in order to deter traffic offenders or prevent them from road traffic crashes.

The respondent also observed some lacuna in the legal framework which give the corps members powers to arrest traffic offenders and issue notice of offence which violate the natural principles of justice. He further stated that the conflicting judicial pronouncement weakens the law enforcement officers. Of recent, the House of Representative in its deliberation also makes a

pronouncement to put on hold the enforcement of speed limiter by commercial vehicles by 1st April, 2016.

Some of the respondents interviewed stated that the command is located in a prone and vulnerable area, just 20 meters south to PZ bus stop and 100 meters from Shiit Headquarters popularly known as HUssainiyya all along Sokoto Road. The respondent further stated that the enforcement of traffic laws and regulations has suffered violence abuses from motorist and unscrupulous members of the public, which posed a serious security challenges to the command to effectively carry out its operations in the metropolis and along the Highways.

Maduagwu(1998:77) opined to the above , where he stated that most Nigerian drivers have no regard whatever for traffic laws and regulations. They do not observe speed limit anymore than they obey traffic signs on the highways. They overtake anywhere and anyhow. Nigerian drivers even park parallel on the middle of the road to greet one another or chat, holding other traffics to ransom.

Another respondent interviewed was of the view that some of the members lamented on the fact that corruption and misconduct on the part of law enforcement officers make them to compromise by collecting bribes from the motorists and allow them to ply the highways with overload and rickety vehicles among other traffic offences. Furthermore, the interviewee opine that sharp

practice give traffic offenders confidence to violate traffic rules and regulations with impunity.

Gray and Kaufman (1998) corroborated this assertion, where he states that in practice, corruption may be well organized or chaotic. When well organized, the required amount is well known the payment guarantees that the desired favour will be obtained.

CHAPTER FIVE

SUMMARY, CONCLUSION AND RECOMMENDATIONS

5.0 Introduction

This chapter consists of the summary, conclusion and recommendations based on the findings in this research work.

5.1 Summary

The aim of this summary based on the challenges that militate against the enforcement of traffic laws, chapter one of the study comprises background of the study, statement of the problems, research questions, objectives of the study, the significance of the study, scope and limitation of the study, definition of terms and organization of the study. Moreover, sample size and sampling techniques employed in the study, data collection procedure and the administration of instrument.

Chapter two discussed relevant literature review from different scholars, Global, intercontinental and regional trends of road traffic accident, legislation on road traffic and regulation, factors hampering traffic laws. Chapter three dwell on the creation and evolution of FRSC, sequence of establishment as a lead agency, management and challenges of road traffic crashes in Zaria Unit Command.

Chapter four of the study comprises of data presentation and analysis carryout in the course of this research work while chapter five is the last chapter but not the least constitutes summary, conclusion and recommendations.

5.2 **Conclusion**

It has been established that Road Traffic Accident are still claiming lives and properties all over the world, and leading to adverse social and economic cost on countries. From the forgoing discussion, it has been discovered that the

challenges facing FRSC corps Zaria Unit Command posed a great danger to lives and properties of crash victims and officials respectively, because of the intertwined relationship involved.

It was also discovered in the course of this study, some of the findings revealed that Zaria Unit Command has its own particular challenges apart from general problems facing the corps. This study identified insecurity within the command jurisdiction, lawlessness and indiscipline, assault on officers in the course of discharging their statutory functions of enforcement traffic laws.

The research also revealed that some of the respondents interviewed are of the opinion that corruption, legal framework and weak synergy between sister organization posed a challenge in the enforcement of road traffic rules and regulations on the highways.

Moreover, motivation and good working atmosphere, promotion and other incentives tends to make staff to put in their best in order to achieve organizational goal and objectives.

5.3 Recommendations

It is in view of the outcome of this research finding, that some of the following recommendations as a measure toward addressing the challenges facing FRSC Zaria Unit Command.

1. There is need for urgent legislations to strengthen the existing traffic laws and incorporate the seizure of traffic offenders' vehicle for gross misconduct, detention/suspension of drivers.
2. The federal government should approve the arms to corps due to current security challenges face across the nation. It will boost the morale of the officers to enforce traffic laws and face any mob attack, assault from motorist.

3. The federal government should also set aside some percentage for all road contracts award to compliment the effort of safety management and road traffic crashes on our highways.

4. Recruitment in to the corps should be on yearly bases for both officers and marshals, as is done in Nigerian Army to fill in the gap for optimal Performance.

5. Provision of logistic and material resources, office accommodation, uniforms and accessories, modern communication gadgets etc.

6. Federal government should also increase funding and budgetary allocation of FRSC strategic road map with goals of meeting UN decade of action of 50% reduction in RTC by 2020.

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