ROAD SAFETY IN NIGERIA

Sharing the Nigerian Experience: Case Study of the World Bank Safe Corridor Project

Africa Transport Policy Program (SSATP) Annual Meeting and Associated Experience’ Sharing Events

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Corps Marshal, Federal Road Safety Corps- Nigeria
Introduction
Estimated 180 million people and the largest population of any Africa country

Located north of the equator in West Africa

Has tropical temperature almost throughout the year
The most common forms of human transportation available are Air, Water, Rail and Road.

Road transport account for over 70% of total movements in Nigeria.

Land mass: 923,768 km$^2$
The country’s road network continues to grow due to developments on the economic front and ever expanding business environment.

204,000 km of (paved and unpaved) road network

<table>
<thead>
<tr>
<th>Road</th>
<th>Total length in Km</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Roads</td>
<td>35,000</td>
</tr>
<tr>
<td>State Roads</td>
<td>40,000</td>
</tr>
<tr>
<td>Local Roads</td>
<td>129,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>204,000</strong></td>
</tr>
</tbody>
</table>

Increase in motorization and road use activities over time has brought about some safety implications to the Country.
Road safety in Nigeria
The world is stunned by 1.3 million deaths annually and nearly 50-60 million injuries from traffic crashes worldwide.

Nigeria being a member of the global community has its own fair share of 350,976 deaths and 1,208,924 injuries (1960-2016) which calls for action.

The Federal Road Safety Corps (FRSC), Nigeria’s Lead Agency in Road Traffic Administration and Safety Management was created as a RESPONSE.
THE FEDERAL ROAD SAFETY CORPS (FRSC)

STATUTORY FUNCTIONS

1. Prevent or minimize accidents on the highways
2. Clear obstructions on the public highways
3. Educate all road users on the proper and safe use of the highways
4. Provide prompt rescue services to road traffic accident victims
Conduct research on causes and prevention of Road Traffic Accident and implementing results of such researches.

Determine and enforce speed limits to all categories of vehicles according to the classes of roads.

Cooperate with and appreciate the views of other corporate bodies, agencies, and groups engaged with road safety management locally and internationally.

Any other duties that the Federal Government may assign from time to time.
VISION
To eradicate road traffic crashes and create a safe motoring environment in Nigeria

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

- Sustained public enlightenment
- Promotion of stakeholders cooperation
- Robust data management
- Improved vehicle administration
- Prompt rescue services
- Effective patrol operation
THE STRUCTURE OF FEDERAL ROAD SAFETY CORPS

a. 1 National Headquarters
b. 12 Zonal Commands (Comprising at least 2 States)
c. 37 State Sector Commands and FCT
d. 206 Unit Commands (Grassroots)
e. 23 Out Posts (Sub-Units on critical corridors)
f. 200 Drivers Licence Centres
g. 3 Number Plate Production Centres
h. 1 Signage Plant
i. 3 Mini Plants (Sokoto, Kano and Delta)
j. 1 National Drivers Licence Print Farm
k. 26 Road Side Clinics
l. 41 Emergency Ambulance Service Points
m. 17 Staff Clinics
n. FRSC Academy (for Officers)
o. FRSC Training School (for Marshals)
FRSC-MANPOWER

1. Regular Marshals
2. Special Marshals
3. Road Safety Clubs
FRSC
Initiatives
7-Es | Road | Safety | Strategy

1. Education and Enlightenment
2. Engagement of Stakeholders
3. Environment
4. Engineering
5. Enforcement
6. Emergency Management Services (EMS)
7. Evaluation
Raising a future generation of safe road users has always been a priority for FRSC

Integrating road safety education into the formal educational setting was achieved in 2010

The Federal Executive Council approved road safety education in Primary and secondary school curriculum
Adoption of robust approach in educating drivers and all road users is dynamic.
ENGAGEMENT OF STAKEHOLDERS

Achieving safer Roads in Nigeria rests on concerted and cohesive partnership and engagements

The Corps takes advantage of the overwhelming role of Religious and Traditional Rulers as well as those in constituted authority to advance road safety in the country
Relevant Stakeholders and sister para-military agencies are regularly engaged during periods of essential national services. This engagement fosters better coordination of roles and facilitates positive results.
The Corps undertakes Road Safety Audit (RSA) at all levels of government during pre and post road design and construction phases to identify gaps and make necessary recommendations.

A total of **71 RSA** have been conducted - **10 RSA(2009)**, **5 RSA(2010)**, **9 RSA(2011)**, **7 RSA(2012)**, **9 RSA(2013)**, **6 RSA(2014)**, **10 RSA(2015)** and **15 RSA(2016 to date)**.
Post Crash Care plays a vital role in the cardinal objectives for which the Corps was established.

Several efforts and innovations have been made on improving the survivability of crash victims over time.

Rescue activities in Nigeria have been expanded and further enhanced through interventions like the World Bank.
Enforcement of traffic regulations is critical

As Nigeria yearns to be in the top list of the world’s 20 safest roads by 2020, road users compliance to road safety laws is key.
TRAFFIC OFFENCES AND OFFENDERS DATA: 2009-2016

Stepped up enforcement has resulted in increased compliance to traffic regulations nationwide with steady decrease in offender/offences ratio particularly from 2012 till 2015.

<table>
<thead>
<tr>
<th>YEAR</th>
<th>OFFENDERS</th>
<th>OFFENCES</th>
</tr>
</thead>
<tbody>
<tr>
<td>2009</td>
<td>272949</td>
<td>305606</td>
</tr>
<tr>
<td>2010</td>
<td>558234</td>
<td>609351</td>
</tr>
<tr>
<td>2011</td>
<td>266169</td>
<td>293007</td>
</tr>
<tr>
<td>2012</td>
<td>604038</td>
<td>665317</td>
</tr>
<tr>
<td>2013</td>
<td>555447</td>
<td>621138</td>
</tr>
<tr>
<td>2014</td>
<td>529557</td>
<td>576557</td>
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<tr>
<td>2015</td>
<td>499861</td>
<td>555001</td>
</tr>
<tr>
<td>2016</td>
<td>568492</td>
<td>628940</td>
</tr>
</tbody>
</table>
Prompt dispensation of justice through Mobile/Special Court sittings have aided compliance to traffic rules and regulations

<table>
<thead>
<tr>
<th>YEAR</th>
<th>Mobile Court Sittings</th>
</tr>
</thead>
<tbody>
<tr>
<td>2015</td>
<td>2,501</td>
</tr>
<tr>
<td>2016</td>
<td>1,189</td>
</tr>
</tbody>
</table>

A total of 109 civil cases were won in 2016 as against 17 in 2015
A blend of conventional technology and emerging smart solutions are constantly deployed to improve road safety in Nigeria.

Currently, 26 e-applications run 24/7 service providing an integrated infrastructure to support other systems like:

- Speed Limiting Device Programme (SLD)
- Driving School Standardization Scheme (DSSP)
- Road Transport Safety Standardization Scheme (RTSSS)
The use of technology has significantly advanced road safety administration in the country.
Adequate measures have been put in place to monitor performance and track changes.

Gaps or deviations identified are usually addressed during strategy and performance review sessions on a regular basis.
YEARLY TARGET SETTING TO MEASURE PERFORMANCE
Improved supervision Corps Wide

Improved Regulatory and Enforcement Capacity

Improved Road Safety Audit and Motor Vehicle Administration

Improved Public Communication and Road Use Education

Reduce:
- Crashes by 15%
- Fatalities by 25%
2015

2015 Corporate Strategic Goal

1. Improved Stakeholders' Consultation and Road Use Education.

2. Full utilization of the Corps digitalization platform/System.

3. Improve the Corps Legal framework and Regulatory Capacity.

4. Improved Enforcement, rescue and advisory capacity of the Corps.

- Reduce RTC by 20%
- Reduce Fatality by 30%
1. Improve fleet regulation and Sustain stakeholders’ consultation
2. Collaborate with States on improved road safety administration
3. Improve enforcement and public education

Reduce RTCs by 15%
Reduce Fatalities by 25%

2016
Enhance Public Education and Enlightenment

Improve Enforcement and Post Crash Care

Reduce RTC-15%
Reduce Fatality-25%

Strengthen Professionalism and Transparency

Advance Road Safety Administration
<table>
<thead>
<tr>
<th>Year</th>
<th>Indices</th>
<th>Value</th>
<th>% change on previous year</th>
<th>Remark</th>
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<tbody>
<tr>
<td>2016</td>
<td>TOTAL RTC</td>
<td>9,707</td>
<td>-0.28%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>TOTAL RTC</td>
<td>9,734</td>
<td>-6.22%</td>
<td></td>
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<tr>
<td>2014</td>
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<td>10,380</td>
<td>-23.6%</td>
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<td>13,583</td>
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<tr>
<td>2016</td>
<td>NO.KILLED</td>
<td>5,068</td>
<td>-6.84%</td>
<td></td>
</tr>
<tr>
<td>2015</td>
<td>NO.KILLED</td>
<td>5,440</td>
<td>-9.27%</td>
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<td>2014</td>
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<td>5,996</td>
<td>-8.37%</td>
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<td>2013</td>
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<td>6,544</td>
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<td>30,139</td>
<td>-1.11%</td>
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<td>2015</td>
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<tr>
<td>2014</td>
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<td>32,063</td>
<td>-19.66%</td>
<td></td>
</tr>
<tr>
<td>2013</td>
<td>NO. INJURED</td>
<td>40,057</td>
<td>+1.80%</td>
<td></td>
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</tbody>
</table>
Since year 2010 when annual target setting became a part of performance measurement, tracking in road crashes and fatalities changes have been observed:

-8% and -9% (reduction) in total number of persons killed; -24% and -6% (reduction) in total road traffic crashes were achieved in 2014 and 2015 respectively while 6.84% fatality reduction was recorded in year 2016 over 2015.

### OUTCOME OF YEARLY PERFORMANCE

<table>
<thead>
<tr>
<th>Year</th>
<th>Total Fatality</th>
<th>Total RTC</th>
<th>Fatality Reduction Target (%)</th>
<th>RTC Reduction Target (%)</th>
<th>Fatality Reduction Attained (%)</th>
<th>RTC Reduction Attained (%)</th>
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<tbody>
<tr>
<td>2011</td>
<td>6,054</td>
<td>13,196</td>
<td>-20.00</td>
<td>-30.00</td>
<td>0.03</td>
<td>15.9</td>
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<td>2012</td>
<td>6,092</td>
<td>13,262</td>
<td>-20.00</td>
<td>-30.00</td>
<td>0.05</td>
<td>0.6</td>
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<tr>
<td>2013</td>
<td>6,523</td>
<td>13,583</td>
<td>-30.00</td>
<td>-20.00</td>
<td>7.42</td>
<td>2.42</td>
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<td>2014</td>
<td>5,991</td>
<td>10,380</td>
<td>-25.00</td>
<td>-15.00</td>
<td>-8.16</td>
<td>-23.6</td>
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<tr>
<td>2015</td>
<td>5,440</td>
<td>9,734</td>
<td>-30.00</td>
<td>-20.00</td>
<td>-9.27</td>
<td>-6.22</td>
</tr>
<tr>
<td>2016</td>
<td>5,068</td>
<td>9,707</td>
<td>-25.00</td>
<td>-15.00</td>
<td>-6.84</td>
<td>-0.28%</td>
</tr>
</tbody>
</table>
TRENDING DOWN OF RTCs AND FATALITY IN NIGERIA

LINE GRAPH OF TOTAL NO. OF ROAD TRAFFIC CRASHES IN NIGERIA: 1960-2016

LINE GRAPH OF TOTAL NO. KILLED OF PERSONS KILLED IN ROAD TRAFFIC CRASHES IN NIGERIA: 1960-2016
A detailed documentation process gave the Corps a foresight into the future from the present.

The FRSC Corporate Road Map outlined the direction for sustaining critical success factor thereby making the Corps’ vision achievable.
Series of Meetings, Workshops, Conference calls as well as submission of documents for review on the country’s situation preparatory to intervention was undertaken by the World Bank.

Three (3) corridors were identified for initial intervention.

A Consultant was engaged by the World Bank to conduct Country Capacity Review in 2010.
The Review conducted by Integrated Transport Planning Limited centered on:

- Result Focus Management Function
- Coordination Management Function
- Legislative Management Function
- Funding & Resource Allocation Management Function
- Monitoring % Evaluation Management Function
- Research & Development and Knowledge Transfer Management Function
FUNDING

In April, 2008 the World Bank took a decision that 10% of cost of all road projects should be dedicated to the safety sub-components.

The Federal Roads Development Programme (FRDP) took a facility of $330 million.

- The Safe Corridor Project had $10 million.
- Pedestrian Bridges in Abuja $10 million.
- Improvements of road markings $10 million.
The Country Capacity Programme brought about development funding opportunities.

$10 million was for safety enhancement (FRSC).

$330 million was applied for FRDP.

Initially $2m was approved. Due to visible impact and performance, the World Bank increased it to $10m.

The grant led to:

- Safety Enhancement
- Provision of Logistics
- Human Capacity Development
Safe Corridor Project concept entails earmarking particular roads for rehabilitation in line with World Bank practices.

The safety sub component of the Federal Roads Development Programme (FRDP) is the Safe Corridor Project.
It is linked to the FRDP under the Federal Ministry of Works and managed by the Road Sector Development Team (RSDT), a unit of the Federal Ministry of Power, Works and Housing.

The Safe Corridor Project focused mainly on six roads which contributes significantly or disproportionately to road fatalities and injuries.
The Safe Corridor concept started with three Unity Roads in the country namely:

1. Lagos-Ibadan Expressway
2. Mokwa-Bida-Suleja road
3. Enugu-Abakaliki-Ikom road

Due to concessioning, Lagos-Ibadan expressway was excluded from the list of the Six (6) corridors of the World Bank Safe corridor project.
The project has focused on the rehabilitation and safety enhancement of the following six “Unity Roads”

- Mokwa-Bida-Lambata-Suleja
- Enugu-Abakaliki-Ikom-Mfun (Cameroon Border)
- Benin-Ifon-Owo-Ilesa
- Jos-Bauchi-Gombe
- **Abuja-kaduna-Kano**
- Abuja Metropolis
The Safety Component of the safety corridor involves the following key activities:

**Safety Engineering**:
- Patrol vehicles
- Ambulances
- Recovery vehicles
- Motor Bikes
- Breathalyzers
- Radar Guns

**Emergency Medical Services**:
- Advanced Life Support Ambulances
  - Zebras

**Public Education and Outreach**:

**Training, Technical Assistance and Policy Development**

**Monitoring and Evaluation**

The Project Coverage
CORRIDOR 1: MOKWA - BIDA - SULEJA CORRIDOR (340Km)

COMMANDS ALONG THE CORRIDOR
1. Mokwa Unit
2. Kutigi Unit
3. Bida Unit
4. Lapai Unit
5. Suleja Unit
CORRIDOR 2: ENUGU - ABAKALIKI - IKOM CORRIDOR 580Km

COMMANDS ALONG THE CORRIDOR
1. Enugu Sector
2. Ebonyi Sector
3. Nkalagu Unit
4. Igbagu Unit
5. Yahe Unit
6. Ikom Unit
CORRIDOR 3: BENIN - OWO - ILESA CORRIDOR (350Km)

COMMANDS ALONG THE CORRIDOR
1. Owan Esigie Unit
2. Ifon Unit
3. Owo Unit
4. Akure Sector Command
5. Ipetu Ijesa Unit
6. Ilesa Unit
CORRIDOR 4: JOS - BAUCHI - GOMBE CORRIDOR (540Km)

COMMANDS ALONG THE CORRIDOR
1. Plateau Sector Command
2. Jos Bye-Pass
3. Toro Unit
4. Bauchi Sector Command
5. Alkaleri Unit
6. Bara Unit
7. Gombe Sector Command
CORRIDOR 5: ABUJA - KADUNA - KANO CORRIDOR (500Km)

COMMANDS ALONG THE CORRIDOR
1. Kubwa Unit
2. Zuba Unit
3. Sabon Wuse Unit
4. Kateri Unit
5. Kakau Unit
6. Kaduna Sector Command
7. Birnin Yaro Unit
8. Zaria Unit
9. Tashan Yari Unit
10. Chiromawa Unit
11. Kano Sector Command
CORRIDOR 6: ABUJA METROPOLITAN (80Km)

COMMANDS ALONG THE CORRIDOR
1. FCT Sector Command
2. Lugbe Unit
3. Kubwa Unit
4. Dutse Alahaji Unit
5. FRSC Head Quarters
18 Operations corridors were created as an aftermath of the World Bank Safe corridor project.

The **Abuja-Kaduna-Kano** dual carriage was initially part of the 18 operations corridors of the Corps. It was later taken over by the World Bank Safe Corridor Project.

<table>
<thead>
<tr>
<th>S/N</th>
<th>NAME OF CORRIDOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Ojota-Mowe-Sagamu-Ogere-Oluyole-Ibadan Corridor</td>
</tr>
<tr>
<td>2</td>
<td>Sagamu-Ijebu Ode-Ore-Benin Toll Gate-Agbor-Issele Uku-Onitsha-Nteje- Akwa</td>
</tr>
<tr>
<td>3</td>
<td>Gwagwalada-Yangoji-Abaji-Kotonkarfe-Lokoja-Zariagi</td>
</tr>
<tr>
<td>5</td>
<td>FCT-Sabon Wuse-kakau-Birnin Yero-Zaria-Chiromawa-Kano</td>
</tr>
<tr>
<td>6</td>
<td>Mokola-Oyo-Atiba-Ogbomoso-Olooru-Bode Saadu-Jebba-Mokwa-Birnin Gwari-Kaduna</td>
</tr>
<tr>
<td>7</td>
<td>Iwo Road-Egbeda-Ife-Ilesha-Ipetu Ijesha-Ondo-Owo</td>
</tr>
<tr>
<td>8</td>
<td>Benin-Sapele-Warri-Ughelli-Sagbama-Ahoada</td>
</tr>
<tr>
<td>9</td>
<td>Enugu-Okigwe-Aba-Portharcourt</td>
</tr>
<tr>
<td>10</td>
<td>Lafia-Langtang-Pankshin-Jos</td>
</tr>
<tr>
<td>11</td>
<td>Jos-Saminaka-Kaduna</td>
</tr>
<tr>
<td>12</td>
<td>Maiduguri-Biu-Numan-Jalingo-Wukari-Katsina Ala-Ogoja</td>
</tr>
<tr>
<td>13</td>
<td>Bauchi-Darazo-Dogon Kuka-Potiskum-Damaturu-Benishek-Maiduguri</td>
</tr>
<tr>
<td>14</td>
<td>Kishi-Ilorin-Omuan-Isanlu-Kabba-Ankpa-Orturpo</td>
</tr>
<tr>
<td>15</td>
<td>Katsina-Kano-Wudil-Dutse-Azare-Potiskum</td>
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<tr>
<td>16</td>
<td>Kotangora-Birnin Kebbi-Sokoto</td>
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<tr>
<td>17</td>
<td>Katsina-Funtua-Zaria</td>
</tr>
<tr>
<td>18</td>
<td>Onitsha-Njaba-Owerri-Umuahia-Arochukwu</td>
</tr>
</tbody>
</table>
ENFORCEMENT

In view of the additional advance equipment, training and capacity building received from the Bank, the Corps has maximally put in use those facilities to curb recklessness on the highways.

This is being further enhanced as new patrol vehicles are injected nationwide.
Emergency Medical Services (EMS) for the corridors are based on the recommendations of World Health Organization and studies of the Corps.

Construction of 18 Emergency Ambulance Points (Zebras): The contract for the construction of 18 emergency ambulance points (Zebras) has been re-awarded and work is in advance stage at most of the sites.

Procurement of 18 Advance Life Support Ambulances.
The Emergency Ambulance Service has improved “Golden Hour” system in Nigeria.

The Corps has 37 Emergency Ambulance rescue points (ZEBRAS) nationwide and 26 Road Side Clinic/Help Areas spread across the nation.
The FRSC emergency clinics are providing more than handling trauma care but have become primary health care centers for the local community.
EMERGENCY CALL CENTRE-122 (0700-CALL-FRSC)
-Supporting Post crash care

Common, simple emergency number: 122

Call center open 24/7

- Toll-free calls
- Toll-free assistance

The Toll-free emergency Centre has been coordinating emergency calls with precision directing calls to the nearest ambulance point without delays
Public Education and Outreach

A nationwide campaign is ongoing with Exxon Mobil on corridors including the safe corridors.
An initiative, National Post Crash Community Care Initiative (NPCCI) covers some of the safe corridors to enhance post crash care by first responders.
The World Bank intervention has led to manpower development and general capacity building, improved road safety practice and assistance in the creation of additional legal framework Under in the Corps
30 Patrol Rank Officers were intensively trained in Three (3) batches
Training of 30 Management Staff Concluded in March 2016 at California Highway Academy Patrol (CHPA), Sacramento, California, USA. The training was in two (2) batches.
Support for the training of 40 Officers on train – the-trainers for the delivery of liquid hydrocarbon products at APTH in France in May, 2013
Support for the training of 5 Officers in Road Safety Audit in Birmingham University in United Kingdom
Procurement of the services of an Australian firm, SMEC International to train 218 FRSC Officers from May-October, 2014 at the FRSC Academy
Training of 100 Personnel of the Corps as Certified First Responders at National Hospital, Abuja in 4 batches of 25 personnel each in 2014
Provision of State-of-Art e-learning facilities at the FRSC Academy in Udi-Enugu State, Nigeria
Engagement of an expert for the design, supply, implementation and deployment of a National Road Traffic Crash Data Management System (NRTCDMS) has commenced with the resumption of the consultant from Sweroad, Mr. Bo Yttergren on 8 August, 2016.
“NO OBJECTION” approval from the World Bank sponsorship of five (5) Officers at Royal Society for the Prevention of Accidents (RoSPA) for Road Crash Investigation and Road Safety Audit to come in March, 2017
The IRTAD Twinning Project is intended to be a World Bank sponsored 3-year programme to create RTC data collection system for the Federal Road Safety Corps (FRSC), Nigeria that would eventually lead to a national database involving other agencies. It is a proposed partnering of FRSC with the UK Department of Transport and Transport Research Laboratory (TRL) as an effort at ensuring credible data management in the country.
# World Bank Safe Corridor - Status

<table>
<thead>
<tr>
<th>S/No.</th>
<th>Name of Corridor</th>
<th>No. of Patrol Vehicles</th>
<th>No. of Heavy Duty Patrol Bikes</th>
<th>No. of Heavy Duty Tow Truck</th>
<th>No. of Radar Gun</th>
<th>No. of Breathalyzers</th>
<th>No. of Walkie Talkies</th>
<th>No. of Digital Cameras</th>
<th>No. of Camcoders</th>
<th>No. of VHF Base Stations</th>
<th>No. of VHF Mobile Radio</th>
</tr>
</thead>
<tbody>
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<td>1</td>
<td>Abuja-Kaduna-Zaria-Kano</td>
<td>8</td>
<td>10</td>
<td>1</td>
<td>10</td>
<td>150</td>
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<td>4</td>
<td>4</td>
<td>3</td>
<td>8</td>
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<tr>
<td>2</td>
<td>Benin-Ifon-Akure-Ilesha</td>
<td>7</td>
<td>6</td>
<td>1</td>
<td>20</td>
<td>387</td>
<td>5</td>
<td>4</td>
<td>4</td>
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<td>6</td>
</tr>
<tr>
<td>63</td>
<td>Mokwa-Bida-Lambata-Suleja</td>
<td>5</td>
<td>4</td>
<td>1</td>
<td>15</td>
<td>275</td>
<td>5</td>
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<td><strong>19</strong></td>
<td><strong>13</strong></td>
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Result of the Project
Acquisition of competence in virtually every field of road safety management

Plans are on to replicate the safe corridor success to other corridors in the country
The Corps has a pool of highly competent personnel who can serve as experts for other countries and serving on several international road safety committees. E.g Sierra-Lone

Attracted increased funding for road safety at all levels of governance

Local and International recognitions – World Bank has described the FRSC as the Best example of Lead Agency in Road Safety Management in Africa

Evolution of better Road Safety Culture
The African Development Bank (ADB) has outlined plans for road safety intervention along the Biu-Gombe corridor in North-Eastern part of Nigeria.

This is highly encouraging and indeed a welcome development on the follow-up of the World Bank programme.
Effort of government in improving road safety resulted in the procurement of about 400 Patrol vehicles, Ambulances and Tow trucks in year 2016.
Procurements made by government in 2016 are unprecedented in FRSC

- Patrol cars
- Ambulances
- Tow Trucks
- Power Bikes
The Nigeria Road Safety Strategy (NRSS) has been approved by the Federal Executive Council (FEC) and endorsed by the National Economic Council (NEC).

The National Road Safety Advisory Council (NaSARC) chaired by the Vice President of Nigeria, was inaugurated on Thursday, 16 February, 2017.
Since embracing Quality Management System, the Corps has been able to sustain international operating standards and have earned for itself the ISO 9001: 2008 QMS Certification.

The Corps has been re-certified for the next 3-years having sustained all standards.
Extending Road Safety to the West African region
West African Initiative

The West African sub-region through ECOWAS created the West African Road Safety Organization (WARSO) for knowledge sharing and other forms of collaboration on Road Safety.

Nigeria has been President of WARSO from inception on 8 May 2008 till 8 Dec 2016 while also providing Secretariat in Abuja-Nigeria.
Broad spectrum of road safety interaction
FRSC has become a member of most road safety organizations with improved interactive benefits.
CHALLENGES

1. Procurement Processing Time
2. Fluctuations in Exchange Rates
3. Mounting Fleet maintenance cost
4. Lack of comprehensive insurance for fleet
5. Sustainability of the Programme

The Role of RSDT in the Federal Ministry of Power, Works and Housing
1. Institute measures to overcome unnecessary delays in the procurement process
2. Put in place a programme to ensure regular re-fleeting
3. Ensure a comprehensive insurance cover for the fleet and sustain the programme
CONCLUSION

Through the Safe Corridor Project, FRSC has demonstrated a critical capacity to engage in large scale externally funded interventions seeking organizational capacity and quick results, in a sustainable manner, to boost the visibility of road safety, and which can be replicated.

More broadly, the organization’s close administrative connection with the Presidency is an important and positive feature of the FRSC capacity to lead road safety efforts in Nigeria.
Safety starts with you
THANK YOU

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