

# Roles of the Federal Road Safety Corps (FRSC) in Managing Road Accidents on Nigerian Highways

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## Abstract

Recent road accidents on Nigerian highways in terms of their frequency, trend, and impacts are alarming and have drawn the attention of the relevant stakeholders, actors, and the general public to the statutory roles of the Federal Road Safety Corps (FRSC) in preventing and managing road accidents. Although several studies have examined the roles of the FRSC in road traffic control and accident management in Nigeria, studies using the Lagos-Ibadan Expressway specifically as a study area are very scarce. This study was therefore carried out to bridge the gap in the literature as well as provide relevant road safety policy recommendations to address road accident challenges on Nigerian highways.

Disaster Risk Management Theory served as the framework, while a case study design was employed for the study. Data were collected from both primary and secondary sources. Both quantitative and qualitative data were gathered through the purposive sampling technique. Interviews were conducted with key informants, respondents to in-depth interviews, and focused group discussions (FGD). Thus, the data was content-analyzed and descriptively narrated.

The findings of the study revealed that road accidents on Nigerian highways are largely preventable if drivers can minimize their speeds while driving with proper checks and regular maintenance of their vehicles, as over 80% and about 18% of road accident occurrences are caused by human and mechanical factors, respectively. Also, the FRSC is adjudged to be slack in playing eleven (11) out of its twenty-two (22) statutory roles effectively and efficiently. These roles are very germane to road accident prevention and management and these are: making the highways safe for all road users; preventing or minimizing accidents; educating the general public on the proper use of the highways; giving prompt attention and care as well as providing roadside and mobile clinics for the treatment of road accident victims free of charge; renewal of driver's licenses every three years; conducting researches into causes of motor accidents to prevent them; determining and enforcing speed limits for all categories of roads and vehicles; as well as regulating the use of sirens, flashers, and beacon lights on vehicles other than ambulances/Military/Para-Military Agencies' vehicles; mobile phones by motorist; motorcycles; seat-belts and other safety devices on the highways.

The study thus recommends that FRSC ensure full implementation and enforcement of all road safety management measures with a strict penalty system for traffic offenses; also, the government should provide sufficient funding for road safety management; adequate road infrastructural furniture; and engineering road safety devices; while road users must be encouraged to have the right attitude toward road safety matters to achieve the goals of road accident prevention and management on the Nigerian highways.

**Keywords:** Federal Road Safety Corps (FRSC), Road Accident Management, Nigerian Highways.

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## I. Introduction

Road accident management involves the coordination and integration of all activities, policies, structures, devices, and measures necessary to build, sustain, and improve the capability to prevent, mitigate, prepare for, respond to, and recover from threatening or actual road accidents arising from human, mechanical, and environmental factors. Studies revealed that road accidents are globally acknowledged as a form of man-made or technological hazard that can result in an unexpected and unpleasant eventuality. The cumulative impacts of road accidents usually include disabilities, injury, death, stress, suffering, pain and grief, emotional imbalance, depression, loss of man-hours, money spent on welfare, destruction of transport facilities, traffic congestion, pollution, property loss and the cost of their replacement, and economic loss to individuals and the nation in terms of gross domestic product (GDP). All these can affect people's lifespans as well as the peace and security of any nation if road accidents are not adequately prevented and managed.

According to reports, road accidents kill one person every twenty-four seconds, making them the number eight leading cause of death globally (Status Report of the UN Decade of Action, 2011–2020). Most countries in the world experience a high rate of road accidents, while 90% of the road traffic fatalities in the world occur in developing countries, and one-quarter of every road accident in Africa occurs in Nigeria (World Bank, 2018). In 2019 alone, about 5,483 people were killed, 35,981 were injured, and 79,301 were involved in the 11,072 crashes recorded in Nigeria (Road Transport Data, Full Year 2019).

The human factor has been recognized as the primary cause of road traffic crashes in Nigeria. For instance, of the total 11,072 crashes in 2019, the following are the causative factors for the road traffic crashes, with their total number and percentage, respectively: speed violation (5,342; 48.25%), wrongful overtaking (966; 8.72%), dangerous driving (962; 8.69%), tire burst (772; 6.97%), brake failure (576; 5.2%), route violation (510; 4.61%), sign light violation (498; 4.5%), mechanical deficient vehicle (329; 2.97%), road obstruction violation (191; 1.73%), bad road (161; 1.45%), dangerous overtaking (151; 1.36%), fatigue (125; 1.13%), overloading (120; 1.08%), sleeping on steering (79; 0.71%), use of phone while driving (42; 0.38%), driving under alcohol/drug influence (40; 0.36%), poor weather (40; 0.36%) and others (247; 2.23%) (Road Transport Data, Full Year 2019). This therefore necessitates the need for the Federal Road Safety Corps (FRSC) to be strict in ensuring road accident prevention in Nigeria.

Nigeria, with a total land area of 910,771 square kilometers, has a road network of about 194,000 km, out of which 34,120km are federal roads, 30,500km are state roads, and 129,580km are local government roads (Uzuegbu-Wilson, 2016). In many parts of the country, aside from the fact that most of the major roads were constructed in the 80s and '90s, they have also been overused and neglected over the years, putting them in a very deplorable condition. The over-utilization of roads is caused by heavy dependence on the road transport system, exacerbated by the failure to develop other alternative modes of transportation in Nigeria, where about 90% of passengers and freight rely on the road network to perform both economic and logistics functions (Sumaila, 2013). Considering the national population estimates of 223,804,632 people for the year 2023 based on the population census conducted in 2006 by the National Population Commission (NPC), it means there is a population-road network ratio of 1,154 persons per square kilometer, indicating intense traffic pressure on the available road network, which can contribute significantly to the high rate of road accidents in the country.

### **Statement of Problems**

The frequent road accident occurrences on Nigerian highways have become worrisome in recent times and have become one of the major social problems in the country. The major factor attributed to this lack of safety on the highways was identified as inadequate road traffic management (Ajiboye et al., 2020). Nigerian road traffic management is characterized by poor performance in terms of low level of service, inadequate vehicle administration, inefficient traffic and safety regulations, ineffective use of road transport, unsafe roads, human error, pitiable physical condition of vehicles, failure to comply with road traffic laws, and inadequate enforcement of traffic laws (Filibus, 2012; Alade, 2012; Raji, 2014; Stephens et al., 2015; Agyapong and Ojo, 2018; Ajiboye et al., 2020).

Lagos-Ibadan Expressway is the busiest highway in Nigeria, and it has been the scene of many road accident occurrences (FRSC Traffic Report, 2019). Therefore, the study of the roles of the Federal Road Safety Corps (FRSC) in managing road accidents on the Lagos-Ibadan expressway is germane in addressing the catastrophe situations that have usually ended up in colossal losses and are recorded from time to time.

The study will therefore address the following research questions:

1. What are the factors responsible for road accidents on the Lagos-Ibadan Expressway?
2. What are the roles of the Federal Road Safety Corps (FRSC) in managing road accidents on Nigerian highways?
3. What are the challenges facing road accident management in Nigeria?

Within this contextual problem statement, this study aims to examine the statutory roles of the Federal Road Safety Corps (FRSC) in managing road accidents on Nigerian highways.

### **Justification of the Study**

The study is justified by two points, which include the gap in the literature and policy relevance. Several studies have been carried out on road accidents management in Nigeria (Sunmola, 2012; Alade, 2012; Filibus, 2012; Atubi, 2012; Sumaila, 2013; Korter et al., 2013; Adeboje et al., 2013; Badejo, 2014; Faniran and Bello, 2014; Sunmola, 2014; Raji et al., 2014; Edorhe, 2014; Gana and Emmanuel, 2014; Stephens et al., 2015; Adenigbo et al., 2016; Isa and Siyan, 2016; Uzuegbu-Wilson, 2016; Gbadamosi and Adenigbo, 2017; Olusina and Ajanaku, 2017; Afolabi and Gbadamosi, 2017; Ojekunle et al., 2017; Yusuf et al., 2018; Siyan et al., 2019 and Ajiboye et al., 2020) etc., but studies specifically on the roles of Federal Road Safety Corps in managing road accidents on Nigerian highways using Lagos-Ibadan Expressway as a study area are very scarce even

though it is the first and busiest highway in Nigeria where many road accidents have been experienced for many years. This study, therefore, will help to contribute to the literature concerning the roles of the Federal Road Safety Corps (FRSC) in managing road accidents in Nigeria.

Also, the study, aside from contributing to the existing literature on the roles of the Federal Road Safety Corps (FRSC) in managing road accidents on Nigerian highways, will be of great support to policymakers and the government in formulating effective and efficient road safety policies to address the constant risk of vehicles' collisions and related challenges on the Nigerian highways.

### **The Establishment of the Federal Road Safety Corps (FRSC)**

In the year 1988, the Federal Government of Nigeria, during the military regime under General Ibrahim Gbadamosi Babangida, established the Federal Road Safety Corps (FRSC) to address the wanton destruction of lives and properties resulting from road accidents on the Nigerian highways. FRSC was established via Decree No. 45, 1988, as amended by Decree No. 35, 1992, later cited as the Federal Road Safety Commission Act (Cap 141) Laws of the Federation of Nigeria (1990), and finally repealed as the Federal Road Safety Commission (Establishment) Act (2007) by Decree No. 22.

It is largely believed that with the road traffic enforcement agency on the Nigerian highways, road accidents can be effectively and efficiently prevented and managed. Also, this is assumed to be achievable by formulating and enforcing road safety policies, enlightening the public on road traffic laws, ensuring proper road traffic control, and putting other appropriate road safety measures and structures in place to prevent, mitigate, prepare for, anticipate, and respond to every unpleasant event occurring on the highways with adequate care to make victims recover from road accident devastating consequences. Therefore, keeping roads safe is very necessary to make both their users and society at large fully benefit from road network development and maintenance across the nation.

### **Review of Past Empirical Studies**

Atubi (2012) recognized improved traffic patrol with proper design of road networks and effective transport planning to be of great help in preventing road traffic accidents, especially in accident-prone areas. Also, Sumaila (2013) opined that FRSC should take the issue of traffic law enforcement very seriously, encourage inter-agency partnerships, and design and implement well-structured safety education and public awareness programs to curb the poor driving culture among drivers. Furthermore, Gana and Emmanuel (2014) proposed that the FRSC should be well-equipped to effectively enforce road traffic laws and perform its operational duties optimally. To buttress these points, Isa and Siyan (2016) posited that the relevant ministries and agencies responsible for road management should always effect repairs on bad portions of the highways, while FRSC should strengthen drivers' education and sensitization. In another view, Afolabi and Gbadamosi (2017) listed the strategies for minimizing road traffic accidents to include proper training and licensing programs for drivers and driving schools, quality road infrastructure with the installation of warning signs, strict enforcement of traffic regulation, deliberate investment in research and development, effective legislation and regulations, as well as database development and information sharing for effective planning, operations, and inter-agency collaboration. Lastly, Siyan et al. (2019) stated that due to the low level of education and driving experience among vehicle occupants, the road safety agency should be equipped with breathalyzers and speed guns with adequate public enlightenment to enhance road traffic law total compliance.

## **II. Research Methodology**

A case study design was used for the study to test the adopted theoretical model of road accident management in real-world situations and subsequently provide in-depth knowledge of the study under review.

### **Study Area**

Lagos-Ibadan Expressway, located in the southwestern part of Nigeria, is one of the largest road networks in Africa, with 60 percent of the nation's economy centered on it (Jonathan, 2013; This Day Live, 2015; Daily Post Nigeria, 2015). This is the busiest inter-state route in Nigeria, plied by over 250,000 vehicles daily (Information Nigeria, 2015). It is a 127.6-kilometer-long (79.3-mile) expressway connecting Ibadan, the capital of Oyo State (the north end of the road), and Ojota in Lagos State (the south end of the road) through Ogun State (Vanguard News, 2015; Premium Times, 2021).

### **Sources of Data Collection**

The data used for the study was collected from both primary and secondary sources. Primary data were collected with the aid of well-structured questionnaires administered to all the respondents. Also, key informant interviews, in-depth interviews, and focused group discussions (FGD) were adopted to gather information.

Secondary data sources used include the year 2020 Road Traffic Crash Data collected from each of the Policy, Research, and Statistics (PRS) department of the three FRSC Sector Commands at Ibadan, Abeokuta, and Ojota in Oyo, Ogun, and Lagos states respectively; relevant published daily newspaper; materials, publications, records, reports and documents provided by the Federal Road Safety Corps National Headquarters in Abuja such as Accident Record Files; Road Transport Safety Standardization Scheme (RTS); Status Report of UN Decade of Action (2011-2020); Nigerian Road Safety Strategy II (NRSS II) 2021-2030; Statistical Digest (2020); Public Awareness Manuals and Printed Materials; FRSC website articles; FRSC journal articles; Nigeria Highway Code (2017); FRSC (Establishment) Act (2007) and its various amendments.

### **Methods of Data Collection and Sampling Technique**

A purposive sampling technique was employed for the study because the respondents selected had prior knowledge as well as fit the purpose of the research under review. The sample size for the study was two hundred and four (204).

Six (6) questionnaires each were administered to the FRSC men and officers whose duties currently are to prevent and manage road accidents on the Lagos-Ibadan Expressway at the Ibadan Tollgate Station in Oyo State, Ogere Tollgate Station in Ogun State, and Ojota Station in Lagos State, to make a total of 18 questionnaires. Also, two (2) questionnaires were administered to the FRSC Roadside Clinic at Sagamu Interchange in Ogun State to make a total of twenty (20) questionnaires administered to the Corps.

Likewise, fifteen (15) questionnaires were administered to commercial drivers; five (5) questionnaires were administered to vehicle owners; five (5) questionnaires were administered to government vehicle drivers; five (5) questionnaires were administered to private drivers; five (5) questionnaires were administered to motorcycle riders; five (5) questionnaires were administered to tricycle riders; five (5) questionnaires were administered to truck drivers; five (5) questionnaires were administered to trailer drivers; and ten (10) questionnaires were administered to passengers of commercial vehicles that ply the Lagos-Ibadan Expressway regularly at two different motor parks in each of the three states to make a total one hundred and eighty (180) questionnaires administered to drivers, riders and vehicle owners. These motor parks include Iwo Road and Toll-Gate motor parks in Ibadan, Oyo State; Ogere and Kuto motor parks in Abeokuta, Ogun State; and Ojota and Ojodu-Berger motor parks in Lagos State.

Two (2) questionnaires each were administered to Julius Berger Nigeria Plc. and Reynolds Construction Company (Nigeria) Limited members of staff who are both involved in the Lagos-Ibadan Expressway rehabilitation and construction, for a total of four (4) questionnaires administered to the two road construction companies.

### **Method of Data Analysis**

Descriptive statistics were used to analyze the data set and describe the characteristics of the results to provide answers to the research questions. Also, a psychometric scale was used to measure respondents' opinions and attitudes on the subject matter under review.

## **III. Results Presentation**

### **Factors Responsible for Road Accidents on Nigerian Highways**

Table 1 below shows that over 80% of the total 1,059 road accident occurrences documented for the year 2020 along the Lagos-Ibadan Expressway by the Federal Road Safety Commission are a result of human factors, of which the majority (42.78%) were due to over-speeding, followed by loss of control (27.86%) and dangerous driving (4.06%). Also, about 18% of the total 1,059 road accident occurrences recorded were as a result of mechanical factors, out of which 9.25% were due to brake failure, followed by a tire burst (5.67%), and a mechanically deficient vehicle (3.02%).

Considering this finding, the human factor is the major condition that exposes and makes road users susceptible to the danger of road accidents. Road accident occurrences are largely due to the over-speeding of the drivers, who probably felt they could speed up while on highways but ended up losing control of the vehicles as they could not manage such high speeds amidst other factors, which include mechanical deficiency of the vehicles, brake failure, and tire bursts. This shows that road accidents are largely preventable on Nigerian highways if drivers can minimize their speeds while driving with proper checks and regular maintenance of their vehicles. More disasters and casualties are recorded when vehicles travel at higher speeds than they do at low speeds, as it can lead to loss of control. This is consistent with the findings of Uhegbu and Tight (2021), who opined that speed-related factors, including speed violations, loss of control, and dangerous driving, are the major causes of road traffic crashes in Nigeria.

**Table 1: Factors Responsible for Road Accidents on Nigerian Highways**

| Factors Responsible for Road Accidents                              | F            | %          | Categories of Factors Responsible for Road Accidents | F            | %          |
|---|--------------|------------|--|--------------|------------|
| Over-speeding   | 453          | 42.78      | Human Factors  | 886          | 80.65      |
| Loss of control   | 295          | 27.86      |  |              |            |
| Dangerous driving   | 43           | 4.06       |  |              |            |
| Fatigue   | 15           | 1.42       |  |              |            |
| Route violation   | 13           | 1.23       |  |              |            |
| Dangerous overtaking  | 11           | 1.04       |  |              |            |
| Stationary vehicle/obstruction                                      | 9            | 0.85       |  |              |            |
| Light sign violation  | 4            | 0.38       |  |              |            |
| Sleeping on steering  | 3            | 0.28       |  |              |            |
| Night journey   | 2            | 0.19       |  |              |            |
| Traffic light disobedience  | 2            | 0.19       |  |              |            |
| Use of telephone while driving                                      | 2            | 0.19       |  |              |            |
| Overloading   | 1            | 0.09       |  |              |            |
| Driving under alcohol/drug influence                                | 1            | 0.09       |  |              |            |
| Brake failure   | 98           | 9.25       | Mechanical Factors                                   | 158          | 17.94      |
| Tire burst  | 60           | 5.67       |  |              |            |
| Mechanically deficient vehicle                                      | 32           | 3.02       |  |              |            |
| Bad road  | 3            | 0.28       | Environmental Factors                                | 5            | 0.47       |
| Poor weather  | 2            | 0.19       |  |              |            |
| Unclassified (unknown, armed robbery, kidnapping, & and hit and run | 10           | 0.94       | Unclassified   | 10           | 0.94       |
| <b>TOTAL</b>  | <b>1,059</b> | <b>100</b> | <b>TOTAL</b>   | <b>1,059</b> | <b>100</b> |

**Note: F = Frequency; % = Percentage**

**Source: Authors' Computation, 2023 (FRSC Oyo, Ogun, and Lagos Sector Commands Road Traffic Data for 2020).**

**Roles of the Federal Road Safety Corps (FRSC) in Managing Road Accidents on Nigerian Highways**

According to Section 10 of the Federal Road Safety Commission (Establishment) Act (2007), the Corps is charged with a total of twenty-two (22) statutory functions and responsibilities to ensure road traffic administration, control, and management. In line with this, FRSC has used the strategies highlighted below for road accident prevention and management on the Nigerian highways:

- Public road safety enlightenment, education, training, and sensitization programs for drivers, cyclists, motorists, road users, and the general public.
- Road traffic law enforcement by conducting routine, special, and intervention patrol operations and inspections.
- Driving school standardization program (DSSP) and fleet management standardization scheme to certify the operations of the driving schools and fleet operators.
- Biometric documentation of drivers and vehicles to ensure that people driving on the road are adequately trained and road worthiness of vehicles.
- Working in partnership with the bodies of agencies or groups responsible for road safety activities, designing or constructing road safety engineering measures and devices.
- Training of personnel on highway patrol and non-motorized transport (NMT), as well as first aid, medical, and rescue services both home and abroad.
- Make equipment such as heavy-duty tow trucks, patrol vehicles and motorbikes, high-capacity trailers, life-saving vehicles, and multi-carrier ambulances available for road traffic control and road accident management.
- Provision of roadside clinics and the Emergency Ambulance Service Scheme (EASS) for victims of road traffic crashes.

The effectiveness of the FRSC roles was ascertained by analyzing drivers', riders', and passengers' responses through a five-point psychometric scale of very effective, effective, undecided, fairly effective, and not effective. Table 2 below shows that FRSC needs to intensify its efforts in the eleven (11) areas stated below to achieve the aim of preventing, minimizing, controlling, and managing road traffic and accidents on Nigerian highways.

- FRSC is rated to be averagely performing its role of making the highway safe for motorists and other road users as stipulated under sub-section i by 50.2% of the respondents. However, this can be improved since

they are the major agency saddled with this responsibility on the Nigerian highways. Uzuegbu-Wilson (2016), in a similar study, revealed that the roles of the FRSC in auto-mobile accident control and management were perceived as good by 65.5% of drivers in Nigeria.

- 40.8% of the respondents perceived measures and policies put in place by the agency to be effective in preventing and minimizing accidents, as set out under sub-section iv. Therefore, the agency needs to come up with more policies and measures that can adequately prevent or minimize accidents on Nigerian highways, irrespective of the challenges or difficulties. This is in line with the findings of Ajiboye et al. (2020), who opined that the FRSC personnel need to improve their activities regarding preventing or minimizing accidents on the highway due to the high proportion of negative results.
- As stated under subsection vi, the measures and policies on the proper use of the highways are still weak, and there is a need to strategize to have a holistic measure to stop the abuse of highways, as only 45.7% of the respondents accepted that Nigerian highways are properly used. For instance, gridlock and road accidents were experienced at the Kara Market along the Lagos-Ibadan Expressway due to the sale of rams in July 2021, making the situation worse, aside from other regular religious activities that normally take place along that road generally (Nwannekanma, 2021).
- Concerning giving prompt attention and care to victims of accidents as well as providing roadside and mobile clinics for the treatment of road accident victims free of charge as set out under subsections xi and xvii, just a few (24.7% and 22.9%, respectively) of the respondents indicated that these roles are being performed effectively and efficiently by the Corps. This necessitates the need for adequate mobile clinics and the establishment of well-equipped and functional hospitals specifically for road accident victims along Nigerian highways.

**Table 2: Rating the Roles of the Federal Road Safety Corps (FRSC) in Managing Road Accidents on Nigerian Highways**

| S     | Roles of the FRSC as Stipulated in Section 10 of the Federal Road Safety Commission (Establishment) Act (2007)  | VE (%) | E (%) | U (%) | FE (%) | NE (%) |
|-------|---|--------|-------|-------|--------|--------|
| i     | Making the highways safe for motorists and other road users   | 17.6   | 32.6  | 22.1  | 24.5   | 3.2    |
| ii    | Recommending works and devices designed to eliminate or minimize accidents and advising the federal and state governments, including the Federal Capital Territory Administration and relevant governmental agencies, on the locality where such works and devices are required | 10.3   | 60.9  | 10.6  | 12.8   | 5.4    |
| iii   | Educating motorists and members of the public on the importance of discipline on the highway  | 73.4   | 18.4  | 3.6   | 2.1    | 2.5    |
| iv    | Preventing or minimizing accidents on the highway   | 3.5    | 37.3  | 18.3  | 30.1   | 10.8   |
| v     | Clearing obstruction on any part of the highway   | 47.9   | 35.8  | 8.2   | 6.4    | 1.7    |
| vi    | Educating drivers, motorists, and other members of the public generally on the proper use of the highways   | 18.2   | 27.5  | 17.9  | 26.4   | 10     |
| vii   | Designing and producing the driver's license to be used by various categories of vehicle operators  | 64.6   | 23.2  | 9.4   | 2.3    | 0.5    |
| viii  | Determining from time to time, the requirements to be satisfied by an applicant for a driver's license  | 40.7   | 30.6  | 15.8  | 7.6    | 5.3    |
| ix    | Designing and producing vehicle number plates   | 57.8   | 23.1  | 5.6   | 8.2    | 5.3    |
| x     | Standardization of highway traffic codes  | 37.1   | 52.4  | 7.1   | 1.9    | 1.5    |
| xi    | Giving prompt attention and care to victims of accidents  | 9.2    | 15.5  | 15.2  | 31.6   | 28.5   |
| xii   | Conducting research into the causes of motor accidents and methods of preventing them and putting into use the results of such research   | 3.6    | 13.3  | 40.7  | 22     | 20.4   |
| xiii  | Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit devices  | 1.5    | 11.8  | 3.1   | 24.7   | 58.9   |
| xiv   | Co-operating with bodies of agencies or groups engaged in road safety activities or in preventing accidents on the highway  | 20.2   | 47.5  | 20.9  | 6.8    | 4.6    |
| xv    | Making regulations in pursuance of any of the functions assigned to the Corps by or under this Act  | 24.7   | 45.3  | 18.8  | 7.3    | 3.9    |
| xvi   | Regulating the use of sirens, flashers, or beacon lights on vehicles other than ambulances and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service, and other paramilitary agencies  | 5.6    | 15.7  | 11.4  | 38.6   | 28.7   |
| xvii  | Providing roadside and mobile clinics for the treatment of accident victims free of charge  | 8.4    | 14.5  | 7.6   | 21.4   | 48.1   |
| xviii | Regulating the use of mobile phones by motorists  | 4      | 12.6  | 2.3   | 34.5   | 46.6   |
| xix   | Regulating the use of seatbelts and other safety devices  | 10.9   | 10.4  | 1.7   | 36.8   | 40.2   |
| xx    | Regulating the use of motorcycles on highways   | 7.9    | 9.8   | 1.3   | 22.7   | 58.3   |
| xxi   | Maintaining the validity period for driver's licenses, which shall be three years subject to renewal at the expiration of the validity period   | 8.6    | 18.9  | 14.2  | 24.8   | 33.5   |
| xxii  | Performing such other function as may, from time to time, be assigned to the Corps by the Commission  | 3.8    | 5.1   | 78.5  | 8.1    | 4.5    |

**Note:** S = subsection, VE = very effective, E = effective, U = undecided, FE = fairly effective, NE = not effective, and % = percentage.

**Source:** Authors' Computation, 2023.

- Only a few (about 17%) of the respondents are convinced of the research conducted to ascertain the causes of motor accidents and methods of preventing them and putting them into use as a result of such research by the Corps as provided under subsection xii. This is because they think that the activity has not been successfully translated to preventing and minimizing road accident occurrences on Nigerian highways.
- The aim of determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit devices as highlighted under subsection xiii has not been achieved, as only 13.3% of the respondents accepted this role as either very effective or effective. This necessitates the full implementation and enforcement of the speed limit device to reduce road accidents on Nigerian highways that have been primarily caused by over-speeding. Speed violations are reported as the major cause of road crashes in the 2019 FRSC Full Year Road Transport Data.
- 21.3% of the respondents are of the positive opinion that the use of sirens, flashers, or beacon lights on vehicles other than ambulances and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service, and other paramilitary agencies is being regulated effectively as stipulated under subsection xvi. This indicates that the use of sirens, flashers, or beacon lights is being abused by the general public on the Nigerian highways, and therefore there is a need for the Corps to address the situation.
- As stated under subsection xviii, just a few (16.6%) are convinced that the FRSC has outrightly addressed the issue of the use of mobile phones by motorists. This shows the extreme rate of danger that can occur in road accidents as a result of the use of mobile phones. Therefore, the agency needs to set up a formidable measure or policy to address the situation. This result is in line with the findings of Uheghu and Tight (2021), who observed that 71% of their driving respondents admitted to using their mobile phones while driving, which is illegal and contrary to the road safety laws of the country.
- The role of regulating the use of seatbelts and other safety devices as set out under subsection xix is not accepted to have been effectively played, as just a few (21.3%) of the respondents agreed this role had been successfully played by the Corps. This calls for the need to show more aggressiveness in the use of seatbelts and other safety devices on Nigerian highways. This position is consistent with the findings of Uheghu and Tight (2021), who posited that 64% of their respondents do not make use of seatbelts while driving or when being driven in a car.
- Also, the Corps needs to intensify its effort in regulating the use of motorcycles on highways as stipulated under subsection xx, as the majority (81%) have cited this role as either fairly effective or not effective. This needs to be adequately addressed, as motorcycles have also been identified as one of the major types of vehicles involved in road accidents on Nigerian highways. FRSC, in its 2019 Full Year Road Transport Data, stated that motorcycles are rated as the second major type of vehicle involved in road crashes in Nigeria.
- Lastly, the effort to maintain the validity period for driver's licenses, which shall be three years subject to renewal at the expiration of the validity period, is not adequately effective, as the majority (78.3%) of the respondents are of the negative opinion that the role is either fairly or not effectively played by the Corps. This shows that most motorists are driving without a valid license on the Nigerian highways. This is consistent with the findings of Ajiboye et al. (2020).

The available offenses and penalties against road traffic law violations as stipulated in Section 10 (9) of the Second Schedule of the FRSC (Establishment) Act 2007 are shown in Table 3 below. This is generally accepted to be weak rather than serving as a deterrent for violating traffic laws by all the respondents. Overall, the findings of this study indicate that occurrences of road accidents are a result of the bad attitude of road users toward road safety matters, the weak penalty system for road traffic offenses, the inadequacy of road infrastructure and engineering road safety devices, and the partial implementation and enforcement of the road traffic laws by the FRSC assigned with this responsibility.

**Table 3: Offenses and Penalties Against Road Traffic Law Violations**

| S/N | Offenses   | Penalties (₦:k)             |
|-----|--|-----------------------------|
| 1   | Light or sign violation  | 2,000.00                    |
| 2   | Road obstruction   | 3,000.00                    |
| 3   | Route violation  | 5,000.00                    |
| 4   | Speed limit violation  | 3,000.00                    |
| 5   | Vehicle license violation                                      | 3,000.00                    |
| 6   | Vehicle number plate violation                                 | 3,000.00                    |
| 7   | Driver's license violation                                     | 10,000.00                   |
| 8   | Wrongful overtaking  | 3,000.00                    |
| 9   | Road marking violation   | 5,000.00                    |
| 10  | Caution sign violation   | 3,000.00                    |
| 11  | Dangerous driving  | 50,000.00                   |
| 12  | Driving under the influence of alcohol or drugs                | 5,000.00                    |
| 13  | Operating a vehicle with forged documents                      | 20,000.00                   |
| 14  | Unauthorized removal of or tampering with road signs           | 5,000.00                    |
| 15  | "Do Not Move" violation  | 2,000.00                    |
| 16  | Inadequate construction warning                                | 50,000.00                   |
| 17  | Construction area speed limit violation                        | 3,000.00                    |
| 18  | Failure to move over   | 3,000.00                    |
| 19  | Failure to cover unable materials                              | 5,000.00                    |
| 20  | Overloading  | 10,000.00                   |
| 21  | Driving with worn-out tires or without a spare tire            | 3,000.00                    |
| 22  | Driving without or with a shattered windscreen                 | 2,000.00                    |
| 23  | Failure to fix the red flag on the projected load              | 3,000.00                    |
| 24  | Failure to report an accident                                  | 20,000.00                   |
| 25  | Medical personnel or hospital rejection of the accident victim | 50,000.00                   |
| 26  | Assaulting the Marshal on duty                                 | 10,000.00                   |
| 27  | Obstructing the Marshal on duty                                | 2,000.00                    |
| 28  | Attempting to corrupt the Marshal                              | 10,000.00                   |
| 29  | Custody fee  | ₦200 per day after 24 hours |
| 30  | Driving without a specified fire extinguisher                  | 3,000.00                    |
| 31  | Driving a commercial vehicle without a passenger manifest      | 10,000.00                   |
| 32  | Driving without a seat belt                                    | 2,000.00                    |
| 33  | Use of a phone while driving                                   | 4,000.00                    |
| 34  | Driving a vehicle under 18 years                               | 2,000.00                    |
| 35  | Riding a motorcycle without a crash helmet                     | 2,000.00                    |
| 36  | Excessive smoke emissions                                      | 5,000.00                    |
| 37  | Mechanically deficient vehicle                                 | 5,000.00                    |

**Source: FRSC (Establishment) Act 2007.**

#### **IV. Summary, Conclusion, and Recommendations**

##### **Summary**

The findings of the study showed that over 80% and about 18% of road accident occurrences are caused by human and mechanical factors, respectively. This indicated that road accidents on Nigerian highways are largely preventable if drivers can minimize their speeds while driving with proper checks and regular maintenance of their vehicles. Also, the FRSC is adjudged to be slack in playing eleven (11) of its statutory roles efficiently and effectively and these include making the highways safe for motorists and other road users; preventing or minimizing accidents on the highways; educating drivers, motorist and other members of the public generally on the proper use of the highways; giving prompt attention and care to victims of accidents; conducting researches into causes of motor accidents and method of preventing them and putting into use the result of such researches; determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limit device; regulating the use of sirens, flashers or beacon lights on vehicles other than ambulance and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-



Military Agencies; providing roadside and mobile clinics for the treatment of road accident victims free of charge; regulating the use of mobile phones by motorists; regulating the use of seat-belts and other safety devices; regulating the use of motorcycles on the highways; as well as maintaining the validity period for driver's licenses which shall be three years subject to renewal at the expiration of the validity period.

### **Conclusion**

The study critically examined the roles of the FRSC in managing road accidents on Nigerian highways and discovered that the FRSC is slack in playing eleven (11) out of its twenty-two (22) road safety management statutory roles due to the bad attitude of road users toward road safety matters, the partial implementation and enforcement of the road traffic laws by the FRSC assigned with this responsibility, the weak penalty system for road traffic offenses, and the inadequacy of road infrastructure and engineering road safety devices.

### **Policy Recommendations**

The following policy recommendations are made in line with the challenges identified facing road accident management on Nigerian highways:

1. Road users should be encouraged to have the right attitude toward road safety matters and see it as the best antidote to preventing road accidents.
2. FRSC should ensure full implementation and enforcement of road traffic laws with strict penalty systems for road traffic offenses such as increased road traffic fines, confiscation or revocation of driver's licenses, and vehicles with community service for a specific period.
3. The government should provide sufficient funding for FRSC to increase their manpower, operation offices, vehicles, advanced training, and equipment required for necessary operational activities in monitoring the total road network in Nigeria.
4. The government should provide adequate road infrastructural furniture and engineering road safety devices such as automated monitoring devices including closed-circuit television (CCTV), speed limiting devices, speed cameras, breathalyzers, sensor cameras, and radar guns for monitoring the highways, as well as real-time automated road signals and ramp metering with pedestrian bridges and parking spaces for traffic control and road accident prevention to ease FRSC operation.

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