



**ROAD SAFETY ANNUAL REPORT 2018**

# **NIGERIA**

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## Trends

Based on data reported by the Federal Road Safety Corps (FRSC), Nigeria registered an overall **increase in the number of road deaths in 2017**. According to latest available data reported by FRSC, 5 121 persons lost their lives in traffic crashes in Nigeria in 2017. This represents a 1.3% increase on 2016. In 2016, FRSC reported 5 053 road deaths, a 7.1% decrease on 2015.

### Country Profile

**Population** in 2016: 186 million

**GDP per capita** in 2016: USD 2 178

**Road network:** 204 000 kilometres (federal roads 17%; local roads 63%; state roads 20%)

**Speed limits:** 50 km/h on urban roads; 80 km/h on rural roads; 100 km/h on motorways

**Limits on Blood Alcohol Content:** 0.5 g/l for general drivers; 0.2 g/l for professional drivers and novice drivers

These figures are those reported to the FRSC and are likely to be largely underreported. In 2016, WHO estimated the number of road deaths at around 40 000 (WHO, 2018). However, efforts are being made to improve the national crash data reporting system by recording more systematically all road casualties, in particular by digitising the crash reporting system (see the section on Data Collection).

In the past decade, there has been wide fluctuation in the yearly number of crashes and casualties, mainly due to a non-systematic recording of road crashes.

The picture for **fatalities by road user group** is characterised by an increase in the number of motorcyclists killed. 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.

Children pay a very heavy price on the roads. In 2016, 1 855 children were reported as being killed in traffic, i.e., nearly 40% of all reported fatalities. Based on data reported to FRSC, nearly 80% of fatalities are male.

<sup>1</sup> All data stem from Federal Road Safety Corps (FRSC) unless otherwise noted. Data included in this report have not been validated by IRTAD.

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

There is little safety provision for pedestrians except in some major cities. As a result, pedestrians are very much at risk when walking along the roads.

## Behaviour

The behaviour of road users is an important determinant of a country's road safety performance. **Inappropriate speed** in particular is one of the main causes of road crashes. In 2017, inappropriate or excessive speed was reported as the main contributing factor in 44% of fatal crashes.

As from June 2015, all commercial vehicles must have speed limiters installed. Communication started early in 2015 and the measure has been enforced since February 2017.

The table below summarises the main speed limits in Nigeria.

**Table 2. Passenger car speed limits by road type, 2018**

	General speed limit	Comments
Urban roads	50 km/h	45 km/h for tankers/trailers and vehicles with trailers
Rural roads	80 km/h	80 km/h for taxis and buses
		60 km/h for trucks
		50 km/h for motorcycles, tankers/trailers 45 km/h for trucks with trailer
Motorways	100 km/h	90 km/h for taxis and buses 70 km/h for trucks 60 km/h for tankers/trailers 45 km/h for trucks with trailers

**Driving under the influence of alcohol** is a major cause of road crashes. Based on FRSC reports, around 1% of fatal crashes are due to drink driving. This share is probably underreported, when considering the 21% average in IRTAD countries (ITF, 2018).

The maximum authorised blood alcohol content (BAC) is 0.5 g/l. The new law includes 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. However, this law is still under review and awaiting the approval of the Federal Government. Patrol teams can test any driver suspected of drink driving. In 2016, a major random breath testing survey was conducted in collaboration with the Beer Sectoral Group. Almost 6 000 drivers were interviewed and over 85% did not know the legal BAC limit. Among the respondents, 78% were professional drivers with 10% having a BAC level above the legal limit. Among non-professional drivers, 13% had a BAC level above the legal limit.

It is estimated that **impaired driving due to the consumption of drugs** was responsible for 0.5% of fatal crashes in 2017.

An increasing problem for traffic safety in Nigeria is **distraction**, for instance through the use of mobile phones while driving. In 2016, it was estimated that 0.3% of fatal crashes were caused by the use of a phone while driving.

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

The share of **sleepiness and fatigue** as a causal factor in crashes is especially challenging to detect. In 2017, the FRSC estimated that fatigue was the main contributing factor in 0.8% of fatal crashes.

**Seat-belt wearing** has been compulsory in Nigeria since 1997 in front seats and rear seats. However, enforcement regarding seat belts in front seats only started in 2002. Enforcement regarding the use of seat belts in rear seats has not yet started (as the FRSC Establishment Act 2007 is still being amended). Efforts so far have focused on communication and education.

According to the FRSC, 85% of front seat passengers and drivers wear a seat belt, while on rear seats about 3% of passengers are buckled up.

For motorcyclists, **helmet wearing** is the most effective passive safety habit. In Nigeria, helmets have been compulsory for users of all of motorised two-wheelers since 2009. The helmet-wearing rate by riders of motorcycles is estimated at 20%.

Bicycle helmets have been compulsory since 2009, but in practice it is not enforced.

## Road safety management and strategies

There are several **factors of influence on Nigeria's road safety performance**. Mobility in Nigeria is mainly by road, which has led to over dependence and increased pressure on the road infrastructure system. Vehicle ownership has increased. Motorised three-wheelers are increasingly used for commercial transport, and motorcycle use is increasing. 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.

Important measures were undertaken in the past decade. The Total War on Overloading (TOWOL) programme, and safe-to-load operations in tank farms have contributed to preventing a large number of severe road crashes

**Responsibility for the organisation of road safety in Nigeria** mainly lies with the Federal Road Safety Corps (FRSC), the lead agency established by the federal government. The agency is a paramilitary organisation, established in February 1988 and funded through budgetary allocation. The functions of the FRSC 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.

The Nigerian Road Safety Strategy (NRSS 2016-20) 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. It is based on the United Nations Plan for the Decade of Action for Road Safety and its five strategic pillars.

The main target, based on the target of the United Nations Decade of Action, is to reduce by half the projected number of fatalities in 2020 in comparison to the 2010 level. In order to reach this target, there are interim goals. For 2018, one of the FRSC's corporate goals is to improve enforcement and rescue services with the target of reducing road traffic crashes by 15% and fatalities by 30%.

Performance towards these main goals is regularly monitored through key performance indicators, including: number of drivers trained, number of drivers arrested for traffic law violations, number of road safety audits conducted, number of drivers tested for alcohol and number of drivers above the speed limit, etc.

## Measures

### Road safety management

Efforts are ongoing to harmonise road traffic crash data records through the National Committee on Crash Information System (NACRIS). The World Bank project on design/supply, implementation and deployment of National Road Traffic Crash Data Management System (NRTCDMS) to improve data collection, analysis and credibility will be finalised soon.

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

### Enforcement

Increased enforcement activities include: 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.

Due to the high rate of crashes in the Federal Capital Territory (FCT), a new policy was put in place in 2017 for traffic enforcement. Motorists who were caught committing traffic offences had to undergo psychiatric evaluation in order to serve as deterrent to others.

### **Speed management**

Speed limiting devices on all commercial vehicles has been enforced since 1 February 2017.

### **Road users**

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

Road safety education on the importance of seat belt use in the rear seats of passenger cars.

### **Vehicles**

More Periodic Technical Inspection Centres were established for effective vehicle inspections.

Implementation of inspection bays to check the roadworthiness of vehicles. Every vehicle must undergo a roadworthiness test before its papers are renewed.

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 150 000 vehicles were checked in 2017.

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.

### **Infrastructure**

FRSC developed National Guidelines for Road Safety Audits as an effective tool for improving safety on Nigerian roads

Road signage audit carried out on roads across the country to ascertain the conditions of traffic signs

### **Post-crash measures**

Establishment of emergency ambulance points (called ZEBRA) along major corridors.

Addition of more ambulances into the operations of the FRSC.

## Definitions, methodology, data collection

*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.

Crash data in Nigeria is collected at the scene by road safety staff on patrol or called to the scene via the toll-free emergency call centre or by other means. The police also collect crash data during investigations.

Currently, the FRSC 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/](http://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 and hospitals.

The National Crash Report Information System (NCRIS) 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 as not all crashes are recorded, especially in locations 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. With support from the World Bank, a new road traffic crash data management system is being developed. The design stage has been completed. The next step will be the implementation stage.

## Resources

### Recent research

The second phase of the nationwide survey on breath alcohol testing of drivers across the six geo-political zones was conducted with 3 848 men and 158 women tested. Of those tested, 89% were negative to the alcohol test, 6% had a BAC of between 0.01 g/l and

0.49 g/l. 5% had a BAC level above 0.5 g/l. Hence, there is a need for a review of the previous law on the legal limit of BAC.

A survey was also conducted on the conditions of tyres on Nigerian roads.

### **Websites**

Federal Road Safety Corps: <https://frsc.gov.ng/p>

### **Contact**

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## **References**

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