

The Federal Road Safety Corps

Impact of the World Bank on Road Safety Management :

The Nigeria Safe Corridor Project Experience



2021 Annual World Bank Briefing

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**02 Mar
2021**

Introduction - (1/2)

The World Bank Annual brief on Road Safety improvement efforts in Nigeria has provided a platform for highlighting achievements in Road Safety as well as stressing some of the peculiar constraints and challenges encountered.

Taking stock of previous engagements and the opportunities it has offered to Nigeria and FRSC in particular in areas of Road Safety Management and capacity building including bridging some vital knowledge gaps, every forum is looked forward to with high optimism.

For very obvious reason, physical interactive forum could not be entertained this January.

Introduction -(2/2)

The Corps was able to keep track of its expected outcome on Road Traffic Crash and Fatality reduction despite the COVID-19 Pandemic.

At the beginning of the year, the expectation of lowering the death scale by 20% from the 2019 baseline of 5,483 deaths to 4,386 was well articulated



Several steps including special programmes were embarked upon in the light of this goal as highlighted below despite COVID-19 challenges in the country.

Overview – 1/2

The Corps drew up its year 2020 Strategic Goals which was the plan for the year.

It drove priority setting, resource allocation, capability requirements and budgeting activities as well as informed the individual and team objectives used to focus and align the efforts of all Staff members, providing benchmarks for comparing planned and actual results.

Overview -2/2

Noteworthy among the critical successes recorded within the year under review were:

- ☐ The adoption of the Nigeria Road Safety Strategy (2021-2030).
- ☐ Assessment of the country's achievement relative to the Decade of Action for Safety (2011-2020).
- ☐ The fight against COVID-19 pandemic.
- ☐ Consolidation of the country's driver's education, testing and certification process.
- ☐ Consolidation on the Safe-To-Load programme.
- ☐ National Road Traffic Crash Data Management System.
- ☐ Expansion of the Corps visibility.
- ☐ Child Safety Campaign.
- ☐ Public education and enlightenment.

Corporate Strategy on Road Safety -(1/2)

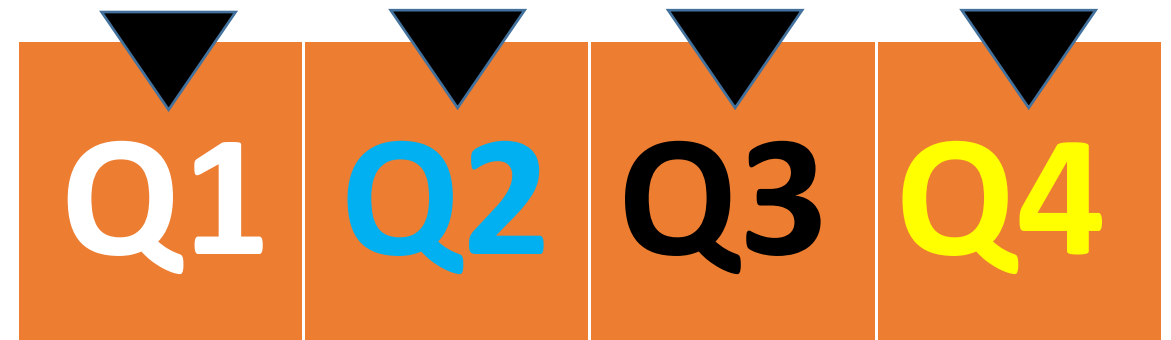
- Towards achieving a structured implementation of the United Nations Decade of Action for Road Safety in Nigeria with considerations to peculiar environmental challenges, it became strategic to roll-out a roadmap for reducing Road Traffic Crashes and Fatality and its impacts.
- In close consultation with key Road Safety stakeholders and practitioners, the 2020 Corporate Strategic Goals was produced and presented.



Corporate Strategy on Road Safety - (2/2)

- The 2020 FRSC Corporate Strategic Goals were deployed to provide strategic guidance for accelerated gains on road safety in the country. The 4-point goals have incorporated the inputs of all relevant Stakeholders to ensure active role play by all.

- Quarterly meetings were convened to review performance and evaluate the effectiveness of deployed mechanisms toward continuous improvement.



NRSS II Close Out Workshop – (1/2)

The first phase of the Nigeria Road Safety Strategy NRSS-I (2014-2018) was closed out during a workshop to pave way for inclusion of observations from relevant stakeholders on the performance of NRSS-I (2014-2018). The Workshop prepared the grounds for NRSS-II (2021-2030) which prioritizes and expands Safe Systems approach to Road Safety in the country.

NRSS II seeks to:



- Highlight the key milestones in road safety (Global, Africa and Nigeria);
- Depict the current road safety situation (Global, Africa and Nigeria);
- Articulate the desired road safety situation (Global, Africa and Nigeria)

The Aim of NRSS II



To define and guide the implementation of initiatives and programmes across the five (5) pillars espoused by the safe systems approach

Purpose of NRSS II

To improve on the achievements of the dated version of the NRSS (2014- 2018) by further reducing road accidents & fatalities and creating a basis for concrete, sustainable road traffic crashes and fatalities reduction towards 2030.

NRSS II Close Out Workshop – (2/2)

Differences between NRSS (2014-2018) and NRSS II (2021-2030)

S/N	NRSS (2014-2018)	NRSS II (2021-2030)
1	Reduction in Road Traffic Crashes by 35% by 2018 (from 2012)	Reduction in road Traffic Fatalities by 35% by 2030 (from 2018)
2	Set up of the National Road Safety Advisory Council (NaRSAC)	Set up of the State Road Safety Advisory Council (StaRSAC)
3	Strategic activities defined by pillars	Strategic activities defined by pillars and GFPA area.
4	Globalisation of strategic activities	Domestication of Strategic activities

S/N	NRSS (2014-2018)	NRSS II (2021-2030)
5	Stakeholders focus- MDAs	Stakeholder focus- MDAs and Private sector
	Key reference documents: <ul style="list-style-type: none"> Decade of Action for Road Safety 2011-2020. Africa Road Safety Action Plan. Transformation agenda (7 point agenda). National Infrastructure Master Plan. Accra Declaration 	Key reference documents: <ul style="list-style-type: none"> Decade of Action for Road Safety 2011-2020. Global Framework Plan of Action for Road Safety. Africa Road Safety Action Plan Voluntary Global Performance Targets for Road Safety Risk Factors. Road map to accelerate the Action Plan for Road Safety (African Union Declarations/Decisions). Mid-term Decade of Action Report in 2015. UN General Assembly Resolutions & African Union Agenda 2063. Sustainable Development Goals (SDGs) Africa Road Safety Charter.

Achieving the Goal of the UN Decade of Action for Road Safety (2011-2020) -1/2

Aligning with global efforts to halve the number of fatalities arising from Road Traffic Crashes by year 2020, Nigeria signed up to the UN Decade of Action Declaration and has so far made progress towards achieving the target from a bench mark of 6,054 Road Traffic Deaths in 2011, the country recorded 5,483 in 2019 and 5,574 deaths in 2020

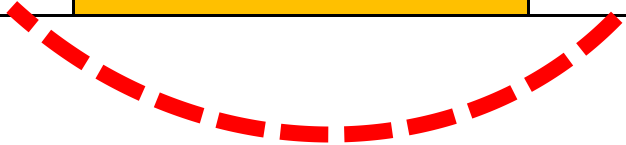
2014	2015	2016	2017	2018	2019
<p>>Reduction in crashes by 24% with 10,380 (2014) against 13,583 (2013).</p> <p>>Reduction in fatality by 8% with 5,996 (2014) against 6,544 (2013).</p> <p>>Reduction in persons injured by 20% with 32063 (2014) against 40,057 (2013).</p>	<p>RTC was reduced by 6.22% against 20% target.</p> <p>Fatality reduced by 9.27% against 30% reduction benchmark.</p>	<p>A decrease was recorded in the number of crashes with 9,694 (0.4%) and 5,054 (7%) fatalities in 2016 compared to 2015 with 9,734 crashes and 5,440 deaths.</p>	<p>There were 9,383 reported road traffic crashes in 2017 from which 2,587 cases were fatal, 5,456 were serious cases and 1,340 cases were minor resulting in death of 5,121 persons which denote a decline of 3% in the number of crashes and fatalities increased slightly by 1% relative to records of 2016 with 9,694 crashes and 5,053 deaths.</p>	<p>A total of 9,741 road traffic crashes were recorded, which resulted in an increase of 3.8% from 2017.</p> <p>Also, 5,181 fatalities were recorded denoting an increase of 1.2% from 2017</p>	<p>A total of 11,072 RTCs were recorded, marking a 13.7% increase from 2018 RTCs.</p> <p>Similarly, 5,483 fatality was recorded in 2019 as against 5,181 in 2018 bringing about 5.8% increase.</p>

Achieving the Goal of the UN Decade of Action for Road Safety (2011-2020) -2/2

In year 2020, various strategic interventions were deployed.

These efforts helped in slowing down the rising cases of RTCs and Fatality in the Country in proportion to the increasing human and vehicular population.

Variable	2019	2020 Targets	2020
RTCs	11,072	9,411	11,875
Fatality	5,483	4,386	5,574



The aspiration is to sustain Public Enlightenment, Increase Enforcement especially on critical corridor roads, enhance the Legal Framework of operations and apply cutting edge technology towards entrenching safety on Nigeria roads.

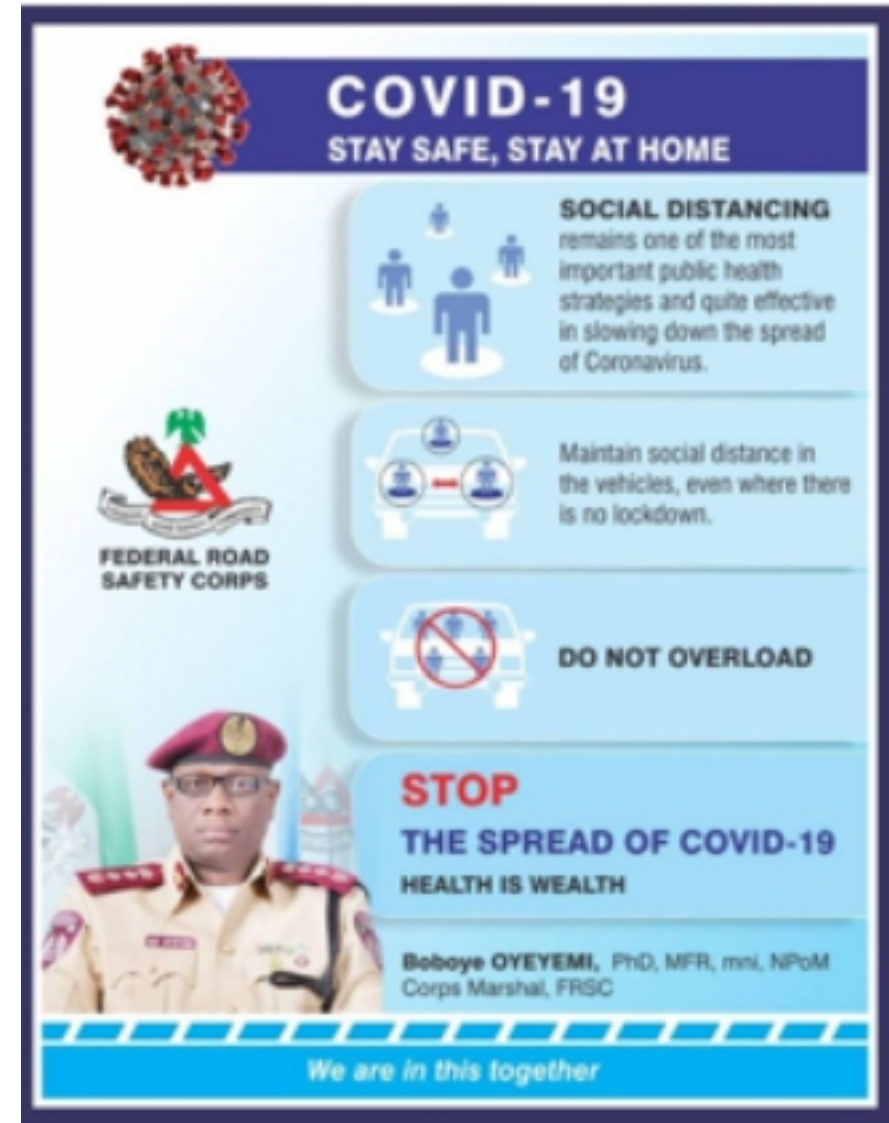
Fight Against COVID-19



As part of a broad national strategy to defeat the deadly Corona Virus, the Corps being one of the front line Agencies in combating the pandemic re-strategized its operational tactics to stem the spread within the Corps and also provided necessary support to the public and Government in the following ways:

Fight Against COVID-19

- ❖ Sensitization of the motoring public on COVID-19 prevention.
- ❖ Massive sensitization of Stakeholders on COVID-19 prevention and enforcement of in-vehicle social distancing.
- ❖ Provision of face masks for all staff and mandatory use.
- ❖ Deployment of Personal Protective Equipment (PPE) Corps wide.



Fight Against COVID-19

- ❖ Involvement in Government Task Force on restriction of movement.
- ❖ Involvement in Joint Operations with the Office the National Security Adviser on COVID-19.
- ❖ Setting up of Situation Room on COVID-19 which was critical on reports to the SGF
- ❖ Deployment of Staff and Ambulances to the PTF on COVID-19.
- ❖ Advisories to transport unions and fleet operators on need to adhere to COVID-19 guidelines against overcrowding as it relates to loading of passengers.
- ❖ Enforcement of Government directive on acceptable carriage capacity for each vehicle as a measure against the spread of COVID-19.

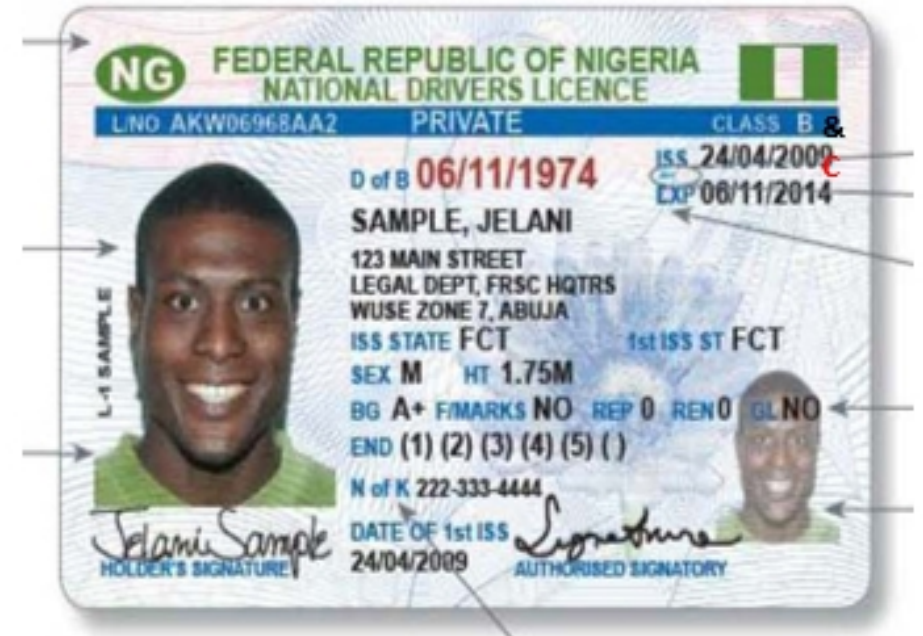
Online Driver Testing

In a bid to fast track the driver's training and testing programme, the Corps initiated and commenced Online Test for applicants of National Drivers Licence under the Corps Driving School Standardization Programme (DSSP).



Improvements in Driver Licensing

- The Migration of the National Drivers Licence (NDL) Portal from 1.0 to 2.0 version and Driving Schools Standardization Programme in the country has commenced for enhanced content, security and productivity.
- Also, an applicant for NDL can now have double or Multiple Classes of Driver's Licence on a Single Card.



Due to the data harmonization efforts of the Government, citizens who apply for the National Drivers Licence (NDL) must now possess the National Identity Number (NIN) which will enhance the implementation of personal data from the database of the National Identity Management Commission (NIMC).

Safe Transportation of Petroleum Products in Nigeria

- **Proscription of the use of any tanker above 45,000 litres capacity for the transportation of liquid hydrocarbons has been achieved.**
- **Full Enforcement starts:**

30 June 2022



Also

- Compulsory installation of safety valves in any tanker that must use the Nigerian road. Full implementation starts 01 Mar 2021
- Mandatory installation of Speed Limiting Device with effect from 28 February 2021
- Enforcement on the use of unlatched containerized flatbed cargo vehicles.

Data Collation, Integration and Analysis: NRTCDMS- Phase II Implementation

Following the successful completion of the Phase-I aspect of the National Road Traffic Crash Data Management System by the World Bank, the Phase-II which centres on digitalization of data collection and real time analysis has commenced.

**Making the best of Technology
in enhancing analysis is the
major goal**



Establishment of Station Offices:

In a further drive to improve data collection and analysis, the Corps established

Station Offices

764 Out of **774**

Local Government
Areas of Nigeria

The goal is to capture every incidence of Road Traffic Crash to aid planning and rescue intervention as well as crash investigation and analysis anywhere in the country.



Infrastructure Development – (1/2)



- One of the major steps toward enhancing the Road Safety environment in Nigeria is improving the operating conditions for law enforcement.
- In the pursuit of this ergonomic plan, the Corps has embarked on several infrastructural projects with a desire to establishing a

Centre of Excellence

In Road Safety studies in Africa

Infrastructure Development – (2/2)

In year 2020, infrastructure upgrade at the FRSC Academy was a spot light where new buildings such as the Administrative Block and others were inaugurated.



Child Safety Intervention Programme

To prime children and young adults in Nigeria for better road culture, the Corps has commenced a systematic programme with the World Bank.



The programme is aimed at:

- Providing road signs and markings around school zones.
- Provision of designated bus-stops for safe parking and pick-up of school pupils.
- Enhance public education on provision of child restraints in vehicles.
- Enhance Public Education through National Traffic Radio.

NTR 107.1 FM Abuja

Public enlightenment

- Considerable Road Safety enlightenment and advocacy were carried out using all the FRSC social media, the conventional print and electronic media. These efforts were backed by the National Traffic Radio resident in the Federal Road Safety Corps.

Activation of Nigeria Road Assessment Programme (nRAP)

- The International Road Assessment Programme (iRAP) has provided support in the establishment of Nigeria Road Assessment Programme (nRAP).

The support were in the form of:

- i. Setting up initial meetings
- ii. Established a steering group
- iii. Signing of MOUs and License Agreements
- iv. Implementation support
- v. Star Rating for Designs
- vi. Technical advice
- vii. Setting up a routine national assessment procedure and
- viii. Enhancing communications.



Government Support for Road Safety in Nigeria

- The Corps received tremendous support from government in many fronts including:
 - a. Funding
 - b. Policy formulation and intervention
 - c. Federal Government Intervention Fund
 - d. Provision of logistics and infrastructures



FRSC Request to the World Bank

The Corps requests the World Bank support on the following to enhance its operational activities.

1

- Capacity building on Data Management

2

- Support for the newly established Station Offices

3

- Capacity building for paramedics

4

- Re-fleeting the patrol vehicles, tow trucks, Ambulances and Bikes procured in 2013.

5

- Creation of more Corridors to expand the existing six (6) to eighteen (18) to aid the Corps achieve the 50% RTC fatality reduction of the UN Decade of Action.

Conclusion

- Despite the travails of the year occasioned by the COVID-19 Pandemic, the Corps was able to achieve some progress in Road Safety Management in the country.
- The Corps was among the front-line government institutions in the fight against COVID-19 pandemic which followed that experience gained from the pandemic has brought some changes in approach by the Corps on its operations frontiers.
- Significantly is the various efforts at building the institution for better Road Safety Management in Nigeria. The fruits of the efforts made in the year 2020 will considerably enhance the country's Road Safety Management approach in the year 2021 and beyond; in focus of the global efforts on road traffic fatality reduction targets for Nigeria.

Thank you

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