Chapter 30

Nigeria

This chapter presents 2014 and 2015 road safety data from Nigeria. It looks at trends in traffic and road safety and road user behaviour patterns. This includes data on speed, drink driving, drugs and driving, distracted driving, fatigue and seat belt usage. The chapter reviews Nigeria’s road safety strategy and national targets along with details of recently implemented safety measures and research undertaken.*

* The Federal Road Safety Corps (FRSC) joined the International Road Traffic and Accident Database (IRTAD) group in 2014. Data included in this report have not been validated by IRTAD. All data stem from Federal Road Safety Corps (FRSC) unless otherwise noted. For more information please contact: ACM Kayode Olagunju Ph.D, ky.olagunju@frsc.gov.ng.
In 2015, Nigeria recorded 5,440 road fatalities, a 9.3% reduction compared to 2014. This is the second consecutive year of reductions in the number of reported road deaths. The national road safety strategy 2014-18 is based on the United Nations Plan for the Decade of Action for Road Safety and its five strategic pillars.

**Road safety data collection**

**Definitions applied in Nigeria**

- **Road crash**: Collision involving one or more vehicles or a moving vehicle and a stationary vehicle or object or pedestrian resulting in a death, injury, damage to a vehicle or loss of physical property.
- **Road fatality**: Death of a person within 30 days of the crash.
- **Injury crash**: Crash that results in a person or persons sustaining severe or minor injuries but not leading to death.
- **Serious injury**: Any road traffic crash victim with open or bleeding wounds.

**Data collection**

Road safety data in Nigeria is collected at the scene by road safety personnel who had been on patrol or were called to the scene via the toll-free emergency call centre or by other means. Police personnel also collect crash data during investigations.

Previously, data information officers of the Federal Road Safety Corps (FRSC) collected, collated and forwarded data to sector commands at the state level. Sector commands collected and forwarded collated data from local level to zonal headquarters. Zonal commands forwarded validated crash data to road safety headquarters for analysis.

Now, the Federal Road Safety Corps digitises the data collection process with computers and hand-held tablets at the scene of a crash, and data arrives directly into the FRSC data portal (www.frscrtcis.com.ng). The Portal is designed to accommodate inputs from other data collection agencies such as the Vehicle Inspection officers, State Traffic agencies, hospitals. The portal can sieve the data to avoid multiple entries. This arrangement of data harmonisation comes under the National Committee on Crash Information System (NACRIS).

The National Crash Report Information System was inaugurated in April 2014 to harmonise all traffic crash data in Nigeria from the different agencies including the police, the Ministry of Health (hospital data), the vehicle inspection unit and state traffic agencies.

Gaps still exist in the data collection as not all crashes are recorded, especially in places not regularly covered by the patrol teams of the FRSC and the police. The World Health Organization estimates the actual number of road fatalities could be up to 7 times higher than figures reported to FRSC (WHO, 2015).

To address this issue, data information officers regularly visit these areas and collect missing data, but this is expensive. Within the IRTAD programme, a twinning between
FRSC and the UK Department for Transport (DfT) was launched in 2016 to review in greater depth the current national crash data system in Nigeria and develop a 3-year programme to enhance it. The World Bank has also engaged a consultant to develop a road traffic crash data management system.

**Most recent safety data**

**Road crashes in 2015**

In 2015, FRSC reported 5,440 road fatalities, a 9.3% reduction compared to 2014.

**Road crashes in 2014**

In 2014, 5,996 road fatalities were reported to FRSC, indicating an improvement of 8% compared to road fatalities reported in 2013.

**Trends in traffic and road safety (1990-2015)**

**Traffic**

Mobility in Nigeria is mainly by road, which has led to an over-dependence and increased pressure on the road infrastructure system. The railway system is disorganised, although rail services have improved in some parts of the network. Air travel is costly and not an option for mass transportation. The government needs to invest heavily in improving road conditions.

Vehicle ownership has increased. Powered three-wheelers are increasingly used for commercial transport, and motorcycle use is increasing.

**Road safety**

There is wide fluctuation in the yearly number of crashes and casualties, mainly due to a non-systematic recording of road crashes. It is expected that the efforts currently deployed to digitise the processing of crash records and the twinning with the UK DfT as well as the engagement of a World Bank consultant will contribute to a better reporting system and more accurate monitoring of road crash trends.

**Road safety by user group**

The increase in the motorcycle fleet has led to an increase in crashes involving motorcycles. The use of motorcycles for commercial purposes has been banned in some major cities due to the high fatality rate resulting from motorcycle crashes.

**Road safety by age group and gender**

All operators of motorcycles and vehicles must be appropriately licensed. The motorcycle licence (A) is differentiated. The minimum age to acquire a driving licence is 18.

Based on data reported to FRSC, nearly 80% of fatalities are male.

**Road safety by road type**

Roads are classified as federal, state and local government roads. Urban roads occur under all three categories. Nigeria does not yet have detailed information on road crashes by road category.

There is little safety provision for pedestrians except in some major cities.
Economic costs of traffic crashes

There is no estimation of the economic costs of road crashes.

Recent trends in road user behaviour

Speed

The table below summarises the main speed limits in Nigeria. In 2014, inappropriate or excessive speed was the main contributing factor in 29% of fatal crashes.

Beginning in June 2015 all commercial vehicles must have speed limiters installed. Communication started early in 2015 and the measure will be enforced during the course of 2016.

Table 30.1. **Speed limits by road type, 2015**

<table>
<thead>
<tr>
<th>Road Type</th>
<th>General speed limit</th>
<th>Passenger cars Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban roads</td>
<td>50 km/h</td>
<td>45 km/h for tankers/trailers and vehicles with trailers</td>
</tr>
<tr>
<td>Rural roads</td>
<td>80 km/h</td>
<td>80 km/h for taxis and buses</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60 km/h for trucks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50 km/h for motorcycles, tankers/trailers;</td>
</tr>
<tr>
<td></td>
<td></td>
<td>45 km/h for trucks with trailer</td>
</tr>
<tr>
<td>Motorways</td>
<td>100 km/h</td>
<td>90 km/h for taxis and buses</td>
</tr>
<tr>
<td></td>
<td></td>
<td>70 km/h for trucks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>60 km/h for tankers/trailers</td>
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<tr>
<td></td>
<td></td>
<td>45 km/h for trucks with trailer</td>
</tr>
</tbody>
</table>

Drink driving

The maximum authorised blood alcohol content (BAC) is 0.5 g/l. Based on FRSC reports, around 1% of fatal crashes are due to drink driving. The Federal Road Safety Commission (Establishment) Act of 2007 is currently being amended to further strengthen the law on drink driving. The BAC will be amended to a maximum BAC of 0.2 g/l for novice drivers (less than one year’s driving experience) and 0.0 g/l for commercial drivers. This will be implemented as soon as the submitted amendment in the law is passed by the National Assembly and signed into law by the President.

Patrol teams test any driver suspected of drink driving.

Drugs and driving

It is estimated that impaired driving due to the consumption of drugs was responsible for 1% of fatal crashes in 2013.

Distraction

In Nigeria, it is forbidden to drive while using a mobile phone, including hands-free devices.

Sleepiness and fatigue

In 2013, it was estimated that fatigue was the main contributing factor in 2% of fatal crashes.
Seat belts and helmets

Seat belt use has been compulsory in front seats and rear seats since 1997; however, enforcement regarding seat belts in front seats only started in 2002. Enforcement regarding the use of seat belts in rear seats will start in 2016. Efforts so far have focused on communication and education.

According to FRSC 80% of front seat passengers and drivers wear a seat belt; while on rear seats less than 1% of passengers are buckled.

<table>
<thead>
<tr>
<th>Table 30.2. Seat belt wearing rate by car occupancy and road type</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2000</strong></td>
</tr>
<tr>
<td>Front seats</td>
</tr>
<tr>
<td>General</td>
</tr>
<tr>
<td>Rear seats</td>
</tr>
<tr>
<td>Adults</td>
</tr>
</tbody>
</table>

All riders of powered two-wheelers (PTWs) are required to wear safety helmets. The helmet-wearing rate by riders of PTWs is estimated at 60%.

There are laws making the use of helmets compulsory for all cyclists in Nigeria.

National road safety strategies and targets

Organisation of road safety

The responsibility for road safety is vested in the Federal Road Safety Corps, the lead agency established by the federal government. The agency is a paramilitary organisation, established in February 1988 and funded through budgetary allocation. A commission supervises the corps of officers and staff that undertake day-to-day activities. The functions of the Federal Road Safety Corps include:

- preventing and minimising road traffic crashes
- clearing obstructions on the highways
- educating drivers, motorists and other road users on the proper use of the roads
- providing attention and care to victims of road traffic crashes
- conducting research into causes of crashes and putting results of such research into use
- enforcing traffic rules
- issuing drivers licences
- managing vehicle registration
- advising the federal and state governments, including the Federal Capital Territory Administration and relevant governmental agencies, on measures to improve road safety.

Road safety strategy for 2014-18

The Nigerian Road Safety Strategy (NRSS 2014-18) has been approved by the Federal Executive Council and endorsed by the National Economic Council which includes all the State Executives (Governors) in the Federation.
The strategy is based on the United Nations Plan for the Decade of Action for Road Safety and its five strategic pillars.

- road safety management
- safer roads and mobility
- safer vehicles
- safer road users
- post-crash care and response.

**Road safety targets**

The strategy is driven by three main objectives:

- A reduction of 50% in the number of fatal road traffic crashes by 2015 from levels before 2007, as recommended in the Accra Declaration of February 2007.
- Aligning operational strategies to achieve the nation’s vision of becoming one of the top 20 countries with the safest roads in the world by the year 2020.
- Meeting the target suggested by the United Nation’s Decade of Action, to reduce by half the number of fatalities in 2020 in comparison to the 2010 level.

**Monitoring**

Performance towards these main goals is monitored through key performance indicators, including:

- monthly report on the number of drivers trained at no cost to themselves (driver training is usually a paid service, but under this arrangement apprehended offenders are trained without any cost)
- monthly report on the number of drivers arrested for traffic law violations and number of successful drivers licence applicants
- monthly report on number of road safety audits conducted
- monthly report of the number of drivers tested for alcohol
- monthly report on the number of drivers driving above the speed limits
- monthly record of road traffic collisions relating to speed violation
- monthly report of sporadic checks conducted at motor parks
- monthly report of the number of schools implementing the standard school bus policy, which has requirements such as the colour of a school bus and training for drivers and operators.


In July 2015, the United Nations Economic Commission for Africa (UNECA) conducted an evaluation on the implementation of the Decade of Action on Road Safety and concluded that Nigeria was among the top three performers among 23 African countries in accomplishing the activities of the African Road Safety Action Plan (UNECA, 2015).
Recent safety measures (2013-16)

Road safety management

● Efforts are ongoing to harmonise road traffic crash data records through the National Committee on Crash Information System (NACRIS). As previously mentioned, a twinning programme between the FRSC and the UK DfT was launched in 2016 to review the current national crash data system and develop a 3-year programme to enhance it. A World Bank consultant will also contribute to the review of the Road Traffic Crash Data Management System.

● Crashes resulting in six deaths or more are subject to detailed crash investigations.

● Continuation of the World Bank’s assistance programme providing manpower and operational equipment to conduct road safety assessments on six major corridors.

● Continued inter-agency co-operation through the Nigerian Road Safety Partnership. This has led to the establishment of a road safety unit within the Nigeria Defence Academy in which students will benefit from road safety courses.

● Amended laws to strengthen road safety, such as the lower BAC limits for novice drivers and a total ban for commercial drivers.

● Increased enforcement activities, including:
  ❖ Special nationwide patrol operations targeted at such specific issues as overloading, vehicle conditions and use of phones while driving.
  ❖ Operation Zero Tolerance patrol against drink driving carried out during Christmas/ New Year and other festive periods.
  ❖ Increased presence of FRSC patrol vehicles and motorcycles on motorways.

● Continued engagement of the individual states on the setting up of the States Motor Vehicle Administration Agency.

Road users

● Improved regulatory and enforcement capacity by the FRSC.

● Road safety education in primary and junior secondary schools, in co-operation with Total Nigeria Plc and Shell plc.

Vehicles

● Introduction of speed limiting devices on all commercial vehicles from second quarter of 2016.

● Free safety checks for all vehicles. Defects are identified and brought to the attention of the owners for remedial action without the issuance of tickets. More than 230 000 vehicles have been checked so far.

● Computerised vehicle inspection centres have been introduced in some states of Nigeria to check the road worthiness of vehicles. More periodic technical inspection centres are being established.

● Revival of the committee on the “Implementation of ECOWAS axle load control and harmonisation protocol” using existing weigh bridges in the country to check overloading violations by heavy duty vehicles.

● Further clarification on importation and use of the prohibited right-hand drive vehicles.
Post crash measures

- Establishment of an emergency call centre with nationwide coverage. A toll-free emergency number (122) was launched in 2012 for road users to request assistance in case of an emergency, contributing to the efficiency of the rescue service.
- Establishment of emergency ambulance points (called ZEBRA) along major corridors.
- Addition of more ambulances into the operations of the FRSC.

Recent and ongoing research

- Federal Road Safety Corps in conjunction with Aromophy Ventures Ltd (2016): “The Impact of Prosecution on Road Traffic Offenders by FRSC on Road Traffic Behaviour and Road Crash Reduction in Nigeria”.

References


Website
