



FEDERAL ROAD SAFETY CORPS



2011
annual report



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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

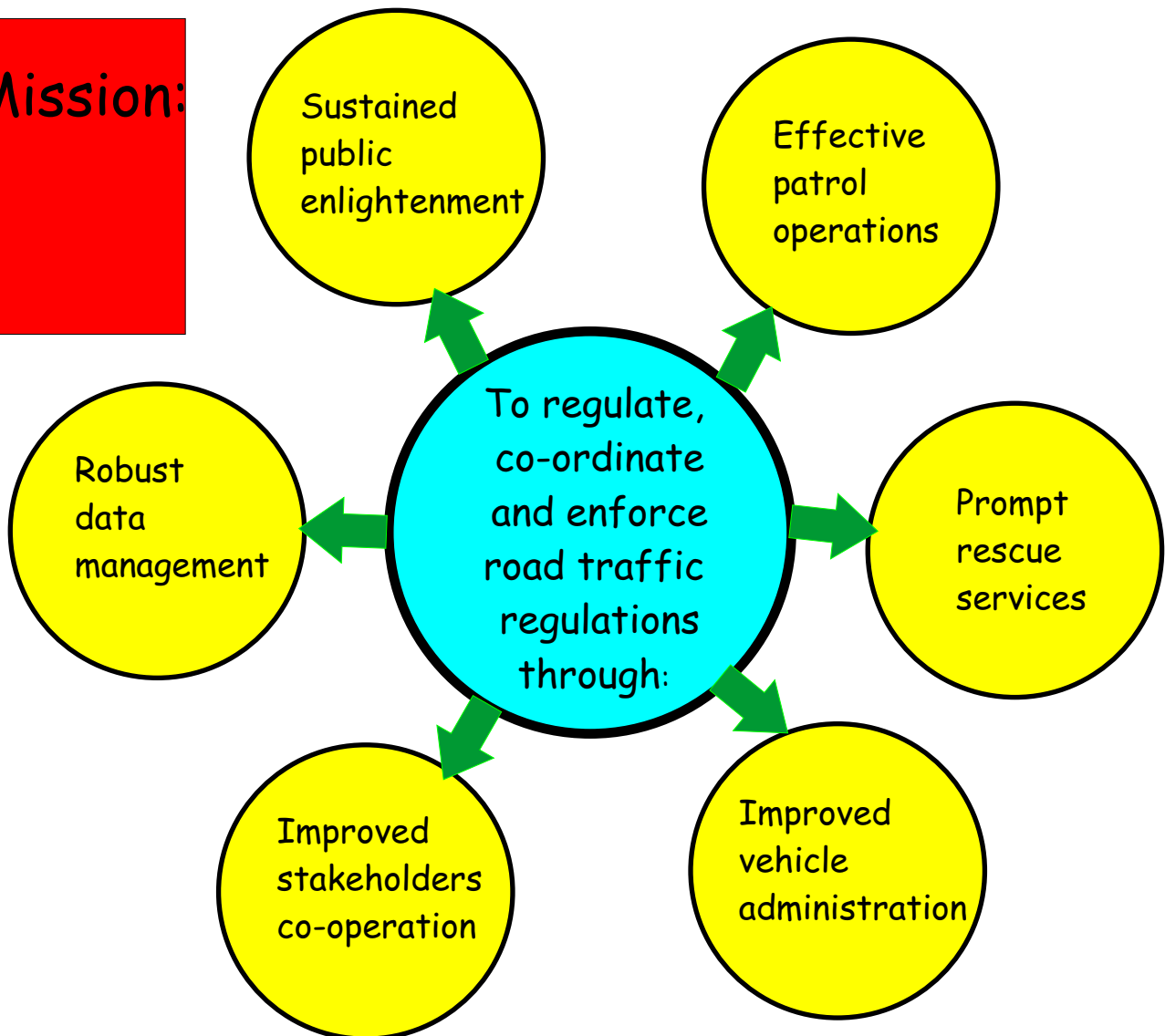


VISION & MISSION STATEMENTS

Vision:

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

Mission:



QUALITY POLICY STATEMENT

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



STATUTORY FUNCTIONS OF FRSC

Prior to the establishment of the Federal Road Safety Corps on 18 February 1988, Road Traffic Crashes (RTC) at first seem relatively unimportant in Nigeria and most developing countries when compared to hunger, educational, financial and economic resource problems. An analysis of the causes of death in a number of countries revealed that deaths and fatalities from Road Traffic Crashes in Nigeria rank among the highest in the world and second behind those by hunger and gastroenteritis.

In search of a credible and effective response to the challenges posed by road traffic crashes, the then Federal Military Government established the FRSC as lead government agency on road safety matters 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 includes 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 a Driver's license.
- f. Designing and producing vehicle number plates.
- g. Standardization of the Highway traffic codes.
- h. Giving prompt attention and care to victims of accidents.
- 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.
- l. Making regulations in pursuance of any of the functions assigned to the Corps by or under this Act.



- m. 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 Para-Military Agencies.
- n. Providing roadside and mobile clinics for the treatment of accidents victims free of charge.
- O. Regulating the use of Mobile Phones by motorists.
- p. Regulating the use of seat-belt and other safety devices.
- q. Regulating the use of motorcycles on the highways.
- r. Maintaining the validity period for Driver's licenses which shall be three years subject to renewal at the expiration of the validity period.
- s. Performing such other functions as may, from time to time. Be assigned to the Corps by the Commission.



A joint collaborative effort on road safety in Nigeria by the FRSC, Nigerian Air-Force and Nigeria Police on aerial surveillance of roads during 2011 Operation Zero . Air-Force and Police helicopters were used during the operations



FOREWORD

Periodically, every organised establishment takes time to review its activities, basically with a view to discovering areas of deficiency as well as highlighting successes. The 2011 Annual Report attempts in this regard to X-ray the operations of the Corps in an effort to discern operational challenges with the aim of evolving effective strategies to address them. Areas where the Corps has achieved successes and the factors that brought them about need to be examined in order to replicate them as good practices for emulation since Nigeria through the Federal Road Safety Corps, as Chair of the West African Road Safety Organization (WARSO) has been positioned to mentor other countries within the West African sub region establish their lead road safety agencies in line with the recommendations of the UN and WHO.

The Challenges of consolidating on the achievements of the previous years in making the nations` roads safe took an upward surge during the year with the introduction of various programmes and projects by the Corps. Some of these extended beyond the nations boundaries while others sought and obtained collaborations with local development partners which are highlighted in this report.

The Annual Report of the year under review focused mainly on the activities of the Corps departments and three of the strategic Corps units including: Planning Advisory Unit (PAU), Project Implementation Office (PIO) and the Special duties whose activities are specially captured. It is expected that proper review of the report would provide the Corps with necessary feedbacks to set agenda for enhanced service delivery to the nation in road Safety administration and management in the years ahead.

Osita Chidoka, OFR

Corps Marshal & Chief Executive



PREVIEW

Likened to the symbolic owl on its logo which is the only bird that turns its head at an angle of 360 degrees and also does not sleep, the FRSC took giant strides towards the actualization of its mandate despite the gloom of the nation's security and economic cloud in 2011. These two key areas that were threatened were the areas the Corps dogmatically tackled through its approaches to improve security of lives by reducing wanton deaths on our roads and also reduce attendant economic loss to the nation.

The year was heralded by the FRSC launch of the Decade of Action on road safety which was a United Nations resolution to upturn the rising figure of Road Traffic Crash by 50% within the decade (2011-2020). To this end, the Corps added more Emergency Rescue Centres and Road Side Clinics which rescued an unprecedented number of road crash victims and further treated a handful. Administratively, the Corps opened more Commands and recruited qualified Officers and Men in a bid to improve its workforce to meet up with the uphill task of winning the battle against this scourge which is the 2nd largest killer worldwide.

The 2011 Annual Lecture Series was delivered by a renowned Professor in Transport technology, Professor Richard Tay from La Trobe University, Australia. Also, the UN day of remembrance for Road Traffic Crash victims was observed to commiserate with families who have lost loved ones, relaying the message that FRSC shares their grief while it is undaunted in its resolve to stem the tide on road carnage.

In resuscitating the lost glory of the Vehicle licensing scheme, the new number plate was launched by the President and Commander-In-Chief of the Armed Forces of the Federal Republic of Nigeria. The Corps moved beyond the shores of the nation to impart the West African sub-region with safety culture under its presidency of the West African Road Safety Organization (WARSO). The year climaxed with a massive deployment of Officers and Men nationwide at various corridors to reduce fatalities during the yuletide period which received unparalleled support from relevant Agencies, Partners and concerned individuals culminating in the rescue of the thousands of lives and free flow of traffic.

Without an iota of doubt, the Corps like its symbolic Owl will not give in to sleep in ensuring the realization of its corporate and strategic goals towards attaining its mandate of winning the battle on the road. The Corps appreciates the shoulders on which it has ridden in the course of the year, our esteemed Stakeholders and partners but like Oliver Twist, we implore you to lend shoulders we need to succeed again in the coming year.

AA Omidiji
Deputy Corps Marshal (PRS)



MANAGEMENT TEAM



Osita Chidoka, OFR
Corps Marshal & Chief Executive (COMACE)



BO Oyeyemi, MFR, mni DCM (Ops)



AA Dutse, DCM (TSC)



AA Omidiji, DCM (PRS)



AA Abu, DCM (AHR)



H Haruna, ACM (MVA)



AK Browne, MFR fwc ACM (F&A)



OI Ewhrudjakpor, ACM (SMP)



RT Kumvent Ag. HOD (SED)



CD Nwachukwu Esq., ACM (CLA)



E Anyaoku, ACM (Budget)



Charlse Theophilus, fwc ACM (SD)



JA Akolo, CC (CPRO)



RH Ringim, CC (CP)



JK Fanola, CC (CS)



NC Akpabio, CC (CPEO)



OM Olagunju, CC (CMRS)



KC Nwaegbe mni, CC (CPL)



YK Olagunju (Ph.D), CC (CTSO)



KN Agomoh, CC (CLOG)



Ford Oti, CC (CA)



S Zaki, CC (G-INT)



FRSC NATIONAL HEADQUARTERS



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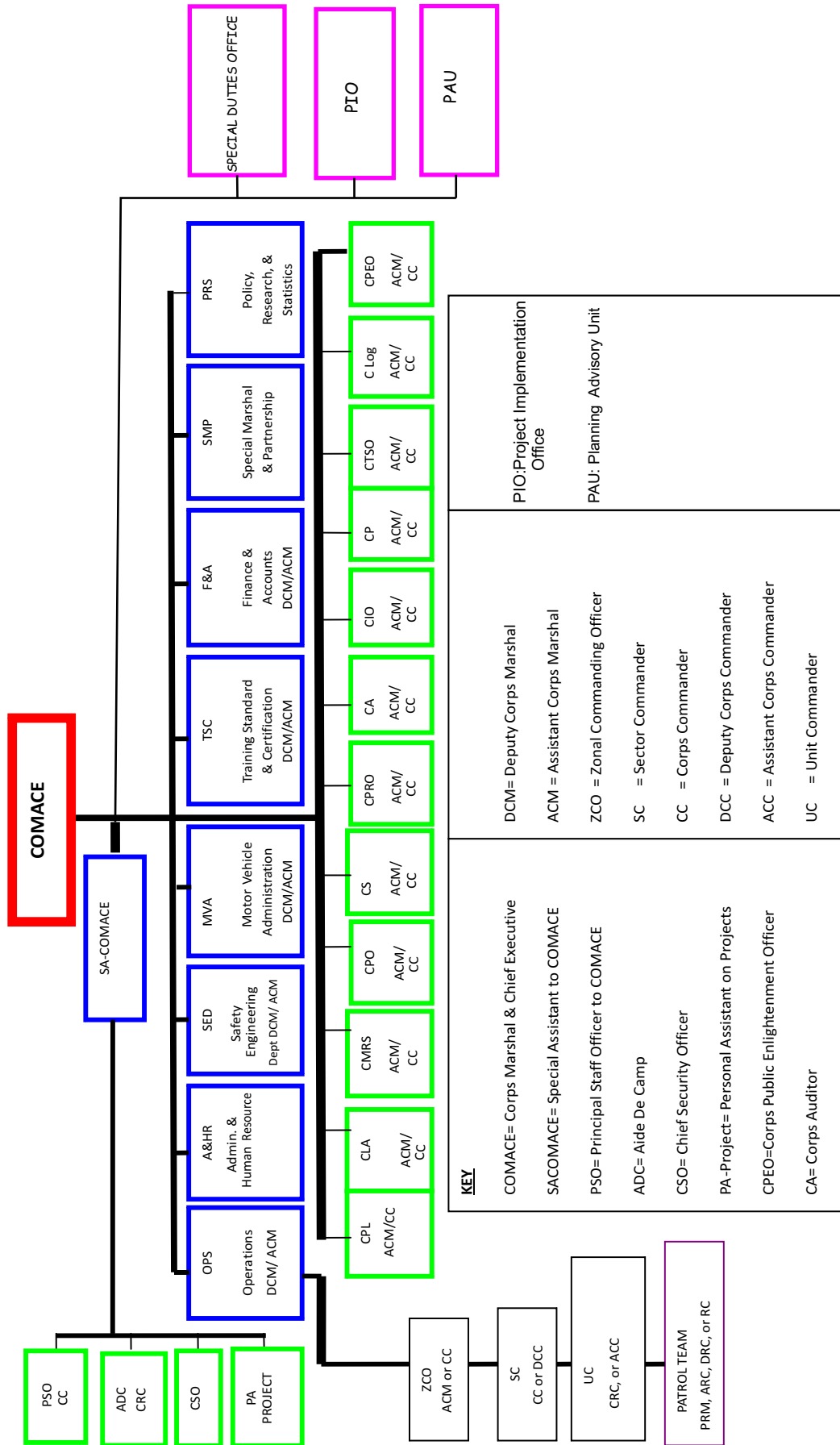
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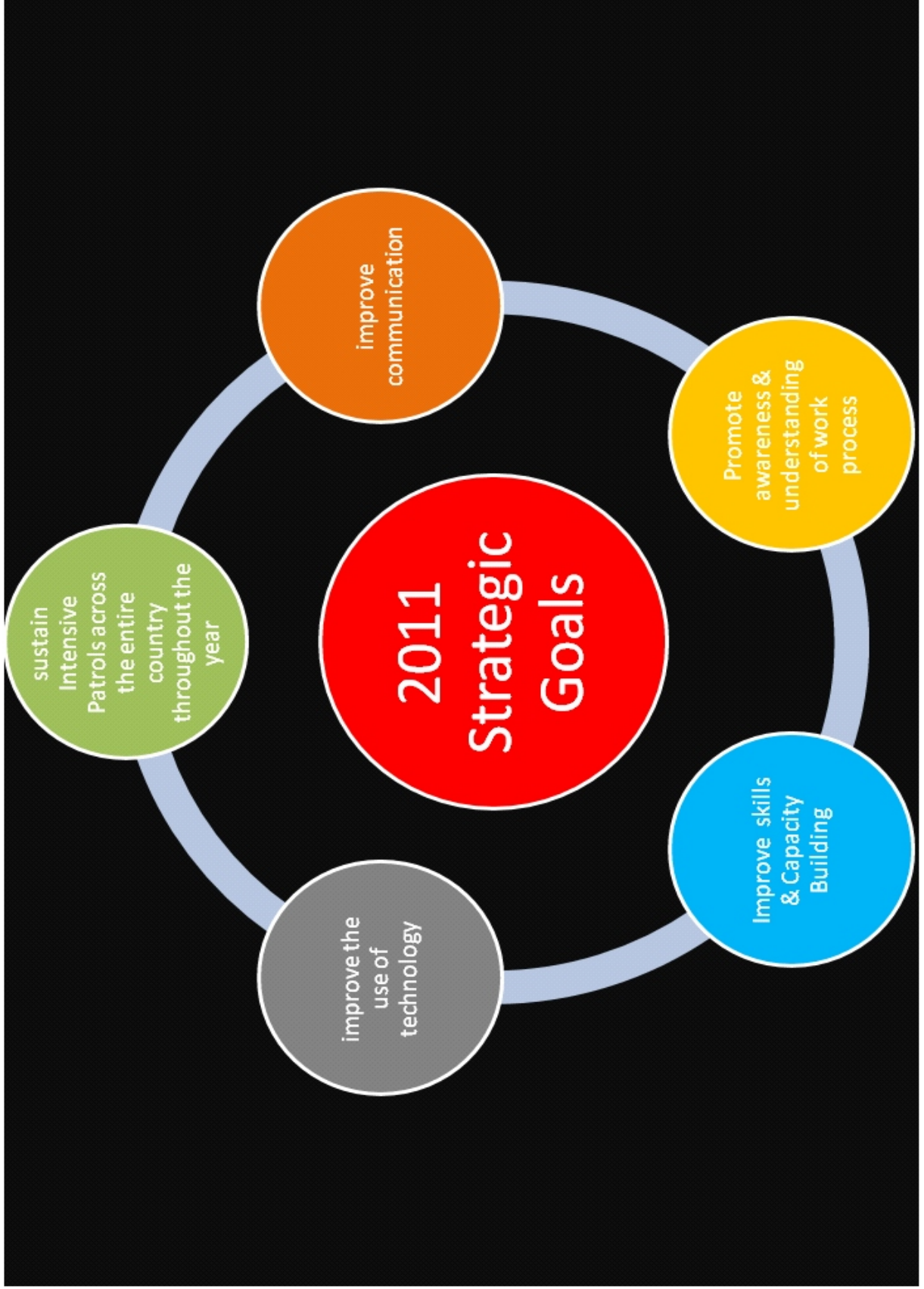
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FRSC ORGANOGRAM



2011 STRATEGIC GOALS OF THE CORPS



DEPARTMENTS AND CORPS OFFICES: A BRIEF

To ease the day to day operational and administrative work of the Corps, Departments and Corps Offices were established. As at year 2011 FRSC had established eight (8) Departments and (12) Corps Offices. The Departments are headed by a Deputy Corps Marshal (DCM) or an Assistant Corps Marshal (ACM) while Corps Offices are headed by Corps Commanders (CC). The heads of Departments and Corps Offices retained their positions throughout the year except in Corps Provost (CP) office where AG Jegede (DCC) replaced AH Ringim (CC) upon his posting to Zone RS 8, Ilorin as Zonal Commanding Officer in the mid-year period.

SN	DEPARTMENTS	ABBREVIATION
1	OPERATIONS	OPS
2	ADMINISTRATION AND HUMAN RESOURCES	AHR
3	SPECIAL MARSHAL AND PARTNERSHIP	SMP
4	SAFETY ENGINEERING DEPARTMENT	SED
5	TRAINING STANDARDIZATION AND CERTIFICATION	TSC
6	FINANCE AND ACCOUNTS	F&A
7	MOTOR VEHICLE ADMINISTRATION	MVA
8	POLICY RESEARCH AND STATISTICS	PRS
SN	CORPS OFFICES	ABBREVIATIONS
1	CORPS LEGAL ADVISER	CLA
2	CORPS BUDGET	CB
3	CORPS MEDICAL AND RESCUE OFFICE	CMRO
4	CORPS PROCUREMENT OFFICE	CPRO
5	CORPS PLANNING OFFICE	CPL
6	CORPS LOGISTICS OFFICE	CLOG
7	CORPS PUBLIC EDUCATION OFFICE	CPEO
8	CORPS TRANSPORT STANDARDIZATION OFFICE	CTSO
9	CORPS AUDITOR	CA
10	CORPS INTELLIGENCE OFFICE	CIO
11	CORPS SECRETARY	CS
12	CORPS PROVOST	CP

SPECIAL UNITS



OC Oladele (DCC)

PLANNING ADVISORY UNIT

Having observed the successes achieved by some world class organisations both within and outside the country, the current FRSC management realised the need to move from data and information gathering to development of intelligence through the use of Business Intelligence. To this end, the Corps decided to develop a Planning Advisory Unit (PAU) as a decision support system.

The Planning Advisory Unit initially known as Business Intelligent Unit was established in November 18, 2010 to assist FRSC transform information into intelligence through the collection, consolidation and analysis of information about the Corps' operational processes, performance and other indicators. PAU uses technologies, processes, and applications to analyze mostly internal, structured data and processes to achieve result.

FRSC Planning Advisory Unit is a one stop shop with all-inclusive roadmap to creating effective system that:

- Drive s exceptional organizational performance,
- Uses facts and figures to measure where we are and where we should be,
- Creates platform for talent nurturing culture,
- Uses cutting edge technology to integrate processes.

FUNCTIONS OF PLANNING ADVISORY UNIT

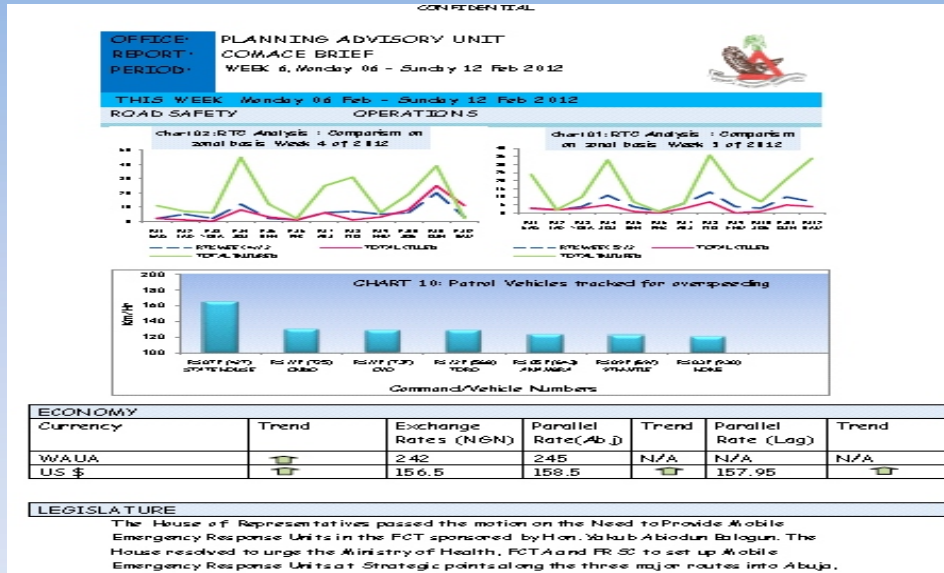
- Aligning operations with strategy in order to drive overall performance through the use of relevant Key Performance Indicators (KPIs),
- Increase operational efficiency by supplying the Corps Management with reliable time and useful information for effective decision making,
- Strengthen overall information management, through a comprehensive service offering,
- Through bench marking, the Unit determines what and where improvements are called for, analyze how other road safety organisations achieve their high performance levels and to use this information to improve the Corps' performance.

PAU engages in environmental scanning with the aim of:

- Foreseeing likely changes in its operating environment and prepare adequate responses;
- Anticipate actions of road users;
- Gain knowledge from the successes and failures of other lead road safety agencies;
- Monitor Economic, Political and Legislative changes which may affect the Corps' activities and;
- Objectively evaluate the Corps performance.

SNAPSHOT OF COMACE BRIEF AND TRACKED ACTION SHEET

Snapshot of Weekly COMACE Brief



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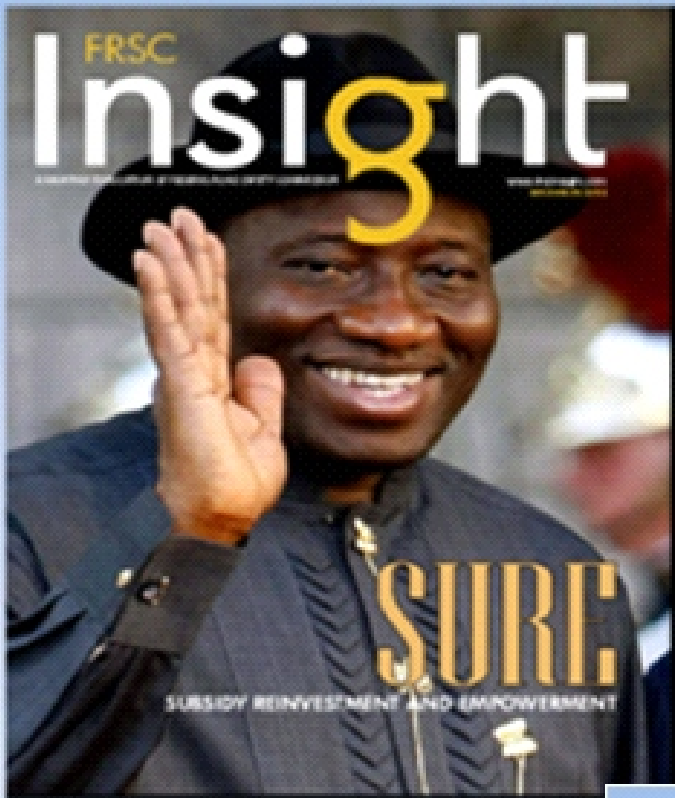
TRACKED ACTIONS DURING MANAGEMENT MEETING

FEDERAL ROAD SAFETY CORPS
OFFICE OF THE CORPS MARSHAL/CHIEF EXECUTIVE
Planning Advisory Unit

TRACKING OF ACTIONS AT MANAGEMENT MEETING

S/N	PARTICULARS	ACTION REQUIRED BY	IMPLEMENTATION STATUS		
			COLOUR CODE		
			GREEN	YELLOW	RED
			DONE	ON-GOING	NOT DONE
1	CMRO should commence dialogue with Alternative Consult on modalities for conducting medical check up for commercial vehicle drivers without financial benefit accruing to the Corps	CMRO		●	

TOTAL NUMBER OF ACTION ITEMS	%	TOTAL NUMBER DONE	% DONE	TOTAL NUMBER ONGOING	% ONGOING	TOTAL NUMBER NOT DONE	% NOT DONE
8	100%	5	50%	4	40%	1	10%



FRSC

INSIGHT

NEWSLETTER



SPECIAL UNITS



CB Nkwonta (CC)

THE PROJECT IMPLEMENTATION OFFICE (PIO) ACTIVITIES FOR 2011

The establishment of Project Implementation Office (PIO) was predicated on the need to ensure proper and timely execution of assignments/projects in the Commission and for effective/direct supervision of same by COMACE. The Project Implementation Office does the following:

1. keeps track, monitors and follows through all projects being carried out in the Corps.
2. It provides status reports, identifies issues for further action,
3. Actively and positively drives all such projects to ensure their eventual execution in line with the plans and objectives of the COMACE.

Based on the above outlined functions, the Project Implementation Office (PIO) monitored the activities and tasks assigned to Departments, Corps Offices and Commands in 2011. The performance of Departments/Corps Offices was assessed and ranked based on established criteria as follows:-

The Office actively and purposefully mid-wifed the new Performance Management System (PMS) in FRSC (which was the 1st of its kind in the Nigerian Public Service) with a view to transforming its operational and administrative performances and anchoring them on key tangible verifiable deliverables.

The work culture change precipitated by the Performance Management System (PMS) resulted in a high number of Officers/Marshals being promoted in 2011 as Staff were more organizationally focused, motivated and committed to ensure optimal service delivery to the Nigerian road users.

6. The Project Implementation Office also aggressively ensured that all COMACE pronouncements in 2011 were implemented in line with the Chief Executive's vision.



OVERVIEW PERFORMANCE OF DEPARTMENTS, CORPS OFFICES AND ZONES

The performance of Departments/Corps Offices was assessed and ranked based on established criteria as follows:-

Reporting - 20%

- i. **Weekly Sitreps:** The total number of weeks used for the assessment was 13. Each weekly SITREP received and assessed attracted 1%.
- ii. **Monthly Reports:** The three months in the quarter were used for the assessment. Each monthly report received and assessed attracted 1%.
- iii. **Quarterly Reports:** The report for each quarter attracted 4%.

Planning and monitoring 32%:

- i. **Job scheduling and target setting** amounted to 16%. Any job function accomplished, detailed ongoing and completed projects received and assessed attracted 2%.
- ii. **Implementation of strategic objectives** amounted to 16%. Any action item in the Departments/Corps Offices strategic objectives accomplished or ongoing received and assessed in the quarter attracted 2%.

Aligned Service Standards 18%:

Departments/Corps Offices were assessed by the SERVICOM Unit on the agreed service standards which include Service Delivery, Timeliness, Information, Professionalism and Staff Attitude. Hence the following documents were thoroughly examined: Departmental Attendance Registers, Movement Registers, Leave Matters/Records, Annual Work Plan and Work Done so far, Records of Disciplinary Matters, Records of Departmental Meetings, Records of In-house Lectures, Directional Signage's, Evidence of Complaints Handling, Documentation, Follow-up and Resolution, Nominal Rolls, Training Records and Suggestion/Complaints Boxes.

Team work and collaboration (5%):

This subhead was assessed based on shared assignments with others. Any assignment successfully executed by the Department or Corps Office in collaboration with other Departments or Corps Offices attracted 1%.

Capacity Building (10%):

The report of any weekly intervention seminars and workshops organized by a Department/Corps Office attracted 1%.



Financial and Resources Management 15%:

Effective retirement of monthly allocations with evidence attracted 5%. Evidence of effective utilization and retirement of any special fund allocated for specific assignments within the quarter attracted 5%. Evidence of distribution of allocation and other special funds to subordinates for assignments within the quarter attracted 5%.

THE DEPARTMENTS AND CORPS OFFICES ASSESSMENT AND RANKING FOR 2011.

SUMMARY OF 2011 ASSESSMENT OF DEPARTMENTS AND CORPS OFFICES						
DEPTS/COs	1ST QTR	2ND QTR	3RD QTR	4TH QTR	AGGREGATED TOTAL	POSITION
OPS	80.5	77.5	84	80	80.5	1 ST
CPRO	71	74	74	76	73.8	2 ND
CTSO	62.3	64.5	79	79	71.2	3 RD
SMP	54.4	55	80	79.5	67.2	4 TH
CA	63.5	69	65	69	66.6	5 TH
CMRS	63.5	71	59	64.5	64.5	6 TH
MVA	62.9	64.5	51	66	61.1	7 TH
CP	64.8	71.5	56	48	60.1	8 TH
CLOG	59.2	63	46	61.5	57.4	9 TH
CS	59.1	62	56	51	57	10 TH
SED	55.5	57	54	57.5	56	11 TH
CPEO	60	63.5	51	48.5	55.7	12 TH
TSC	63.3	65	54	39	55.3	13 TH
F&A	54.2	55	57	50	55.1	14 TH
CIO	61.2	64	40	42	51.8	15 TH
CPL	57.1	61.5	40	47	51.4	16 TH
AHR	55.6	59.5	45	43.5	50.9	17 TH
CLA	53.8	50	53	29	46.5	18 TH
PRS	39.3	43.5	39	56	44.5	19 TH
BUD	44.9	49.5	37	31	40.6	20 TH

Table 1: assessment of Departments and Corps offices in 2011

SUMMARY OF 2011 ASSESSMENT OF DEPTS/COS BY THE CMO

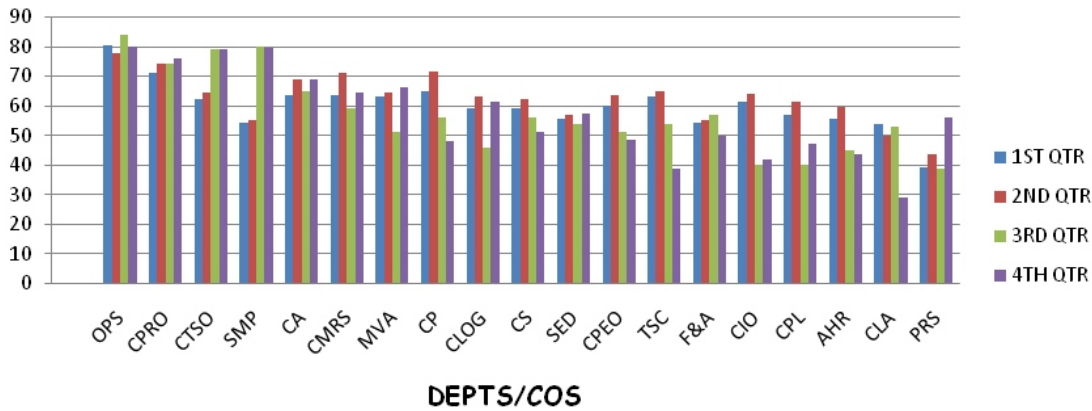


Chart 1: Department and Corps Offices assessment summary

COMPARATIVE ANALYSIS OF 2010 AND 2011 ASSESSMENT

DEPTS/COS	2010	2011	COMPARISON
OPS	84.75	80.5	-4.25
CTSO	55.25	71.2	15.95
CPRO	67.125	73.8	6.675
CA	62.5	66.6	4.1
SMP	68.25	67.2	-1.05
CMRS	60.5	64.5	4
MVA	58.375	61.1	2.725
CP	60.125	60.1	-0.025
CLOG	54	57.4	3.4
CS	54.375	57	2.625
F&A	44.625	54.05	9.425
CPEO	61.25	55.7	-5.55
SED	68.125	56	-12.125
TSC	58.375	55.3	-3.075
CIO	51.25	51.8	0.55
AHR	55.5	50.9	-4.6
CPL	59.5	51.4	-8.1
CLA	46	46.5	0.5
PRS	52.875	44.5	-8.375
BUD	31.25	40.6	9.35

Table 2: year 2010 and 2011 assessment being compared

Average for 2010 = 57.7
 Average for 2011 = 58.3
 Difference = 0.6

Therefore, there was an overall increase in performance by 0.6%

Note also that the above analysis can further be broken down into performance areas or assessment criteria sub-heads with a view to determine which performance area requires improvement.

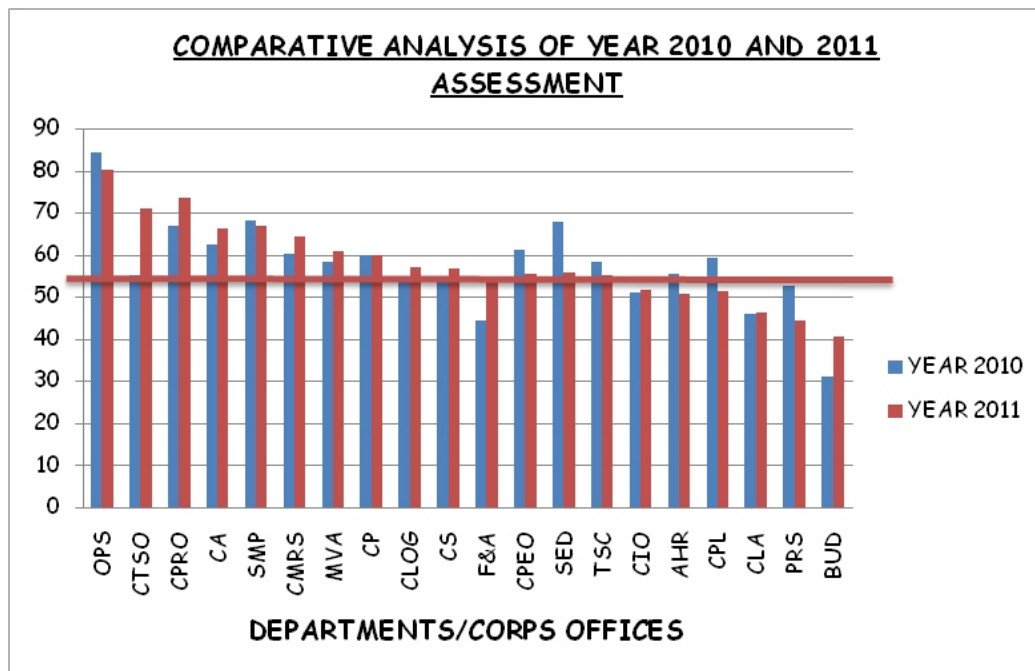


Chart 2: year 2010 and 2011 comparative analysis of Departments and Corps Offices

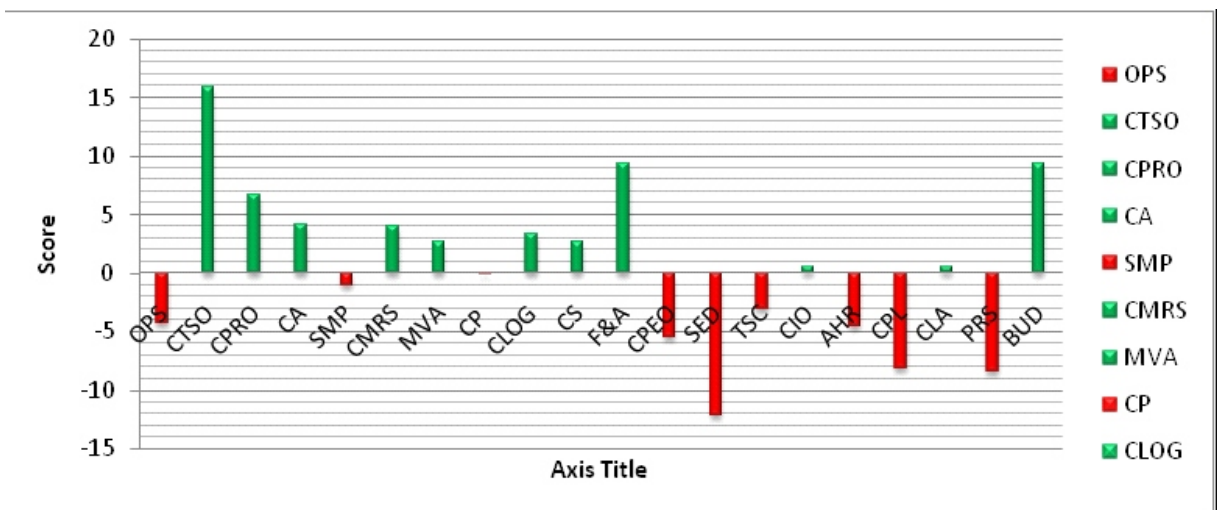


Chart 3: Performance improvement/decline of Departments and Corps Offices



FINAL ANNUAL OUTCOME OF ASSESSMENT OF ZONAL COMMANDS FOR 2011

CMD	1Q	2Q	3Q	4Q	TOTAL	RANK
RS1	54.67	48.17	53	55	210.84	6
RS2	55.5	65.5	48	47	216	5
RS3	37.17	53.5	34	44	168.67	10
RS4	50.5	47.17	37	45	179.67	8
RS5	57.67	57.67	56	65	236.34	3
RS6	43.83	43.5	36	44	167.33	11
RS7	63.5	58.5	47	52	221	4
RS8	69.17	60.5	74	64	267.67	2
RS9	50.83	49.17	49	56	205	7
RS10	48.5	50.5	37	43	179	9
RS11	75.67	68.5	65	71	280.17	1
RS12	41.5	23.67	29	38	132.17	12

Table 3: FRSC Zonal Commands assessment

FINAL OUTCOME FOR EACH PARAMETER

CMD	ROUTINE REPORT 15%	SPECIAL OPERATIONS 15%	ACCOMPLISHED TASK 20%	PROJECTS 15%	INNOVATION 15%	TEAM WORK 10%	COLLABORATION 10%	TOTAL	RANK
RS1	12.8	7.8	11.3	5.8	4.4	3.5	4.8	50.4	6TH
RS2	9.5	12	13.3	4.5	4.6	4.8	2.9	51.6	5TH
RS3	9.9	5	6.5	3.5	6.2	3	5.6	39.7	10TH
RS4	11.7	7.5	8	5.5	2.9	5	1.9	42.5	8TH
RS5	13	9.5	11.3	12.3	3.6	2.5	3	55.2	3RD
RS6	9.3	9	9.8	2.8	2.9	3.3	2.4	39.5	11TH
RS7	13.3	9	8	7.8	7.1	3.8	3.9	52.9	4TH
RS8	12.9	7.8	11.8	7.5	9.9	6.5	8.1	64.5	2ND
RS9	13.3	8.6	14.5	3	3.6	3.5	2.1	48.6	7TH
RS10	10	6.5	11	6.5	2.4	3.8	2.1	42.3	9TH
RS11	14.2	9.3	16.8	10.3	8.1	3.3	5.8	67.8	1ST
RS12	9.2	5.8	7.3	1.3	3.8	3.3	2.6	33.3	12TH

Table 4: Parameters for assessing Zonal Commands

RANKING (SCORES)

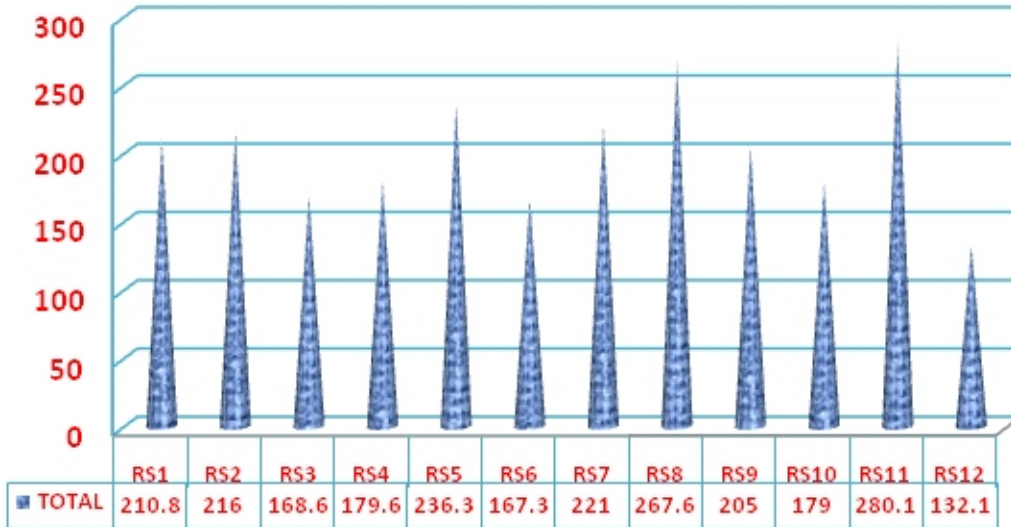


Chart 4: Ranking of Zonal Commands according to performance

ACTIONABLE ITEMS ASSESSMENT DETAILS FOR 2011

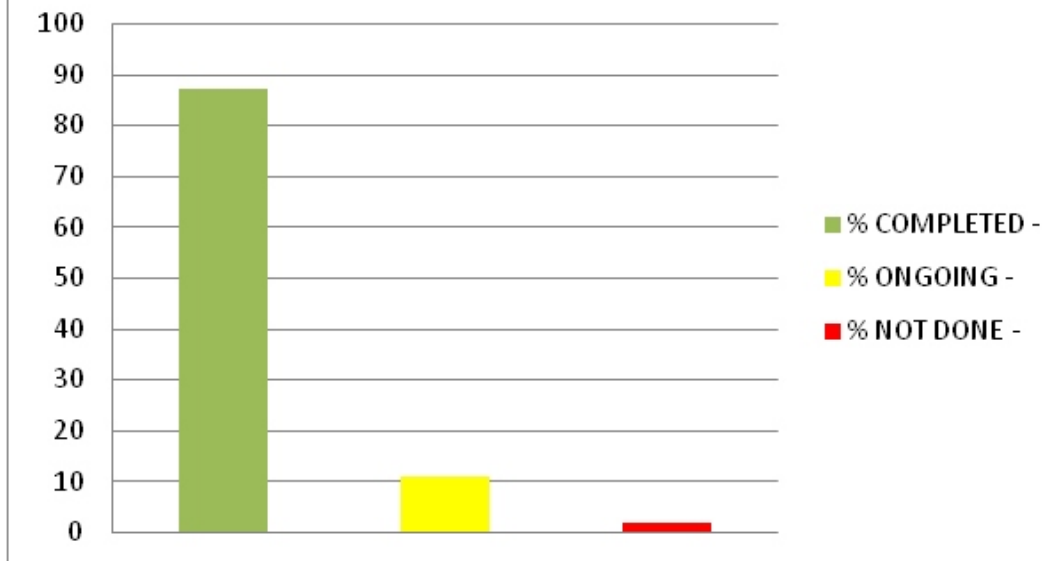


Chart 5: Progress chart of the entire Corps activities

NIGERIA'S COMMITMENT TO THE ACCRA DECLARATION

DECLARATION OF AFRICAN MINISTERS RESPONSIBLE FOR TRANSPORT AND HEALTH

The Ministers responsible for Transport and Health, met at the African Road Safety Conference in Accra, Ghana on 8th February 2007 on the importance of road safety;

Reaffirmed the declaration by the African Ministers responsible for Transport and Infrastructure adopted in Addis Ababa, in April 2005, on the importance of the role of transport in achieving the Millennium Development Goals (MDGs);

Recognized the high rate of road accidents and their adverse social and economic impact on the continent;

Recalled UN resolution A/58/289, which endorsed the World Report on Road Traffic Injury Prevention;

Further Recalled UN resolution A/60/5, which recognizes the need for continuous awareness-raising and invites the UN Regional Commissions and the World Health Organization to jointly organize the first United Nations Global Road Safety Week;

Encouraged the member States to use the WHO/World Bank World Report on Road Traffic Injury Prevention as a framework for road safety and implement its recommendations to substantially reduce the causes and risk factors associated with road accidents, namely the non-use of safety belts and child restraints; driving under the influence of alcohol and drugs; the non-use of helmets; inappropriate and excessive speed; the lack of safe infrastructure; the use of mobile phones among others;

Commended the African Union Commission, Economic Commission for Africa, World Health Organization, Regional Economic Communities, African countries and Sub-Saharan African Transport Policy Programme for their efforts to strengthen road safety initiatives in Africa;

Recognized the importance and the role of global partners, including the World Bank Global Road Safety Facility, UN Road Safety Collaboration, Department for International Development (DFID), Government of Netherlands, Swedish International Development Agency (SIDA), the FIA Foundation, and Global Road Safety Partnership (GRSP), in advancing the global road safety agenda;

* Please note: original 'Accra Declaration Report' was modified in this context

Noted the deteriorating condition of the quality of transport infrastructure and the need for sustainable management and financing to support road maintenance;

Welcomed the report of the Commission for Global Road Safety and endorses its principal recommendations for a \$300 million ten year global road safety action plan, the commitment of 10% of all road sector projects to road safety initiatives including rating assessment, design and systems management and to hold a global United Nations ministerial meeting on road safety in 2009;

Further Welcomed the commitment made at the Gleneagles summit of the G8 Group of leading industrialized countries to substantially increase investment in Africa's infrastructure and to establish the Africa Infrastructure Consortium;

Called upon the G8-Summit, in Heligendamm, Germany, in June 2007, to: recognize the urgent need to improve road safety in Africa, particularly in Sub-Saharan Africa; systematically include road safety in the work of the Africa Infrastructure Consortium; the Sub Saharan Africa Transport Policy Programme; and in the development assistance programmes of the G8 nations to ensure that new and improved roads in Africa do not increase road traffic death and injuries;

Convinced of the need for good transport polices in preventing road deaths and injuries on the continent; creating socio-economic opportunities and, hence, contributing significantly to poverty reduction;

Aware of the importance of international treaties and conventions related to road safety of which few African countries are signatories;

Further called upon African Union Commission to present this Declaration and attached recommendations from the African Road Safety Conference, held in Accra, Ghana, from 5-7 February 2007, to the next meeting of African Ministers responsible for Transport and that of Ministers of Health for consideration as a basis for the formulation of an action programme by Member States and regional economic communities;

Committed to improving transport infrastructure and health services in Africa so as to prevent road accidents;

HEREBY RESOLVED to undertake the following:

1. Work together to stop the growing epidemic of deaths and injuries on our roads.

2. Promote road safety as a health, transportation, law enforcement, education, and development priority for our nations.
3. Set and achieve measurable national targets for road safety and traffic-injury prevention in all Member States to contribute to the achievement of Africa's overall targets to reduce accidents fatalities by half by 2015. In this regard, Member States should designate a lead agency, with legal backing and adequate and sustainable financial resources, to ensure the achievement of the targets.
4. Take necessary steps to source sustainable funding for development and management of transport infrastructure and services, work with multilateral and bilateral donors to develop road safety projects and programmes to build national road safety management capacity.
5. Strengthen pre-hospital and emergency services in order to provide timely and appropriate care to road traffic-injured persons to minimize their effects and long-term disability.
6. Mainstream road safety into new and existing road infrastructure development programmes. In this regard, convince governments to devote a percentage of their investment in infrastructure development to road safety programmes.
7. Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies. In this regard, efforts would be made to address the non-reporting of accidents, and to harmonise data that originate from different sources.
8. Ensure the enactment and enforcement of laws associated with driving under the influence of alcohol and drugs; inappropriate and excessive speeding; non-use of helmets; driver licensing; roadworthy vehicles; and the use of mobile phones.
9. Implement specific education programmes among drivers with regard to safe driving, particularly with issues associated with speed. In this regard, promote road safety initiatives at the local, municipal and national levels, for children and other road users.
10. Urge African countries to pay special attention to rural transport. In this regard, ensure that adequate resources are provided for studies on rural dimensions of road safety and the implementation of their outcome.
11. Encourage African countries to ratify and adhere to international treaties and conventions such as the Vienna Conventions on road traffic and road signs and signals.

NIGERIA'S COMPLIANCE WITH RECOMMENDATIONS OF ACCRA DECLARATION

Establish lead agency that has proper legal backing, and is empowered and supported by adequate financial resources to ensure that it is well equipped and staffed with appropriately trained personnel.

Federal Road Safety Corps (FRSC) is established by an Act of the National Assembly. The FRSC came into being in 1988 and has been backed up by decrees amongst which are decree 35 of 1988, decree 45 of 1992, Act Cap 141 of the Laws of the Federation 1990 and recently, FRSC (Establishment) Act, 2007. FRSC has several trained uniformed personnel known as Regular Marshals a Volunteer force group referred to as Special Marshals

Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies. In this regard, efforts would be made to address the non reporting of accidents, and to harmonise data that originate from different sources.

FRSC has established a Data Centre at its corporate Headquarters in Abuja and has also introduced new vehicle number plate and driver's license with a view to capturing the biometrics of all vehicles and drivers in Nigeria. The Corps has a Department known as Policy Research and Statistics (PRS) set up to collect, collate and analyze road traffic crash data for the entire country.

Make the necessary effort to improve road safety management on the continent. In this regard, good practices example from within the continent should be recognized, widely disseminated and emulated.

FRSC is a member of the International Road Safety Organization (PRI) and particularly the President of the African Regional Group (GPA-PRI). Recently hosted and co-ordinated the PRI conference in Abuja, Nigeria as part of efforts to improve road safety on the continent of Africa.

Harmonise national actions plans at sub-regional level (databases, regulations, infrastructure and equipment standards,

As a member and current President of the West African Road Safety Organization (WARSO), FRSC is part of the WARSO initiative on the establishment of Regional Vehicle Administration and Information System (RVAIS) being sponsored by the ECOWAS Commission. This is to aid vehicular information data sharing among member states in the West Africa sub-region.

Encourage African countries to enforce road safety legislation, particularly those related to speed control, use of helmet, and enhancing visibility

FRSC Nigeria was part of the conference held in November, 2011 in Addis Ababa, Ethiopia under the auspices of the African Union Commission to encourage other African countries to establish road safety lead agency in their respective nations. There is in place in Nigeria specific legislation in the FRSC (Establishment) Act, 2007 and the National Road Traffic Regulations, 2004 regarding speed control on various categories of roads, use of motorcycle helmets and retro reflective tapes.

* Please note: All text fields with yellow colour background in this section are evidence of Nigeria's compliance to the Accra Declaration.

Strengthen partnership and collaboration at sub-regional, regional and global level in advancing the road safety agenda

Realizing the importance of the above, FRSC established the Nigerian Road Safety Partnership forum which has eight world-class organizations and FRSC as members. FRSC attended the first ever UN Global Ministerial Conference on road safety held in Moscow, Russia. FRSC is a member of IRF, iRAP, RoadSafe, PRI, WARSO, etc.

Mainstream road safety in national transport policies, with particular attention to rural transport safety

FRSC has instituted road safety policies in Nigeria amongst which are School bus safety, Road Transport Safety Standardization Scheme (RTSSS), Driving School Standardization Programme (DSSP), infusion of road safety education into the national education curriculum, Total War on Overloading (TOWOL), Riding Motor-Cycle Without Helmet etc.

Commit to educating the general public on road safety matters

FRSC Established a specialized Corps office known as Corps Public Education Office (CPEO) which anchors TV and Radio programmes on National stations on road safety tips and safe use of the highways.

Set and achieve measurable targets to contribute to achieving the goal of reducing accident fatalities by half by 2015

FRSC has set a corporate strategic target of reducing Road Traffic Crash in Nigeria by 30% and related fatalities by 20% by year 2012.



DECADE OF ACTION ON ROAD SAFETY

Federal Government of Nigeria Backs United Nations Decade of Action on Road Safety



Vice President, Arc. Namadi Sambo, GCON

The Federal Government pledged to actualize the six pillars of the United Nations Decade of Action on Road Safety to mitigate high incidence of road traffic crashes in Nigeria. Vice President Namadi Sambo who made the pledge at the Nigerian launch of UN Decade of Action on Road Safety in Abuja, said Nigeria, as a responsible member of civilised nations, would not fold its arms to witness systematic destruction of its human and economic resources through avoidable road carnage.

The Vice President, represented by Minister of Works, Sanusi Daggash, enumerated the six pillars of the UN Decade of Action to include international road safety coordination, road safety management, infrastructural development, safe vehicles, road user behaviour and post crash care. Vice President Sambo bemoaned the infrastructural deficit across the nation, adding that the on-going modern rail system under construction would ameliorate challenges in the transport sector.

He added that the present administration would support the Decade of Action through renewed interest in the affairs of the Federal Road Safety Commission (FRSC). In his keynote address, Minister of Health, Prof. Onyebuchi Chukwu, said the launch of the Decade of Action on Road Safety and traffic injury prevention marked a major landmark in the series of programmes and interventions aimed at making the roads safer and reducing the burden arising from traffic collision.

"In 1990, traffic related deaths were ranked 11th leading cause of death and 9th leading cause of disability globally. "The World Health Organisation and the World Health Assembly project that by 2020, road traffic collisions (RTC) would have risen as the 3rd leading cause of disability and the 5th leading cause of death by 2030," he noted.

To this end, the minister called for collaboration among all agencies of government to ensure that Nigeria was not caught unawares by this imminent global health disaster.



LAUNCHING THE UNITED NATION'S DECADE OF ACTION ON ROAD SAFETY IN NIGERIA

Based on the recommendations of the World report on road traffic injury prevention, proposed by the Global Road Safety Commission, Nigeria's FRSC strives in implementing the following five pillars:

- Road Safety Management
- Infrastructure
- Safe Vehicles
- Road User Behaviour
- Post Crash Care

Nigeria's progress in implementing these recommendations.

Road Safety Management

- FRSC has commenced implementation of the good practice guideline on road safety management with the Standards Organization of Nigeria (SON) accredited Tanker Driver's guidelines.
- The FRSC 2007 Act designated FRSC as the Lead Agency in driving and coordinating road safety activities nationally. The Commission has undergone a series of internal reforms including organizational re-structuring, model review, redesign and business process re-engineering to build its capacity to adequately play this role.

Infrastructure

- The FRSC has successfully rolled out quarterly audits to identify highway black spot i.e the most hazardous sections of the road network in terms of densities of death and injuries incurred.
- As a follow-through, the Commission also implemented the six (6) threshold rule for investigating Road Traffic Crashes (RTCs) enabling the Commission to specify high benefit-cost programmes to improve safety ratings for all road users.

Safe Vehicles

- ✓ Investments have been made into research and public enlightenment over vehicular safety. Plans are also underway for partnerships with automobile manufacturers as well as Nigeria Custom Service to ensure that only vehicles certified safe are allowed into the country. However, no significant milestone has been achieved yet.

Road User behavior

- FRSC has enacted all the safety laws proposed by the framework and has deployed enforcement agents and mechanisms (where possible) to achieve a high level of compliance.
- It has also established continuous awareness programmes for road users, especially commercial drivers, and special patrols for sustained enforcement.

Post Crash Care

- ❖ FRSC has some way to go in addressing issues relating to this key area. We need: More vehicles and Routine route patrols.



School pupils in Abuja, Nigeria's capital city lending their support for the road safety by availing themselves to be present at the launching of the United Nation's Decade of Action on Road Safety in Nigeria.

NIGERIA COMMITTED TO THE UN DECADE OF ACTION FOR ROAD SAFETY



Osita Chidoka, OFR

The Corps Marshal and Chief Executive of the Federal Road Safety Corps, Nigeria, Osita Chidoka, assured the International community that Nigeria is committed to the United Nations Decade of Action for Road Safety, 2011-2020, He disclosed this while contributing as member of a panel of experts at the Multilateral Development Banks' Road Safety Initiative, co-hosted by the World Bank and the Inter-American Development Bank at the World Bank Headquarters, Washington DC, United States of America on the 19 of April, 2011.

Corps Marshal Chidoka identified low funding, weak institutional framework, poor driver training and testing, rising motorization fueled by import of used vehicles as headline issues among the myriad of challenges facing safe road transportation in the developing economies of the world.

The Corps Marshal disclosed that as part of Nigeria's commitment to the Decade of Action, the Federal Executive Council will soon come up with a resolution that would make Road Safety component an integral part of road contracts. He also assured that the country is determined to improve on the post crash care of victims. He informed that the Corps empowered by the law would also prosecute any hospital that refuses to treat crash victims. Welcoming participants to the Multilateral Development Banks' (MDB) Initiative, the World Bank President, the Honourable Robert Zoellick stated that 1.3 million people are killed and 50 million people injured in road crashes yearly world wide. This, according to him has made road safety a major global health issue as losses recorded through road crashes have already surpassed malaria and tuberculosis in global burdens of disease.

He therefore called for concerted global action through systematic multi-sectoral response to the health and economic challenges posed by road crashes. The president promised continual funding of road safety audit and country road safety capacity assessment while fully encouraging efforts to make safety component an integral part of road projects. In her own contribution, Karla Gonzalez, former Minister of Public Works and Transportation, Costa Rica, urged that efforts should not only be targeted at changing road infrastructure during the decade but deliberate efforts need to be directed at changing the habits and attitudes of stakeholders -the governments, donor agencies, health institutions, multilateral bodies and all road users, to evolve improved road culture.

Casey Marengue, the Founding and Executive Director of the Chariots of Destiny Organization, an NGO based in Kenya that champions road safety awareness advocacy recounted her involvement in a traffic crash about eight years ago which left her quadriplegic. She called for the integration of insurance issues in the focal points of the Decade of Action to address the challenges of prompt compensation for victims of road crashes. She also advocated provision of employments for victims whose challenges have deprived them of their means of livelihood . On his own part, Alain Champeaux, Senior Vice President, TOTAL claimed that one of the challenges of the decade is how to bring injured people from road crash scenes to the hospitals at the earliest possible time. He called for better post crash trauma management.



Other notable speakers at the forum included Michael Bloomberg, the Mayor of New York who shared the city of New York's transportation management experiences, Etienne Krug, Director, Violence and Injury prevention, World Health Organization who restated the commitment of the WHO on actualizing the Decade of Action. Michelle Yeoh, an international actress, the Global Ambassador for the Make Roads Safe Campaign, advocated for road injury to be recognized as a global public health and development priority. Julie Katzman, Executive Vice President, Inter-American Development Bank, promised a sustained support for the United Nations Decade Of Action for Road Safety. Several Experts and Stakeholders from different countries attended the parley which is a major event preceding the global launch of the United Nations Decade of Action for Road Safety on 11th May, 2011.

The Washington meeting was organised in response to the rising cases of road fatalities occurring in developing countries, assuming a major development issue, which though often overlooked, have become obvious that the global health losses from the fatalities exceeded those caused by malaria and tuberculosis. The initiative also provided opportunity to explore potential areas for cooperation on road safety with Multilateral Development Banks (MDBs), donor agencies, partner countries and private sector and civil society leaders.

The FRSC Corps Marshal was accompanied by the Principal Staff Officer in the Corps Marshal's Office, Wole Olaniran and the Corps Transport Standardization Officer, Kayode Olagunju to the meeting in Washington DC, USA.

THE NINE(9) PARTNERS OF NIGERIAN ROAD SAFETY PARTNERSHIP

As a direct fallout of the stakeholders forum on road safety, the Nigerian Road Safety Partnership was formed which pledged to donate resources for addressing road safety challenges in the country. The nine members are as follows:

i. Nigerian National Petroleum Corporation



ii. Shell Petroleum Development, Nigeria.



iii. Total Nigeria, PLC



iv. Chevron Nigeria.



v. United Bank for Africa



vi. Dangote Cement Company



vii. Safety Alliance

viii. Prompt Attention to Victims of Road Accidents (PATVORA)

ix. Federal Road Safety Commission.



OUR ACHIEVEMENTS IN 2011

OPERATIONS RAINBOW FOR APRIL 2011 GENERAL ELECTION

As part of its contributions towards a hitch-free election during April 2011 General election, the Corps offered election duties services and was part of the Interagency Consultative Committee on Election Security (ICCES).

Prior to the invitation of the Corps to ICCES, the Corps Marshal and Chief Executive had written to the Chairman, Independent National Electoral Commission (INEC) to avail the Commission of the Corps personnel and facilities, which INEC received with appreciation.

Operations Department coordinated the special patrol operations in this regard tagged "Operation Rainbow" and established a monitoring secretariat headed by a Senior Officer with deployment of a total of 10,438 personnel comprising of 3,109 officers and 7,329 Marshals as well as 733 Vehicles and 200 bikes. All these were critical to the success of the election process.

DECONGESTION OF LAGOS PORTS ACCESS ROADS

Operations Department represented the Corps in the Interministerial Implementation Committee on Lagos Port Approach Roads (LAPARC) saddled with the responsibility of decongesting Lagos Ports Access Roads bedeviled with perennial traffic congestion.

The Committee's operational arm is made up of Officers and men of the FRSC, NPA, Nigerian Navy and NPF (Port Command). LAPARC succeeded in clearing the roads such that road users are now delighted about the free flow of traffic. This was not unconnected with Corps' major roles in the exercise which the Operations Department spear-headed. The assignment is still ongoing and in order to sustain the gains of the earlier efforts, the Department has proposed the establishment of an outpost within the port to enhance the efficiency of the operatives.

NATIONAL PUBLIC SECURITY COMMUNICATION SYSTEM (NPSCS)

The Federal Road Safety Corps (FRSC) was part of the Nigerian Federal Government delegation on the National Public Security Communicating System (NPSCS) which visited China from 10-19 June 2011. The Operations Department was part of the Corps representative that formed the Federal Government delegation.

The NPSCS was aimed at safeguarding the lives and property of Nigeria citizens in the wake of the recent high rate and escalation of violence amplified by bombing, kidnaping, and threat to life, high fatality road crashes and other dangerous trend threatening the existence of Nigeria as a country.

OPERATION RESTORATION

The operation was aimed at bringing back the Corps' operational activities to its right level as a result of sharp decline or lull witnessed due to its participation in election duties. The operation took place nationwide from 16th - 21st May, 2011 and it was a success.

OPERATION SANITY

Operation Sanity was a concept initiated by Operations Department in response to the seeming intractable traffic congestion in FCT. In view of the fresh emerging traffic challenges in the Federal Capital Territory (FCT) and the need to tackle it head on, the Corps Marshal directed the commencement of the renewed operation sanity which was flagged off on the 18 Oct 11 by the Hon Minister of FCT. The operation ran through successfully for One (1) Month and featured patrols, traffic control and Mobile court sittings. Over 350 Officers and men were deployed accompanied with 16 patrol vehicles, 4 dedicated ambulances and 2 medium capacity tow trucks.

OPERATION TSAYAR (TANKER/TRAILER SPECIAL PATROL)

Operations Department initiated and conducted a special patrol operation code named "Operation Tsayar" aimed at nipping the excesses of tanker and trailer drivers in the bud. The increasing rate of Road Traffic Crash cases occasioned by the excesses of these drivers was what led to the Special Operations. Massive arrests, impoundments and education of Tanker Drivers were made in this regard.



FRSC Operatives on duty during "Operation Tsayar"

OPERATION SWEEP

In furtherance of Operation Sanity a two week special patrol operation was introduced to combat the problem of night traffic congestion within Abuja metropolis. Personnel and vehicles were pulled from Headquarters and neighboring Commands for the exercise while FCT and its components Commands were directed to realign their operations to meet with the strategies evolved for the operations.

OPERATION HALT

This is an intervention special patrol which was also carried out by Operations Department in Gombe, as a result of alarming records of RTC in three successions within the state as indicated in the CMRO component of weekly dashboard.

MINI OPERATION ZERO (I III)

The Department also carried out Special Patrol Operations code named "Mini Operation Zero" in first, second and third quarter of 2011. This was aimed at building on the gains of year 2010 Operation Zero Tolerance. Officers and men were deployed from RSHQ to boost the efforts of the Field Command.

OPERATION EAGLEYE

Based on the previous data (2010 records), the conduct of the special operation code named Operation Eagle-Eye was increased to twice a month in the Field Commands. This special operation was targeted at specific traffic offences which were specified by Operations Department and communicated to Field Commands for enforcement while in some Commands public enlightenment and mobile Units were held to make the operation worthwhile. Violation of law on Seatbelt Use, Motor-Cycle crash helmet use and Use of Phone While Driving were prevalent and appropriate sanctions were meted out to offenders.

OPERATION TOWOL

Operation TOWOL i.e. Operation Total War on overloading which was initiated by the Operations Department in 2007 was held in all the FRSC formations. A total of 7266 traffic offenders were arrested for Overloading Offence (OLV)



A grossly overloaded vehicle being impounded by FRSC for violation on the law on overloading in Nigeria.

TOTAL OVERLOADING ARREST (JAN-DEC.2011)

MONTH	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10	RS11	RS12
JAN	36	193	13	23	42	38	82	35	16	2	70	6
FEB	23	139	6	10	46	45	117	21	26	3	62	2
MAR	6	279	2	17	70	54	154	36	20	4	8	4
APR	10	134	2	11	43	56	75	22	21	1	54	2
MAY	29	147	5	36	110	57	142	18	36	7	122	3
JUN	28	121	5	29	53	56	125	26	28	21	35	5
JUL	33	74	5	36	69	69	142	43	20	15	60	15
AUG	6	155	4	25	61	20	199	23	15	6	51	10
SEPT	30	314	4	38	71	51	209	46	36	6	65	4
OCT	65	56	6	22	57	71	223	46	19	6	70	1
NOV	174	144	2	27	76	45	125	30	22	9	57	2
DEC	20	109	8	25	74	56	113	19	10	5	57	0
TOTAL	460	1865	62	299	772	618	1706	365	269	85	711	54

Table 5: Summary of arrests made on overloaded vehicles on monthly basis by Zonal Commands

TOTAL OVERLOADING ARRESTS BY ZONAL COMMANDS (JAN-DEC, 2011)

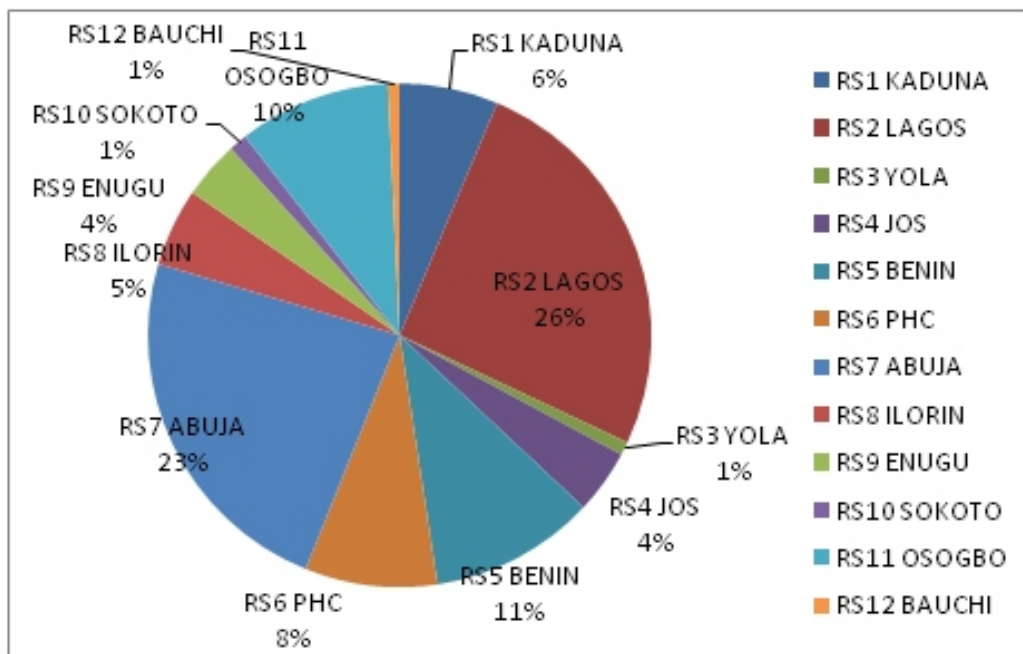


Chart 6: A graphical view of arrests on overloaded vehicles by FRSC operatives at the Zonal Command levels.

RIDING MOTORCYCLE WITHOUT SAFETY HELMET (RMH)

In continuation of enforcement on the ban of Riding Motorcycle Without Safety Helmets, (RMH) the Corps through its Department of Operations directed Field Commands to include RMH as one of the targeted offences in all the special operations that they were directed to carry out.

Reports on this revealed a significant improvement on the compliance level with the use of safety helmet in some states of the Federation. The situation is different in some other states as religions, misconception, etc are attributed to non compliance. A total of 100,939 were arrested for RMH offence.

RMH (Jan-Dec 2011)

MONTH	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10	RS11	RS12
JAN	1263	333	1	385	454	420	463	579	671	779	1334	186
FEB	1044	280	501	569	754	410	624	1832	900	549	1697	458
MAR	991	389	379	525	731	567	380	1158	1056	553	1574	416
APR	385	415	112	239	567	342	200	826	684	375	1085	68
MAY	1222	547	412	502	752	412	361	857	889	785	1517	122
JUN	1247	759	427	599	722	415	443	960	999	510	1418	170
JUL	1548	285	607	587	856	458	348	1064	961	690	1896	6
AUG	778	1298	625	471	754	360	278	1123	557	616	1454	405
SEPT	1386	471	544	404	995	414	281	1335	1328	778	1663	625
OCT	1228	378	642	492	733	538	328	324	1346	751	1961	6
NOV	1114	586	626	497	898	353	271	1087	1074	848	1993	366
DEC	850	222	459	384	524	237	389	788	474	758	1610	5

Table 6: data summary of road traffic offences connected to non-use of Crash Helmet by Motor-cycle riders.

SUMMARY OF SAFETY HELMET ARRESTS BY ZONAL COMMANDS (JAN-DEC, 2011)

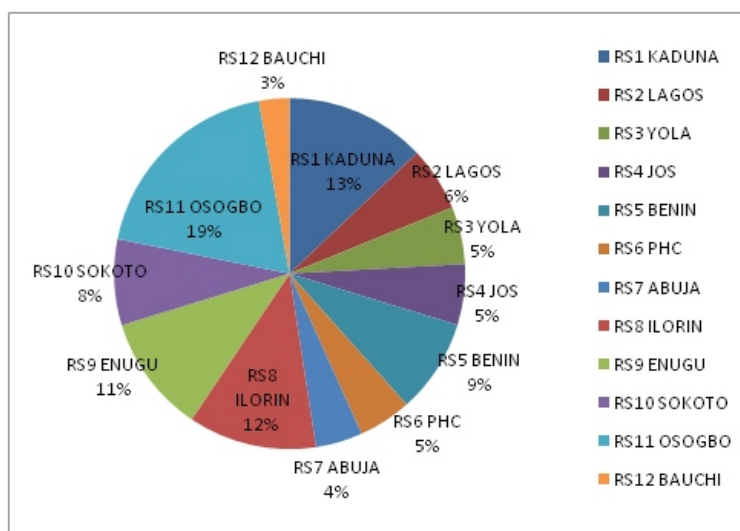
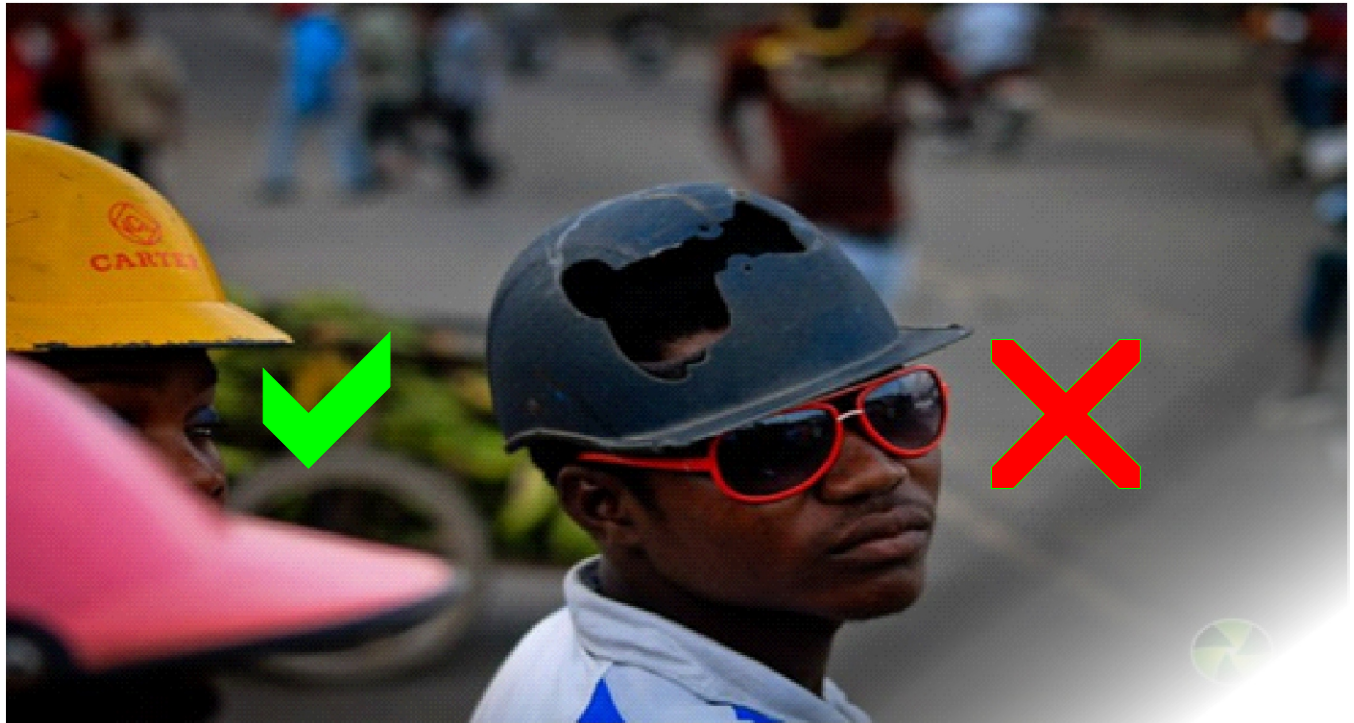


Chart 7: A pie-chart representation of arrests made on Zonal Command basis regarding the violation on use Of crash helmet in the country.



A commercial motor-cycle rider wears a "Crashed" motor-cycle helmet besides his colleagues who have the minimum recommended helmet standard being worn on.



A motor-bike rider having his crash helmet but not putting to use as it was recommended by law.

FREE VEHICLES SAFETY CHECKS

This is a quarterly operation carried out at the Field Commands where vehicles are checked by operatives without sanction but for corrective purpose. A check is employed to detect defects in vehicles according to pre-set criteria and motorists are issued tickets itemizing the defects.

They are advised to remedy within a specified period rather than sanctions as would be in ordinary course of patrol operations. Another dimension to this operation involved free medical checks for motorists. Drivers are checked for defects in their eyes and ears. In year 2011, a total of 40,661 vehicles were checked for various defects.

ANNUAL ANALYSIS OF VEHICLE CHECKS BY ZONES

COMMANDS	NO CHECKED				TOTAL	NO OF CMDS	AVERAGE
	1Q	2Q	3Q	4Q			
Zone RS1	918	1301	1130	635	3984	25	159
Zone RS2	1363	1787	2054	747	5951	25	238
Zone RS3	351	366	407	346	1470	12	122
Zone RS4	599	937	794	787	3117	16	195
Zone RS5	1030	1202	713	800	3745	18	208
Zone RS6	187	1154	1096	651	3088	15	206
Zone RS7	1715	804	483	568	3570	22	162
Zone RS8	757	1168	728	1898	4551	18	253
Zone RS9	1173	1166	1151	871	4361	19	229
Zone RS10	292	558	479	192	1521	11	138
Zone RS11	179	1324	794	828	3125	24	130
Zone RS12	334	861	669	314	2178	14	156
Total	8898	12628	10498	8637	40661	219	186

Table 7: Summary of figures on Zonal basis of free vehicle safety checks conducted by FRSC



Corps Marshal Osita Chidoka leading a team of Road Safety Personnel in distributing leaflets as part of educating motorists on safe use of the highways and particularly consideration for other road users.

OPERATION ZERO TOLERANCE



Operation Zero Tolerance: Actualizing UN Decade of Action was the 2011 version of the annual special operation which the Corps organized and anchored by the Operations Department to nip in the bud seemingly numerous intractable road traffic challenges towards the end of the year 2011 and early part of 2012.

The year's operation was centered towards ensuring that all within the Corps powers are done to actualize the UN Decade of action on Road Safety (2011 -2012) which seeks at reversing the present trend in road crash fatalities of 161 deaths per 10,000 vehicles to maximum of 2 deaths per 10,000 vehicles and placing Nigeria among the league of global 20 safest roads by 2020.

PERSONNEL DEPLOYMENT

Total personnel deployed nationwide (including those deployed from RSHQ) - 29,097

Field Commands

❖ Officers	-	2,597
❖ Marshals	-	14,452
❖ Special Marshals	-	11,000

RSHQ

❖ Officers	-	413
❖ Marshals	-	548
❖ Retired DCMs	-	7
❖ ROSOWA members	-	80

Also some Commanding Officers were moved from their offices to the centre point of operation to ease coordination of the exercise.

GENERAL LOGISTICS DEPLOYED

Total logistics deployed nationwide:

Patrol Vehicles	-	549
Ambulances	-	58
Tow Trucks	-	9
Bikes	-	172

These were aside from staff cars of principal Officers.

RELOCATION, UPGRADE AND ESTABLISHMENT OF NEW UNIT COMMANDS AND HELP AREAS

As part of the Corps desire to ensure its presence nationwide and reduce Road Traffic Crashes, as well as ensure smooth traffic flow, Operations Department proposed relocation and establishment of additional new Unit Commands which was approved by the Management at its sittings of 19 Jul and 06 Dec 11. This brought to 175 numbers of Unit Commands in the Corps.

The new Unit Commands and their locations are as shown below:

S/N	Codes	Unit Commands/ Help Area	Address	RRoute	Facility	Sector Commands
(a)	(b)	(c)	(d)	(d)	(f)	(g)
1	RS1.16	Kakau	Kakau Unit Command, Kaduna - Abuja express road, Kaduna State.	Kaduna - Abuja	FERMA building (completed)	Kaduna
2	RS1.16	Kakau Help Area	Kakau help area, Kaduna - Abuja express road, Kaduna State.	Kaduna - Abuja	Former toll-gate	Kaduna
3	RS1.18	Gwantu	Gwantu Unit Command, Gwantu - Akwanga road, Samga LGA Council.	i. Gwantu - Akwanga ii. Gwantu - Forest - Gidan waya iii. Gwantu - Fadan Karshi - Wanba	FERMA	Kaduna
4	RS1.33	Koza	Koza Unit Command, Katsina road, Kurfi LGA Council.	i. Koza - Katsina ii. Koza - Dutsinma iii. Koza - Charanci iv. Koza - Batsari	FERMA	Katsina
5	RS2.28	Itori	Itori Unit Command, Otta-Abeokuta Expressway, Ewekoro LGA Council, Ogun State	i. Itori-Abeokuta ii. Itori-Lagos iii. Itori-Otta	FERMA Building completed	Ogun
6	RS4.14	Bukuru	Bukuru Jos south LGA	Bukuru-Jos	Old Secretariat	Plateau
7	RS4.34	Garaku	Garaku Unit Command, Garaku-Akwanga Road Kokona LGA Council.	i. Garaku-Akwanga ii. Garaku- Keffi	FERMA	Nasarawa
8	RS4.35	Nasarawa Eggon	Nasarawa Eggon Unit command, Akwanga Road.	i. Nasarawa Eggon-Akwanga Road ii. Nasarawa Eggon - Lafiya Road	Eggon Community Bank, Akwanga Road Eggon	Nasarawa
9	RS5.27	Umutu-Ebedei	Umutu Ebedei Unit Command Agbor - Warri Road, Delta State.	Umuturu - Abraka Road.	FERMA building completed.	Delta
10	RS6.23	Itigidi	Itigidi Unit Command Abi LGA Council.	i. Ikom - Calabar Road ii. Calabar-Afikpo Road	Withing the LGA Secretariat.	Cross River
11	RS9.23	Nkalagu	Nkalagu Unit Command, Abakaliki - Enugu Road Ishiagu LGA.	i. Nkalagu - Ohaozara - Ezillo ii. Nkalagu - Ehamufu - Obollo- Afor iii. Nkalagu - Enugu iv. Nkalagu - Abakaliki	FERMA	Ebonyi
12	RS9.14	Ndiaboh				Enugu

Table 8: List of new Unit Commands and Help areas created by the Corps in 2011.



Corps Marshal (Osita Chidoka OFR) being received by Head of Operations (BO Oyeyemi MFR, mni) and Corps image maker, NC Akpabio after an aerial surveillance of roads on an Air-Force helicopter in December 2011.



Corps Marshal, Osita Chidoka, OFR being flanked on the left by Yakubu Attah (ACM) and NC Akpabio, MON during an operational duty in Anambra State.

OTHER ACHIEVEMENTS

1. Inspection and assessment of all registered fleet operators on compliance with Vehicle, Terminals and Driver's Nationwide was conducted from the 17th - 21st January, 2011. About 931 fleet operators were certified and issued with various certificates. The occasion was witnessed by Dignitaries from different Ministries and Government Parastatals.
2. Free tyre check for expired, under inflated or over inflated tyres, passenger manifest checks, Alcohol level of drivers using breathalyzers at major motor parks in Lagos was flagged off at Ojota New Garage on 1st December, 2011. Those with defects were turned back to get it fixed.
3. Successfully organised the 3rd Annual Lecture Series held in Abuja at Nicon Luxury Hotel. Richard Tay, a Professor of Transport Engineering from the University of Calgary, Australia delivered a lead paper titled ''Integrating Road Safety into National Development'' under the Chairmanship of Senator Ike Ekweremadu the Deputy Senate President amidst other invited dignitaries.
4. Actively took part in the WARSO Annual General Meeting held in Banjul, Gambia in November, 2011 during which WARSO's UN Decade of Action on Road Safety was activated and presentation made on behalf of the Corps and Nigeria.
5. Successfully organised Stakeholders' forum on the use of Bicycle as an alternative means of transportation in the country on October, 2011 at Metro Hotel, Abuja.
6. Successful hosted the Road Safety Forum in collaboration with the La Prevention Routiere International (PRI) on the 5th - 7th of May, 2011 at Sheraton Hotels and Towers Abuja.
7. Recruitment of four thousand (4000) Officers and Marshals in conjunction with the Corps Secretary's office to add value to the Corps' drive for capacity building.
8. Short-listed Nine hundred and Thirty nine (939) Marshals of various Cadres for promotion as approved by Management.
9. Implemented the New Performance Management System (PMS) in conjunction with the Project Implementation Office to drive home the Corps quest for ISO Certification.

10. Eighteen (18) FRSC personnel were sent on Foreign Courses, 27 on Long Term courses and a total of 281 on Short term courses as part of Human capacity building.
11. The Road Safety Education Curriculum was successfully infused into the National Basic Education Curriculum in conjunction with the Nigerian Education Research and Development Council in Minna, Niger State.
12. FRSC organized training for 604 Convoy Drivers of Governors in 22 States of Nigeria.
13. FRSC sports teams participated in various competitions which resulted in an award given to the Corps Marshal by the Confederation of African Handball (CAHB) during the 33rd edition of the African Handball Club Championship in Kaduna.
14. The Corps was also awarded the hosting right of the Super Cup competition for the best 4 male and female teams in the country (this competition has already been tagged Osita Chidoka Safety belt Challenge) 2012.
15. The Corps participated in several international badminton Championships and won; 1(one) Silver, 1(one) Bronze in All African Championship in Marrakesh Morocco June 2011. 2(two) Bronze Medals in Kenya International Badminton Championship in Nairobi, Kenya 1(one) Gold and 1(one) Bronze Medal during the All Africa Games Badminton event and also qualified to represent the country in Badminton at the London Olympics qualifier to take place in Ethiopia and Uganda in February, 2012 respectively.
16. The Safety Shooters and Safety Babes handball club of FRSC also participated in the FCT / Osytess 5 aside handball Championship from 12-21 September, 2011 and won in both the male and female categories.
17. At the 10th All Africa Games in Maputo Mozambique, the Corps produced 10 out of the 36 member contingent of the National Handball team to the games.
18. The new Performance Management System (PMS) in FRSC (which was the 1st of its kind in the Nigerian Public Service) was created with a view to transforming its operational and administrative performances and anchoring them on key, tangible and verifiable deliverables. The work culture change precipitated by the Performance Management System (PMS) resulted in a high number of Officers/Marshals being promoted in 2011 as Staff were more organizationally focused, motivated and committed to ensure optimal service delivery to the Nigerian road users.
19. In order to ensure timely dissemination of information and measurement of feed back in internal information, obedience to regimental order as well as monitor compliance, the Corps through the Operations Department acquired and distributed additional 500 FRSC CUG lines to its personnel and some stakeholders who are partners of the Corps in road traffic administration and management.

COMMANDS DISTRIBUTION AS AT 2011

The numbers of existing FRSC Commands were 224 as at the end of Dec 11. A summary of distribution of Commands is as follows:

- a. Unit Commands - 175
 - b. Sector Commands - 37
 - c. Zonal Commands - 12
- 224

Further breakdown of the Commands according to the 12 FRSC Zonal structure is as:

S/N	NAME OF ZONE	NO. OF ZONAL COMMANDS	NO. OF SECTOR COMMANDS	NO. OF UNIT COMMANDS	TOTAL NO. OF COMMANDS
1.	RS1HQ, Kaduna	1	4	20	25
2.	RS2HQ, Lagos	1	2	22	25
3.	RS3HQ, Yola	1	3	8	12
4.	RS4HQ, Jos	1	3	14	18
5.	RS5HQ, Benin	1	3	15	19
6.	RS6HQ, PortHarcourt	1	4	11	16
7.	RS7HQ, Abuja	1	2	19	22
8.	RS8HQ, Ilorin	1	3	14	18
9.	RS9HQ, Enugu	1	4	15	20
10.	RS10HQ, Sokoto	1	3	7	11
11.	RS11HQ, Osogbo	1	3	20	24
12.	RS12HQ, Bauchi	1	3	10	14
	Total	12	37	175	224

Table 9: Overview of numerical structure of Field Commands of FRSC as at December, 2011

ZONAL COMMANDS ASSESSMENT

The Zonal Commands Assessment which commenced in 2009 is an exercise whereby Zone and their component Commands are assessed quarterly, half yearly and yearly basis. It is aimed at ensuring that Zonal Commands are firmly in charge of their component Commands as well as making them be alive to their responsibilities.

The Department of Operations was able to assess Zones in year 2011 as follows:

- a. The overall winner for year 2011 Zonal Assessment was Zone RS 11, Osogbo followed by Zone RS8, Ilorin and Zone RS5, Benin in second and third positions respectively.
- b. Comparison of 2010 and 2011 rankings revealed that five (5) Zonal Commands improved in their performances (i.e. RS1 Kaduna, RS5 Benin, RS7 Abuja, RS10 Sokoto and RS11 Osogbo) while 6 Commands (RS2 Lagos, RS3 Yola, RS4 Jos, RS6 RS8 Ilorin and RS9 Enugu) declined and one (1) Command remained static (i.e. RS12 Bauchi).
- c. The most improved Command is RS7 which moved 5 steps higher, followed by RS1 (4 steps up) and then RS10 and RS11 (two steps up each).
- d. Worthy of mention and applause is Zone RS11 which moved from 3rd and 1st position.
- e. The steepest decline was recorded by RS6 which went down by four steps followed by Zones RS2 and RS4 (three steps down)
- f. RS12 remained static
- g. There were slight improvement in the average annual scores per Command in 2011 over that of 2010 i.e. from 48.19% in 2010 to 49.03% in 2011 which is still not up to expectation (50%).

SAFE CORRIDOR PROJECT

The Safe Corridor project progressed during year. The World Bank gave the Corps the leverage of continuing with the safety enhancement of the affected corridor even while the construction is ongoing since they are all existing roads

In 2011 the procurement of equipment and services for the Corps continued. Five units each of digital cameras and camcorders with full accessories were supplied for the use of emergency rescue teams on the Mokwa-Bida-Lambata-Suleja and Benin-Ifon-Owo-Akure-Ilesa corridors.

Under the National Competitive Bidding (NCB) contract were issued for the supply of the following items:

Base Stations

- VHF Mobile Radio
- Walkie Talkies
- Breathalysers

The equipment will be deployed to Mokwa-Bida-Lambata-Suleja; Benin-Ifon-Owo-Akure-Ilesa and Abuja municipal corridors.

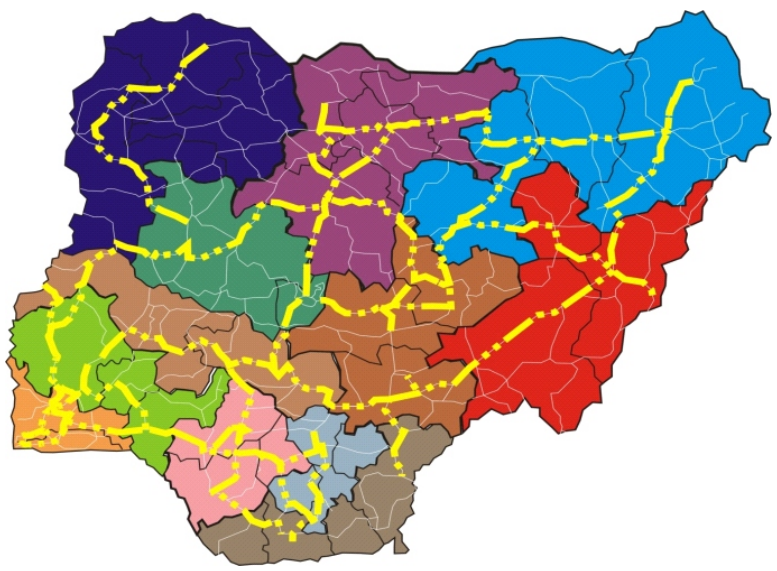
The result of the International Competitive Bidding for the supply of the following was being awaited as at the end of the year:

- Procurement of vehicles
 - Procurement of patrol motor cycles
 - Procurement of tow trucks
 - procurement of ambulances

Following a meeting of an FRSC team led by the Corps Marshal and Chief Executive in Washington in January 2011, a police expert under the auspices of the Bank is expected to resume soon to assist in enforcement training.

FRSC OPERATIONAL CORRIDORS

1. Ojota 20 Km - Mowe 15 Km - Sagamu 12 Km - Ogere 38 Km - Oluyole 25 Km - Oyo Sector
2. Sagamu 32 Km - Ijedu Ode 110 Km - Ore 110 Km - Benin Toll Gate 83 Km - Agbor 35 Km - Isele Uku 34Km Delta Sector 10 - Onitsha 30 Km - Nteje 22 Km - Awka 52 Km 9th Mile 10Km - Enugu
3. Gwagwalada 20Km - Yangoji 50Km - Abaji 52Km - Koton Karfe 32Km - Kogi Sector 32Km - Zariagi 180Km
4. Nyanya 42Km Keffi 80Km Hwan Kibo 90Km Plateau 34Km - Toro 88Km - Bauchi Sector 55Km Alkaleri 102Km Gombe 93Km - Kaltungo 89Km Numan 55Km Adamawa Sector 11Km Girei 174Km - Hong
5. FCT Sector (Abuja) 27Km - Kubwa 30Km - Suleja 26Km - Sabon Wuse 127Km - Kakau 30Km Kaduna Sector 23Km - Birinin Yero 50Km Zaria 96Km - Chiromawa 51Km - Kano Sector
6. Mokola 10Km Oyo Sector 53Km - Atiba 53Km - Ogbomoso 40Km - Olo'oru 44Km - Bode Sa'adu 29Km Jebba 39Km - Mokwa 225Km Birnin Gwari 121Km Kaduna Sector
7. Oyo Sector 67Km Egbeda 48Km - Ife 38Km - Ilesa 34Km Ipetu Ije 99Km Ondo Sector 50Km Owo 110Km Benin Toll Gate 20 Edo State



Legend

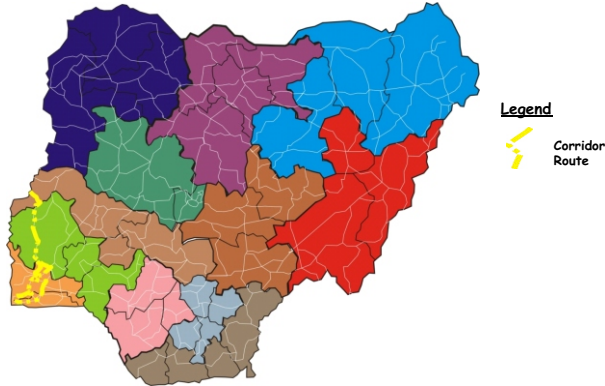


Total Kilometer coverage for the corridors is 8,200Km

8. Edo Sector 56Km Sapele 59Km - Warri 25Km - Ugheli 74Km - Sagbama 26Km - Ahoada 56Km - Rivers Sector
9. Enugu Sector 78Km Okigwe 65Km - Km78 13Km - Aba 70Km - Rivers Sector
10. Lafia 220 - langtang 68Km - Pankshin 135Km Jos
11. Jos 78Km - Saminaka 165Km - Kaduna
12. Maiduguri 174Km - Biu 150Km Numan 105 Km Jalingo 215Km - Wukarii 100Km Katsina Ala 120Km Ogoja
13. Bauchi 105Km Darazo 38Km Dogonkuka 50Km - Potiskum 105Km - Damaturu 65Km - Benishek 74Km - Maiduguri
14. Kishi 100Km - Ilorin 92Km - OmuAran 98Km - Isanlu 62Km - Kabba 215Km - Ankpa 72Km - Oturkpo 45Km
15. Katsina 175Km - Kano 42Km - Wudil 90Km - Dutse 98Km - Azare 102Km - Potistum
16. Kontagora 322Km - Birnin Kebbi 158Km - Sokoto
17. Katsina 200Km - Funtua 78Km - Zaria
18. Onisha 78Km - Njaba 22Km - Owerri 70Km - Umuahia 118Km - Arochukwu

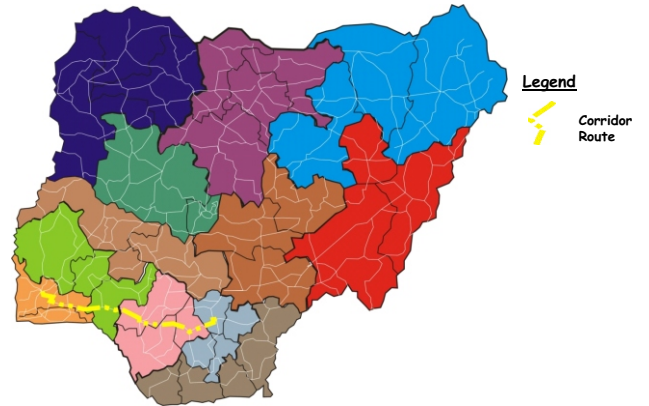
CORRIDOR 1 (110 Km)

•Ojota 20 Km - Mowe 15 Km - Sagamu 12 Km - Ogere 38 Km - Oluyole 25 Km - Oyo Sector



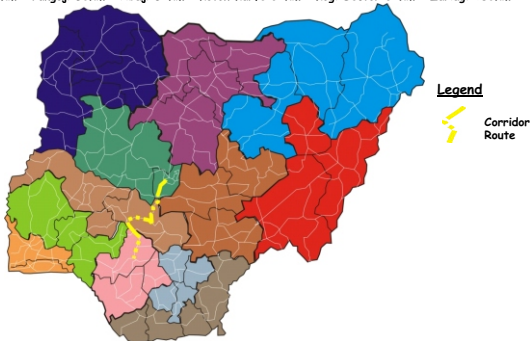
CORRIDOR 2 (528 Km)

•Sagamu 32 Km - Ijedu Ode 110 Km - Ore 110 Km - Benin Toll Gate 83 Km - Agbor 35 Km - Isele Uku 34Km
Delta Sector 10 - Onitsha 30 Km - Nteje 22 Km - Awka 52 Km 9th Mile 10Km - Enugu



CORRIDOR 3 (524 Km)

•Gwagwalada 20Km - Yangoji 50Km - Abaji 52Km - Koton Karfe 32Km - Kogi Sector 32Km - Zariagi 180Km



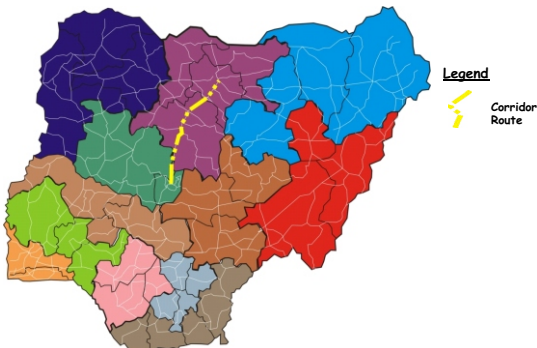
CORRIDOR 4 (913 Km)

•Nyanya 42Km Keffi 80Km Hwan Kibo 90Km Plateau 34Km - Toro 88Km - Bauchi Sector 55Km Alkaleri 102Km
Gombe 93Km - Kaltungo 89Km Numan 55Km Adamawa Sector 11Km Girei 174Km - Hong



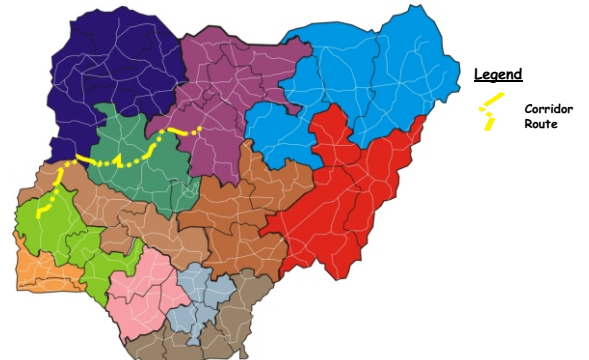
CORRIDOR 5 (460 Km)

•FCT Sector (Abuja) 27Km - Kubwa 30Km - Suleja 26Km - Sabon Wuse 127Km - Kakau 30Km
Kaduna Sector 23Km - Birinin Yero 50Km Zaria 96Km - Chiromawa 51Km - Kano Sector



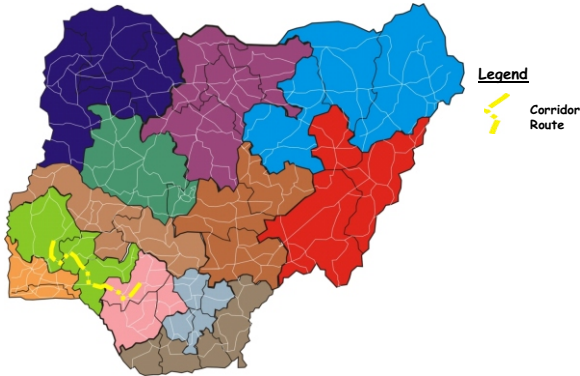
CORRIDOR 6 (616Km)

•Mokola 10Km Oyo Sector 53Km - Atiba 53Km - Ogbomosho 40Km - Olo'oru 44Km - Bode Sa'adu 29Km
Jebba 39Km - Mokwa 225Km Birnin Gwari 121Km Kaduna Sector



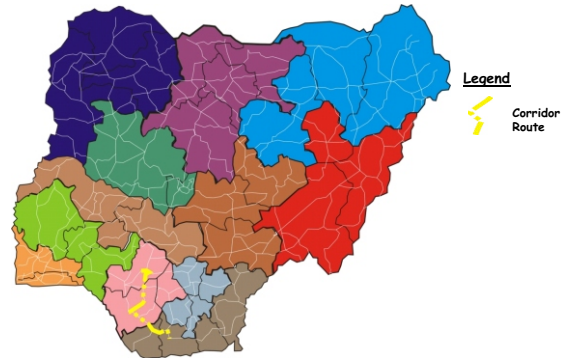
CORRIDOR 7 (466 Km)

•Oyo Sector 67Km Egbeda 48Km - Ife 38Km - Ilesa 34Km Ipetu Ije 99Km Ondo Sector 50Km Owo 110Km Benin Toll Gate 20 Edo State



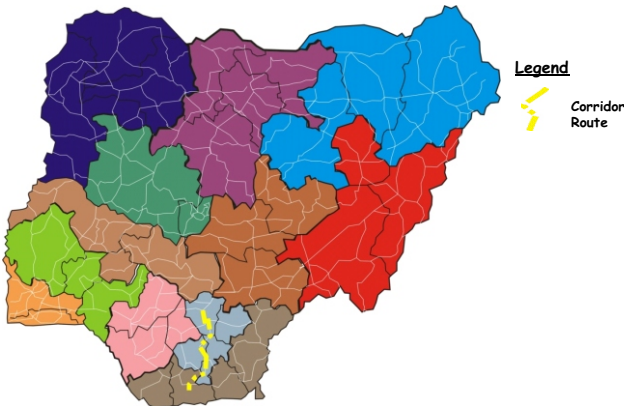
CORRIDOR 8 (292 Km)

•Edo Sector 56Km Sapele 59Km - Warri 25Km - Ugheli 74Km - Sagbama 26Km - Ahoada 56Km - Rivers Sector



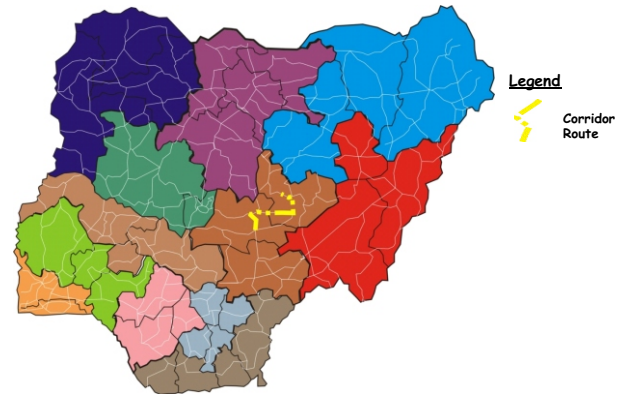
CORRIDOR 9 (226 Km)

•Enugu Sector 78Km Okigwe 65Km - Km78 13Km - Aba 70Km - Rivers Sector



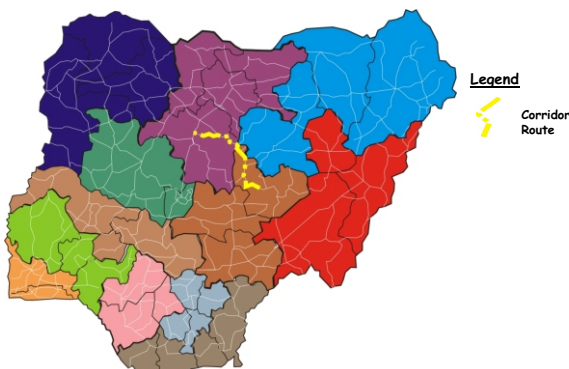
CORRIDOR 10 (423 Km)

•Lafia 220 - langtang 68Km - Pankshin 135Km Jos



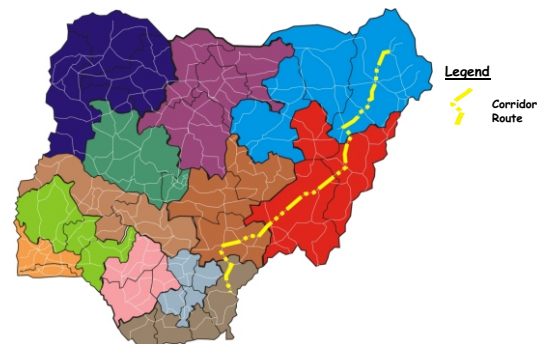
CORRIDOR 11 (234 Km)

•Jos 78Km - Saminaka 165Km - Kaduna



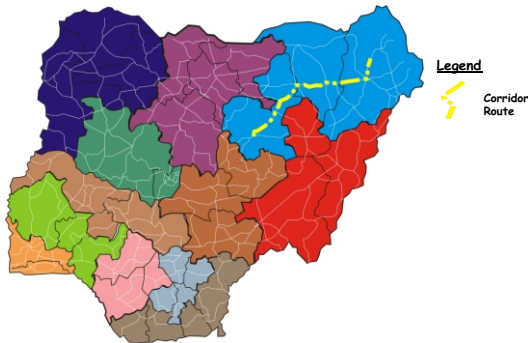
CORRIDOR 12 (836 Km)

•Maiduguri 174Km - Biu 150Km Numan 105 Km Jalingo 215Km - Wukarii 100Km Katsina Ala 120Km Ogoja



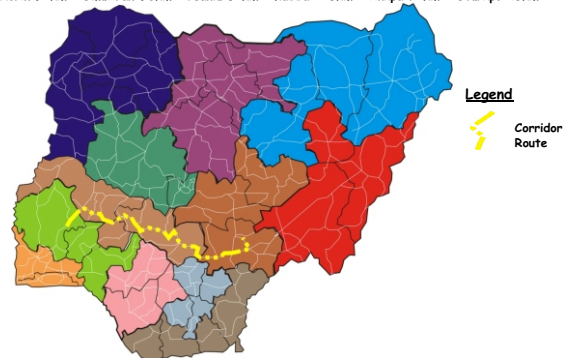
CORRIDOR 13 (472 Km)

•Bauchi 105Km Darazo 38Km Dagonkuka 50Km - Potiskum 105Km - Damaturu 65Km - Benishek 74Km - Maiduguri



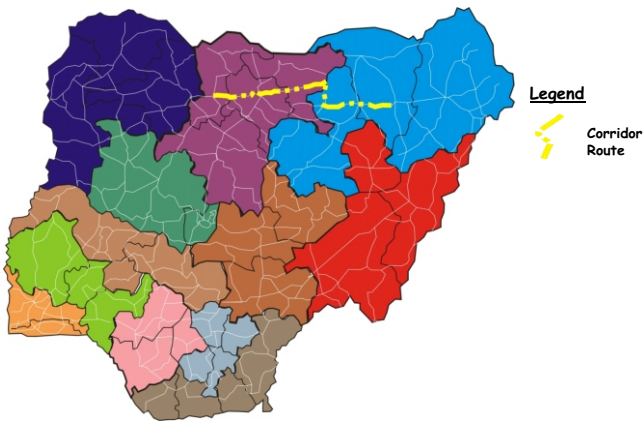
CORRIDOR 14 (742 Km)

•Kishi 100Km - Ilorin 92Km - OmuAran 98Km - Isanlu 62Km - Kabba 215Km - Ankpa 72Km - Oturkpo 45Km -



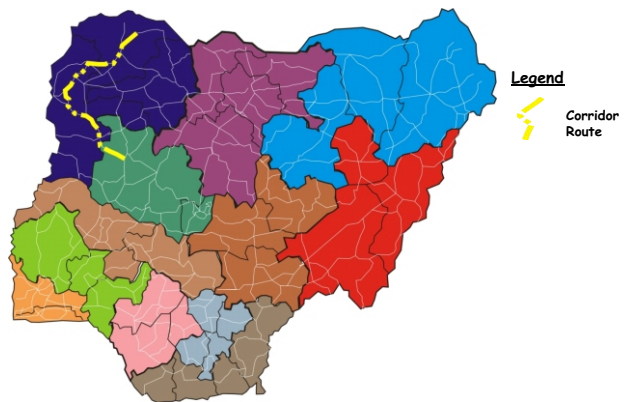
CORRIDOR 15 (507 Km)

•Katsina 175Km - Kano 42Km - Wudil 90Km - Dutse 98Km - Azare 102Km - Potistum



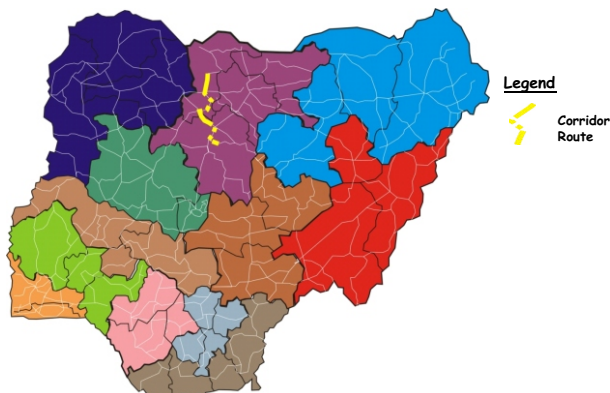
CORRIDOR 16 (480 Km)

•Kontagora 322Km - Birnin Kebbi 158Km - Sokoto



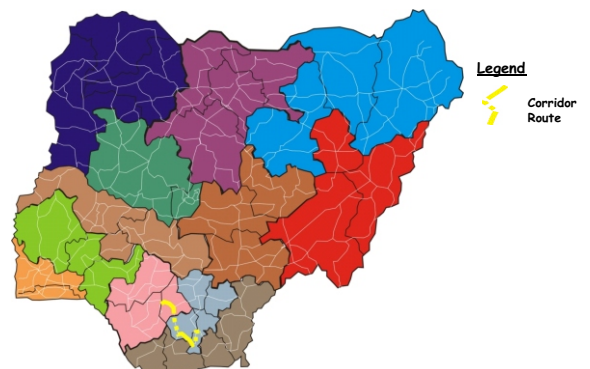
CORRIDOR 17 (278 Km)

•Katsina 200Km - Funtua 78Km - Zaria



CORRIDOR 18 (288 Km)

•Onisha 78Km - Njaba 22Km - Owerri 70Km - Umuahia 118Km - Arochuku



MOTOR VEHICLE ADMINISTRATION

NDL/NVIS UPGRADE

Under the new National Vehicle Information Scheme (NVIS) upgrade 56,795 National Driver License (NDL) has been produced from inception in March 2011. Altogether, the total NDL produced from 2007 is 1,490,444. The NDL upgrade was subsequently approved by Joint Task Board (JTB) following series of presentation by FRSC management. The implementation of the NDL upgrade commenced in March 2011 having deployed equipment to all Driver License Centres (DLC) in the thirty-six (36) states of the federation including the Federal Capital Territory (FCT) plus a new Workstation in Vehicle Inspection Office (VIO) in Mabushi, Abuja.

GROWTH OF DLC CENTRES

DLC centres have grown from one (1) centre in 1992 to one hundred and forty centres as at 31 December 2011. Out of this number, 73 centres were established between June 2007 and May 31st 2011. More DLC centres are expected to come on board in line with the provision of One-Stop-Shop (OSS).

NDL EQUIPMENT DEPLOYMENT

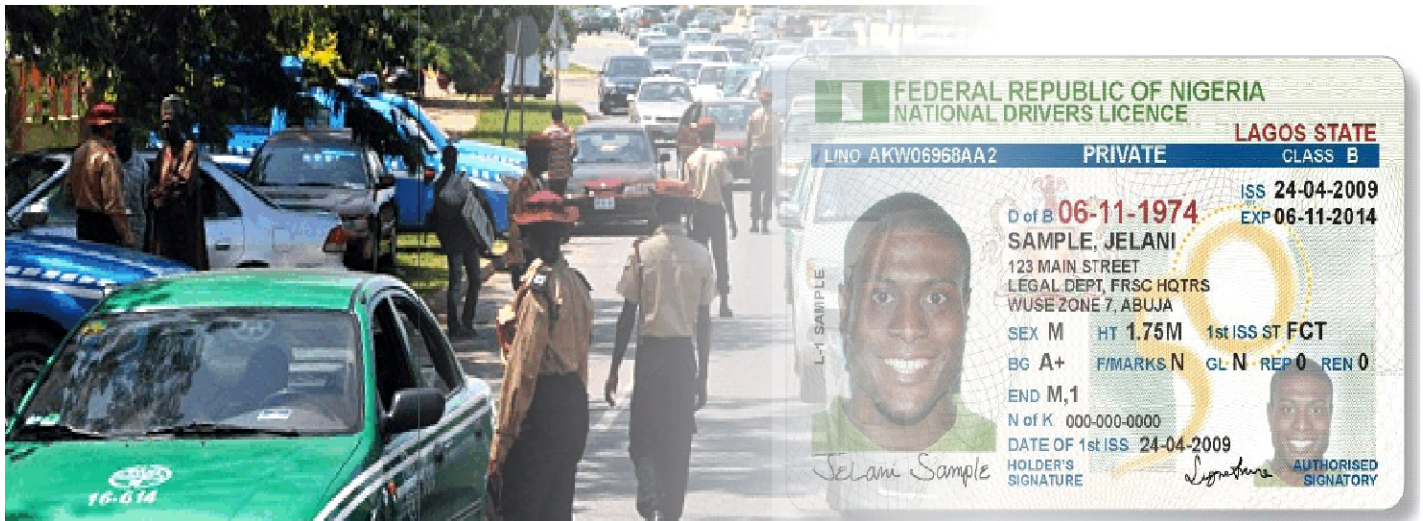
Deployment of equipment to 49 Workstations has been completed. The remaining 91 DLC to commence soon. This is in fulfillment of the OSS scheme initiated by the FRSC to bring NDL processing closer to applicant as well as reduce processing time.

NVIS/UPGRADE

As part of the control measures against traffic crashes, FRSC initiated the NVIS in 1993. The scheme aims at standardizing vehicle number plate and certification for all categories of motor vehicles in Nigeria.

In response to the increased demand for vehicle number plates, two (2) new number plates production plants were established in Awka, Anambra State and Abuja, FCT in 2011 to boost the production.

MANAGEMENT OF DRIVERS LICENSE DATABASE AS A MEANS OF REDUCING ROAD TRAFFIC OFFENCES



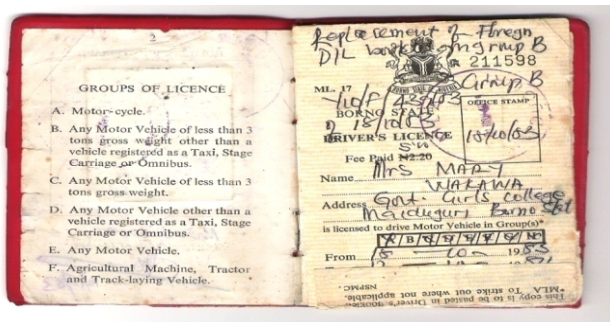
- ✎ As the Lead Road Safety Agency in Nigeria is determined to restore the Integrity of the Drivers' License.
- ✎ The Nigerian Driver license is database driven and it is not possible to obtain multiple driver licenses even with different or the same bio data.
- ✎ The use of fictitious names to obtain DL is no longer possible, it also makes drivers to take responsibility for highway safety towards other road users.
- ✎ The new Nigerian Driving license which captures ten (10) fingerprints is one of the most secured ID in the world, even better than some states in US".
- ✎ The Australian Embassy adjudged the new DL in Nigeria as "of top end solution that is higher than what is available in most Western countries."
- ✎ To this end, FRSC deployed the latest technology in the world from L1 Identity solution.
- ✎ This is to aid Nigeria meet with international standards and best practices.
- ✎ It is also to include Nigerian drivers into the league of the countries with the 20 safest Global roads.

EVOLUTION OF THE NIGERIAN DRIVER'S LICENCE

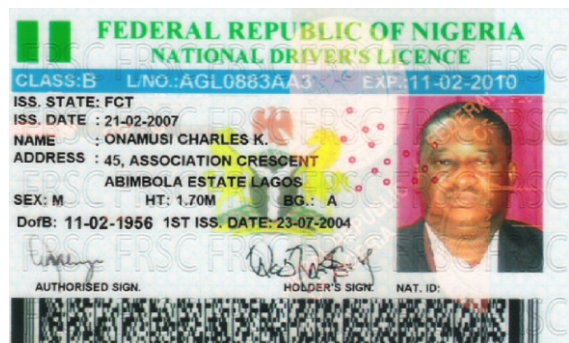
The Driver's License (DL) has grown over the years from one (1) Processing Centre to One Hundred and Forty (140) as at December 2011. The DL has nine classes (A-J) categorized into four colours.

- **Green stripes- Motor cycles**
- **Blue stripes- Private**
- **Red stripes- commercial**
- **Yellow stripes- diplomatic**

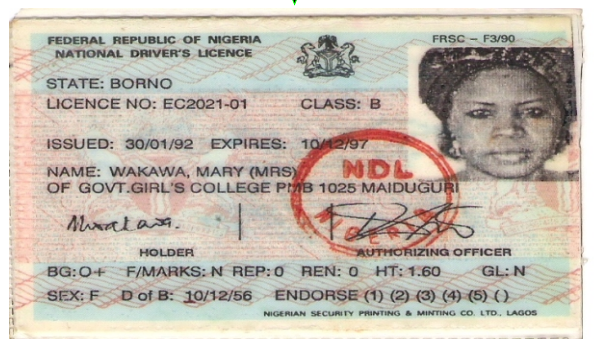
An individual can be licensed to hold one or more classes on a single card.



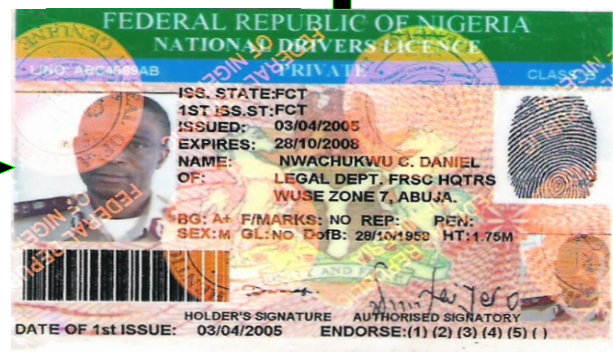
Booklet format



Customized License



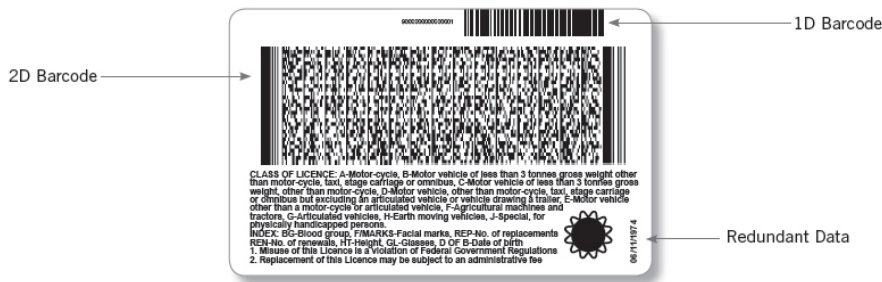
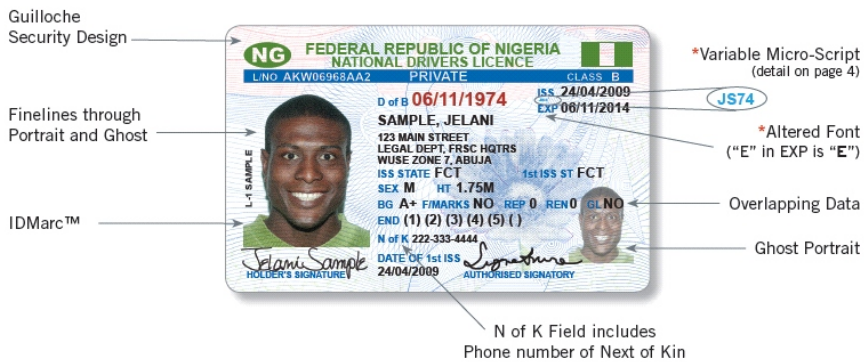
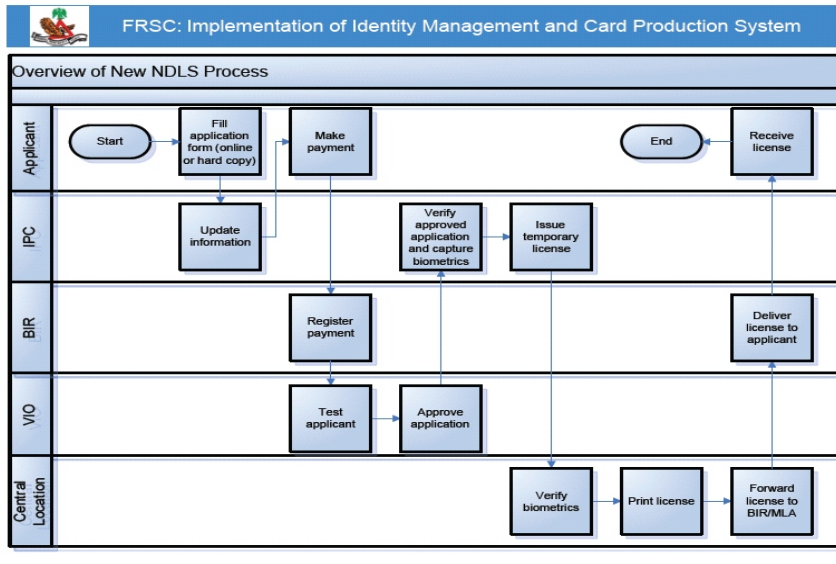
Laminated format



Enhanced License

THE NEW NIGERIAN DRIVER LICENSE

The New National Driver License Comes With State-of-the-Art Security Features



- Guilloche security design
- Security indicia visible with indicia viewer
- Laser perforation
- Ghost portrait
- Overlapping data
- Split fountain printing
- Altered font
- Variable micro script
- Micro printing

NOTE: A Level 3 forensic feature (confidential) is included on card samples.

BICYCLE TRANSPORTATION AND NIGERIA'S VISION 2020

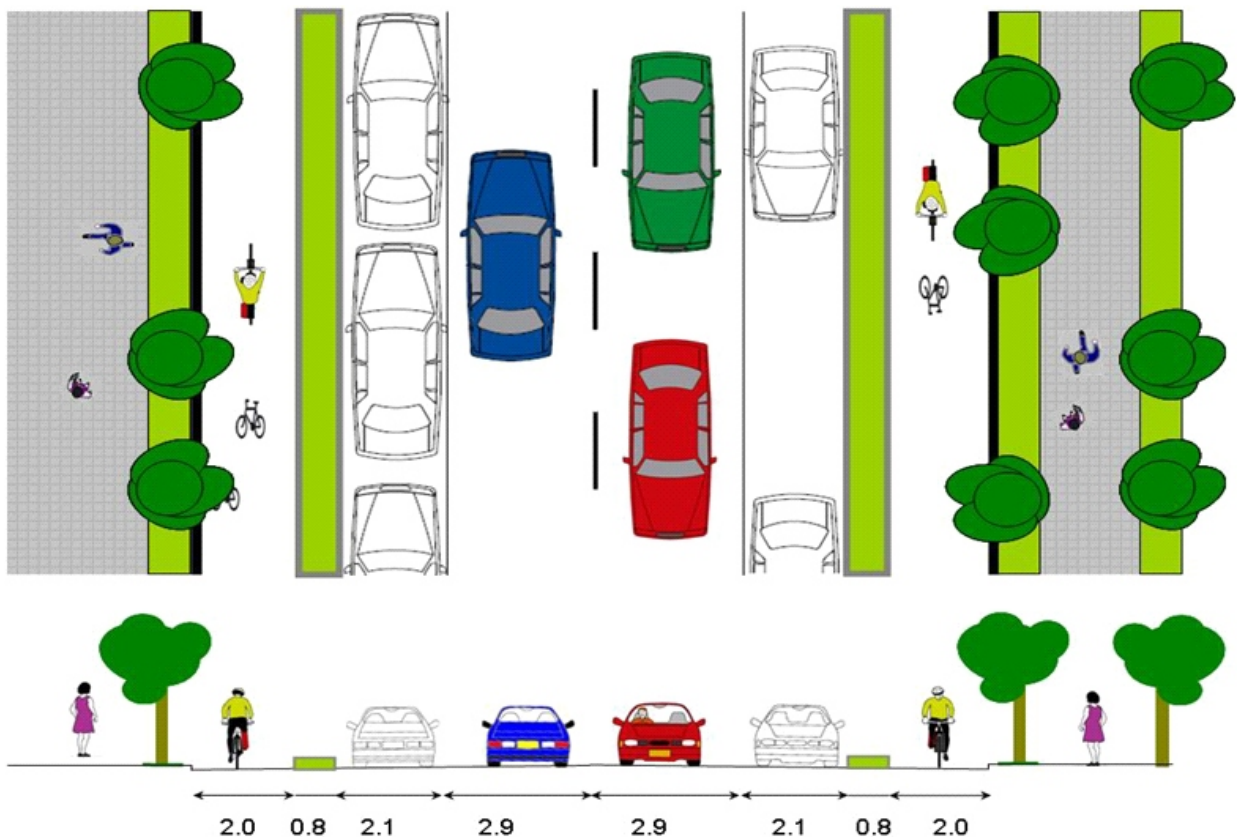
BICYCLE TRANSPORTATION IN NIGERIA'S

The Bicycle Transportation initiative is particularly in line with Nigeria's vision 2020 where the nation is aiming at having Nigeria as one of the 20 nations with the safest roads from its present 91st position on the World's Safest Road Ranking.



FRSC studies have shown that virtually all the first 20 nations at the moment have active transportation (Cycling and Walking) as its major focus in urban transportation.

When we are through, Nigerians will have a choice of either remaining stuck in the traffic or ride in pleasure on the empty green or blue parts.



FRSC EFFORTS IN THE ESTABLISHMENT OF PLANNED BICYCLE TRANSPORTATION IN NIGERIA

As a proactive response to the growing challenges of transport and traffic bottle necks in our urban centers and the need to complement vehicular movements in line with global best practices in promotion of green environment, the Federal Road Safety Corps commenced the process of introducing planned bicycle transportation in urban cities in Nigeria.

This among numerous advantages will generate massive employment and lead to drastic reduction in vehicular usage and by implication;

- A. Reduction in air pollution.
- B. Reduction in traffic congestions
- C. Recovery of public space occasioned by provision of large parking lot in most public offices and in some cases, occupation of pedestrian walkways and parts of vehicular roads
- D. Increase in family income as there will be less expenditure on fueling, vehicle maintenance and transportation
- E. Improvement in personal health due to exercise
- F. Cut in time wastage on finding where to park as is particularly prevalent in most offices, malls, markets and other public buildings. Etc

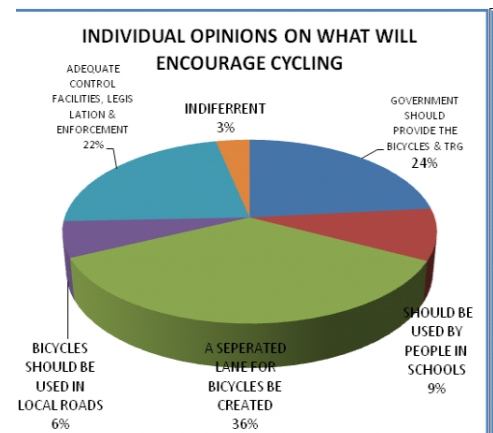
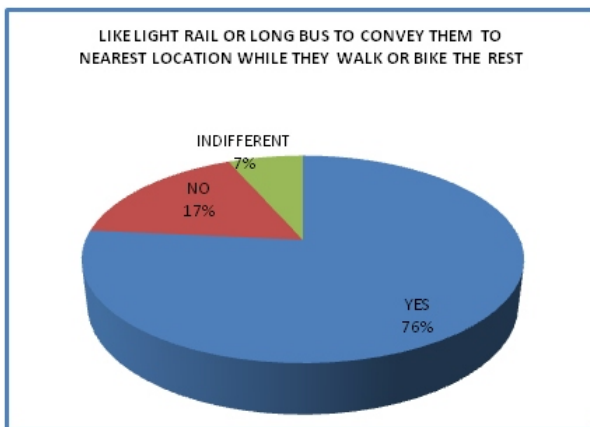
HOW THE SYSTEM WORKS

The intention is that bicycles should be used for short trips. With the growing government and private sector investment in mass transit/long buses and BRT in most states of the federation as well as ongoing works on metro rails in Lagos and Abuja which are expected to convey commuters from the suburbs to the city center, bicycles are provided at the BRT and metro stations to enable commuters who may not have the resources to charter a taxi to their offices or other places of endeavor or wishes to contribute to the green environment ride bicycles to complete their journey. Other residents who live within the city center will also live their vehicles at home for occasional use while riding in pleasure.

It is going to be an automated system that wouldn't place demand on users to mandatorily bring the bicycles back to where they took it from, it is expected that bicycle racks will be provided in all public buildings, school entrances, university campuses etc where the bicycles can be dropped, with the automated system recognizing that Mr. A took a bike from say Area 1 shopping center in Abuja and has dropped it at UTC, Area 10.

WHAT FRSC IS DOING

To make this work, the FRSC set up a technical committee which examined the various issues involved and undertook a survey across 9 states and FCT in 2011 with a view to fill the pulse of Nigerians in this regard. The questionnaires were administered on market women, artisans, transporters, government workers, private sector and students at both secondary and tertiary levels. The result showed among other things that; 69% of Nigerians had and used bicycle at one time or the other in their lives, out of this, only 38 % still have bicycles in their family most of which are only used in the rural areas and 62% of reasons for stopping the usage bothers on attitude. 64% (with 24% of them as dependants) earn less than N50,000 a month yet spend between N9,000 and N20,000 per month on transportation or fueling of their cars. Other statistics obtained are as shown in the charts below:



The Corps also inaugurated an all encompassing national stakeholders forum on the 17th October, 2011 comprising Federal Ministries of Works, Transport, FCT, Environment and information, others are National Institute for transport Technology, Zaria, National Automotive Council, Standards organization of Nigeria Nigerian Bicycle Federation, Federal Roads Maintenance Agency and representative of six states from the six geopolitical zones of Nigeria among others.



Corps Marshal making a presentation during the inauguration of Stakeholders meeting on bicycle transportation in Nigeria.

FOURTH AUSTRALIAN CYCLING CONFERENCE "CITIES FOR CYCLING" HELD IN ADELAIDE AUSTRALIA IN 2011

The opening session was graced by Fiona Cohen, a director in the National Ministry of Transportation, Australia, and Tim Hook, South Australia's Commissioner for Integrated design, amongst other top government functionaries. The convener of the conference; Fay Peterson a traffic Engineer, transport planner and bicycle development officer for the city of Adelaide, welcomed all delegates appreciating particularly the sacrifice of the Nigerian delegation, noting that this fourth edition of the conference will provide avenues for further research into bicycle transportation. He enjoyed delegates to contribute positively. The representative of the Lord Mayor of Adelaide welcomed all delegates to the city and admonished them to articulate ideas that will translate into better cycling transportation for Australia and beyond.

Plenary Sessions:

There were five plenary sessions each with strategic focus. Three papers were delivered in each of the five sessions. The first session was on Infrastructure Design (with cycling in mind). The first speaker in this session looked at design of a bicycle friendly roundabouts, he gave a graphical representation and comparison of improvement in safety data between cities with roundabouts designed with cyclist in mind and those that are not (Paris, Sydney and Adelaide). He provided an ideal design format that is safest for cyclist and other road users. Other papers presented in the session includes a review of the Adelaide city council's street trials which looked at separate cycling trails and the road share through lane demarcations. The speaker Fay Peterson was of the opinion that while both are encouraged, separate trails encourage cycling safety. The third paper focused on creating spaces from existing road infrastructure for cyclist. All of these are of great relevance to Nigeria.

The second plenary session focused on social and behavioral change. The first paper in this session looked at the impact of the Tour de France grand depart 2007 on cycling in London; a review of social and cultural legacy. It's about mass bicycle rally that changed the cycling culture of London which has been replicated in several cities including Adelaide during this conference.

The third plenary session with the sub-theme "urban transport planning and mapping commenced with the Federal Road Safety Corps Presentation; **"Cycling as an Urban Transport Solution; the Nigerian Perspective"** presented by John Emmanuel Sanni (ARC) on behalf of COMACE, the paper attracted great attention from delegates who applauded the initiative of Nigeria's FRSC in articulating an all encompassing planning process not yet seen in the other nations. Of particular note by the delegates in their series of comments was the national outlook as against municipalities in other parts of the world. They commended the world wide study being undertaking by the Corps as well as the all inclusive stakeholder and multi dimensional approach. Member nations present were greatly admonished to take a case study from Nigeria when the system commences.

The remaining two plenary focused on "urban planning and cycling" and "infrastructural planning and cycle route analysis" respectively.



FRSC delegation to the fourth Australian cycling conference. The Corps was represented EP Osawe (CC) and ES John(ARC)

THIRD (3RD) ANNUAL LECTURE SERIES

ROAD SAFETY & NATIONAL DEVELOPMENT

In line with its sustained efforts to actualize the goals of the United Nations Decade of Action on Road Safety, the 2011 FRSC Annual Lecture Series was geared towards stimulating public discourse on road safety as a core element for national growth with the theme: **“Achieving the Decade of Action on Road Safety 2011-2020”** and with specific focus on **“Integrating Road Safety into National Development”**, which held on 16 November, 2011 at the Nicon Luxury Hotel, Abuja.

The Vice President, Arch Namadi Sambo was the special guest of honour while the Deputy Senate President, Ike Ekweremadu was chairman. The 2011 edition which was the third in the series strived to leverage on the fallouts of the 2009 and the previous year's version of the FRSC annual lecture to further advocate for increased public consciousness on road safety with Professor Richard Tay, Adjutant Professor in Transport Engineering and Injury Prevention at the La Trobe University, Australia as Guest Speaker on the topic **“Road Safety- National Development Strategies”** with the aim of addressing the socio-economic costs of road crashes and implications on national development, in addition to its multiplier effects on other sectors of the economy such as Agriculture, Power, Petroleum and Gas, Tourism, Mining and other areas.

An Associate Dean (Research) and Chair in Road Safety Management, Prof Richard also previously held academic appointments at Nanyang Technological University in Singapore, Chinese University in Hong Kong, Lincoln University in New Zealand and Queensland University of Technology in Australia. He was also a visiting scholar in Sloan School of Management at Massachusetts Institute of Technology in USA.

His research and teaching involved the application of engineering, health, economics, management, marketing, psychology, criminology and statistical models to analyze road crashes and evaluate road safety policies and programs as well as the development, implementation and evaluation of multidisciplinary measures to improve road safety and reduce the social cost of road crashes.

A publisher of over 200 peer reviewed scientific papers, Prof. Tay has also edited several scientific journals including Accident Analysis and Prevention, Journal of Transportation Safety and Security, Journal of Advanced Transportation, Australian College of Road Safety Journal, Applied Health Economics and Health Policy, Open Transportation Journal, Canadian Journal of Transportation, International Journal of Sustainable Transportation and Transportation Research.

He has been awarded numerous research grants from competitive national research granting agencies like the Natural Science and Engineering Research Council of Canada, Social Sciences and Humanities Research Council of Canada, Australian Research Council, National Health and Medical Research Council of Australia, as well as government departments and multinational corporations like Transport Canada, Alberta Transportation, Capital Health, City of Calgary, Centre for Transportation Engineering and Planning, Queensland Transportation, Victorian Department of Justice, etc.



Top Government dignitaries at the 3rd Annual Lecture Series programme of the Corps. The event was chaired by His Excellency, Deputy Senate President, Senator Ike Ekweremadu. The Guest Speaker was Prof. Richard Tay from LaTrobe University, Australia.

ARTICULATED LORRIES MANAGEMENT IN NIGERIA: ROAD SAFETY PERSPECTIVE



Road transportation is the dominant mode of transportation in Nigeria. The restrictive nature of the water ways, coupled with the near collapse of the rail system, and the high cost of air travels have further exerted a lot of pressure on the road as over 70 percent of the total movements in the country are made by the road. In fact, about 80% of the freight movements are done on the road.

In Nigeria, there has been a steady growth in number of Heavy Goods Vehicles. We have an average of about 5,000 tankers involved in wet cargo haulage, to move about 150 million litres of fuel and 2,500 "trailers" in dry cargoes plying Nigeria roads daily. The haulage business is a major contributor to the nation's economic well being, hence its safety is of great concern to the government and stakeholders.

Lack of professionalism by fleet owners and the absence of proper regulation over time has resulted in the poor management of the transport sub-sector of the country's economy.

Thus, road transportation became the engagement of all comers. This situation led to lack of a common front for a national road transport policy that could have substantially eradicated some of the numerous problems encountered daily on our roads.

While noting the contributions of the operators of articulated Lorries to the national economy of the country, it is obvious to many observers that most articulated Lorry (tankers/trailers) operators/drivers do not possess the requisite training and competence to operate such businesses/ vehicles. These, combined with poor conditions of many of the vehicles and roads has resulted in the high incidences of road traffic crashes, delay and traffic congestion, overstretch of infrastructure, as well as poor returns on investments.

CHALLENGES



HUMAN AND ECONOMIC WASTAGES



SOME FINDINGS

An analysis of FRSC record of traffic crashes involving articulated Lorries in Nigeria, between 2007 and June 2010 revealed the followings:

- ❖ Lack of basic infrastructure has resulted in emergence of over 215 illegal Tankers/Trailers Parks in Nigeria.

- ❖ Obstruction accounts for 7.79% of RTC involving articulated Lorries.
- ❖ Dangerous driving, speed violation and dangerous overtaking account for 26.4%, 23.08% and 2.95% respectively for RTC cases, hence 69.09% of the crashes are traceable to drivers' incompetence.
- ❖ Brake failure accounts for 9.13%, while tyre violation is responsible for 8.58% of the crashes. These are evidences of poor maintenance.
- ❖ It was also revealed that between 2007 and June 2010, a total of 4,017 tankers/trailers crashes were recorded on Nigeria roads with a yearly average of 1,148 cases and monthly average of 96 crashes. 4,076 persons lost their lives while 12,994 persons were injured, hence a total of 17,070 casualties in crashes that involved 26,362 persons. 5,825 vehicles crashed. This is alarming!
- ❖ Fatigue, mainly responsible for crashes as many of the crashes occurred after six hours of continuous driving.
- ❖ Virtually all RTC involving Tankers & Trailers are fatal.

ON-GOING REMEDIAL EFFORTS

- ❖ Introduction of the Road Transport Safety Standardization Scheme (RTSSS), a road regulatory policy by the government initiated by the FRSC on the 11th September, 2007. The Scheme launched by the President Commander in Chief of the Armed Forces, Federal Republic of Nigeria is to ensure evolution and implementation of Safety standards on Vehicles, Operators, Drivers and Terminals.
 - ❖ Development of the Policy document titled "Safety Requirement/Guidelines on Articulated Lorries (Tankers and Trailers) Operations in Nigeria." The document has since been approved by the relevant stakeholders. It is believed that careful and consistent implementation of the guidelines will lead to better fleet management and reduction in traffic crashes.
 - ❖ Based on the RTSSS Policy, many of the Articulated Lorries Operators have registered with the Corps, established safety units and appointed Safety Managers as mandated in Section 115 of the National Road Traffic Regulations, NRTR, 2004, made in pursuance of Section 10 of the Federal Road Safety Commission (Establishment) Act, 2007.
 - ❖ Capacity Building:- The Corps has trained about 500 Safety Managers and also organized training workshops all over the Country for fleet drivers. Several thousands of drivers have benefited from Drivers Training programmes.



- ❖ In order to encourage good fleet management, about 2,750 fleet operators nationwide, many of them articulated Lorries Operators were grouped based on fleet capacity, assessed and classified under the certification programme of the FRSC. 927 operators, with 41 making class A, 155, Class B, 313 Class C and 418 with Class C (Provisional) were certified. Efforts to improve or sustain on the classes of certification will lead to better management strategies.
- ❖ Identification of illegal parks and black spots on the Highways - The FRSC has compiled list and locations of (215) illegal tankers/trailers parks across the nation as well as, indentified areas prone to traffic crashes, especially the articulated Lorry crashes. These reports have been made available to relevant authorities for remedial actions and also to the public as a form of caution.
- ❖ Partnership with stake-holders - The FRSC is in Partnership with Stakeholders such as the National Association of Road Transport Owners (NARTO), National Union of Petroleum, Energy and Natural Gas. (NUPENG), National Automotive Council, Standards Organization of Nigeria, National Planning Commission, Government Ministries and Parastatals, as well as the Non Governmental Organizations, for a better road culture in Nigeria.
- ❖ On emission control the FRSC is also working with the National Emission Safety and Regulatory Agency (NESRA) to evolve control measures on emission. A bill is already before the National Assembly.
- ❖ The Corps is also partnering with the National Automotive Council, Standards Organization of Nigeria among others, to evolve standards on Vehicle Type Approval for the Country.

GOING FORWARD

- ❖ Continuous implementation of the RTSSS. Compliance to set standards on vehicles, operators, drivers and terminals, should be ensured.
- ❖ Exposure of Articulated Lorries Operators to the best practices in the world, to enhance their knowledge. Stakeholders forum will assist in sharing of experiences.

- ❖ Certificate of Professional Competence (CPC) for drivers should be introduced in the Country. All drivers should have compulsory hours of training in specified period. Renewal of Commercial Driver's Licence (CDL) should be tied to the CPC.
- ❖ Government should come to the aid of transporters by encouraging low interest loans to transport operators.
- ❖ Stringent measures should be introduced on used vehicles and spare parts coming into the country. Only those vehicles and parts that are still safety compliant should be allowed into the country.
- ❖ The identified routes and black spots prone to crashes should attract extra and immediate attention of traffic agencies and governments.
- ❖ Traffic agencies should be equipped with appropriate rescue vehicles and materials that could be used to remove broken down articulated vehicles and other forms of obstructions from the road.
- ❖ Many of the articulated vehicles plying our roads are not that visible at night resulting in collision crashes. Provision of reflectors and reflective tapes at the rear and sides of all trucks should be made compulsory. (Ref; Section 75 of the NRTR, 2004)
- ❖ Yearly certification of fleet operators, under the RTSSS Scheme should be continued. Efforts of fleet operators to improve on their classification will enhance safe operations.
- ❖ Conducive parks and rest areas should be provided. This could be done under the Private Public Partnership (PPP) arrangement.
- ❖ Government should introduce the maximum hours of work rules for drivers and insist on tachographs on vehicles for proper enforcement of the rules.
- ❖ The laws on insurance of vehicles and loads in-transit should be enforced.
- ❖ Government should improve the road condition and also resuscitate the rail system. Water transportation as well as pipeline mode should also be encouraged.
- ❖ Operators should be encouraged to install vehicle tracking system to monitor their drivers' driving and speed limiting devices to discourage speeding.

ROAD TRAFFIC CRASH SUMMARY

A total of 4765 Road Traffic Crashes were recorded in 2011 which resulted in 4,372 persons killed and left 17,464 people with various degrees of injuries. 1764 of the cases reported were fatal, 2485 serious and, 516 minor. The Federal Capital Territory (FCT) recorded highest cases of RTC for the year 2011 and followed by Kogi state with 475 and 343 cases respectively. On the average in the year 2011, 13 crashes, 11 deaths and, 48 injuries were recorded daily in year 2011 as a result of Road Traffic Crashes.

Comparative analysis of year 2010 and 2011 showed approximately 11% and 3% reduction in Road Traffic Crash cases and number of persons injured respectively in 2011 compared with previous year. Though, there was reduction in number of crash cases, there exist an increase of 8% in number of persons killed in 2011 over 2010. This shows that RTC in year 2011 claim more lives than what we have in year 2010, though a clear reduction was noted.

A trend analysis from 2001 to 2011 show that; one (1) person was killed in RTC every 53 minutes in 2001, one person killed in RTC every 129 minutes in 2010 while one person was killed in RTC every 120 minutes in 2011. One (1) RTC occurs every 26 minutes in 2001; one RTC occurs every 99 minutes (1hour, 39minutes) in 2010 while one RTC occurs every 110 minutes (1hour, 50minutes) in 2011.

The report also indicates that 7,882 vehicles were involved in traffic crashes. 3365 of those vehicles were cars, 1849 buses, 1256 motorcycles, 768 trucks and, 644 tankers/trailers. FCT recorded the highest number of vehicles involved (772) and closely followed by Oyo and Kogi states with total number of 623 and 493 vehicles respectively. Annual Daily average of vehicles involved in Road Traffic Crashes stood at 22 vehicles.

ROAD TRAFFIC CRASH(RTC) DATA FOR 2011

STATE	FATAL CASES	SERIOUS CASES	MINOR CASES	TOTAL CASES	PERSONS KILLED	PERSONS INJURED	TOTAL CASUALTY
ABIA	23	42	11	76	56	310	366
ADAMAWA	19	37	1	57	38	209	247
AKWA IBOM	14	25	8	47	18	74	92
ANAMBRA	14	15	7	36	34	78	112
BAUCHI	93	77	10	180	257	754	1011
BAYELSA	7	19	6	32	15	64	79
BENUE	87	141	23	251	187	739	926
BORNO	26	9	1	36	69	96	165
C/RIVERS	6	8	2	16	23	48	71
DELTA	39	44	22	105	96	366	462
EBONYI	9	22	2	33	16	90	106
EDO	70	78	4	152	184	522	706
EKITI	10	39	8	57	18	164	182
ENUGU	40	34	6	80	84	394	478
FCT	127	276	72	475	253	1273	1526
GOMBE	39	37	1	77	108	323	431
IMO	35	60	7	102	63	303	366
JIGAWA	28	10	0	38	53	142	195
KADUNA	48	29	13	90	173	520	693
KANO	116	95	11	222	279	964	1243
KATSINA	23	24	7	54	139	363	502
KEBBI	18	18	4	40	36	126	162
KOGI	92	209	42	343	231	2063	2294
KWARA	40	82	34	156	174	468	642
LAGOS	29	24	15	68	70	145	215
NASARAWA	55	181	32	268	113	647	760
NIGER	53	33	2	88	182	446	628
OGUN	74	108	45	227	166	658	824
ONDO	97	147	24	268	234	1027	1261
OSUN	79	156	25	260	189	1065	1254
OYO	129	144	21	294	303	1197	1500
PLATEAU	31	21	5	57	97	338	435
RIVERS	40	37	18	95	47	198	245
SOKOTO	30	37	3	70	86	254	340
TARABA	26	83	2	111	30	219	249
YOBE	49	3	0	52	109	180	289
ZAMFARA	49	81	22	152	142	637	779
TOTAL	1,764	2,485	516	4,765	4,372	17,464	21,836

Table 10: Summary of road traffic crash data



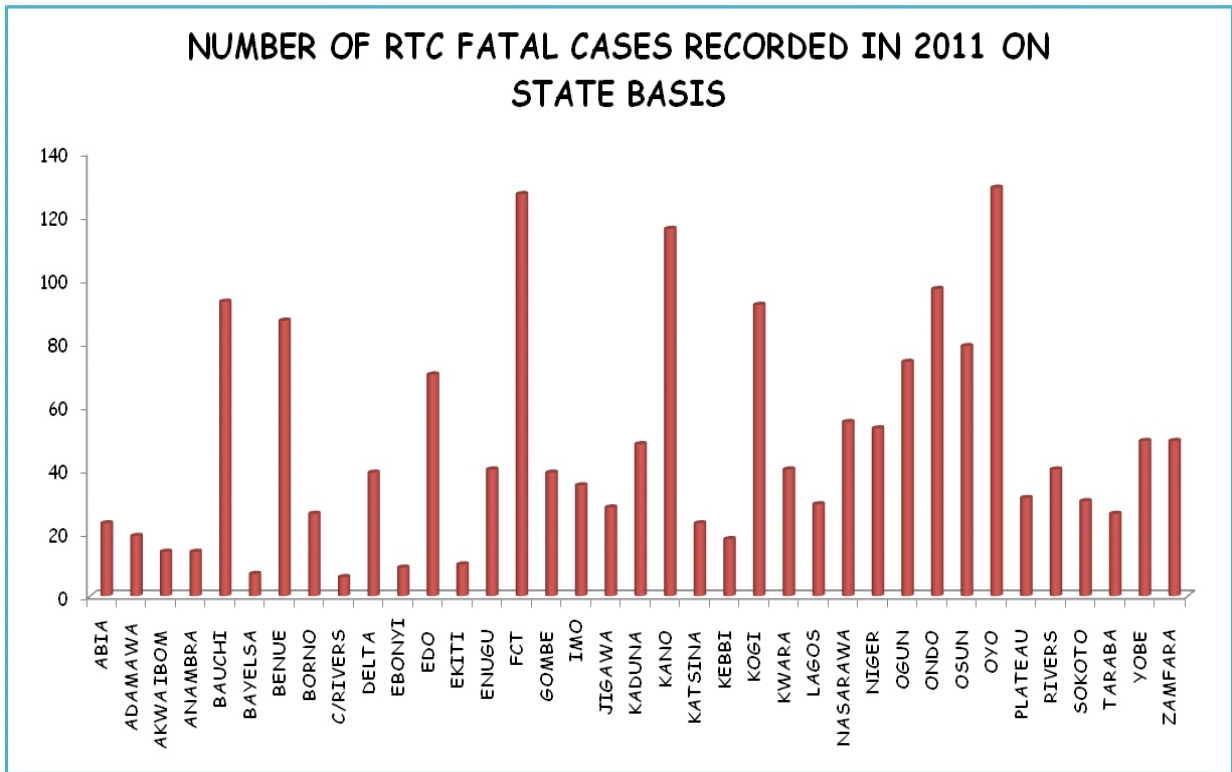


Chart 9: Summary of crashes leading to death of persons where Oyo State, FCT and Kano State have higher figures above other states

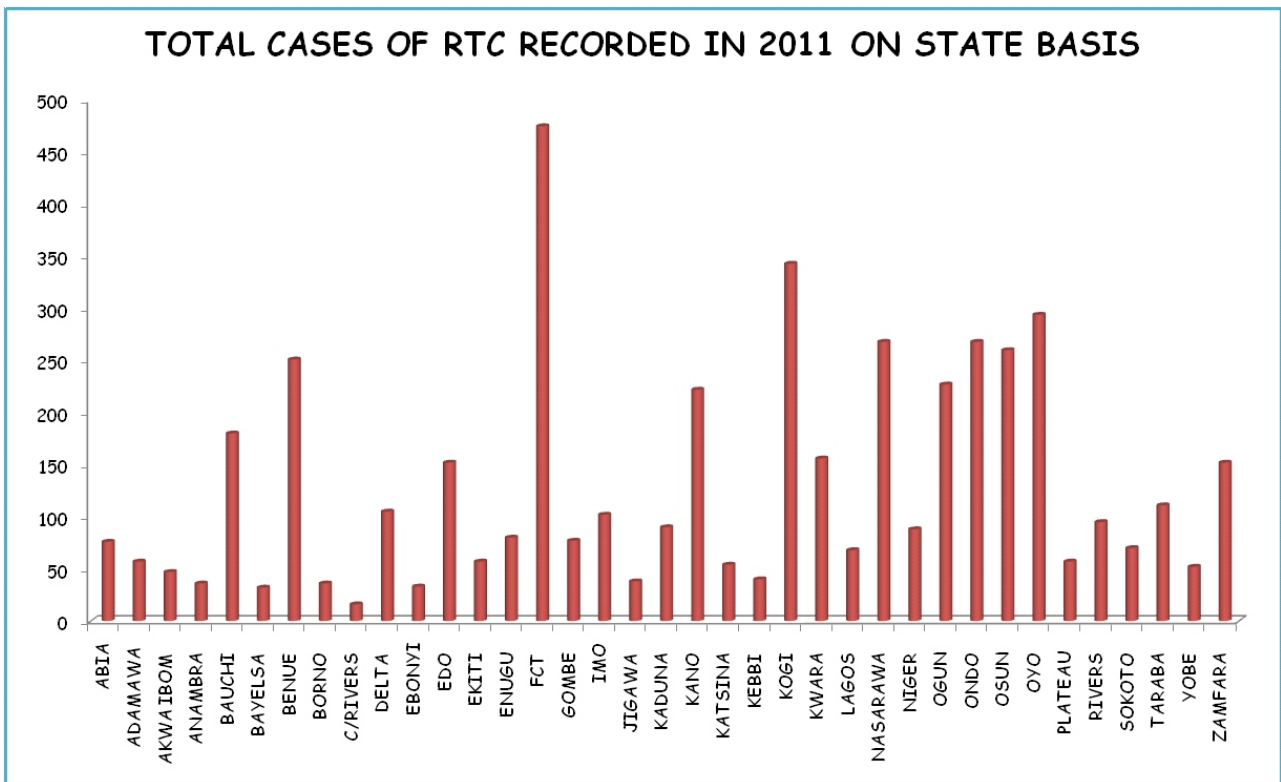


Chart 10: FCT recorded highest Road Traffic Crashes most of which occurred along Abuja-Lokoja Expressway and within the urban settlements.



NUMBER OF PERSONS KILLED IN RTC IN 2011 ON STATE BASIS

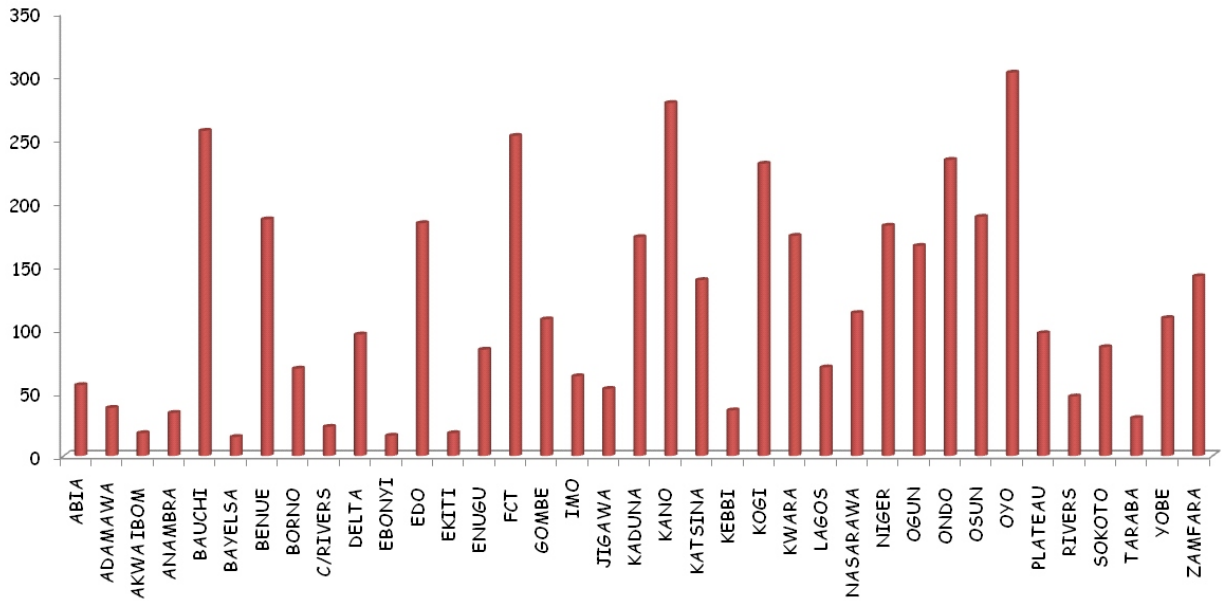


Chart 11: More persons were killed in road crashes in Oyo state than any other state in Nigeria. Similar trends were followed by Kano, Bauchi and the Federal Capital Territory (FCT)

NUMBER OF PERSONS INJURED IN RTC IN 2011 ON STATE BASIS

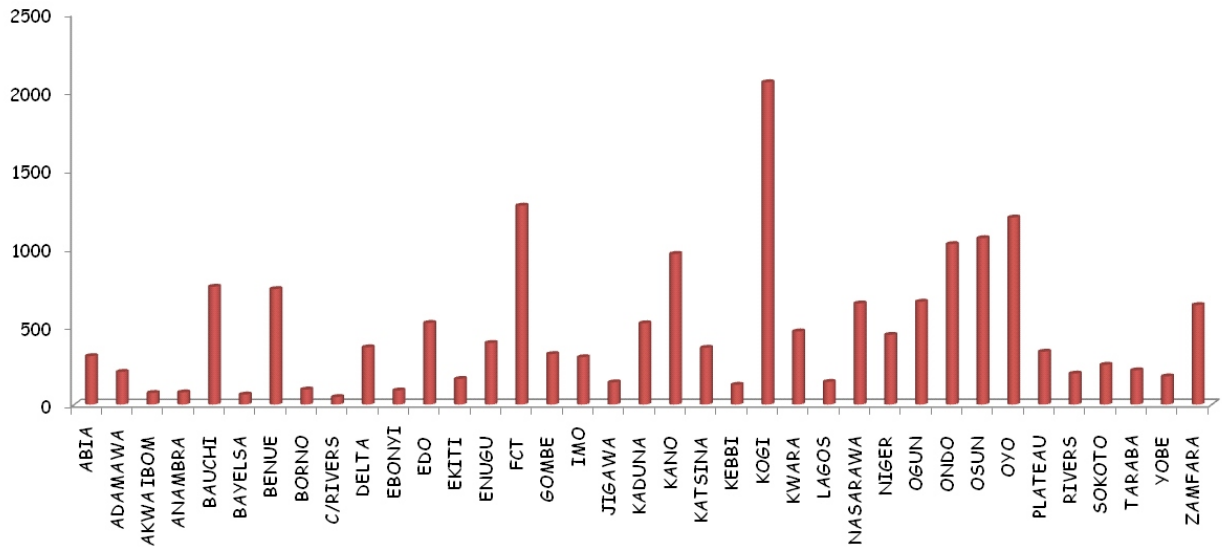


Chart 12: While more persons were killed in Oyo and some states in the northern part of the country, more persons were severely injured in Kogi than any other State.

TOTAL NUMBER OF CASUALTIES INVOLVED IN RTC IN 2011 ON STATE BASIS

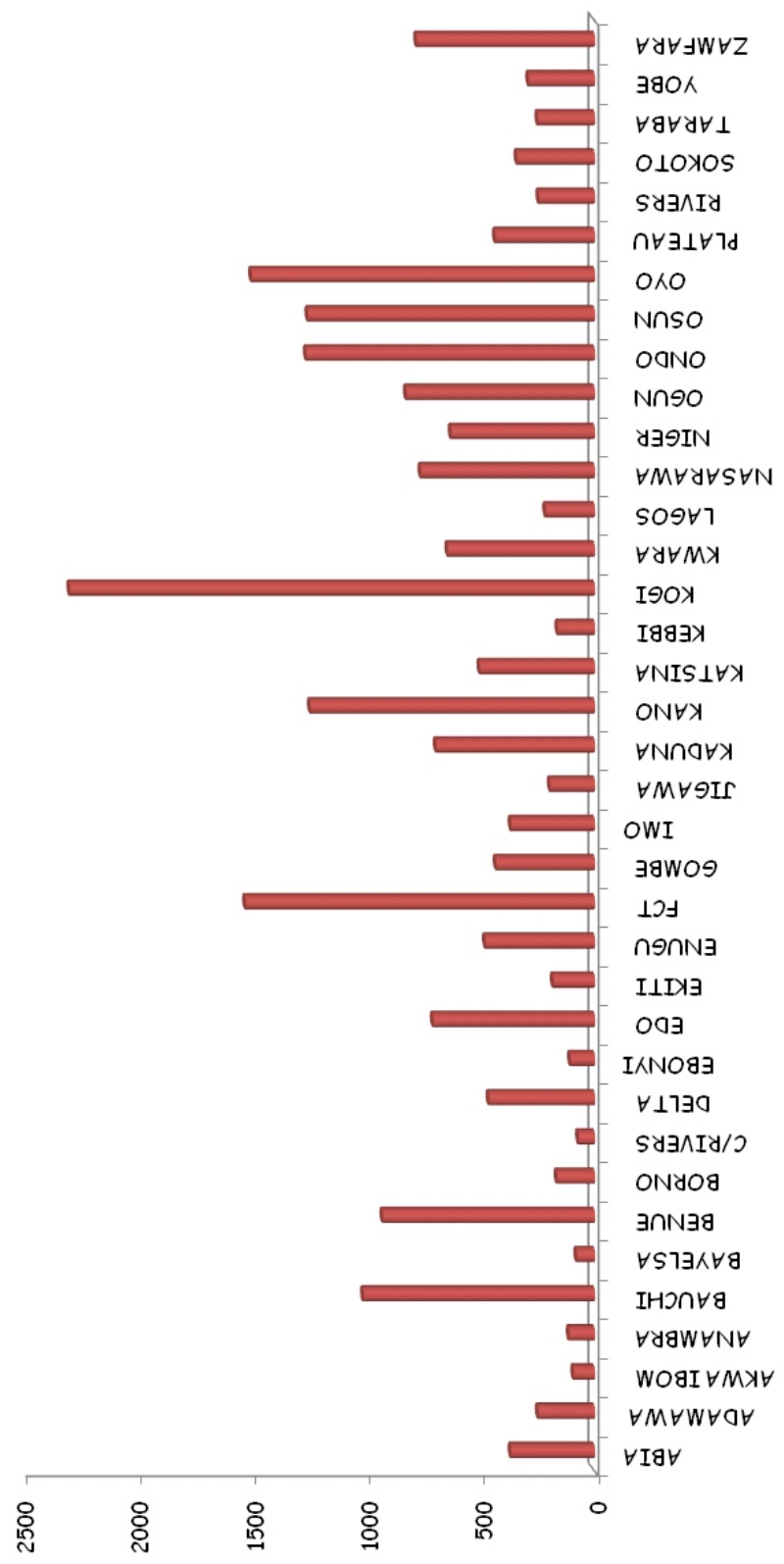


Chart 13: In all road traffic crashes casualties recorded in the country. Kogi state had stunning data owing to its strategic location as it serves as an interconnect of the north, south, west and eastern parts of Nigeria.

SUMMARY REPORT ON ROAD TRAFFIC CRASHES FROM 2001 - 2011

YEAR	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	TOTAL	AVERAGE PER YEAR
FATAL CASES	6966	4029	3910	3275	2299	2600	2162	3024	2460	1178	1764	26701	2427.363636
SERIOUS CASES	8185	7190	7882	6948	4143	5550	4812	5671	6024	2819	2485	53524	4865.818182
MINOR CASES	5379	3325	2572	4051	2620	964	1503	2646	2370	1333	516	21900	1990.909091
TOTAL CASES	20530	14544	14364	14274	9062	9114	8477	11341	10854	5330	4765	102125	9284.090909
PERSONS KILLED	9946	7407	6452	5351	4519	4944	4673	6661	5693	4065	4372	54137	4921.545455
PERSONS INJURED	23249	22112	18116	16897	15779	17390	17794	27980	27270	18095	17464	198897	18081.545455
TOTAL CASUALTY	33195	29519	24568	22248	20298	22334	22467	34641	32963	22160	21836	253034	23003.09091
TIME PER NO.KILLED (MINS.)	53	71	81	98	116	106	112	79	92	129	120		
TIME PER RTC CASE (MINS.)	26	36	37	37	58	58	62	46	48	99	110		

Table 11: Comprehensive overview of road traffic crashes from 2001-2011



ROAD TRAFFIC CRASH(RTC) DATA FOR 2011 ON ZONAL BASIS

STATE	FATAL CASES	SERIOUS CASES	MINOR CASES	TOTAL CASES	PERSONS KILLED	PERSONS INJURED	TOTAL CASUALTY
RS1 Kaduna	215	158	31	404	644	1989	2633
RS2 Lagos	103	132	60	295	236	803	1039
RS3 Yola	84	157	4	245	176	751	927
RS4 Jos	173	343	60	576	397	1724	2121
RS5 Benin	123	137	33	293	314	966	1280
RS6 P/H	67	89	34	190	103	384	487
RS7 Abuja	180	309	74	563	435	1719	2154
RS8 Ilorin	142	330	84	556	423	2695	3118
RS9 Enugu	107	158	26	291	219	1097	1316
RS10 Sokoto	97	136	29	262	264	1017	1281
RS11 Osogbo	305	447	70	822	726	3289	4015
RS12 Bauchi	168	89	11	268	435	1030	1465
TOTAL	1764	2485	516	4765	4372	17464	21836

Table 12: a spread of Road Traffic Crash data on Zonal Commands basis.

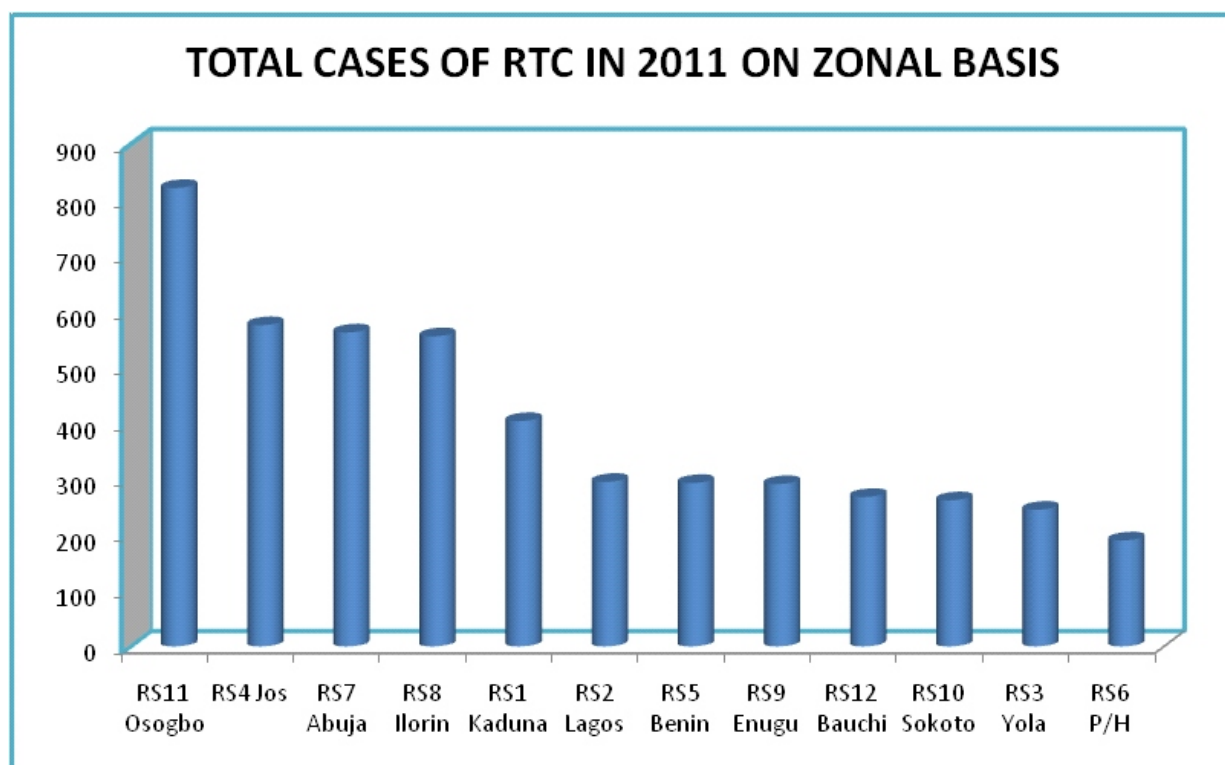


Chart 14: Oshogbo Zone comprising Osun, Oyo and Ondo States put together recorded the highest figure on total road crashes that occurred in the country.

TOTAL CASUALTY OF RTC IN 2011 ON ZONAL BASIS

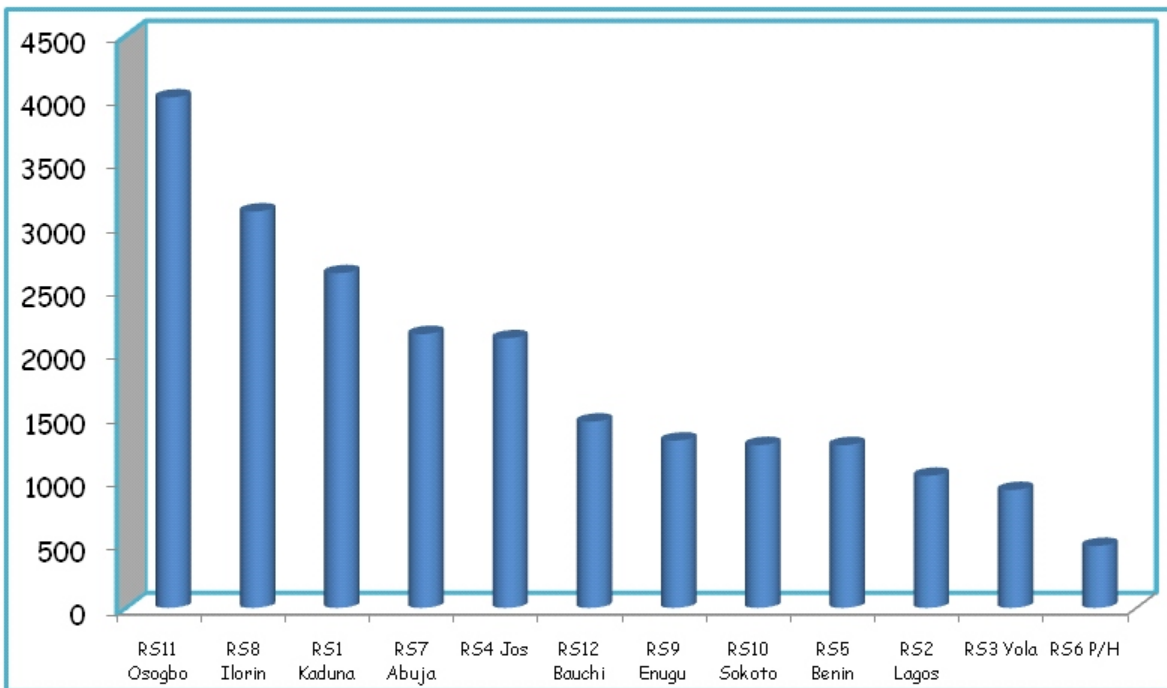


Chart 15: Oshogbo Zone being one out of twelve had the highest total casualty figures. On the contrary, Port-Harcourt Zone had the least.

PERSONS INJURED OF RTC IN 2011 ON ZONAL BASIS

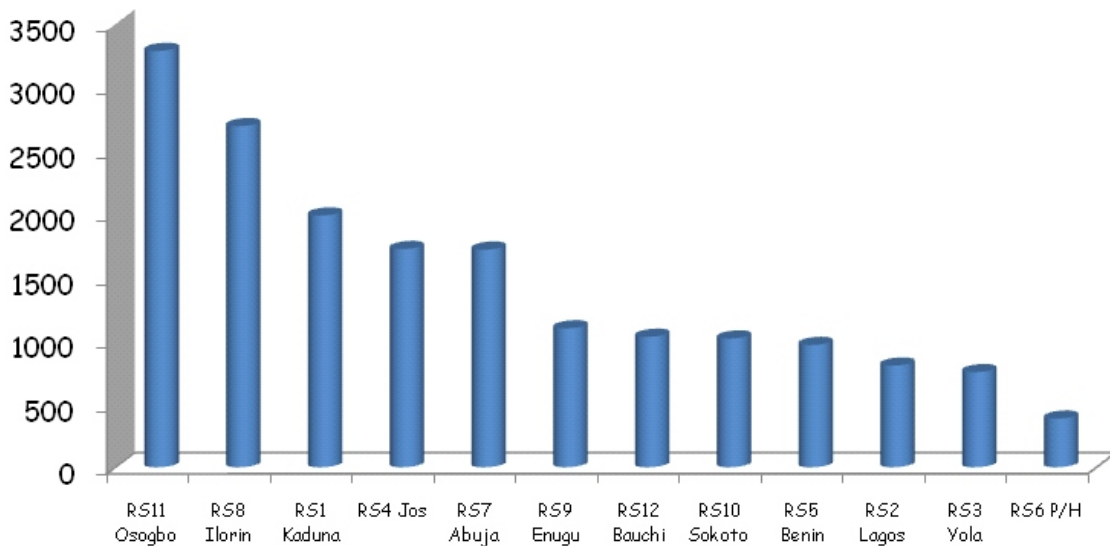


Chart 16: At least 3289 and 384 persons were injured nationwide as recorded by Oshogbo and port-Harcourt Zones being highest and least on the spectrum of zones in the country.



PERSONS KILLED OF RTC IN 2011 ON ZONAL BASIS

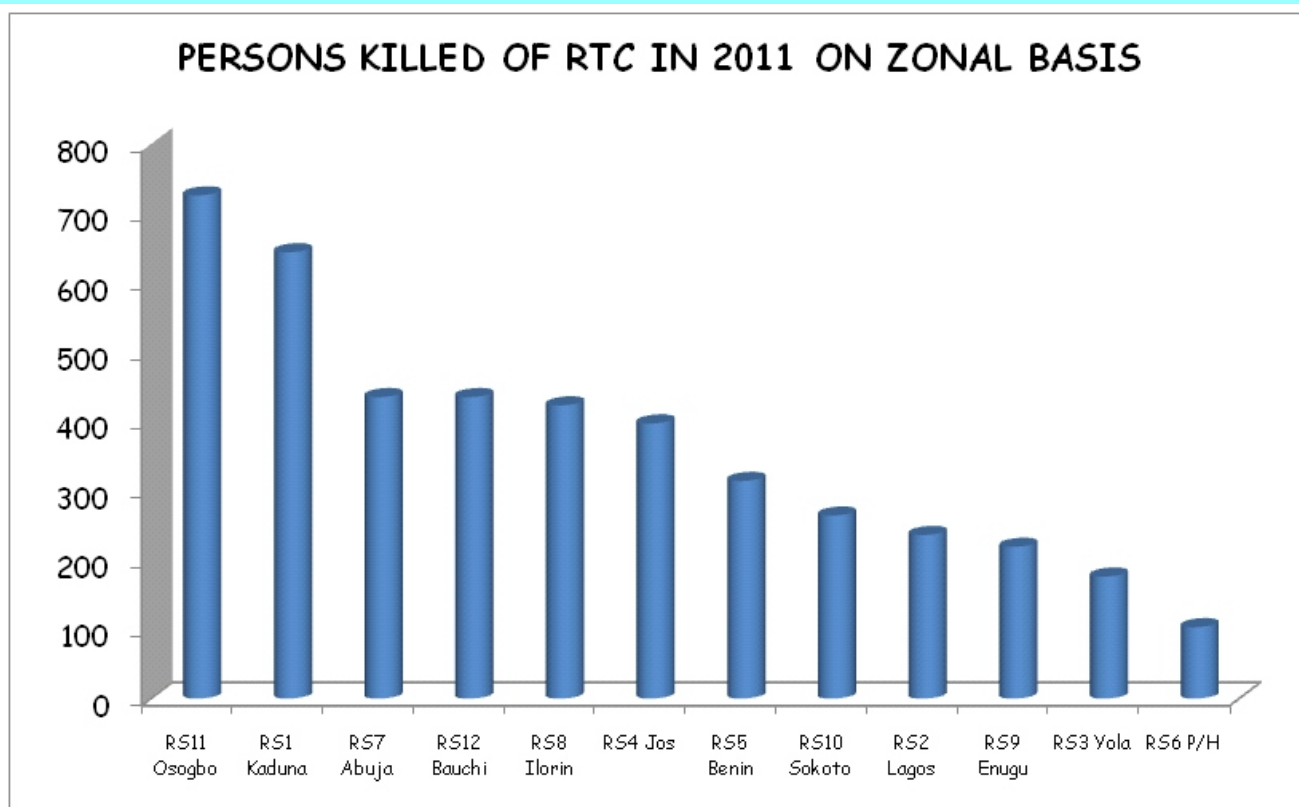


Chart 17: Trend of persons who eventually died either on the spot or later as a result of Road Traffic Crash as presented on Zonal Command basis

ROAD TRAFFIC CRASH (RTC) DATA FOR 2011 BASED ON GEO-POLITICAL ZONES

ZONE	FATAL CASES	SERIOUS CASES	MINOR CASES	TOTAL CASES	PERSONS KILLED	PERSONS INJURED	TOTAL CASUALTY
NORTH EAST	252	246	15	513	611	1781	2392
NORTH WEST	312	294	60	666	908	3006	3914
NORTH CENTRAL	485	943	210	1638	1237	5974	7211
SOUTH EAST	121	173	33	327	253	1175	1428
SOUTH WEST	418	618	138	1174	980	4256	5236
SOUTH SOUTH	176	211	60	447	383	1272	1655
TOTAL	1764	2485	516	4765	4372	17464	21836

Table 13: Genral Road Traffic Crash figures as presented on Nigeria's geo-political zonal structure

CHART SHOWING FATAL CASES IN 2011 BY GEO-POLITICAL ZONES

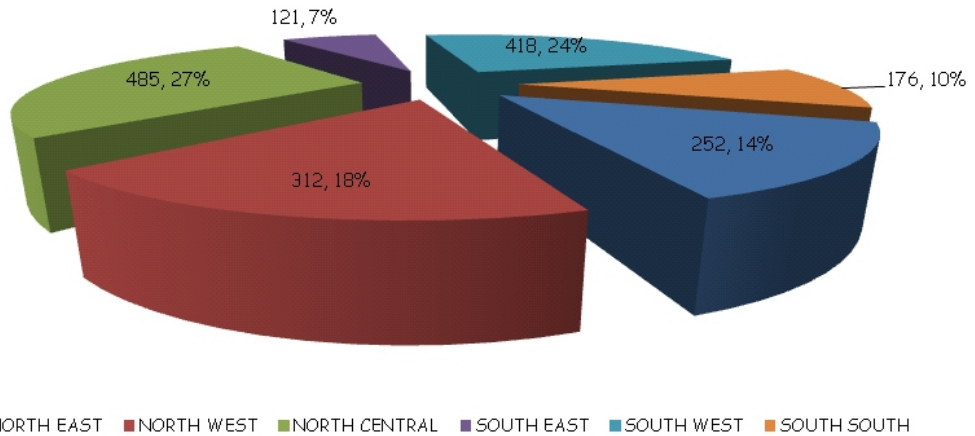


Chart 18: A pie chart showing fatal cases as they occurred in the country on geo-political basis

CHART SHOWING RTC TOTAL CASES IN 2011 BY GEO-POLITICAL ZONES

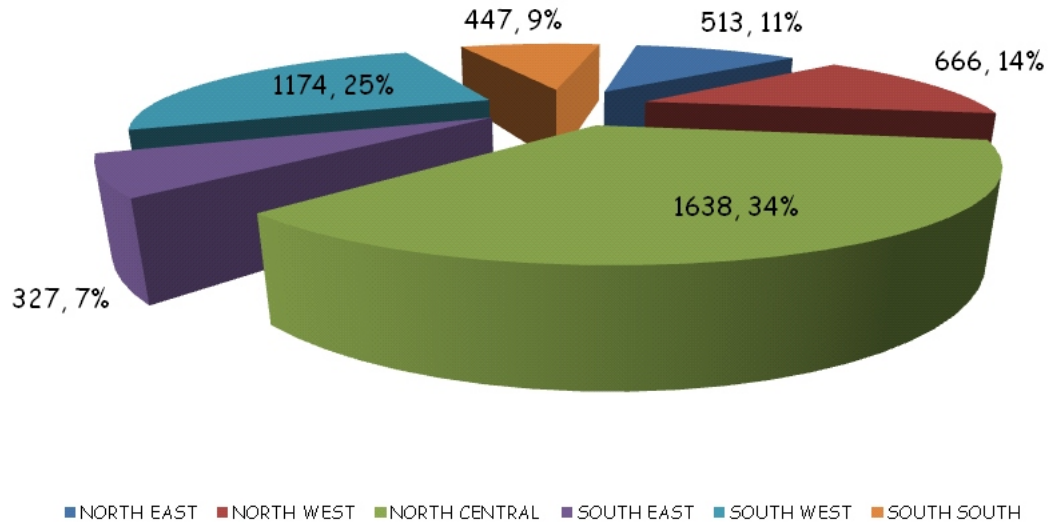


Chart 19: Total number of Road Traffic Crash (RTC) cases presented on geo-political basis

CATEGORY OF VEHICLES INVOLVED IN ROAD TRAFFIC CRASH ON STATE BASIS

STATE	VEHICLE CATEGORY					
	MOTORCYCLE	CAR	BUS	TRUCK	TANKER/TRAILER	TOTAL
ABIA	15	64	28	14	21	142
ADAMAWA	39	47	11	8	2	107
AKWA IBOM	36	25	6	6	2	75
ANAMBRA	15	22	13	8	10	68
BAUCHI	44	143	75	19	18	299
BAYELSA	25	22	11	10	1	69
BENUE	85	197	94	40	22	438
BORNO	6	20	8	11	1	46
C/RIVERS	2	19	5	7	2	35
DELTA	22	77	59	17	5	180
EBONYI	12	25	14	6	1	58
EDO	39	86	66	48	36	275
EKITI	19	41	19	6	5	90
ENUGU	7	50	42	14	14	127
FCT	53	447	169	64	39	772
GOMBE	25	80	43	25	20	193
IMO	36	69	34	24	17	180
JIGAWA	6	26	10	6	2	50
KADUNA	12	60	29	13	33	147
KANO	47	130	87	20	21	305
KATSINA	25	30	26	4	9	94
KEBBI	20	36	6	2	4	68
KOGI	55	215	125	56	42	493
KWARA	28	101	62	21	47	259
LAGOS	16	65	22	12	2	117
NASARAWA	81	148	83	17	25	354
NIGER	23	51	33	9	18	134
OGUN	34	147	111	52	43	387
ONDO	60	172	97	50	44	423
OSUN	66	180	142	27	26	441
OYO	165	180	139	80	59	623
PLATEAU	4	59	39	12	5	119
RIVERS	21	74	24	27	16	162
SOKOTO	38	60	18	7	8	131
TARABA	14	54	35	21	5	129
YOBE	15	35	24	3	10	87
ZAMFARA	46	108	40	2	9	205
TOTAL	1,256	3,365	1,849	768	644	7,882

Table 14: Summary of the various categories of vehicles that had involvement in road crashes in the year 2011

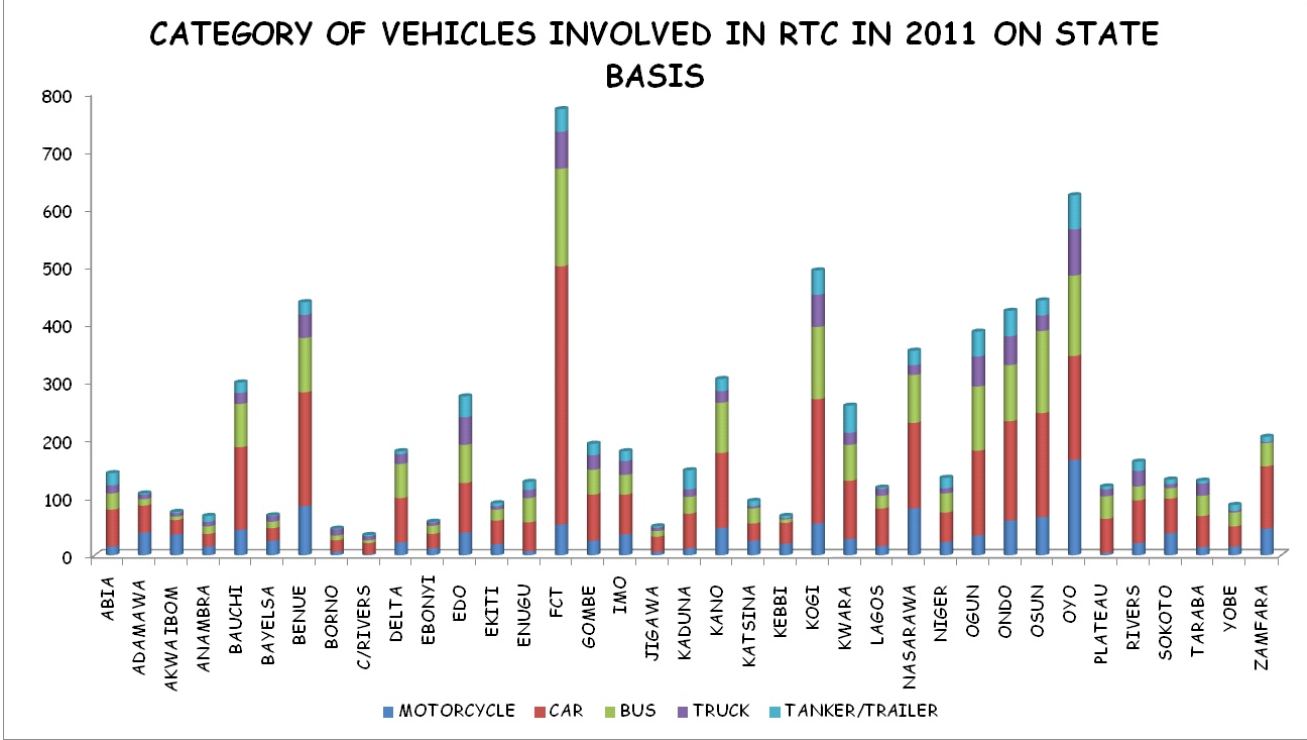


Chart 20: FCT, Oyo and Kogi States as depicted here by the chart above had the highest vehicular involvement in road traffic fatalities leading to death of persons.

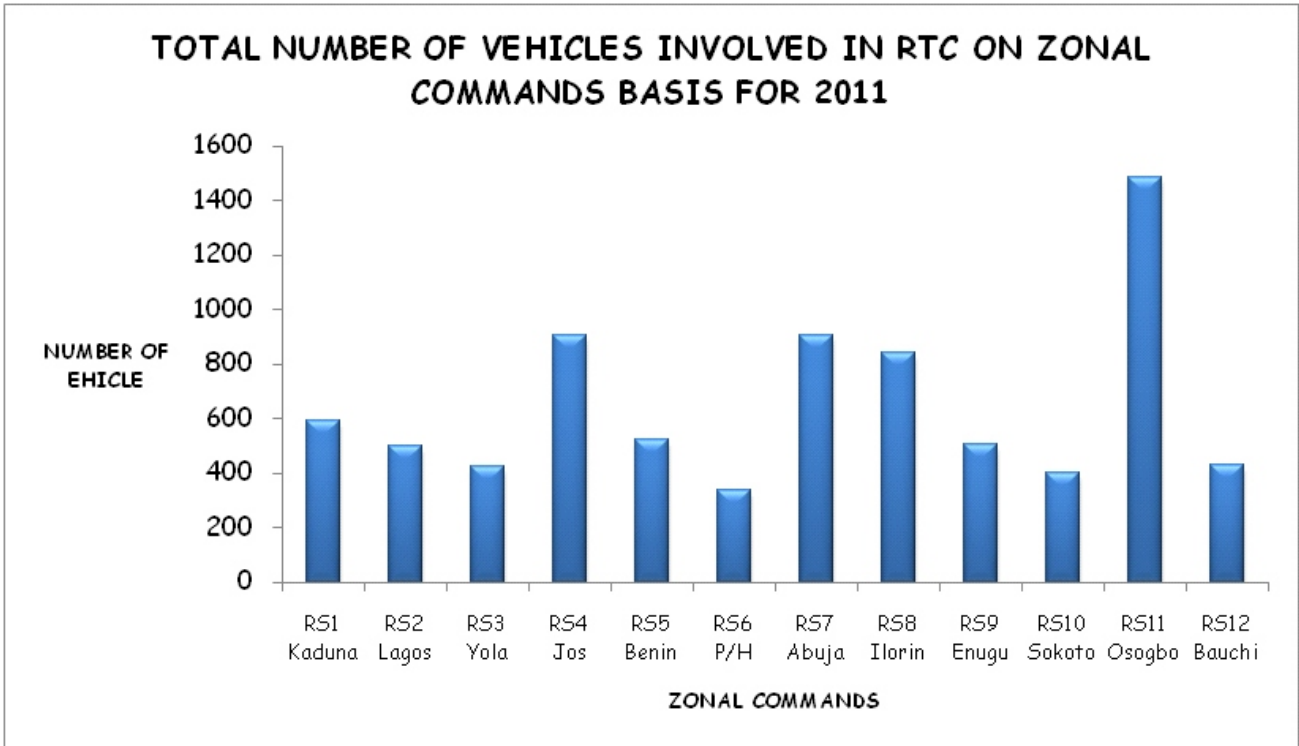


Chart 21: Zonal Commands spread of vehicular involvement in road crashes.

TOTAL NUMBER OF VEHICLES INVOLVED IN RTC ON GEO-POLITICAL ZONES

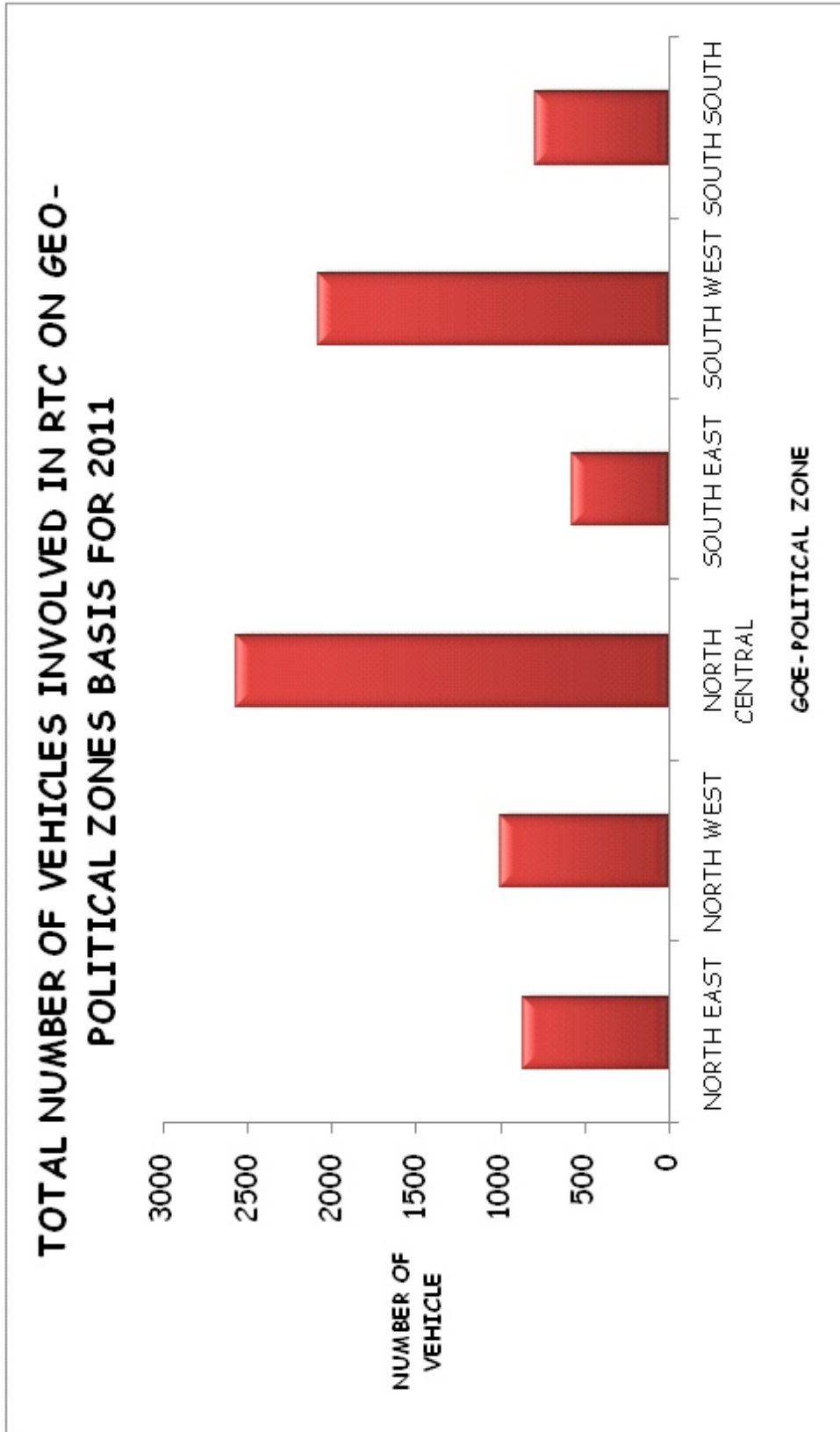


Chart 22: Geo-Political zones comparison of the number of vehicles that were involved in road traffic crashes

COMPARATIVE ANALYSIS OF YEAR 2010 AND 2011 ROAD TRAFFIC CRASHES

STATE	TOTAL CASES		PERSONS KILLED		PERSONS INJURED	
	2010	2011	2010	2011	2010	2011
Abia	34	76	17	56	109	310
Adamawa	167	57	39	38	550	209
Akwa Ibom	62	47	39	18	117	74
Anambra	70	36	53	34	230	78
Bauchi	105	180	129	257	479	754
Bayelsa	41	32	11	15	62	64
Benue	159	251	94	187	343	739
Borno	78	36	57	69	250	96
Cross River	53	16	47	23	152	48
Delta	152	105	118	96	621	366
Ebonyi	46	33	48	16	92	90
Edo	239	152	147	184	984	522
Ekiti	42	57	15	18	125	164
Enugu	80	80	82	84	343	394
FCT	536	475	363	253	1840	1273
Gombe	46	77	48	108	168	323
Imo	113	102	54	63	325	303
Jigawa	92	38	47	53	232	142
Kaduna	468	90	405	173	1519	520
Kano	239	222	101	279	690	964
Katsina	171	54	207	139	644	363
Kebbi	103	40	39	36	302	126
Kogi	264	343	269	231	1293	2063
Kwara	83	156	67	174	303	468
Lagos	240	68	89	70	592	145
Nasarawa	330	268	194	113	819	647
Niger	206	88	208	182	555	446
Ogun	386	227	369	166	1117	658
Ondo	118	268	167	234	536	1027
Osun	94	260	100	189	471	1065
Oyo	111	294	144	303	702	1197
Plateau	81	57	45	97	281	338
Rivers	62	95	47	47	176	198
Sokoto	58	70	71	86	269	254
Taraba	43	111	10	30	187	219
Yobe	99	52	96	109	322	180
Zamfara	59	152	29	142	295	637
TOTAL	5,330	4,765	4,065	4,372	18,095	7,464

Table 15: Road traffic crash data comparison of the year 2010 and 2011 on states basis.

COMPARISON SUMMARY OF YEAR 2010 AND 2011 RTC

YEAR	2010	2011	% CHANGE	REMARKS
TOTAL RTC CASES	5330	4765	-11%	There is 11% reduction in RTC
FATAL CASES	1178	1764	50%	There is 50% increase in fatality
PERSONS KILLED	4065	4372	8%	There is 8% increase in number of persons killed
PERSONS INJURED	18095	17464	-3%	There is 3% reduction in number of persons injured
TOTAL CASUALTY	22160	21836	-1%	Total casualties reduced by 1%

Table 16: An analysis of year 2010 and 2011 road traffic crash data comparison showing declines and upsurges

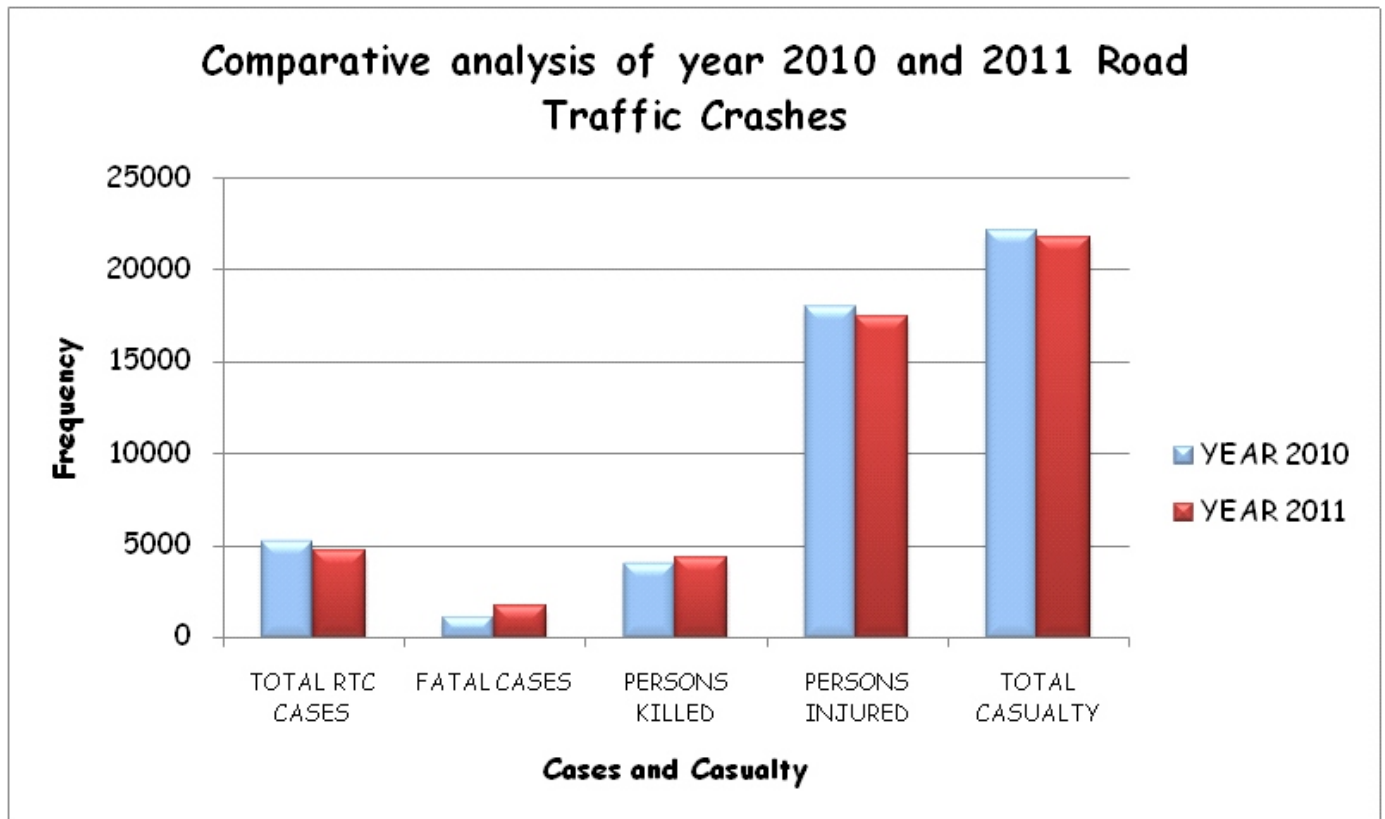


Chart 23: Side by side bar chart comparison of road traffic crashes between year 2010 and 2011.

Year 2010 and 2011 Road Traffic Crashes Cases comparison

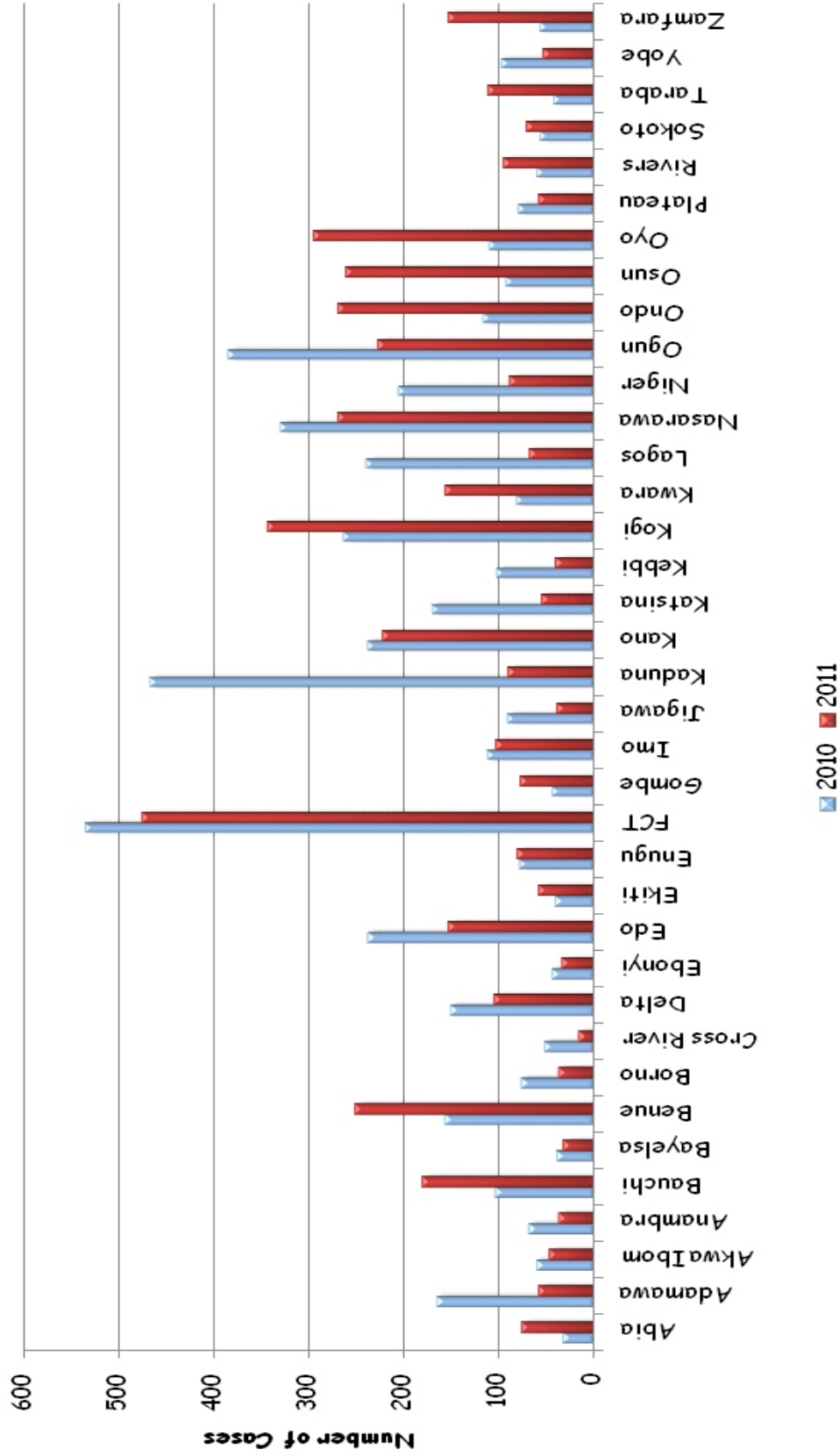


Chart 24: Total number of road traffic crash cases being compared state by state for year 2010 and 2011



Comparison of Year 2010 and 2011 Persons Killed in Road Traffic Crashes

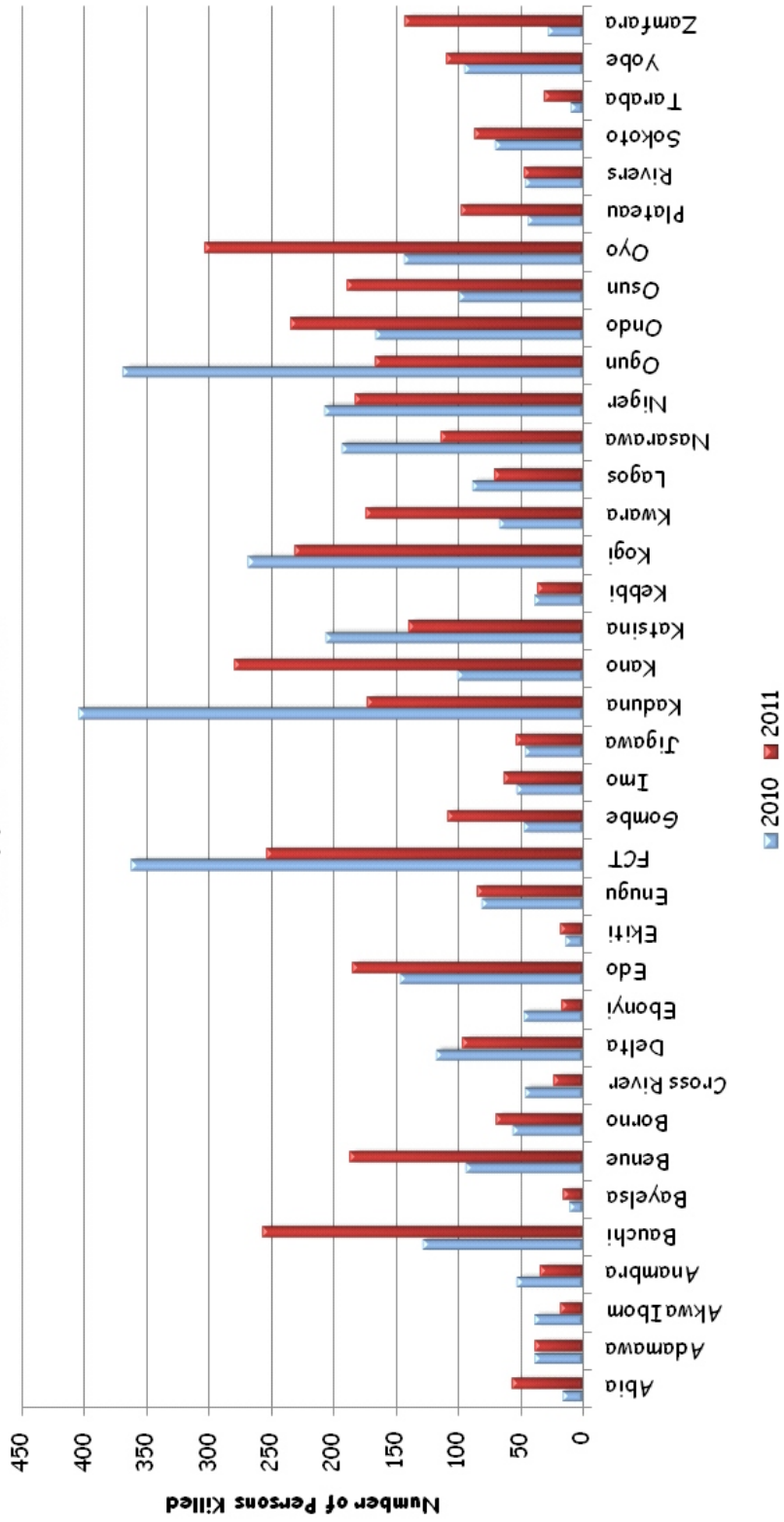


Chart 25: The number of persons killed between year 2010 and 2011 is being compared.

Comparison of Year 2010 and 2011 Persons Injured in Road Traffic Crashes

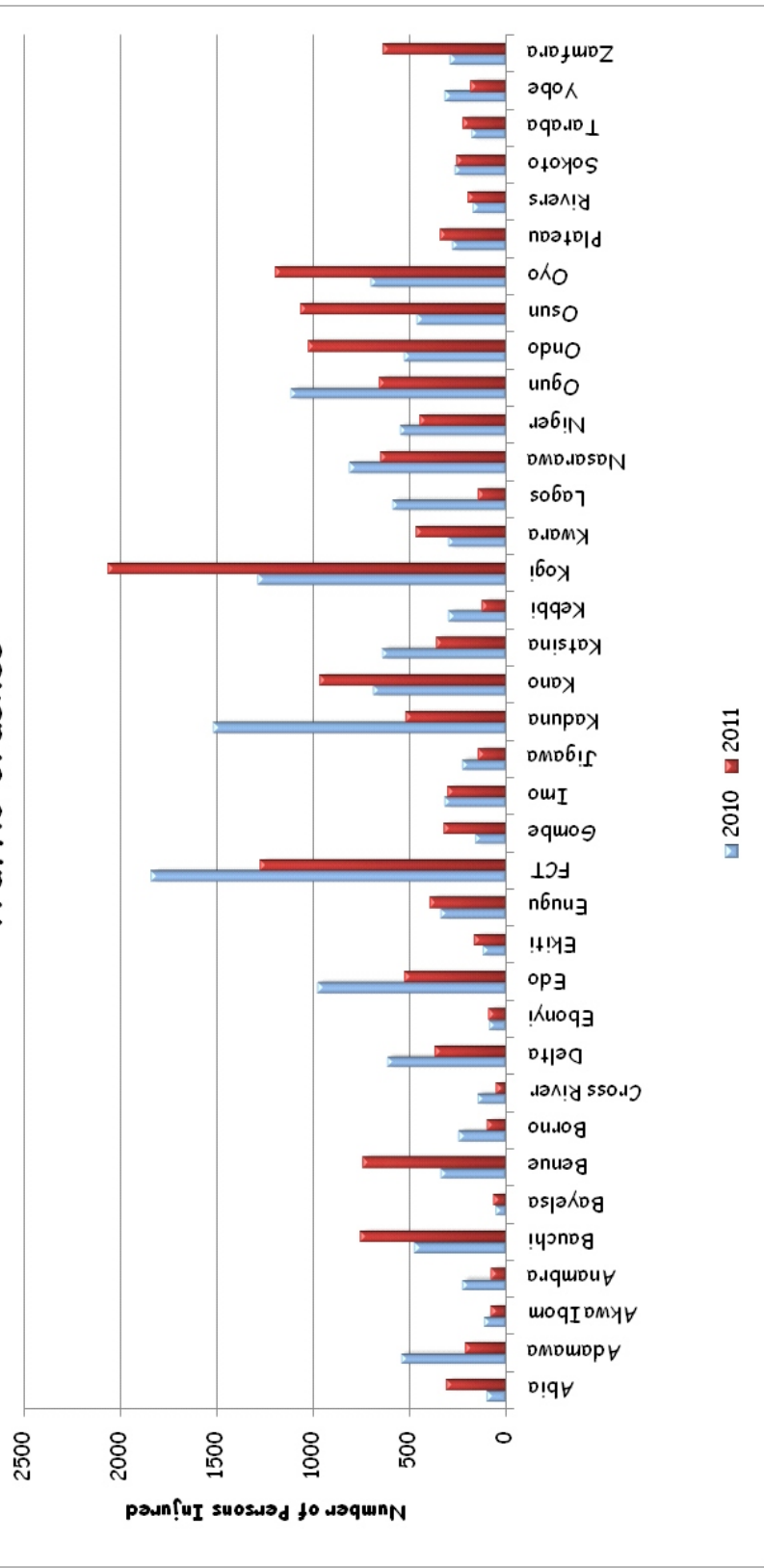


Chart 26: Number of persons injured compared between year 2010 and 2011

SEVERITY INDEX OF ROAD TRAFFIC CRASH (RTC) IN 2011

STATE	TOTAL CASES	PERSONS KILLED	SEVERITY INDEX (No. DEATH/TOTAL CRASHES)
KATSINA	54	139	2.5741
YOBE	52	109	2.0962
NIGER	88	182	2.0682
KADUNA	90	173	1.9222
BORNO	36	69	1.9167
PLATEAU	57	97	1.7018
C/RIVERS	16	23	1.4375
BAUCHI	180	257	1.4278
GOMBE	77	108	1.4026
JIGAWA	38	53	1.3947
KANO	222	279	1.2568
SOKOTO	70	86	1.2286
EDO	152	184	1.2105
KWARA	156	174	1.1154
ENUGU	80	84	1.05
OYO	294	303	1.0306
LAGOS	68	70	1.0294
ANAMBRA	36	34	0.9444
ZAMFARA	152	142	0.9342
DELTA	105	96	0.9143
KEBBI	40	36	0.9
ONDO	268	234	0.8731
BENUE	251	187	0.745
ABIA	76	56	0.7368
OGUN	227	166	0.7313
OSUN	260	189	0.7269
KOGI	343	231	0.6735
ADAMAWA	57	38	0.6667
IMO	102	63	0.6176
FCT	475	253	0.5326
RIVERS	95	47	0.4947
EBONYI	33	16	0.4848
BAYELSA	32	15	0.4688
NASARAWA	268	113	0.4216
AKWA IBOM	47	18	0.383
EKITI	57	18	0.3158
TARABA	111	30	0.2703
TOTAL	4765	4372	0.9175

Table 17: Severity index being calculated for each state of the federation.

SEVERITY INDEX ON STATE BASIS FOR 2011

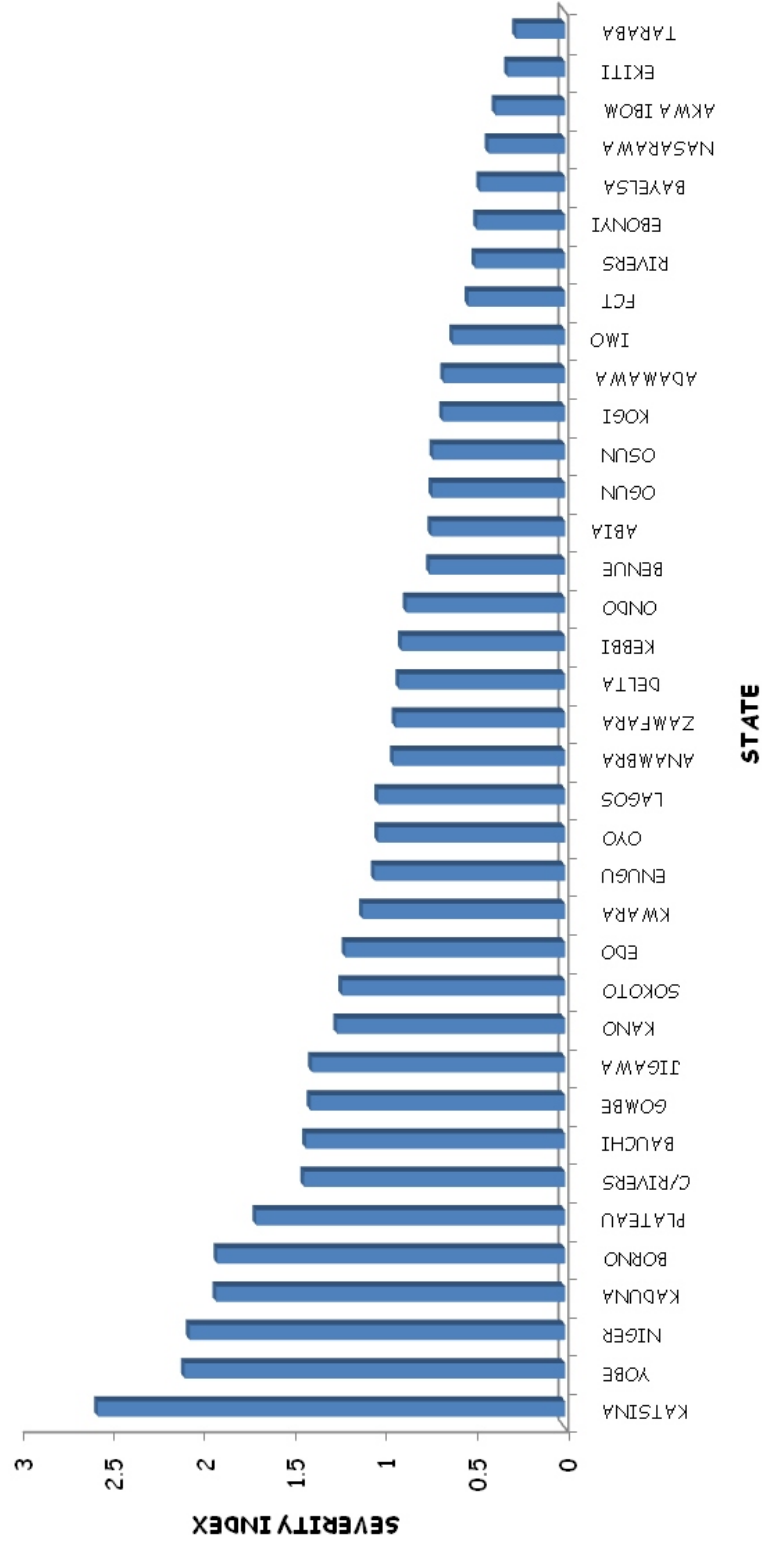


Chart 27: year 2011 road traffic crash severity index for each state of the country presented on bar chart

TOTAL TRAFFIC OFFENDERS AND OFFENCES SUMMARY, 2011

In the course of the Corps efforts to achieve its aim which is to reduce road traffic crash and create safer motoring environment in Nigeria, patrol operations were regularly carried out and erring offenders booked.

In the year 2011, a total of 542,714 offenders were booked for 600,306 offences.

TOTAL NUMBER OF OFFENDERS (JAN-DEC)

MONTH	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10	RS11	RS12	TOTAL
JAN	2756	5938	887	1671	2607	2919	2388	1981	3491	1503	5173	1520	32834
FEB	3852	6691	1411	1827	3962	3082	3113	1887	1358	1123	6199	1562	36067
MAR	4029	8527	993	1905	4108	3176	4593	2867	4886	1397	6425	1562	44468
APR	1725	6889	404	1214	3642	3066	2204	2312	3430	776	5939	438	32039
MAY	3971	7804	1171	2014	4823	3195	3306	2688	4787	1950	7772	891	44372
JUN	4566	8527	1383	2535	4521	2707	4534	2626	5212	1558	5287	1261	44717
JUL	5081	8603	1527	3000	5396	3550	4262	3050	5936	2072	7683	1137	51297
AUG	4244	11250	1729	2497	5826	3745	3809	3368	6451	1793	8090	1348	54150
SEPT	4551	11760	1514	1925	5903	4251	3248	3701	6517	2028	8098	1729	55225
OCT	4311	13257	1572	2168	5537	3787	5635	3660	7018	2199	6632	1730	57506
NOV	3569	11798	1315	2255	5546	2629	4248	3193	6701	2101	6952	959	51266
DEC	3090	7904	1216	2007	3908	2616	3443	2261	3643	1780	5946	959	38773
TOTAL	45745	108948	15122	25018	55779	38723	44783	33594	59430	20280	80196	15096	542714

Table 18: A summary of the number of road traffic law offenders from January too December 2011

SUMMARY OF TOTAL NUMBER OF OFFENDERS ARRESTED BY ZONAL COMMANDS AND AVERAGE MONTHLY ARRESTS (JAN-DEC)

COMMAND	OFFENDERS	AV. PER MONTH
RS1 KADUNA	45,745	3812
RS2 LAGOS	108,948	9,079
RS3 YOLA	15,122	1,260
RS4 JOS	25,018	2,085
RS5 BENIN	55,779	4,648
RS6 PHC	38,723	3,227
RS7 ABUJA	44,783	3,731
RS8 ILORIN	33,594	2,800
RS9 ENUGU	59,430	4,953
RS10 SOKOTO	20,280	1,690
RS11 OSOGBO	80,196	6,683
RS12 BAUCHI	15,096	1,258
TOTAL	542,714	45,226

Table 19: A calculation of monthly average of the number road traffic law offenders on Zonal basis.

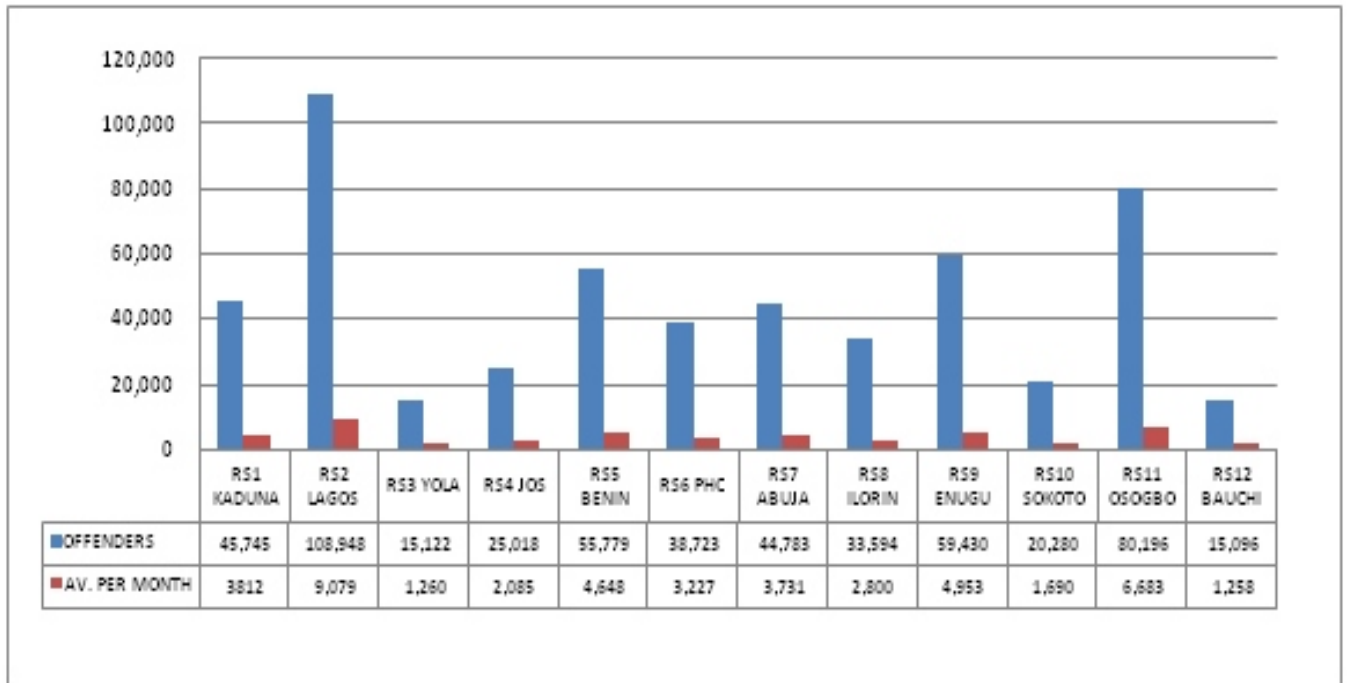


Chart 28: A summary of number of traffic offenders and their respective monthly averages evaluated side by side.

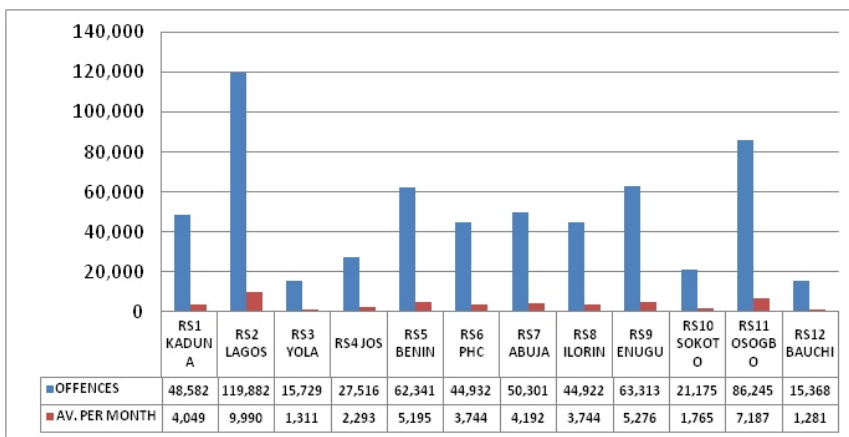


A number of road traffic offender arrested by FRSC operatives and being made to face a mobile court sitting to convict them of their offence in line with road traffic laws of Nigeria.

ANALYSIS OF ROAD TRAFFIC OFFENCES COMMITTED BY TRAFFIC OFFENDERS ON FRSC ZONAL AND MONTHLY BASIS (JAN-DEC, 2011)

MONTH	RS1	RS2	RS3	RS4	RS5	RS6	RS7	RS8	RS9	RS10	RS11	RS12
JAN	2911	6907	1008	1954	2889	3279	2495	2244	3628	1517	5823	1568
FEB	4224	7795	1451	2133	4536	3264	3912	3487	4286	1528	6848	1572
MAR	4476	9851	1016	2140	4744	4296	5347	3111	5085	1436	7314	1588
APR	1741	7965	404	1265	4084	3328	2353	2437	3573	790	6626	442
MAY	3674	9008	1228	2274	5393	3632	3835	10493	5024	1807	8557	765
JUN	4880	10353	1414	2865	4947	3808	4785	3187	5261	1720	6421	1305
JUL	5543	9212	1588	3001	6168	4326	4774	3251	6184	2128	7741	1179
AUG	4363	11280	1811	2547	6461	4372	4453	3503	6460	1898	8149	1384
SEPT	5013	12589	1630	2105	6651	4573	3822	3785	6655	2145	8494	1811
OCT	4722	14511	1609	2461	6185	4080	6545	3803	7552	2259	6850	1788
NOV	3844	12561	1353	2606	6019	3050	4415	3291	5527	2129	7318	990
DEC	3191	7850	1217	2165	4264	2924	3565	2330	4078	1818	6104	976
TOTAL	48582	119882	15729	27516	62341	44932	50301	44922	63313	21175	86245	15368

Table 20: Analysis of road traffic offences committed by traffic offenders (Jan-Dec 2011)



OFFENCES COMMITTED PER AVERAGE ON A MONTHLY BASIS AS RECORDED ACCORDING TO FRSC ZONAL BASIS



Chart 29: A summary of number of traffic offences and their respective monthly averages evaluated side by side.

LIST OF TRAFFIC OFFENCES, CODES, POINTS AND FINES

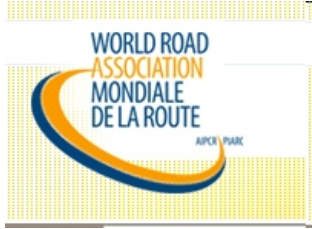

OFFENCE	CODE	POINT	FINES
ASSAULTING MARSHAL ON DUTY	AMD	10	10,000
ATTEMPTING TO CORRUPT MARSHAL ON DUTY	ATCM	10	10,000
CONSTRUCTION AREA SPEED LIMIT VIOLATION	CASV	3	3,000
DANGEROUS DRIVING	DGD	10	50,000
'DO NOT MOVE' VIOLATION	DNM	2	2,000
DRIVER'S LICENCE VIOLATION	DLV	10	10,000
DRIVING UNDER ALCOHOL/DRUG INFLUENCE	DAD	5	5,000
DRIVING WITH WORN-OUT/WITHOUT SPARE TYRE	TYV	3	3,000
ROAD TRAFFIC VIOLATION	RDV	3	3,000
EXCESSIVE SMOKE EMISSION	ESE	5	5,000
FAILURE TO COVER UNSTABLE MATERIALS	FCM	5	5,000
FAILURE TO FIX RED FLAG ON PROJECTED LOAD	RFV	3	3,000
FAILURE TO MOVE OVER	FMO	3	3,000
FAILURE TO REPORT ACCIDENT	FRA	10	20,000
FIRE EXTINGUISHER VIOLATION	FEV	3	3,000
HOSPITAL REJECTION OF ACCIDENT VICTIM	HRAV	-	50,000
INADEQUATE CONSTRUCTION WARNING SIGN	ICW	-	50,000
LIGHT/CAUTION SIGN VIOLATION	LCV	2	2,000
MECHANICALLY DEFICIENT VEHICLE	MDV	5	5,000
OBSTRUCTING MARSHAL ON DUTY	OMD	2	2,000
OPERATING A VEHICLE WITH FORGED DOCUMENTS	OVFD	10	20,000
OVERLOADING VIOLATION	OLV	10	10,000
PASSENGER MANIFEST VIOLATION	PMV	10	10,000
RIDING MOTORCYCLE WITHOUT SAFETY HELMET	RMH	2	2,000
ROAD OBSTRUCTION VIOLATION	ROV	3	3,000
ROAD MARKING VIOLATION	RMV	5	5,000
ROUTE VIOLATION	RTV	5	5,000
SEAT BELT VIOLATION	SBV	2	2,000

SPEED LIMIT VIOLATION	SLV	3	3,000
UNAUTHORIZED REMOVAL/TAMPERING WITH ROAD SIGN	RTRS	5	5,000
UNDER AGED DRIVING/RIDING VIOLATION	UDRV	2	2,000
USE OF PHONE WHILE DRIVING	UPWD	4	4,000
VEHICLE LICENCE VIOLATION	VLV	3	3,000
VEHICLE NUMBER PLATE VIOLATION	NPV	3	3,000
WINDSCREEN VIOLATION	WSV	2	2,000
WRONGFUL OVERTAKING	WOV	3	3,000
OTHER VIOLATION OFFENCES	OVO	3	3,000

FRSC MEMBERSHIP OF INTERNATIONAL ORGANIZATIONS

S/No.	Name of Organization	Logo	Brief	FRSC Membership Status
1	West African Road Safety Organization (WARSO)		The West African Road Safety Organization (WARSO) is a regional body established under the auspices of the ECOWAS Commission on 8 th May, 2008 with the 15 member states as members. WARSO whose current President is Osita Chidoka (OFR), Corps Marshal and Chief Executive of Federal Road Safety Corps, Nigeria, meets regularly to activate its statutory objectives of institutionalizing road safety ideals within the West African Community.	Full Member & Current President
2	Prevention Routiere Internationale (PRI)		La Prévention Routière Internationale (PRI) is an international non-governmental and non-profit road safety organisation. It was founded in 1959 to promote cooperation amongst national institutions dealing with road safety. In 2009, PRI celebrated its 50th anniversary. PRI has a consultative status with the United Nations and the International Transport Forum (the former European Conference of Ministers of Transport), the global platform and meeting place at the highest level for transport, mobility and logistics. PRI is a signatory of the European Road Safety Charter. It has working relations with the European Commission, the World Health Organization (WHO), the United Nations Road Safety Collaboration (UNRSC) and international organisations including Eurosafe, Global Road Safety Partnership (GRSP), Forum of European Road Safety Research Institutes (FERSI), European Transport Safety Council (ETSC), FIA Foundation and the Fédération Internationale de Motocyclisme (FIM).	Full Member & President African Regional Group (GPA-PRI)
3	International Roads Federation (IRF)		The International Road Federation (IRF) is a non-governmental, not-for-profit organisation with the mission to encourage and promote development and maintenance of better, safer and more sustainable roads and road networks. Working together with its members and associates, the IRF promotes social and economic benefits that flow from well-planned and environmentally sound road transport networks. It helps put in place technological solutions and management practices that provide maximum economic and social returns from national road investments. The IRF has a major role to play in all aspects of road policy and development worldwide.	Full Member
4	Road Safe		RoadSafe is a road safety partnership of leading companies in the motor and transport Industries in Britain, the government and road safety professionals. It aims to reduce deaths and injuries caused by road accidents and promote safer roads for all . RoadSafe brings together representatives from government, the vehicle and component manufacturing and road transport industries, road safety professionals and specialist media, to find new approaches to reducing casualties amongst vulnerable groups. RoadSafe is unique as it is currently the only forum which gathers all these representatives to work together. Launched in October 2001, it has grown from the respected Prince Michael International Road Safety Awards , which have been recognising outstanding achievement and innovation in road safety since 1987.	Full member

S/No.	Name of Organization	Logo	Brief	FRSC Membership Status
5	International Commission for Drivers Testing		<p>CIECA is the international commission for driver testing authorities, active in the fields of road safety and driver testing. In 2012, CIECA had 56 members in 36 countries worldwide.</p> <p>CIECA 's aim is to improve driving standards, to contribute to road traffic education, to improve road safety, to protect the environment and to facilitate the mobility of road freight and passenger transport, both private and commercial.</p>	On-going
6	International Association of CHIEFS of Police		<p>The International Association of Chiefs of Police is the world's oldest and largest nonprofit membership organization of police executives, with over 20,000 members in over 100 different countries. IACP's leadership consists of the operating chief executives of international, federal, state and local agencies of all sizes.</p>	Full member
7	International Road Assessment Programme		<p>The International Road Assessment Programme (iRAP) is a registered charity dedicated to saving lives through safer roads. Our vision is a world free of high risk roads.</p> <p>iRAP works in partnership with government and non-government organisations to:</p> <ul style="list-style-type: none"> * Inspect high-risk roads and develop Star Ratings and Safer Roads Investment Plans * Provide training, technology and support that will build and sustain national, regional and local capability * Track road safety performance so that funding agencies can assess the benefits of their investments. <p>Road Assessment Programmes (RAP) are now active in more than 70 countries throughout Europe, Asia Pacific, North America, Latin America and the Caribbean and Africa. iRAP is the umbrella organisation for EuroRAP, AusRAP, KiwiRAP and usRAP.</p>	Full member
8	United Nations Road Safety Collaboration (UNRSC)		<p>In April 2004, the United Nations General Assembly resolution A/RES/58/289 on "Improving global road safety" invited WHO, working in close cooperation with the United Nations regional commissions, to act as coordinator on road safety issues across the United Nations system. The World Health Assembly accepted this invitation in May 2004 and WHO subsequently set up the UN Road Safety Collaboration (UNRSC) which holds biannual meetings to discuss global road safety issues.</p> <p>The Collaboration is an informal consultative mechanism whose members are committed to road safety efforts and in particular to the implementation of the recommendations of the World report on road traffic injury prevention. The goal of the Collaboration is to facilitate international cooperation and to strengthen global and regional coordination among UN agencies and other international partners to implement UN General Assembly Resolutions and the recommendations of the World report thereby supporting country programmes.</p>	On-going

S/No.	Name of Organization	Logo	Brief	FRSC Membership Status
9	World Roads Association		The World Road Association-PIARC was established in 1909. It brings together the road administrations of 118 governments and has members--individuals, companies, authorities and organizations--in over 140 countries.	Full Member
10	International Traffic Safety Data and Analysis Group (Irtad)		The International Traffic Safety Data and Analysis Group (known as the IRTAD Group) is an on-going working group of the Joint Transport Research of the OECD and the International Transport Forum. It is composed of road safety experts and statisticians from renowned safety research institutes, national road and transport administrations, international organisations, universities, automobile associations, motorcar industry, etc. Its main objectives are to contribute to international co-operation on road accident data and its analysis.	On-going

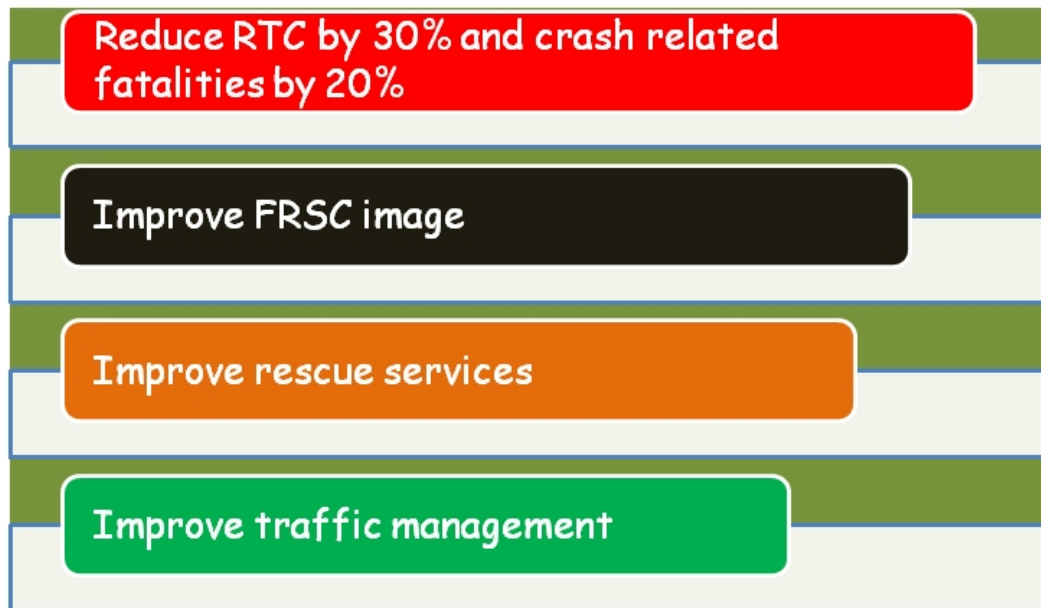
SOME CONSTRAINTS OF THE CORPS IN 2011

- a. Paucity of funds hampered the following activities from being accomplished:
 - i. Provision of conducive and befitting office and residential environment with all consumable and amenities.
 - ii. Provision of official cars for Commanding Officers.
 - iii. Staff bus for Staff in Field Commands
- b. Incessant assaults on patrol teams/Commands which have created apathy in the minds of staff thus demoralizing their spirit in discharging their duties.
- c. Non-stoppage of motorists on order of FRSC personnels has made them quite despondent and vulnerable.
- d. Reliance on Police for almost all aspects of operations, including arrest, has given motorists the opportunity to deride the Corps.
- e. Indifference and confrontational attitude of some State Governments towards FRSC activities e.g. Lagos State has hampered most activities.
- f. Problem of low intelligence gathering as most serious assault cases have occurred without any intelligence fore-warning or identification of perpetrators.
- g. Non/poor report rendition by Field Commands, some Field Commands failed to render their reports while some rendered incomplete/ disjointed reports.
- h. Inadequate equipment especially tow truck, bikes and other patrol gadgets such as radar guns adversely affected operations activities.
- i. Inappropriate and under-usage of the Closed User Group (CUG) was prevalent in Field Commands as many of them no longer work or are abandoned in advancement of flimsy reasons.

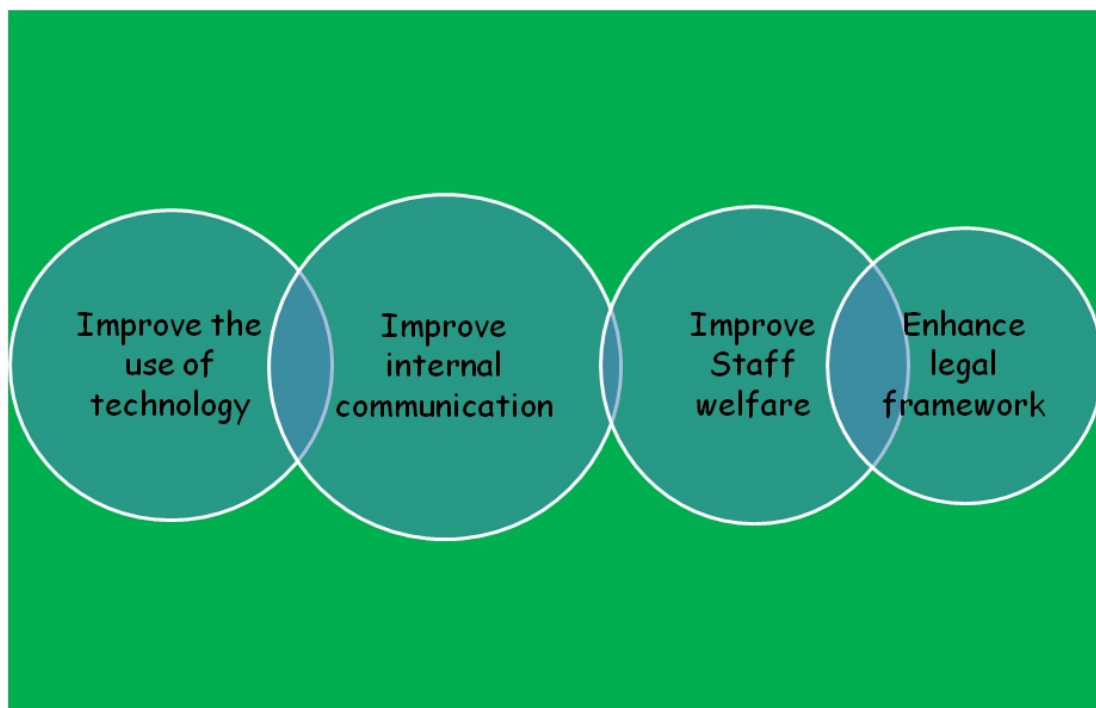
STRATEGIC GOALS OF THE CORPS FOR YEAR 2012

The 2012 FRSC corporate Goals are two fold, external and internal, with each having four goals.

The External Goals



The Internal Goals





safe road

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