



Federal Republic Of Nigeria



Federal Road Safety Corps

**2024 Annual Report**



Copyright

**2024 FRSC Annual Report**

Copyright © 2025, Federal Road Safety Commission

Published June, 2025

**ISSN: 2467-8759**

**All rights reserved**

No part of this publication should be reproduced, stored in a retrieval system or transmitted in any form or any means: electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of the Federal Road Safety Corps (FRSC), Nigeria

**Designed by**

Policy, Research and Statistics Department,  
Federal Road Safety Corps,  
National Headquarters ,  
No 4, Maputo Street, Zone 3, Wuse,  
Abuja, Nigeria

**Phone**

0700-CALL-FRSC

0700-2255-3772

080-7769-0055 (SMS Only)

Toll Free Number: 122

[www.frsc.gov.ng](http://www.frsc.gov.ng)



## FRSC National Headquarters



4, Maputo Street, Wuse District, Zone 3 Abuja, Nigeria.

[www.frsc.gov.ng](http://www.frsc.gov.ng)

[info@frsc.gov.ng](mailto:info@frsc.gov.ng)



## Mandate

### **Major Functions of the Federal Road Safety Corps in Nigeria include**

1. Prevent or Minimize accidents on the highways
2. Clear obstructions on the public highways
3. Eradicate all road users on the proper and safe use of the highways
4. Provide prompt rescue services to road traffic accident victims
5. Conduct research on causes and prevention of road traffic accidents and implement results of such research
6. Determine and enforce speed limits for all categories of vehicles according to the classes of roads
7. Cooperate with Bodies, Agencies and Groups engaged with road safety management locally and internationally
8. Any other duties that the Federal Government may assign from time to time





## Table of Contents

|                                                                                   |          |
|-----------------------------------------------------------------------------------|----------|
| Inner Cover Page.....                                                             | i        |
| Copyright .....                                                                   | ii       |
| FRSC National Headquarters.....                                                   | iii      |
| Mandate .....                                                                     | iv       |
| Table of Contents .....                                                           | v-vi     |
| President's Portrait .....                                                        | vii-viii |
| Vice President's Portrait .....                                                   | ix       |
| Secretary to the Government of the Federation's Portrait .....                    | x        |
| Corps Marshal's Portrait ... ..                                                   | xi       |
| Vision, Mission, Quality Policy .....                                             | 12       |
| Corps Marshal Remarks .....                                                       | 13-14    |
| Administrative Structure .....                                                    | 15       |
| Corps Management .....                                                            | 16       |
| Zonal Commanding Officers, Commandants FRSC Training Institutions .....           | 17       |
| Sector Commanders.....                                                            | 18       |
| FRSC Organogram.....                                                              | 19       |
| Field Command Structure .....                                                     | 20       |
| Administrative Information .....                                                  | 21       |
| Corps Marshal Parade.....                                                         | 22       |
| Presentation of Appointment Letter .....                                          | 23       |
| Valedictory Parade for Former Corps Marshal, Dauda Biu .....                      | 24       |
| Handing Over and Taking Over .....                                                | 25       |
| Corps Marshal Decoration Ceremony .....                                           | 26       |
| Year 2024 Corps Marshal Maiden Parade Address .....                               | 27       |
| 2024 Corporate Strategic Goals and Performance Evaluation .....                   | 28       |
| 2024 Corporate Strategic Goals.....                                               | 29       |
| Goal 1.....                                                                       | 30       |
| Goal 2 .....                                                                      | 31       |
| Goal 3 .....                                                                      | 32       |
| 2024 Personnel Strength and Analysis .....                                        | 33-34    |
| Promotion Exercise.....                                                           | 35       |
| Operations Matters .....                                                          | 36       |
| FRSC Field Command Structure .....                                                | 37-38    |
| Operations Strategies .....                                                       | 39       |
| Command Expansion .....                                                           | 40-41    |
| Field Command Reports .....                                                       | 42       |
| Station Office Report .....                                                       | 43-45    |
| Kilometer Coverage Analysis .....                                                 | 46-47    |
| RSHQ Command Operations .....                                                     | 48       |
| Operation Cobra .....                                                             | 49-50    |
| Wanted Traffic Offenders .....                                                    | 51-52    |
| Drivers Licences and Number Plates Enforcement .....                              | 53-54    |
| New Policy on Pre-Fitted Speed Limiting Device .....                              | 55       |
| Total War on Critical Offences (TOWCO) .....                                      | 56       |
| Number of Offences and Offenders .....                                            | 57       |
| Safe-to-Load .....                                                                | 58       |
| Election Duties in 2024.....                                                      | 59       |
| Operation Zero Tolerance .....                                                    | 60-65    |
| Rescue and Recovery of Money/Property at Crash Scenes & Operational Hazards ..... | 66       |
| Recovery and Return of Money Found at the Scene of Crashes .....                  | 67-68    |
| Operational Hazards .....                                                         | 69       |
| Operations Karara .....                                                           | 70       |
| FRSC Academy Reports & Corps Medical Activities .....                             | 71       |
| 2024 FRSC Academy Report .....                                                    | 72       |
| Capacity Development Programmes in 2024 .....                                     | 73       |



## Table of Contents

|                                                                                                          |         |
|----------------------------------------------------------------------------------------------------------|---------|
| 2024 Command and Staff College (FCSC) Course 3 (2014) .....                                              | 74      |
| 2024 Marshal Inspector Training School Report .....                                                      | 75      |
| 2024 FRSC Training School Report .....                                                                   | 76      |
| Routine Course with Sister Agencies Report .....                                                         | 77      |
| Corps Medical Services .....                                                                             | 78-79   |
| 2024 Road Traffic Crashes Report.....                                                                    | 80-113  |
| Fleet Operators/Legal Matters .....                                                                      | 114     |
| Fleet Operators .....                                                                                    | 115-117 |
| Advocacy Visits to Motor Parks/Terminal and Stakeholders Forum .....                                     | 118     |
| Passengers Travelled, Vehicles Travelled and Fleet Registration Between (Jan-Dec, 2024) .....            | 119     |
| Road Traffic Crashes Involving Fleet Operators from January to December, 2024 .....                      | 120-121 |
| 2024 Safety Managers Annual Retreat .....                                                                | 122     |
| 2024 Inspection and Certification .....                                                                  | 123-124 |
| Legal Matters .....                                                                                      | 125-126 |
| Capacity Building for Paramedics and Patrol Operatives .....                                             | 127-128 |
| Motor Vehicle Administration.....                                                                        | 129-152 |
| 2024 Upload.....                                                                                         | 153-154 |
| Recovery of Stolen Vehicles.....                                                                         | 155-158 |
| Signage Plant Report .....                                                                               | 159     |
| World Bicycle Day & 2024 World Day of Remembrance for Road Traffic Victims .....                         | 160-161 |
| 2024 World Day of Remembrance for Road Traffic Victims .....                                             | 162-163 |
| 11th WARSO General Assembly and International Road Safety Conference, Conakry-Republic.....              | 164     |
| FRSC Logistics/National Traffic Radio (NTR) 107.1 FM, Abuja .....                                        | 165     |
| Procurement /Fleet Management .....                                                                      | 166     |
| Inauguration of Zaria Unit Command .....                                                                 | 167     |
| Inauguration of FRSC Accident Emergency Clinic .....                                                     | 168     |
| National Traffic Radio NTR (107.1FM).....                                                                | 169     |
| Quality Management System/ROSOWA Activities and Special Marshals .....                                   | 170     |
| Quality Management System.....                                                                           | 171     |
| ROSOWA Activities .....                                                                                  | 172-173 |
| Special Marshals .....                                                                                   | 174     |
| 2024 Nigerian Road Safety Partnership (NRSP) Report .....                                                | 175     |
| 2024 Valedictory Lecture Series/Retirements, Interagency Collaboration .....                             | 176     |
| 10th and 11th Valedictory Lecture Series .....                                                           | 177     |
| Retirement and Pull-Out Parade .....                                                                     | 178     |
| 2023/2024 Federal Government Scorecard for Ranking of Website of Ministries, Department & Agencies ..... | 179     |
| FRSC New Mobile App and NACRIS Launch .....                                                              | 180     |
| Corps Marsha Visit to the Presidential Villa .....                                                       | 181     |
| Stakeholders Parley with IPMAN, RTEAN, NARTO, LUBON & Other Selected Fleet Operators .....               | 182     |
| Amendment of FRSC Establishment Act .....                                                                | 183     |
| Visit of the National Institute of Policy and Strategic Studies (NIPSS) .....                            | 184     |
| Corps Marshal Condolence Visit to Niger State .....                                                      | 185     |
| Corps Marshal Channel Television Visit .....                                                             | 186     |
| National Assembly Matters/State Governors Parley & International Engagements .....                       | 187     |
| Corps Marshal Visit to Senate Committee on Federal Character and Intergovernment Affairs .....           | 188     |
| FRSC Collaboration with Lagos and Ogun Governments on Vehicle Security .....                             | 189     |
| Corps Marshal's Courtesy Visit to Prof. Wole Soyinka .....                                               | 190     |
| African Road Safety Seminar, Nairobi Kenya .....                                                         | 191     |
| Establishment of Health Management Office , Introducing the Strategic Business Development Unit .....    | 192     |
| National Road Safety Advisory Council (NaRSAC), Breakfast Meetings & Town Hall Conference .....          | 193     |
| Unified Field Ops (Upgraded E-Ticketing Application) .....                                               | 194     |
| Expansion of FRSC E-mail Facility -Phase II .....                                                        | 194     |
| ICT Training Room Upgrade .....                                                                          | 194     |
| Introduction of Smart Staff ID Cards .....                                                               | 194     |
| ..                                                                                                       |         |



**HIS EXCELLENCY**  
**BOLA AHMED TINUBU**, GCFR  
PRESIDENT, COMMANDER-IN-CHIEF OF THE ARMED FORCES  
FEDERAL REPUBLIC OF NIGERIA





**HIS EXCELLENCY**  
**SEN. KASHIM SHETTIMA, GCON**  
VICE PRESIDENT, FEDERAL REPUBLIC OF NIGERIA  
Chairman, National Road Safety Advisory Council (NaRSAC)



**HIS EXCELLENCY**  
**SEN. GEORGE AKUME**, fnim, CON,  
SECRETARY TO THE GOVERNMENT OF THE FEDERATION

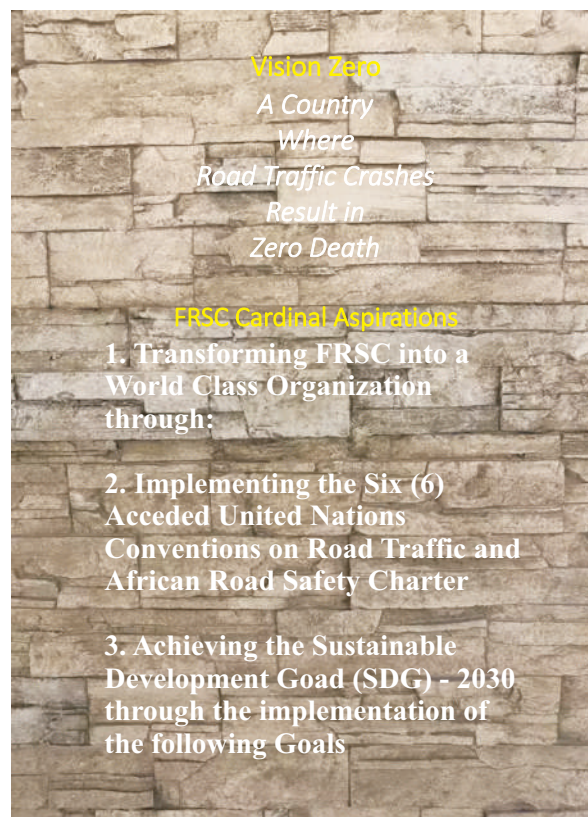


**SHEHU MOHAMMED**, mni, FCA, FCTI, CPFA  
CORPS MARSHAL  
FEDERAL ROAD SAFETY CORPS





## Quality Policy/Vision Zero





## Corps Marshal's Remarks



All over the world, the onerous task of ensuring a safer motoring environment is crucially the collective responsibility of all citizens. The Federal Road Safety Corps consistently recognizes its statutory mandate as Nigeria's lead Agency in road safety administration and safety management. Towards this end, the Corps regularly evolves and vigorously pursues the implementation of innovative strategies and programmes to arrest the ugly incidence of road crash fatality. This annual report documents some of the significant progress and lessons learnt by the Corps in this direction between January and December 2024.

Leveraging on the unflinching support of both the Nigerian government and local and international stakeholders in road safety matters, the Corps accomplished remarkable feats with some major strategies and projects initiated by the Management.

Significant accomplishments during the review period include the successful evaluation of bills to amend the FRSC Establishment Act (2007), the inauguration of the FRSC Mobile Application, and the

activation of the National Crash Report Information System (NACRIS).

Additionally, the reorganization of Commands and patrol operations along critical corridors was given attention to enhance visibility and effectiveness. Improvements were also made by integrating the FRSC fleet management system into the Operations Monitoring & Control Centre (OMCC). Furthermore, two Roadside Clinics were inaugurated to bolster pre-hospital and post-crash care services. Another notable achievement was the harmonization of rank of 1,500 Marshals to the Officers' cadre. Capacity-building initiatives were conducted for the FRSC Management Team, Zonal Commanding Officers, newly appointed Sector Commanders, all Unit Commanders, Drivers, and selected Officers and Marshals.

These and more initiatives contributed to enhanced partnerships with relevant public and private sector stakeholders. It is also a clear demonstration that FRSC management and staff are serious about “walking the talk” in consonance with the 6-point policy thrust of my administration. I am delighted that we are on the right path towards building a more sustainable, inclusive and resilient road safety management system for the country now and in the future. Accordingly, the Corps recognizes the import and is committed to continually promoting stakeholder collaborations so that no potential benefit is left untapped in our joint efforts towards ensuring the goals of safer Nigerian highways.

Global trends indicate that annual road traffic fatality has slightly fallen from the previous record of 2.3 million to 1.19 million in 2023. Even though this represents a 5% global reduction, road traffic injuries remain the leading cause of death for children and young

Adults between the ages of 5 and 29 years, instructively, pedestrians, cyclists and motorcyclists, especially those living in low and middle-income countries, including Nigeria, still account for more than half of these fatality figures.



Consequently, a more pragmatic approach needs to be adopted by Nigeria and other countries of the world if the goal of halving global road traffic deaths and injuries by the year 2030 is to be achieved.

Against this backdrop, it is pertinent to highlight the socio-economic implications of road traffic on the economies of developing countries like Nigeria. Paradoxically, the ugly phenomenon of road traffic crashes remains a serious cause of concern in Nigeria with all the measures adopted by the various levels of government and the Federal Road Safety Corps. Emblematic of this fact, the country recorded a total number of road traffic crashes resulting in the death of **5,421** people. While **31,154** others sustained various degrees of injury, which were life-threatening between January and December 2024. Consequently, a more pragmatic approach needs to be adopted by Nigeria and other countries if the goal of halving global road traffic deaths and injuries by the year 2030 is to be achieved.

I want to highlight some challenges that hinder our efforts to create a safer driving environment in Nigeria, which is essential for economic growth and improved quality of life. One significant obstacle is the rising trend of social unrest, civil disobedience, and hostility towards law enforcement personnel. This aggressive behaviour appears to stem from the country's current economic conditions. Unfortunately, it has resulted in unprovoked attacks on our vulnerable patrol officers and damage to equipment. Additionally, there is a pressing issue regarding insufficient logistics and security support for the Federal Road Safety Corps (FRSC) during night patrols. Moreover, there is a troubling lack of commitment to the Nigeria Road Safety Strategy (NRSS) at the state and local levels.

Daunting as these circumstances may be, the Federal Road Safety Corps under my watch remains resolute in its commitment to discipline, professionalism and steadfastness, which are the hallmarks by which the Corps has thrived over the years. We will continue to solicit constructive criticism, productive partnerships, and understanding of all stakeholders. It is our firm belief and conviction that societies can bridge the gaps through respectful discourses and dialogues. These challenges are clear indicators of the hazards, necessity and arduous nature of our chosen career but constant reminders that we must turn up the dial in pursuit of the golden mean.

On behalf of the Management and entire staff of the Federal Road Safety Corps, I wish to extend our warmest thanks and appreciation to the President, Commander-in-Chief of the Armed Forces of the Federal Republic of Nigeria Bola Ahmed Tinubu, GCFR for the unwavering material and moral support to the Corps towards ensuring effective road safety administration in Nigeria.

I also wish to thank the Secretary to the Government of the Federation, Sen. George Akume, fnim, CON for his effective guidance and supervisory role towards the achievements of the Corps.

**Shehu Mohammed**, *mni*, FCA, FCTA, CPFA  
Corps Marshal – FRSC  
July, 2024





# **Administrative Structure**



## 1.0

## Corps Management



**Shehu Mohammed**, *mni, FCA, FCTI, CPFA*  
*Corps Marshal*



**DCM OC Oladele**, *fdc*  
*DCM, PRS*



**DCM CB Nkwonta**, *fwc*  
*DCM, Training*



**DCM AS Iyamah**  
*fwc, fispon, Mnim*  
*DCM MVA*



**DCM MR Yerima**, *fwc*  
*DCM, TSD*



**DCM A Akinlade**  
*DCM, AHR*



**ACM AB Datsama**, *fsi*  
*ACM, SDER*



**ACM UH Omeje**  
*ACM, Operations*



**ACM AD Jatau**, *fwc*  
*PSO-Corps Marshal*



**ACM TD Sifawa**, *psc*  
*ACM, F&A*



**CC KD Gonji**, *mni*  
*Corps Legal Adviser*



**CC O Ogungbemide**, *mni*  
*Corps Public Enlightenment*  
*Officer*



**CC G Ntukidem**, *fsi*  
*Corps Intelligence Officer*



**CC (Dr.) DI Okuobeya**  
*Corps Medical/Rescue Officer*



**CC DL Shehu**, *fsi*  
*Corps Secretary*



**CC AT Hassan**, *fdc*  
*Corps Provost*



**CC LT Bamigbayan**  
*QMS/MR*



**CC JO Asaolu**, *psc*  
*Head, Planning Advisory Unit*



**CC OL George**  
*Corps Internal Auditor*























































## 5.1 Operations Strategies



FRSC Patrol vehicle on assignment

The Federal Road Safety Corps (FRSC) remains committed to its efforts to reduce road traffic crashes across the country. However, the rise of luxury and high-capacity vehicles has made road traffic management increasingly challenging. New automobiles often come equipped with various gadgets and devices designed to enhance driver comfort, but these features can also distract drivers, contributing to the occurrence of crashes.

In 2024, the nation witnessed a decline in road traffic volume in the first and second quarters of the year. This reduction in vehicle use is not unconnected with the review of Petroleum products in which vehicle owners abandoned the road for alternative means of transportation.

The new PMS pricing regime and increased economic hardship forced vehicle owners to carpool, organize trips and abandon their vehicles. Some vehicle owners sold their cars and opted for non-motorized transportation. This difficulty significantly reduced the number of vehicles on the roads and mitigated crash cases in 2024.

In light of recent developments, the Federal Road Safety Corps (FRSC), a leading agency in road traffic and safety management, has adopted Compressed Natural Gas (CNG) as an alternative to Premium Motor Spirit (PMS). This decision aims to enhance coverage nationwide. The shift in management policy is to improve patrol activities, reduce road traffic crashes, and lower overhead and operational costs. It is important to note that the Corps operates one of the largest vehicle fleets in the country, making vehicles a critical tool for its operations.

The government's palliative programmes have sufficiently addressed the alternative energy gaps through the introduction and launching of the Compressed Natural Gas (CNG) buses initiative and the building of more CNG stations nationwide. The government rolled out other economic support programmes, such as the commissioning of the Mass Transit Buses programme and the donation of CNG motor tricycles nationwide.



## 5.2 Command Expansion



FRSC Patrol vehicle

One of the highest contributions to humanity is creating a safer motoring environment by mitigating road traffic crashes and reducing the incidences of avoidable carnage. This feat is achievable as the Corps promotes a better road culture using all available media platforms to engage road users in safe practices.

The Management of the Federal Road Safety Corps has a vision to make Nigeria one of the twenty safest countries in the world, which aligns with the principles of the Safe System Approach to road safety. This approach recognizes the limitations of human performance, acknowledging inherent vulnerabilities among others. With the Safe System approach, responsibility through a systematic framework that involves various elements of road safety. This strategy includes a planning method for managing road safety, promoting inclusive measures for safer road use, providing guidance for road users, and enhancing safety policies by the relevant authorities.

Considering these factors of a safe system approach, the Corps 2024 embarked on a series of programmes as mitigation programmes for road traffic crashes, expansion of facilities, and acquisition of high-capacity operational equipment. This strategy was not unconnected to the spate of road traffic crashes involving haulage drivers and abysmal recklessness of

over-loading human and animal cargo. To checkmating this ugly trend, a special task force was directed to arrest and prosecute drivers indulging in this carnage. The special task force is empowered to disembark passengers and punish erring drivers by withholding their licenses to reverse the unwholesome attitude.

This challenge made it necessary for the establishment of more Commands on the affected corridors and increased funding the existing Commands. In 2024, the Management increased the number of Unit Commands and Outposts nationwide. With the promotion of several personnel, new Commanding Officers took over Command leadership to enhance the administration of the Command. As a result, patrol activities returned to their early-stage practices within the Corps.

The Corps increased its visibility by establishing new Unit Commands and Outposts in 2024. This strategic direction aimed to ensure that the Corps aligns with the Presidential initiatives to ensure the safety of lives and property.

The Management established an additional Unit Command in RS 1.1, Kaduna Sector Command, with one Unit Command and one Outpost established in RS 3.1, Adamawa Sector Command, and one Unit Command in RS 3.3, Taraba Sector Command.



During the year under focus, there were an additional three Unit Commands established in RS 4.2, Benue Command, while RS 4.3, Nasarawa and RS 5.2, Anambra Sector Commands had two Unit Commands each. Others are RS 6.4, Bayelsa Sector Command with one Unit Command and Outpost.

The RS 8.1, Kwara and RS 8.2, Kogi Sector Commands equally benefitted from one Unit Command each established in their areas of jurisdiction in 2024. RS 8.3, Ekiti Sector Command benefitted four additional Unit

Commands during the year under reference.

RS 9.2, Ebonyi Sector Command had two additional Unit Commands established in 2024 and RS 9.3, while Imo Sector Command had two Unit Commands established in 2024. RS 10.1 Sokoto, RS 10.2, Zamfara, and RS 11.1, Osun Sector Commands with one Unit Command established in 2024, and RS 12.1 Bauchi Sector Command had one Unit Command added to the existing Unit Command in the State in 2024.

Table 5: Unit Commands and Outpost Established in 2024

| S/No | Sector Command  | Unit Command Established | Outpost |
|------|-----------------|--------------------------|---------|
| 1    | RS 1.1 Kaduna   | 1                        | -       |
| 2    | RS 3. 1 Adamawa | 1                        | 1       |
| 3    | RS 3.3 Taraba   | 1                        | -       |
| 4    | RS 4.2 Benue    | 3                        | -       |
| 5    | RS 4.3 Nasarawa | 2                        | -       |
| 6    | RS 5.3 Anambra  | 2                        | -       |
| 7    | RS 6.4 Bayelsa  | 1                        | 1       |
| 8    | RS 8.1 Kwara    | 1                        | -       |
| 9    | RS 8.2 Kogi     | 1                        | -       |
| 10   | RS 8.3 Ekiti    | 4                        | -       |
| 11   | RS 9.2 Ebonyi   | 2                        | -       |
| 12   | RS 9.3 Imo      | 2                        | -       |
| 13   | RS 10.1 Sokoto  | 1                        | -       |
| 14   | RS 10.3 Zamfara | 1                        | -       |
| 15   | RS 11.1 Osun    | 1                        | -       |
| 16   | RS 12.1 Bauchi  | 1                        | -       |
|      | Total           | 25                       | 2       |



### 5.3 Field Command Report



FRSC personnel on patrol

The Corps maintains twelve Zonal Commands, which superintend the thirty-six State Sector Commands and the FCT. Since the expansion of the Sector Commands from the initial five Zonal Commands of Lagos, Abia, FCT, Enugu, and Kwara, the Corps has witnessed numerous transformations.

The Corps hierarchy has shifted from a six-level to a five-level leadership structure. This change led to the collapse of the Area Commands established in 2023, addressing necessary administrative requirements. The Area command personnel reabsorbed into Sector, Unit, and Outpost Commands. The decision followed a Management Review Committee, which assessed these Command's operations to ensure that they better meet the yearnings of the motoring public.

In 2024, there was a significant development in the Corps as the FRSC aligned its operations with global standards for strategic deployment of personnel. The key aspect of this was the promotion of Commanding Officers and the retirement of some senior Management staff. This transition enabled personnel from the rank of Corps Commander to the Assistant Corps Marshal (ACM) ranks. The promotion enabled their deployment as Zonal Commanding Officers.

Given the appointment of the Corps Marshal, the former Principal Staff Officer (PSO) to the Corps Marshal, Hafiz Mohammed, fsi, was redeployed as the new Zonal Commanding Officer, RS 7HQ, Abuja. Other affected by the gale of promotion was the Zonal Commanding Officer, RS 1 HQ, Kaduna ACM GO Omiko, PhD, who was replaced with ACM Umar after his elevation to the rank of Assistant Corps Marshal.

The retirement of Zonal Commanding Officer, RS 2 Lagos ACM Albert Igbokwue,fdc, the leadership of the Zone was entrusted to CC Davou, who was in acting capacity till his retirement in 2024 and transiting the leadership to ACM Irelewuyi as the new Zonal Commanding Officer. Zone RS 3 HQ Yola had its share of change in leadership, as CC ST Agure replaced ACM Zubairu Mato on his elevation as the new Zonal Commanding Officer. In a similar event, CC HA Haruna was redeployed from the National Headquarters in acting capacity as the ZCO, RS 3 HQ, Yola.

Additionally, ACM MA Jatau, fdc, former Zonal Commanding Officer RS 11 HQ, Osogbo, was moved to superintend in RS 4 Jos, to replaced ACMOC Oladele.



## 5.4 Station Office Report

The Station Office in FRSC is a Command created to serve as a key component of the FRSC's efforts to gather data, collect intelligence, and engage with local communities to mitigate road crashes across the country. The establishment of 570 Station Offices has strengthened the Corps' commitment to achieving its primary goal of reducing road traffic accidents nationwide.

The initiative is to sustain public trust in road traffic crash prevention and traffic administration nationwide. The new idea is that all Nigerians have access to quality road safety services, regardless of location.

The move focused on providing quality services to all Local Government Authorities (LGAs) across the country, enhancing visibility, data collection, advocacy, public awareness, road traffic management, and intelligence gathering within the security community.

The Station Office structure is the seventh leadership level of the Command and control hierarchy and covers all the Local Government Areas in Nigeria except the riverine communities. The establishment of Station Offices in the Local Government Areas heralded increased visibility and further improved data collection, advocacy visits, and public education amongst the public.

In 2024, Commands rendered Station Offices report as at when due. There are five hundred and seventy (570) Station offices operational Corps-wide.

A summary is presented below:

### HIGHLIGHTS OF THE REPORT.

The following are the highlights extracted from the report.

a. In 2024, the total number of activities carried out by Station Offices (570) Corps wide was Nine thousand five hundred Twenty-nine (9529)

b. Advocacy visits carried out within the under review was Two thousand ninety-three (2093).

c. Public enlightenment carried out for the year was Three thousand, three hundred and ninety three (3393).

d. The total number of Traffic controls carried out was Nine hundred thirteen (913)

e. Total number of traffic crashes (RTC) that occurred within the year was Five hundred and thirty-two (532).

f. The number of Security meetings attended was five hundred and thirty-eight (538).

g. Hospital visits carried out was five hundred and fifty-eight (558).

h. Number of safety education given out within the period was thousand three hundred twenty-seven (1327).

i. The total number of workshops carried out was thirty-two (32).

h. The breakdown of the activities of the Station Offices nationwide is presented in Tables 6 and 7 on the next page of the report.





Table 6: A Break Down Of Activities Conducted By Station Offices Corps Wide For Year 2024.

| S/N | Activity                                             | Quarter         | Activities                                |                              |                            |                                              | Total      |
|-----|------------------------------------------------------|-----------------|-------------------------------------------|------------------------------|----------------------------|----------------------------------------------|------------|
|     |                                                      |                 | To Royal Fathers                          | DPO POLICE                   | NSCDC                      | TRANSPORT UNIONS                             |            |
| 1   | ADVOCACY VISIT                                       | 1st             | 116                                       | 200                          | 133                        | 150                                          | 599        |
|     |                                                      | 2nd             | 158                                       | 140                          | 70                         | 160                                          | 428        |
|     |                                                      | 3 <sup>rd</sup> | 22                                        | 150                          | 78                         | 250                                          | 513        |
|     |                                                      | 4 <sup>th</sup> | 80                                        | 203                          | 120                        | 150                                          | 553        |
| 2   | PUBLIC ENLIGHTENMENT                                 |                 | Church                                    | Mosque                       | Motor park                 | School                                       |            |
|     |                                                      | 1 <sup>st</sup> | 237                                       | 300                          | 500                        | 100                                          | 1137       |
|     |                                                      | 2 <sup>nd</sup> | 200                                       | 100                          | 300                        | 57                                           | 657        |
|     |                                                      | 3 <sup>rd</sup> | 200                                       | 200                          | 537                        | 100                                          | 1035       |
|     |                                                      | 4 <sup>th</sup> | 150                                       | 150                          | 200                        | 64                                           | 564        |
| 3   | TRAFFIC CONTROL                                      |                 | Traffic gridlock cleared                  | Market motor passage cleared | Local Government functions | Others During other functions in communities |            |
|     |                                                      | 1 <sup>st</sup> | 70                                        | 25                           | 20                         | 20                                           | 135        |
|     |                                                      | 2 <sup>nd</sup> | 107                                       | 80                           | 57                         | 53                                           | 297        |
|     |                                                      | 3 <sup>rd</sup> | 80                                        | 70                           | 50                         | 50                                           | 250        |
|     |                                                      | 4 <sup>th</sup> | 111                                       | 54                           | 36                         | 30                                           | 231        |
| 4   | RTC                                                  |                 | No of crash                               | No fatal                     | No serious                 | No killed                                    | No injured |
|     |                                                      | 1 <sup>st</sup> | 233                                       | 10                           | 133                        | 27                                           | 63         |
|     |                                                      | 2 <sup>nd</sup> | 70                                        | 10                           | 20                         | 20                                           | 20         |
|     |                                                      | 3 <sup>rd</sup> | 145                                       | 45                           | 30                         | 30                                           | 40         |
|     |                                                      | 4 <sup>th</sup> | 84                                        | 14                           | 30                         | 20                                           | 20         |
| 5   | SECURITY MEETINGS                                    |                 | Local Government Area                     | Community                    |                            |                                              |            |
|     |                                                      | 1 <sup>st</sup> | 70                                        | 7                            |                            |                                              | 77         |
|     |                                                      | 2 <sup>nd</sup> | 140                                       | 16                           |                            |                                              | 156        |
|     |                                                      | 3 <sup>rd</sup> | 151                                       | 50                           |                            |                                              | 201        |
|     |                                                      | 4 <sup>th</sup> | 94                                        | 10                           |                            |                                              | 104        |
| 6   | HOSPITAL VISITATIONS/CRASH DATA FROM SISTER AGENCIES |                 | Gen. hospitals                            | Community health care        | Crash data from Police     | Crash data from Sister agencies.             |            |
|     |                                                      | 1 <sup>st</sup> | 24                                        | 15                           | 10                         | 54                                           |            |
|     |                                                      | 2 <sup>nd</sup> | 15                                        | 5                            | 5                          | 30                                           |            |
|     |                                                      | 3 <sup>rd</sup> | 80                                        | 20                           | 20                         | 130                                          |            |
|     |                                                      | 4 <sup>th</sup> | 40                                        | 15                           | 15                         | 80                                           |            |
| 7   | SAFETY EDUCATION                                     |                 | Churches                                  | Mosques                      | Schools                    | Motor Parks.                                 |            |
|     |                                                      | 1 <sup>ST</sup> | 50                                        | 50                           | 78                         | 100                                          | 278        |
|     |                                                      | 2 <sup>ND</sup> | 40                                        | 40                           | 30                         | 90                                           | 200        |
|     |                                                      | 3 <sup>RD</sup> | 70                                        | 51                           | 49                         | 108                                          | 278        |
|     |                                                      | 4 <sup>TH</sup> | 100                                       | 100                          | 71                         | 300                                          | 571        |
| 7   | WORKSHOPS                                            |                 | Organized for Station Officers by Command | Organized by RSHQ            |                            |                                              |            |
|     |                                                      | 1 <sup>st</sup> | 4                                         |                              |                            |                                              | 32         |
|     |                                                      | 2 <sup>nd</sup> | 6                                         |                              |                            |                                              |            |
|     |                                                      | 3 <sup>rd</sup> | 7                                         |                              |                            |                                              |            |
|     |                                                      | 4 <sup>th</sup> | 15                                        |                              |                            |                                              |            |
|     | TOTAL ACTIVITIES                                     |                 |                                           |                              |                            |                                              |            |

Table 7: A Break Down Of Activities Conducted By Station Offices Corps Wide For Year 2024.

|                                |      |      |      |      |             |      |      |      |      |      |      |      |
|--------------------------------|------|------|------|------|-------------|------|------|------|------|------|------|------|
| No                             |      |      |      | Q 1  | Q2          | Diff | Q2   | Q3   | DIFF | Q3   | Q4   | DIFF |
| Activity conducted per quarter |      |      |      |      |             |      |      |      |      |      |      |      |
|                                |      |      |      | 2483 | 2170        | 313  | 2170 | 2988 | 818  | 2988 | 3208 | 212  |
| No                             | Q1   | Q2   | Diff | %    | Q2          | Q3   | Diff | %    | Q3   | Q4   | Diff | %    |
|                                |      |      |      |      |             |      |      |      |      |      |      |      |
|                                | 2483 | 2170 | 313  | 114  | <b>2170</b> | 2988 | 818  | 73   | 2988 | 3208 | 212  | 93   |

### Key

1. Q1-Q2 Increased by 114%
2. Q2-Q3 Increased by 73%
3. Q3-Q4 Increased by 93%

### OBSERVATIONS

The following observations were noted

a. There was a significant increment in the number of activities carried out by Station Officers from the first (1st) quarter to the fourth (4th) quarter due to enhanced supervision by Commanding Officers.

b. There were directives by the Commanding Officers to station officers to

sustain advocacy visits, public enlightenment and safety education and regular monitoring of road corridors nationwide.

c. Commanding officers have sustained charged the Station offices to increase the number of workshops organized under their jurisdiction for accomplishment of FRSC Strategic Goals 2024.

d. It was also observed that the harmonized Marshal had left some gaps in the operations of the station offices which Commanding officers have covered these gaps through increased beats of remaining personnel.



FRSC personnel on route patrol in 2024





## 5.5 Kilometer Coverage Analysis

The Mission and Vision of FRSC were reviewed to align with the statutory functions of ensuring the safety of lives and property. The Mission coordinates all road safety initiatives through improved strategic partnerships and alignment with global strategies.

The vision of the FRSC to create a safe motoring environment towards achieving zero road traffic deaths was a new concept to reduce road traffic crashes. It is crystal clear that the Mission and Vision were carefully chosen to reflect the core values and reinforce the statutory duty of saving lives and property.

The combined Mission and Vision of the Corps highlight the leadership role of the Federal Road Safety Corps (FRSC) in maintaining safety on the nation's roads and preventing avoidable accidents. In 2024, the carefully crafted Mission and Vision

were a foundation for enhanced operational strategies. This focus led to improved operational activities and the introduction of additional patrol vehicles, towing vehicles, and ambulances to advance its operations.

During the year under review, the Corps assessed its operational activities and determined that they were effective and impactful on the public. As part of the assessment, the Area Command structure aligned with economic realities. These Area Commands collapsed with the operational activities of the Sector Commands to enhance staff and strengthen their operations.

In 2024, the Corps increased its kilometre coverage from 13,591,758 kilometres in 2023 to 14,174,320.2 kilometres, reflecting an improvement over the records from 2022 and 2023.





Table 8 : Showing the Kilometer covered by the Corps operations on Sector basis

| ZONE<br>COMMAND       | SECTOR<br>COMMANDS | SECTOR<br>TOTAL (KM) | ZONAL<br>TOTAL |
|-----------------------|--------------------|----------------------|----------------|
| RS 1 KADUNA           | RS1.1 KADUNA       | 132,388              | 953,988.8      |
|                       | RS1.2 KANO         | 431,479.5            |                |
|                       | RS1.3 KATSINA      | 103,698              |                |
|                       | RS1.4 JIGAWA       | 286,423.3            |                |
| RS 2 LAGOS            | RS2.1 LAGOS        | 344,434              | 595,831        |
|                       | RS4.2 OGUN         | 251,397              |                |
| RS 3 YOLA             | RS3.1 ADAMAWA      | -                    | 244, 248.6     |
|                       | RS3.2 GOMBE        | 111,461.6            |                |
|                       | RS3.3 TARABA       | 132,787              |                |
| RS 4 JOS              | RS4.1 PLATEAU      | 58,295               | 245,908.9      |
|                       | RS4.2 BENUE        | 18,910               |                |
|                       | RS4.3 NASARAWA     | 168,7003.9           |                |
| RS 5 BENIN            | RS 5.1 EDO         | 1,046,053            | 1,372,267.1    |
|                       | RS 5.2 DELTA       | 169,208.1            |                |
|                       | RS5.3 ANAMBRA      | 157,006              |                |
| RS 6 PORT<br>HARCOURT | RS 6.1 RIVERS      | 909,913              | 1,226,236      |
|                       | RS 6.2 CROSS RIVER | 62,327               |                |
|                       | RS 6.3 AKWA IBOM   | 175,501              |                |
|                       | RS 6.4 BAYELSA     | 78,495               |                |
| RS 7 ABUJA            | RS 7.1 FCT         | 1,775,072            | 4,951,147      |
|                       | RS 7.2 NIGER       | 3,176,075            |                |
| RS 8 ILORIN           | RS 8.1 KWARA       | 22,265               | 179,392        |
|                       | RS 8.2 EKITI       | 55,292               |                |
|                       | RS 8.3 KOGI        | 101,835              |                |
| RS 9 ENUGU            | RS 9.1 ENUGU       | 2,980,729            | 3,558,755.8    |
|                       | RS 9.2 EBONYI      | 83,212               |                |
|                       | RS 9.3 ABIA        | 135,201.8            |                |
|                       | RS 9.4 IMO         | 359,613              |                |
| RS 10 SOKOTO          | RS 10.1 SOKOTO     | 41,458               | 186,316        |
|                       | RS 10.2 KEBBI      | 139,025              |                |
|                       | RS 10.3 ZAMFARA    | 5833                 |                |
| RS 11 OSHOGBO         | RS 11.1 OSUN       | 143,436              | 322,609        |
|                       | RS 11.2 ONDO       | 179,173              |                |
|                       | RS 11.3 OYO        | -                    |                |
| RS 12 BAUCHI          | RS 12.1 BAUCHI     | 168,232              | 337,620        |
|                       | RS 12.2 BORNO      | 107,273              |                |
|                       | RS 12. 3 YOBE      | 62,115               |                |
| TOTAL GRAND           |                    |                      | 14,174,320.2   |



## 5.6 RSHQ Command Operations

RSHQ Command operations are an initiative by the Management to enhance patrol operations in the Federal Capital Territory. The Command is a hybrid office tasked with the duties to enforce traffic rules and regulations along the Shehu Yar Adua expressway, commonly referred to as the Presidential routes in Abuja. The primary objectives of the Command are swift response to road traffic crashes, prompt rescue services and clearing obstructions on the Presidential routes. The duties of the Command extend to the Kubwa Expressways, Keffi-Abuja corridor and coverage of Party conventions and other events.

The RSHQ Command responds to critical offences by organizing special patrol operations to reverse identified essential offences of the FCT. In addition to ensuring safety in the Capital city, the Command is

responsible to arrest and prosecute erring road users while ensuring strict compliance to traffic rules and regulations.

The operational and administrative base of the RSHQ Command is the FRSC National Headquarters. The Command is the Garrison Command in structure responsible for the administration, defence and operation of a specific geographic area or installation. This Command provides support services to the National Headquarters.

Since the creation of the Command, it has lived up to expectations, complementing the operations of the FCT Sector Command. It also responds to chaotic traffic challenges in the FCT by addressing issues of excessive traffic gridlock, clearing of congestion on the highways and prompt rescue services to the road traffic crash victims in the FCT among others.



FRSC vehicle on Patrol

## 5.7 Operation Cobra

To mitigate the challenges of road traffic crashes in the Federal Capital Territory and its environs, Management invented a special intervention operation codenamed Operation Cobra. The intervention patrol was to address the ever-growing challenges of road traffic crashes in the FCT and reduce insecurity in the Nigerian capital.

The operation addresses the negative attitudes of drivers in the city to nip the traffic violations in Abuja. The intervention patrol was to address life-threatening offences committed in the capital city and its environs. Offences such as traffic light violations, use of a phone while driving, route violation and driving without a driver's licence are considered life-threatening and critical offences

The COBRA team consists of skilled

professionals trained to detect offences and apprehend and prosecute offenders suspected of committing these offences. Offenders are penalized and issued tickets while their vehicles are impounded for prosecution.

This move is an effort to restore public safety, and instil sanity in the road traffic environment in the FCT and to strengthen the operations of the Sector, Unit and Outpost Commands, with the ultimate goal of reducing road traffic crashes in the FCT.

In 2024, the team's activities covered the Central Business District (CBD), Wuse, Garki, Asokoro, Maitama, Kubwa, Shehu Yar'Adua Expressway, Gwagwalada, and other areas in the capital city.

The overview of their activities is in the Table below.



FRSC patrol vehicles on operation in 2024



Table 9: RSHQ OPS, COBRA Outpost 2024 Annual Report, January – December 2024 1st To 4th Quarter Enforcement Of Critical Offences.

| S/N | Month. | offences | Critical offences |     |     |      |     |     |     |     |     | Other<br>rs | Total<br>Offence<br>s | No. Of<br>Routes<br>Covered | No. Of Offenders<br>Referred For Psychological<br>Evaluation. |     |
|-----|--------|----------|-------------------|-----|-----|------|-----|-----|-----|-----|-----|-------------|-----------------------|-----------------------------|---------------------------------------------------------------|-----|
|     |        |          | NPV               | DGD | UPD | LSV  | TYV | SUV | FEV | EWT | RTV |             |                       |                             |                                                               |     |
| 1   | JAN    | 547      | 27                | NIL | 89  | 251  | 14  | 83  | 29  | 26  | 4   | 24          | 547                   | 07                          |                                                               | NIL |
| 2   | FEB    | 566      | 14                | NIL | 91  | 296  | 13  | 51  | 34  | 34  | 4   | 29          | 566                   | 07                          |                                                               | NIL |
| 3   | MAR    | 505      | 13                | NIL | 66  | 279  | 03  | 39  | 36  | 40  | 7   | 22          | 505                   | 07                          |                                                               | NIL |
| 4   | APR    | 411      | 08                | NIL | 57  | 162  | 09  | 40  | 29  | 30  | 05  | 71          | 411                   | 07                          |                                                               | NIL |
| 5   | MAY    | 157      | NIL               | NIL | 26  | 97   | 01  | 24  | 0   | 01  | 2   | 06          | 157                   | 07                          |                                                               | NIL |
| 6   | JUN    | NIL      | NIL               | NIL | NIL | NIL  | NIL | NIL | NIL | NIL | NIL | NIL         | NIL                   | 07                          |                                                               | NIL |
| 7   | JUL    | NIL      | NIL               | NIL | NIL | NIL  | NIL | NIL | NIL | NIL | NIL | NIL         | NIL                   | 07                          |                                                               | NIL |
| 8   | AUG    | 08       | NIL               | NIL | NIL | 4    | 01  | NIL | NIL | 01  | 02  | NIL         | 08                    | 07                          |                                                               | NIL |
| 9   | SEPT   | 502      | 03                | 37  | 72  | 246  | 07  | 50  | 04  | 18  | 07  | 58          | 502                   | 07                          |                                                               | NIL |
| 10  | OCT    | 352      | 02                | 02  | 30  | 242  | 02  | 37  | 02  | 05  | 02  | 28          | 352                   | 07                          |                                                               | NIL |
| 11  | NOV    | 286      | NIL               | 02  | 35  | 220  | 01  | 07  | NIL | 01  | 01  | 19          | 286                   | 07                          |                                                               | NIL |
| 12  | DEC    | 54       | NIL               | NIL | 09  | 38   | NIL | 05  | NIL | NIL | NIL | 02          | 54                    | 07                          |                                                               | NIL |
|     | TOTAL  | 3388     | 67                | 41  | 475 | 1835 | 51  | 336 | 134 | 156 | 34  | 259         | 3388                  | 84                          |                                                               |     |



## 5.8 Wanted Traffic Offenders

The wanted offenders are road traffic users who pose traffic dangers to other road users. This group of offenders are either those who have been apprehended and evaded punishment or who are outrightly forbidden to be on the nation's roads. These offenders constitute a nuisance and pose grave dangers to other motorists, as some are unqualified or unlicensed road users.

The Corps takes the issue of wanted offenders very seriously by declaring them wanted and by publishing their names and vehicle registration numbers in National dailies. The Corps goes the extra mile in apprehending these defaulters through the engagement of other media.

In certain situations, traffic violators may abandon their vehicles out of fear of prosecution. Many of these offenders are

recalcitrant offenders who engage in unsafe practices, often resulting in confrontations with law enforcement personnel. Such individuals pose a significant threat to enforcement agents, as they may abduct legitimate commuters, creating security risks for the general public.

During the year under reference (2024), some recalcitrant motorists ran foul of road traffic rules and regulations and could not be apprehended immediately are usually declared wanted traffic offenders and issued flying tickets. Their information are kept in Corps' data system for future reference and tracking.

Table 10 on the next page contains a list of wanted offenders on a sector Commands basis covering January to December 2024.



FRSC personnel attending to a Motorist in 2024



Table 10: 2024 Wanted Traffic Offenders According To Sector Commands

| COMMANDS           | 1 <sup>ST</sup><br>QUARTER | 2 <sup>ND</sup><br>QUARTER | 3 <sup>RD</sup><br>QUARTER | 4 <sup>TH</sup><br>QUARTER | TOTAL |
|--------------------|----------------------------|----------------------------|----------------------------|----------------------------|-------|
| RS1.1 KADUNA       | 197                        | 179                        | 184                        | 85                         | 645   |
| RS1.2 KANO         | 11                         | 12                         | 7                          | 87                         | 117   |
| RS1.3 KATSINA      | 28                         | 24                         | 46                         | 4                          |       |
| RS1.4 JIGAWA       | -                          | -                          | -                          | -                          | 47    |
| RS2.1 LAGOS        | 681                        | 573                        | 848                        | 738                        | 2840  |
| RS4.2 OGUN         | -                          | -                          | -                          | -                          |       |
| RS3.1 ADAMAWA      |                            |                            |                            |                            |       |
| RS3.2 GOMBE        | 23                         | 18                         | 35                         | 23                         | 109   |
| RS3.3 TARABA       | 68                         | 42                         | 106                        |                            |       |
| RS4.1 PLATEAU      | 60                         | 57                         | 39                         | 33                         | 189   |
| RS4.2 BENUE        | 6                          | 5                          | 5                          | 6                          | 22    |
| RS4.3 NASARAWA     | 54                         | 53                         | 59                         | 4                          |       |
| RS 5.1 EDO         | 42                         | 29                         | 65                         |                            |       |
| RS 5.2 DELTA       | 82                         | 130                        | 121                        | 181                        | 514   |
| RS5.3 ANAMBRA      | -                          | -                          | -                          | -                          |       |
| RS 6.1 RIVERS      | 283                        | 203                        | 161                        | 47                         |       |
| RS 6.2 CROSS RIVER | 117                        | 132                        | 76                         |                            |       |
| RS 6.3 AKWA IBOM   | 199                        | 203                        | 90                         | 132                        | 624   |
| RS 6.4 BAYELSA     | 103                        | 125                        | 86                         | 111                        | 425   |
| RS 7.1 FCT         | 365                        | 485                        | 279                        | 44                         |       |
| RS 7.2 NIGER       | 36                         | 25                         | 35                         |                            |       |
| RS 8.1 KWARA       | ---                        | -                          | -                          | 99                         |       |
| RS 8.2 EKITI       | 12                         | 9                          | 15                         |                            |       |
| RS 8.3 KOGI        | 1                          | 2                          | 1                          |                            |       |
| RS 9.1 ENUGU       | 34                         | 26                         | 37                         | 26                         |       |
| RS 9.2 EBONYI      | 12                         | 7                          | 3                          | 13                         |       |
| RS 9.3 ABIA        | 62                         | 84                         | 38                         | 61                         | 245   |
| RS 9.4 IMO         | 58                         | 46                         | 44                         | 3                          | 151   |
| RS 10.1 SOKOTO     | 17                         | 14                         | 20                         | 25                         | 76    |
| RS 10.2 KEBBI      | -                          | -                          | -                          | 1                          | 1     |
| RS 10.3 ZAMFARA    | 25                         | 19                         | 19                         |                            |       |
| RS 11.1 OSUN       | 67                         | 86                         | 69                         |                            |       |
| RS 11.2 ONDO       | 95                         | 99                         | 95                         |                            |       |
| RS 11.3 OYO        | -                          | -                          | --                         | -                          |       |
| RS 12.1 BAUCHI     | 72                         | 47                         | 46                         | 48                         | 213   |
| RS 12.2 BORNO      | NIL                        | NIL                        | NIL                        | NIL                        |       |
| RS 12. 3 YOBE      | 126                        | 131                        | 75                         |                            |       |

## 5.9 Drivers Licences and Number Plates Enforcement

Section 10 (3) d&e of the Federal Road Safety Corps (Establishment) Act 2007 accords the responsibility of designing and producing the driver's licence to be used by categories of vehicle operators and determining, from time to time, the requirements to be satisfied by an applicant for a drivers licence.

In exercising these powers and ensuring quack drivers are off the road, the Management formulated driver licence and number plate policies to take unlicensed drivers off the road and create a safe motoring environment towards achieving zero road traffic deaths.

The Special Task team was instituted across the country in compliance with the the road traffic policy regulations of policing the highways and removing unqualified

drivers. The 2024 programme was successfully as at the end of the year 2024, a total of 9,875 driver's licences and 67,535 number plate violations were booked nationwide.

Lagos State Sector Command recorded the highest booking of 2,387 driver's license violations, and the highest bookings of number plates violation totalling 12,325

The breakdown of the driver's license violations was 9,875, while number plate violations in 2024 accounted for 67,535

Table 11 on the next page contains the detail of the violations of driver's license and Number Plates booked in 2024.



Patrol personnel on parade taking instructions





Table 11: Driver's license and Number Plates Enforcement in 2024

| S/No         | COMMANDS                 | DLV         | NPV          |
|--------------|--------------------------|-------------|--------------|
| 01           | RS1.1 KADUNA SECTOR      | 187         | 4595         |
| 02           | RS1.2 KANO SECTOR        | 902         | 9068         |
| 3            | RS1.3 KATSINA SECTOR     | 107         | 2826         |
| 4            | RS1.4 JIGAWA SECTOR      | 125         | 1476         |
| 5            | RS2.1 LAGOS SECTOR       | 2387        | 12325        |
| 6            | RS2.2 OGUN SECTOR        | 351         | 2384         |
| 7            | RS3.1 ADAMAWA SECTOR     | 185         | 802          |
| 8            | RS3.2 GOMBE SECTOR       | 27          | 2234         |
| 9            | RS3.3 TARABA SECTOR      | 86          | 421          |
| 10           | RS4.1 PLATEAU SECTOR     | 67          | 272          |
| 11           | RS4.2 BENUE SECTOR       | 56          | 415          |
| 12           | RS4.3 NASARAWA SECTOR    | 184         | 2542         |
| 13           | RS5.1 EDO SECTOR         | 150         | 752          |
| 14           | RS5.2 DELTA SECTOR       | 46          | 668          |
| 15           | RS5.3 ANAMBRA SECTOR     | 216         | 709          |
| 16           | RS6.1 RIVERS SECTOR      | 173         | 1479         |
| 17           | RS6.2 CROSS RIVER SECTOR | 217         | 1177         |
| 18           | RS6.3 AKWA IBOM SECTOR   | 72          | 152          |
| 19           | RS6.4 BAYELSA SECTOR     | 26          | 108          |
| 20           | RS7.1 FCT SECTOR         | 1046        | 3474         |
| 21           | RS7.2 NIGER SECTOR       | 84          | 1586         |
| 22           | RS8.1 KWARA SECTOR       | 265         | 1997         |
| 23           | RS8.2 EKITI SECTOR       | 218         | 1195         |
| 24           | RS8.3 KOGI SECTOR        | 312         | 2211         |
| 25           | RS9.1 ENUGU SECTOR       | 96          | 798          |
| 26           | RS9.2 EBONYI SECTOR      | 25          | 206          |
| 27           | RS9.3 ABIA SECTOR        | 68          | 164          |
| 28           | RS9.4 IMO SECTOR         | 720         | 387          |
| 29           | RS10.1 SOKOTO SECTOR     | 119         | 1095         |
| 30           | RS10.2 KEBBI SECTOR      | 8           | 1029         |
| 31           | RS10.3 ZAMFARA SECTOR    | 105         | 363          |
| 32           | RS11.1 OSUN SECTOR       | 558         | 2334         |
| 33           | RS11.2 ONDO SECTOR       | 160         | 1445         |
| 34           | RS11.3 OYO SECTOR        | 340         | 2417         |
| 35           | RS12.1 BAUCHI SECTOR     | 97          | 1142         |
| 36           | RS12.2 BORNO SECTOR      | 67          | 724          |
| 37           | RS12.3 YOBE SECTOR       | 23          | 563          |
| <b>TOTAL</b> |                          | <b>9875</b> | <b>67535</b> |

## 5.10 New Policy on Pre-Fitted Speed Limiting Device

In 2024, the Corps reviewed its operational strategies to evaluate performance and reduce road traffic incidents. To improve the new policy, personnel were redeployed to enhance visibility and mitigate commuter road traffic crashes by enforcing the installation of pre-fitted Speed-Limiting Devices.

This move is in compliance with the United Nations Global Road Safety Performance Targets in combating the menace of crashes in third-world countries. The United Nations Performance Target 6 envisaged halving the proportion of vehicles travelling over the posted Speed Limit by 2030 while reducing speed-related injuries and fatalities.

The overall UN Global Road Safety

Performance Targets play a vital role in promoting road safety worldwide. By installing speed limiters in vehicles, countries can take a significant step towards reducing speed-related deaths and improving overall road safety.

In line with the UN performance targets, the Corps initiated the compulsory installation of speed-limiting devices on locally made automobiles and imported vehicles in Nigeria. This is in compliance with the Global Road Safety Performance Target to reverse the menace of crashes induced by speed in third-world countries like Nigeria.

Given the above, the Corps progressed in the enforcement of compulsory installation of speed-limiting devices on vehicles on Nigerian roads.



FRSC personnel on special patrol in 2024



## 5.11 Total War On Critical Offences (TOWCO)

Total War on Critical Offences (TOWCO) is an initiative to reduce the highhandedness of motorists who indulge in flagrant abuse of rules and regulations. Such offences captured by TOWCO include Overloading (OVL), seatbelt violations (SUV), Driving With Worn tyres (TYY), Speed Limit Violation (SLV), Use of Phone While Driving UPD), Dangerous Driving (DGD), Driving without and with Shattered Windscreen (VWV), Riding Motorcycle Without Crash Helmet (RMH) and Mechanically Deficient Vehicles (MDV) among others.

TOWCO was carefully crafted by the Management to address the growing road traffic challenges. The Special intervention patrol was to mitigate road traffic crashes so as to save lives and property.

Total War on Critical Offences special operations runs from January to December in all the FRSC formations and is designed to cover all automobiles, Station wagons, sedans, Omnibus, Trucks, Trailers, Tankers, motor tricycles, Motorbikes, Bicycles and Pedestrians. The special operations covers Jaywalk Pedestrians and enforces the use of pedestrian bridges where available to bring sanity to the highways.

The 2024, TOWCO report revealed that 125,258 offenders were apprehended, and a total of 136,733 offenses were recorded. Out of these offenses, 82,911 were critical offences, accounting for 60.64%, while the remaining 39.36% were other offences.



FRSC vehicles on speed control patrol



## 5.12 Number of Offences and Offenders

The Federal Road Safety Corps's vision is to create a safe motoring environment towards achieving zero road traffic deaths. The vision is to promote motoring public and ensure that road traffic crashes lead to no loss of lives. This vision is to coordinate all road safety initiatives through improved strategic partnerships and alignment with global strategies.

In response to the outlined roadmap of visionary and missionary principles, the Corps initiated a policy focusing on ensuring that offenders and offences are punished to deter others from similar behaviour. The programme is to educate motorists about the dangers of improper road usage and the blatant disregard for traffic rules and regulations.

The Corps' operatives are mandated to apprehend and book members of the public

who have committed traffic offences such as seatbelt violations, the use of phones while driving, driving against traffic, tyre violations, and traffic light violations. With powers conferred on the personnel of the Corps, violators could be arrested and prosecuted through mobile Courts or Courts of competent jurisdiction. Offenders are served notice of offence sheet or Court summon.

In 2024, 79,923 offences were booked nationwide and 576,893 offenders were equally booked for various offences. Comparing the offenders booked in 2023 and 2024, a total of 612,028 offenders booked in 2023, while in 2024, a total of 576,893 offenders were booked indicating a decline in the number of offenders by a margin of ... % decrease. This figure signifies an increase in compliance with traffic regulations by the motorists.

Table 12: Critical Offences Booked

| MONTHS       | SUV   | TYT   | OVL  | SLD   | UPD  | DGD | VWV  | RMH   | MDV | SLV | TOTAL  |
|--------------|-------|-------|------|-------|------|-----|------|-------|-----|-----|--------|
| <b>Feb</b>   | 2493  | 1195  | 309  | 615   | 193  | 12  | 410  | 1155  | 29  | 35  | 6446   |
| <b>Mar</b>   | 2,638 | 1,125 | 455  | 710   | 337  | 3   | 429  | 1,169 | 14  | 67  | 6,947  |
| <b>Apr</b>   | 3,634 | 1,515 | 601  | 771   | 476  | 21  | 483  | 1,298 | 32  | 85  | 8,916  |
| <b>May</b>   | 3,884 | 1,506 | 764  | 1,057 | 626  | 21  | 508  | 1,562 | 35  | 62  | 10,025 |
| <b>Jun</b>   | 4,118 | 1,660 | 818  | 758   | 879  | 1   | 506  | 1,366 | 19  | 65  | 10,190 |
| <b>Jul</b>   | 3,096 | 1,163 | 340  | 735   | 358  | 9   | 528  | 1,488 | 20  | 36  | 7,773  |
| <b>Aug</b>   | 2970  | 1071  | 322  | 751   | 186  | 15  | 510  | 1419  | 24  | 68  | 7336   |
| <b>Sep</b>   | 3162  | 1409  | 488  | 945   | 300  | 27  | 553  | 1651  | 37  | 71  | 8643   |
| <b>Oct</b>   | 2,408 | 920   | 109  | 503   | 139  | 3   | 458  | 1,574 | 5   | 19  | 6,138  |
| <b>Nov</b>   | 2,923 | 1,228 | 200  | 641   | 161  | 13  | 516  | 1,799 | 9   | 19  | 7,509  |
| <b>Total</b> | 31326 | 12792 | 4406 | 7486  | 3655 | 125 | 4901 | 14481 | 224 | 527 | 79,923 |

Table 13: Offenders Booked on Zonal Basis

| ZONE          | OFFENDERS | ZONE                 | OFFENDERS | ZONE           | OFFENDERS      |
|---------------|-----------|----------------------|-----------|----------------|----------------|
| RS1 HQ KADUNA | 91596     | RS5 HQ BENIN         | 25607     | RS9 HQ ENUGU   | 22482          |
| RS2 HQ LAGOS  | 94029     | RS6 HQ PORT HARCOURT | 33985     | RS10 HQ SOKOTO | 21423          |
| RS3 HQ YOLA   | 18336     | RS7 HQ ABUJA         | 63502     | RS11 HQ OSOGBO | 82157          |
| RS4 HQ JOS    | 24848     | RS8 HQ ILORIN        | 72391     | RS12 HQ BAUCHI | 26537          |
| <b>TOTAL</b>  |           |                      |           |                | <b>576,893</b> |





## 5.13 Safe-to-Load-Programme



Tank farm in Nigeria

Road traffic crashes involving trailers and tankers have become a serious concern to all and sundry and seems to defy every solution by the Federal Government, State, and regulating agencies. The trend has reached an embarrassing dimension with loss of lives and property, thus impacting negatively on the economy

Given the determination to reverse the scourge, the Federal Government initiated a strategic intervention measure to ensure that lives and property of Nigerians are preserved, culminating in the inauguration of a Presidential Committee on Haulage Vehicles. The Committee was to look into the immediate, remote causes so as to proffer a permanent solution to the problem. The Committee was headed by the Secretary to the Government Federation (SGF), Federal Road Safety Corps, and other stakeholders drawn from the haulage transport industry and regulators.

The Committee's operational arm is spearheaded by the FRSC and has tackled issues of reckless driving through the deployment of personnel to Tank Farms nationwide. As a result of the Committee's efforts, the FRSC has conducted on-the-spot safety checks on vehicles and drivers to ensure they meet the stipulated minimum safety standard through the safe-To-Load

programme before they embark on their journey from the Tank Farms.

The summary of activities at the Tank Farms as capture in the 2024 on Safe-To-Load programme is as follows:

- a. A total of 75,170 drivers and trucks were checked in the Tank Farms/Depots nationwide.
- b. 73,967 of the drivers checked had valid driver's license.
- c. 845 of the drivers checked had invalid license while the remaining 358 did not have any license at all.
- d. 73,471 of the trucks checked in the Depots met the required safety standard while 1699 did not meet the standard.
- e. 73,354 of the trucks checked loaded while the balance of 1,816 trucks did not load due to one challenge or the other.
- f. 73,965 of the trucks that were checked at the Depots had Speed Limiting Device installed in them.
- g. 1,205 of the trucks did not have Speed Limiting Device installed in them as at the time they were presented at the Depots.
- h. Of the vehicles checked, 74,124 of them had safety valve system installed while 1,046 did not have the same system installed in them.

## 5.14 Election Duties in 2024

The Interagency Consultative Committee on Election Security (ICCES) collaborates closely with the Independent National Electoral Commission (INEC) and other relevant agencies. Since 1999, the Federal Road Safety Corps has been an essential stakeholder in this collaboration with INEC.

Beside the election duty the Corps is a single agency with the responsibility for fleet operators' certification and approving the worthiness of vehicles conveying sensitive electoral materials. The FRSC is a single government agency with the largest fleet of vehicles in the country.

In 2024, Nigeria held two gubernatorial off-cycle elections in Edo and Ondo States, which took place on September 21 and November 16, 2024, respectively. In preparation for these off-cycle elections, the Corps took part in a Show of Force operations alongside other agencies to

ensure readiness. The Corps duties during the two elections included certification of vehicles that convey elections materials, participating in election monitoring and ICCES meetings as well as the training workshop alongside other agencies.

The Corps personnel supervised the election process with personnel from the Nigeria Police Force, INEC, and other sister security agencies. They also ensured the restriction of unauthorized vehicles during the election.

Furthermore, the Corps Operatives were responsible for removing obstructions from roads, conducting emergency rescue operations, and maintaining order at polling booths to facilitate a smooth and successful election. Additionally, the Corps deployed personnel from the RSHQ and Zones, along with teams in Edo and Ondo states.



FRSC Personnel and other paramilitary agencies staff during the off-season election in 2024



## 5.15 2024 Operation Zero Tolerance



FRSC Personnel carrying out enforcement during the Operation Zero Special Patrol

By reducing road traffic crashes, we can also minimize the economic burden of crashes, promote economic growth and hasten development. The Federal Road Safety Corps deployed a new strategy for Ember Month Special Patrol named Operations Zero Tolerance, shifting its focus from drivers to passengers and commuters to mitigate road crashes during the yuletide and beyond. .

The Management made this during a public briefing that preceded the commencement of the Operations Zero Tolerance campaign tagged "Speak up, Speak Out Against Dangerous Driving: Crashes Kill More Passengers than Drivers." The focus of the 2024 Ember Month Special Patrol operations was to promote road safety among passengers and commuters.

The Management disclosed that the theme was deliberately chosen as a study indicates that crashes result in more passenger casualties than driver fatalities. To support the above, the 2024 Operations Zero

Tolerance organized Town Hall Meetings throughout the federation, bringing together stakeholders such as transport unions, motor park associations, and community leaders nationwide.

This initiative aims to raise public awareness about road safety and to foster a safer environment throughout the country. The Management has shown commitment to encouraging passengers to speak out against reckless driving and to promote awareness of road safety. The Corps has adopted a multi-faceted approach to effectively reach passengers and commuters in implementing these strategies.

The Corps used public education, enlightenment and social media channels to minimise road traffic crashes during the yuletide. The aim was to checkmate the excesses of travellers, drivers, and holidaymakers and promote road safety in all ramifications



The yuletide season is known for its festivities, which often lead to heavy traffic, impatient drivers, and heightened restlessness among motorists due to the excitement of the holidays and the desire to reunite with loved ones.

In anticipation of this period of mindless rush, the FRSC activated the annual Special programme ahead of the peak rush period to save lives and property. The 2024 Operation Zero Tolerance commenced nationwide on 15 December 2024 and transit to 15 January 2025. The goal was to ensure all lives were safe before, during, and after the New Year celebration. The 2024 Operation Zero Special Patrol aimed at saving lives, preventing crashes and enhancing visibility.

The Objectives of the operation included ensuring:

- Reduction in RTCs, fatalities and injuries.
- Prompt response to road crash victims.
- Removal of o obstructions on the nation's highways.
- Ensure free flow of traffic on all critical corridors.
- Increase visibility of FRSC presence on the nation's highways.
- Engage in aggressive public education.
- Provision of travel advisories.

Table 14: Summary of RTC data: 15 Dec.2024 – 15 Jan,2025

| No of RTC | No of people involved | No Killed | No injured | Rescued |
|-----------|-----------------------|-----------|------------|---------|
| 533       | 4,632                 | 432       | 2,070      | 2,129   |

Table 15: Summary of Offenders and Offences booked from 15 Dec, 2024 – 15 Jan, 2025

|   |                  |        |    |                 |        |
|---|------------------|--------|----|-----------------|--------|
| i | <b>Offenders</b> | 21,580 | ii | <b>Offences</b> | 25,942 |
|---|------------------|--------|----|-----------------|--------|

Table 16: RTC Comparative Cumulative Analysis collated from 15 Dec, 2024 – 15 Jan 2025 is presented below

| Data             | 2023  | 2024  | DFF | %    | Remarks   |
|------------------|-------|-------|-----|------|-----------|
| No of RTC        | 624   | 533   | -91 | -15% | Decreased |
| No of pple invld | 4,531 | 4,632 | 101 | 2%   | Increased |
| No Killed        | 335   | 432   | 97  | 33%  | Increased |
| No Injured       | 2,002 | 2,070 | 68  | 3%   | Increased |
| No Rescued       | 2,204 | 2,130 | -74 | -34% | Decreased |

Table 17: Summary of Mobile Court sittings across field commands from 15 Dec, 2024 – 15 Jan, 2025

|              |       |                             |     |
|--------------|-------|-----------------------------|-----|
| No Arraigned | 1,013 | No Imprisoned               | 3   |
| No Convicted | 923   | No Discharged and Acquitted | 117 |





## Offenders/Offences Cumulative Comparative Analysis from 15 Dec 2023 – 15 Jan 2024 and 15 Dec 2024 – 15 Jan 2025

| Parameters | 2023   | 2024   | DIFF   | %      | REMARKS   |
|------------|--------|--------|--------|--------|-----------|
| Offenders  | 29,220 | 21,580 | -7,640 | -26%   | Decreased |
| Offences   | 33,892 | 25,942 | -7,950 | -23.5% | Decreased |

### Observation

a. Comparative Cumulative number of RTC, as well as other RTC indices such as number of people involved, number injured, and number killed, increased by 2%, 3% and 33% respectively, with the exception of the number of RTC and number rescued without injury which decreased by -15% and -34%.

b. Similarly, the cumulative number of

offenders decreased by -26%, and the number of offences also decreased by 23.5%.

### Major Causative Factors Of Road Traffic Crashes Recorded

The most prevalent causes of crashes during the festive period were Overloading (OVL), Speed Violation (SPV) and Loss of control (LOC).

Table 18: showing type of RTC, Categories of vehicles involved, No. involved, people Injured and Rescue without injury

|     | Commands          | Types of RTC |         |       |       | Categories of Vehicles Involved |       |     |     |     |     |     |        |       |      | No of Involved |       |       |      | No of Killed |       |       |      | People Injured |       |       |      | Rescued Without Injury |       |       |  |
|-----|-------------------|--------------|---------|-------|-------|---------------------------------|-------|-----|-----|-----|-----|-----|--------|-------|------|----------------|-------|-------|------|--------------|-------|-------|------|----------------|-------|-------|------|------------------------|-------|-------|--|
|     |                   | (c)          | Serious | Minor | Total | TRU/TK                          | Truck | Bus | Car | M/C | W/B | PUP | Animal | Total | Male | Female         | Child | Total | Male | Female       | Child | Total | Male | Female         | Child | Total | Male | Female                 | Child | Total |  |
| (a) | (b)               | (c)          | (d)     | (e)   | (f)   | (g)                             | (h)   | (i) | (j) | (k) | (l) | (m) | (n)    | (o)   | (p)  | (q)            | (r)   | (s)   | (t)  | (u)          | (v)   | (w)   | (x)  | (y)            | (z)   | (aa)  | (ab) | (ac)                   | (ad)  | (ae)  |  |
| 1   | RS1.1 Kaduna      | 22           | 21      | 3     | 46    | 6                               | 10    | 25  | 24  | 10  | 1   | 2   | 0      | 78    | 381  | 66             | 47    | 494   | 33   | 15           | 7     | 55    | 171  | 36             | 17    | 224   | 180  | 17                     | 18    | 215   |  |
| 2   | RS1.2 Kano        | 4            | 1       | 0     | 5     | 3                               | 0     | 0   | 3   | 0   | 2   | 0   | 0      | 8     | 40   | 9              | 9     | 58    | 8    | 0            | 0     | 8     | 29   | 4              | 1     | 34    | 3    | 7                      | 6     | 16    |  |
| 3   | RS1.3 Katsina     | 5            | 6       | 2     | 13    | 2                               | 1     | 4   | 6   | 4   | 1   | 0   | 0      | 18    | 252  | 31             | 13    | 296   | 19   | 2            | 1     | 22    | 139  | 11             | 12    | 162   | 102  | 10                     | 0     | 112   |  |
| 4   | RS1.4 Jigawa      | 2            | 2       | 1     | 5     | 0                               | 0     | 0   | 3   | 5   | 0   | 0   | 0      | 8     | 29   | 6              | 2     | 37    | 2    | 0            | 0     | 2     | 23   | 5              | 2     | 30    | 4    | 1                      | 0     | 5     |  |
| 5   | RS2.1 Lagos       | 9            | 23      | 10    | 42    | 10                              | 21    | 11  | 23  | 4   | 1   | 1   | 0      | 71    | 161  | 60             | 11    | 232   | 11   | 0            | 0     | 11    | 55   | 18             | 2     | 75    | 95   | 43                     | 8     | 146   |  |
| 6   | RS2.2 Ogun        | 10           | 14      | 1     | 25    | 4                               | 10    | 11  | 15  | 4   | 1   | 2   | 0      | 47    | 117  | 74             | 18    | 209   | 10   | 3            | 0     | 13    | 42   | 26             | 7     | 75    | 65   | 45                     | 11    | 121   |  |
| 7   | RS3.1 Yola        | 1            | 4       | 0     | 5     | 0                               | 0     | 0   | 2   | 1   | 3   | 0   | 0      | 6     | 19   | 10             | 0     | 29    | 2    | 0            | 0     | 2     | 15   | 7              | 0     | 22    | 2    | 3                      | 0     | 5     |  |
| 8   | RS3.2 Gombe       | 5            | 29      | 4     | 38    | 9                               | 4     | 6   | 13  | 20  | 3   | 2   | 0      | 57    | 234  | 63             | 19    | 316   | 8    | 1            | 0     | 9     | 101  | 34             | 9     | 144   | 126  | 27                     | 10    | 163   |  |
| 9   | RS3.3 Taraba      | 0            | 3       | 0     | 3     | 0                               | 0     | 0   | 1   | 3   | 0   | 0   | 0      | 4     | 6    | 3              | 4     | 13    | 0    | 0            | 0     | 4     | 2    | 4              | 10    | 2     | 1    | 0                      | 3     |       |  |
| 10  | RS4.1 Plateau     | 3            | 6       | 4     | 13    | 3                               | 2     | 6   | 3   | 2   | 3   | 3   | 0      | 20    | 82   | 56             | 28    | 166   | 17   | 10           | 7     | 34    | 17   | 29             | 17    | 63    | 47   | 17                     | 4     | 68    |  |
| 11  | RS4.2 Benue       | 2            | 4       | 1     | 7     | 0                               | 1     | 3   | 5   | 1   | 0   | 0   | 0      | 10    | 50   | 21             | 5     | 76    | 5    | 2            | 3     | 10    | 19   | 9              | 2     | 30    | 27   | 9                      | 0     | 36    |  |
| 12  | RS4.3 Nasarawa    | 3            | 4       | 0     | 7     | 0                               | 1     | 3   | 2   | 1   | 0   | 1   | 0      | 8     | 33   | 16             | 2     | 51    | 5    | 1            | 2     | 8     | 19   | 13             | 0     | 32    | 9    | 2                      | 0     | 11    |  |
| 13  | RS5.1 Edo         | 1            | 3       | 0     | 4     | 0                               | 4     | 2   | 3   | 0   | 0   | 1   | 0      | 10    | 35   | 4              | 4     | 43    | 9    | 0            | 0     | 9     | 12   | 1              | 2     | 15    | 14   | 3                      | 2     | 19    |  |
| 14  | RS5.2 Delta       | 0            | 0       | 0     | 0     | 0                               | 0     | 0   | 0   | 0   | 0   | 0   | 0      | 0     | 0    | 0              | 0     | 0     | 0    | 0            | 0     | 0     | 0    | 0              | 0     | 0     | 0    | 0                      | 0     | 0     |  |
| 15  | RS5.3 Anambra     | 2            | 3       | 1     | 6     | 1                               | 3     | 5   | 4   | 0   | 0   | 0   | 0      | 13    | 36   | 30             | 2     | 68    | 2    | 4            | 1     | 7     | 12   | 8              | 0     | 20    | 21   | 19                     | 1     | 41    |  |
| 16  | RS6.1 Rivers      | 0            | 1       | 0     | 1     | 0                               | 0     | 1   | 0   | 0   | 0   | 0   | 0      | 1     | 12   | 4              | 2     | 18    | 0    | 0            | 0     | 0     | 1    | 4              | 2     | 7     | 11   | 0                      | 0     | 11    |  |
| 17  | RS6.2 Cross River | 2            | 0       | 1     | 3     | 1                               | 0     | 2   | 1   | 0   | 1   | 0   | 0      | 5     | 18   | 5              | 0     | 23    | 5    | 1            | 0     | 6     | 13   | 0              | 0     | 13    | 2    | 2                      | 0     | 4     |  |
| 18  | RS6.3 Akwa Ibom   | 4            | 4       | 0     | 8     | 0                               | 1     | 1   | 5   | 7   | 1   | 0   | 0      | 15    | 30   | 4              | 3     | 37    | 6    | 0            | 0     | 6     | 6    | 3              | 3     | 12    | 17   | 2                      | 0     | 19    |  |
| 19  | RS6.4 Bayelsa     | 1            | 1       | 0     | 2     | 0                               | 0     | 0   | 2   | 0   | 1   | 1   | 0      | 4     | 4    | 4              | 0     | 8     | 0    | 0            | 0     | 2     | 2    | 0              | 4     | 0     | 4    | 0                      | 0     | 4     |  |
| 20  | RS7.1 FCT         | 14           | 36      | 20    | 70    | 3                               | 6     | 14  | 59  | 9   | 11  | 3   | 0      | 105   | 255  | 66             | 13    | 334   | 13   | 1            | 1     | 15    | 83   | 33             | 5     | 121   | 159  | 32                     | 7     | 198   |  |
| 21  | RS7.2 Niger       | 5            | 12      | 2     | 19    | 5                               | 2     | 3   | 10  | 6   | 0   | 1   | 0      | 27    | 124  | 27             | 2     | 153   | 5    | 5            | 1     | 11    | 51   | 13             | 0     | 64    | 68   | 9                      | 1     | 78    |  |
| 22  | RS8.1 Kwara       | 7            | 9       | 4     | 20    | 1                               | 8     | 7   | 1   | 4   | 1   | 2   | 0      | 24    | 186  | 25             | 14    | 225   | 38   | 4            | 2     | 44    | 81   | 7              | 6     | 94    | 67   | 16                     | 4     | 87    |  |
| 23  | RS8.2 Ekiti       | 0            | 1       | 0     | 1     | 0                               | 1     | 0   | 1   | 1   | 0   | 0   | 0      | 3     | 4    | 2              | 0     | 6     | 0    | 0            | 0     | 2     | 2    | 0              | 4     | 2     | 0    | 0                      | 0     | 2     |  |
| 24  | RS8.3 Kogi        | 3            | 2       | 1     | 6     | 0                               | 1     | 4   | 5   | 0   | 0   | 0   | 0      | 10    | 130  | 24             | 7     | 161   | 8    | 0            | 0     | 8     | 81   | 7              | 3     | 91    | 41   | 17                     | 4     | 62    |  |
| 25  | RS9.1 Enugu       | 12           | 14      | 8     | 34    | 7                               | 15    | 15  | 12  | 5   | 2   | 1   | 0      | 57    | 162  | 79             | 15    | 256   | 11   | 4            | 0     | 15    | 42   | 46             | 11    | 99    | 105  | 31                     | 6     | 142   |  |
| 26  | RS9.2 Ebonyi      | 2            | 2       | 0     | 4     | 0                               | 2     | 2   | 0   | 2   | 0   | 0   | 0      | 6     | 10   | 2              | 0     | 12    | 5    | 0            | 0     | 5     | 4    | 2              | 0     | 6     | 1    | 0                      | 0     | 1     |  |
| 27  | RS9.3 Abia        | 3            | 9       | 1     | 13    | 0                               | 2     | 9   | 6   | 1   | 1   | 0   | 0      | 19    | 89   | 45             | 10    | 144   | 11   | 1            | 0     | 12    | 32   | 16             | 4     | 52    | 53   | 21                     | 6     | 80    |  |
| 28  | RS9.4 Imo         | 0            | 1       | 2     | 3     | 0                               | 0     | 2   | 2   | 0   | 0   | 0   | 0      | 4     | 18   | 8              | 2     | 28    | 0    | 0            | 0     | 9     | 7    | 0              | 16    | 9     | 1    | 2                      | 12    |       |  |
| 29  | RS10.1 Sokoto     | 7            | 0       | 0     | 7     | 2                               | 5     | 0   | 5   | 1   | 0   | 1   | 0      | 14    | 83   | 1              | 0     | 84    | 27   | 0            | 0     | 27    | 31   | 0              | 0     | 31    | 25   | 1                      | 0     | 26    |  |
| 30  | RS10.2 Kebbi      | 0            | 0       | 0     | 0     | 0                               | 0     | 0   | 0   | 0   | 0   | 0   | 0      | 0     | 0    | 0              | 0     | 0     | 0    | 0            | 0     | 0     | 0    | 0              | 0     | 0     | 0    | 0                      | 0     | 0     |  |
| 31  | RS10.3 Zamfara    | 1            | 0       | 1     | 2     | 1                               | 0     | 0   | 2   | 1   | 0   | 0   | 0      | 4     | 11   | 1              | 0     | 12    | 4    | 0            | 0     | 4     | 7    | 1              | 0     | 8     | 0    | 0                      | 0     | 0     |  |
| 32  | RS11.1 Osun       | 1            | 6       | 1     | 8     | 0                               | 0     | 3   | 3   | 3   | 0   | 1   | 0      | 10    | 56   | 20             | 1     | 77    | 1    | 0            | 0     | 1     | 28   | 18             | 0     | 46    | 23   | 7                      | 0     | 30    |  |
| 33  | RS11.2 Ondo       | 7            | 12      | 3     | 22    | 0                               | 3     | 10  | 14  | 6   | 0   | 2   | 0      | 35    | 107  | 40             | 14    | 161   | 16   | 4            | 1     | 21    | 36   | 23             | 5     | 64    | 55   | 13                     | 8     | 76    |  |
| 34  | RS11.3 Oyo        | 16           | 20      | 1     | 37    | 14                              | 9     | 11  | 8   | 13  | 3   | 0   | 0      | 58    | 203  | 51             | 15    | 269   | 21   | 5            | 2     | 28    | 95   | 26             | 11    | 132   | 87   | 20                     | 2     | 109   |  |
| 35  | RS12.1 Bauchi     | 13           | 26      | 3     | 42    | 2                               | 3     | 22  | 21  | 6   | 1   | 3   | 0      | 58    | 290  | 101            | 59    | 450   | 26   | 6            | 3     | 35    | 150  | 58             | 25    | 233   | 115  | 35                     | 32    | 182   |  |
| 36  | RS12.2 Borno      | 1            | 4       | 0     | 5     | 0                               | 0     | 0   | 1   | 0   | 4   | 1   | 0      | 6     | 21   | 10             | 1     | 32    | 1    | 0            | 0     | 1     | 14   | 9              | 1     | 24    | 6    | 1                      | 0     | 7     |  |
| 37  | RS12.3 Yobe       | 3            | 4       | 0     | 7     | 1                               | 1     | 3   | 0   | 1   | 2   | 1   | 0      | 9     | 44   | 6              | 4     | 54    | 2    | 1            | 0     | 3     | 12   | 0              | 1     | 13    | 30   | 5                      | 3     | 38    |  |
|     | Total             | 171          | 287     | 75    | 533   | 75                              | 116   | 185 | 265 | 121 | 43  | 29  | 0      | 832   | 3332 | 974            | 326   | 4632  | 331  | 70           | 31    | 432   | 1438 | 480            | 152   | 2070  | 1573 | 421                    | 135   | 2129  |  |



Table 19: Characteristic Nature of RTC and Outcome During Operation Zero Special Patrol by Sector Command

|     | Commands        | Types of RTC |       |       | Categories of Vehicles Involved |       |     |     |     |     |       |        | No of Involved |      |        |       | No of Killed |      |        | People Injured |       |      |        | Rescued Without Injury |       |      |      |      |      |      |
|-----|-----------------|--------------|-------|-------|---------------------------------|-------|-----|-----|-----|-----|-------|--------|----------------|------|--------|-------|--------------|------|--------|----------------|-------|------|--------|------------------------|-------|------|------|------|------|------|
|     |                 | Serious      | Minor | Total | TRL/TNK                         | Truck | Bus | Car | M/C | W/B | P/U/P | Animal | Total          | Male | Female | Child | Total        | Male | Female | Child          | Total | Male | Female | Child                  | Total |      |      |      |      |      |
|     |                 |              |       |       | (g)                             | (h)   | (i) | (j) | (k) | (l) | (m)   | (n)    | (o)            | (p)  | (q)    | (r)   | (s)          | (t)  | (u)    | (v)            | (w)   | (x)  | (y)    | (z)                    | (aa)  | (ab) | (ac) | (ad) | (ae) |      |
| (a) | (b)             | (c)          | (d)   | (e)   | (f)                             | (g)   | (h) | (i) | (j) | (k) | (l)   | (m)    | (n)            | (o)  | (p)    | (q)   | (r)          | (s)  | (t)    | (u)            | (v)   | (w)  | (x)    | (y)                    | (z)   | (aa) | (ab) | (ac) | (ad) | (ae) |
| 1   | RS1, Kaduna     | 33           | 30    | 6     | 69                              | 11    | 11  | 29  | 36  | 19  | 4     | 2      | 0              | 112  | 702    | 112   | 71           | 885  | 62     | 17             | 8     | 87   | 362    | 56                     | 32    | 450  | 289  | 35   | 24   | 348  |
| 2   | RS2, Lagos      | 19           | 37    | 11    | 67                              | 14    | 31  | 22  | 38  | 8   | 2     | 3      | 0              | 118  | 278    | 134   | 29           | 441  | 21     | 3              | 0     | 24   | 97     | 44                     | 9     | 150  | 160  | 88   | 19   | 267  |
| 3   | RS3, Yola       | 6            | 36    | 4     | 46                              | 9     | 4   | 6   | 16  | 24  | 6     | 2      | 0              | 67   | 259    | 76    | 23           | 358  | 10     | 1              | 0     | 11   | 120    | 43                     | 13    | 176  | 130  | 31   | 10   | 171  |
| 4   | RS4, Jos        | 6            | 14    | 5     | 25                              | 3     | 4   | 10  | 10  | 4   | 3     | 4      | 0              | 38   | 147    | 79    | 21           | 247  | 14     | 3              | 5     | 22   | 51     | 47                     | 12    | 110  | 83   | 28   | 4    | 115  |
| 5   | RS5, Benin      | 3            | 6     | 1     | 10                              | 1     | 7   | 7   | 7   | 0   | 1     | 0      | 23             | 71   | 34     | 6     | 111          | 11   | 4      | 1              | 16    | 24   | 9      | 2                      | 35    | 35   | 22   | 3    | 60   |      |
| 6   | RS6, P/Harcourt | 7            | 6     | 1     | 14                              | 1     | 1   | 4   | 8   | 7   | 3     | 1      | 0              | 25   | 64     | 17    | 5            | 86   | 11     | 1              | 0     | 12   | 22     | 9                      | 5     | 36   | 30   | 8    | 0    | 38   |
| 7   | RS7, Abuja      | 19           | 48    | 22    | 89                              | 8     | 8   | 17  | 69  | 15  | 11    | 4      | 0              | 132  | 379    | 93    | 15           | 487  | 18     | 6              | 2     | 26   | 134    | 46                     | 5     | 185  | 227  | 41   | 8    | 276  |
| 8   | RS8, Ilorin     | 10           | 12    | 5     | 27                              | 1     | 10  | 11  | 7   | 5   | 1     | 2      | 0              | 37   | 320    | 51    | 21           | 392  | 46     | 4              | 2     | 52   | 164    | 16                     | 9     | 189  | 110  | 33   | 8    | 151  |
| 9   | RS9, Enugu      | 17           | 26    | 11    | 54                              | 7     | 19  | 28  | 20  | 8   | 3     | 1      | 0              | 86   | 279    | 134   | 27           | 440  | 27     | 5              | 0     | 32   | 87     | 71                     | 15    | 173  | 168  | 53   | 14   | 235  |
| 10  | RS10, Sokoto    | 8            | 0     | 1     | 9                               | 3     | 5   | 0   | 7   | 2   | 0     | 1      | 0              | 18   | 94     | 2     | 0            | 96   | 31     | 0              | 0     | 31   | 38     | 1                      | 0     | 39   | 25   | 1    | 0    | 26   |
| 11  | RS11, Oshogbo   | 24           | 38    | 5     | 67                              | 14    | 12  | 24  | 25  | 22  | 3     | 3      | 0              | 103  | 366    | 111   | 30           | 507  | 38     | 9              | 3     | 50   | 159    | 67                     | 16    | 242  | 165  | 40   | 10   | 215  |
| 12  | RS12, Bauchi    | 17           | 34    | 3     | 54                              | 3     | 4   | 25  | 22  | 7   | 7     | 5      | 0              | 73   | 355    | 117   | 64           | 536  | 29     | 7              | 3     | 39   | 176    | 67                     | 27    | 270  | 151  | 41   | 35   | 227  |
|     | Total           | 169          | 287   | 75    | 531                             | 75    | 116 | 183 | 265 | 121 | 43    | 29     | 0              | 832  | 3314   | 960   | 312          | 4586 | 318    | 60             | 24    | 402  | 1434   | 476                    | 145   | 2055 | 1573 | 421  | 135  | 2129 |

Table 20: Showing Comparative analysis of RTC variables for 2023 and 2024 Operation Zero

| DAYS | Types of RTC |       |       | Categories of Vehicles Involved |     |     |     |     |       |        |       | No of Involved |        |       | No of Killed |      |        | People Injured |       |      | Rescued Without Injury |       |       |      |      |      |      |      |      |      |        |      |
|------|--------------|-------|-------|---------------------------------|-----|-----|-----|-----|-------|--------|-------|----------------|--------|-------|--------------|------|--------|----------------|-------|------|------------------------|-------|-------|------|------|------|------|------|------|------|--------|------|
|      | Serious      | Minor | Total | Truck                           | Bus | Car | M/C | W/B | P/U/P | Animal | Total | Male           | Female | Child | Total        | Male | Female | Child          | Total | Male | Female                 | Child | Total |      |      |      |      |      |      |      |        |      |
|      |              |       |       |                                 |     |     |     |     |       |        |       |                |        |       |              |      |        |                |       |      |                        |       |       |      |      |      |      |      |      |      |        |      |
| (b)  | (c)          | (g)   | (h)   | (i)                             | (j) | (k) | (l) | (m) | (n)   | (o)    | (p)   | (q)            | (r)    | (s)   | (t)          | (u)  | (v)    | (w)            | (x)   | (y)  | (z)                    | (aa)  | (ab)  | (ac) | (ad) | (ae) | (af) | (ag) | (ah) | (ai) | (aj)   | (ak) |
| 2023 | 167          | 367   | 90    | 624                             | 72  | 103 | 202 | 299 | 179   | 47     | 30    | 1              | 933    | ##    | 1072         | 371  | 4531   | 238            | 49    | 38   | 325                    | 1343  | 505   | 154  | 2002 | 1507 | 518  | 179  |      |      | 2204   |      |
| 2024 | 171          | 287   | 75    | 533                             | 75  | 116 | 185 | 265 | 121   | 43     | 29    | 0              | 832    | ##    | 974          | 326  | 4632   | 331            | 70    | 31   | 432                    | 1438  | 480   | 152  | 2070 | 1573 | 421  | 135  |      |      | 19129  |      |
| DIFF | -4           | 80    | 15    | 91                              | -3  | -13 | 17  | 34  | 58    | 4      | 1     | 1              | 101    | -244  | 98           | 45   | -101   | -93            | -21   | 7    | -107                   | -95   | 25    | 2    | -68  | -66  | 97   | 44   |      |      | -16925 |      |
| %    | -2           | 22    | 16.7  | 15                              | -4  | -13 | 8.4 | 11  | 32    | 8.5    | 3.3   | 100            | 11     | -8    | 9.1          | 12   | -2.2   | -39            | -43   | 18   | -33                    | -7    | 5     | 1.3  | -3.4 | -4   | 19   | 25   |      |      | -767.9 |      |



Table 21: Table Showing Summary of Patrol activities during 2024 Operation Zero Special Patrol by Sector Commands

| S/N | CMD               | No of Offenders | No of Offences | No of Impoundment | No of Confiscations | No of Officers Deployed | No of Marshals Deployed | No of Security Agencies/Stakeholders Deployed | No of Special Marshals Deployed | No of Frequency of Patrol vehicles Deployed | No of Offenders Arraigned in Court | No Convicted (Paid fines) | No Convicted (Imprisoned) | No Discharged/Acquitted | No of Assault cases | No of ATCM | No of Public Enlightenment |                 |              |           |   |   |
|-----|-------------------|-----------------|----------------|-------------------|---------------------|-------------------------|-------------------------|-----------------------------------------------|---------------------------------|---------------------------------------------|------------------------------------|---------------------------|---------------------------|-------------------------|---------------------|------------|----------------------------|-----------------|--------------|-----------|---|---|
|     |                   |                 |                |                   |                     |                         |                         |                                               |                                 |                                             |                                    |                           |                           |                         |                     |            | Motor Park Rallies         | Radio programme | TV Programme | Newspaper |   |   |
| 1   | RS1.1 Kaduna      | 166             | 429            | 475               | 259                 | 170                     | 217                     | 1156                                          | 0                               | 25                                          | 122                                | 0                         | 0                         | 0                       | 0                   | 0          | 4                          | 0               | 0            | 0         |   |   |
| 2   | RS1.2 Kano        | 240             | 1115           | 1212              | 805                 | 310                     | 234                     | 1312                                          | 0                               | 143                                         | 105                                | 0                         | 0                         | 0                       | 0                   | 0          | 46                         | 2               | 1            | 0         |   |   |
| 3   | RS1.3 Katsina     | 196             | 452            | 523               | 323                 | 129                     | 200                     | 1072                                          | 0                               | 0                                           | 123                                | 6                         | 0                         | 0                       | 0                   | 0          | 5                          | 3               | 0            | 0         |   |   |
| 4   | RS1.4 Jigawa      | 124             | 272            | 303               | 108                 | 164                     | 130                     | 566                                           | 6                               | 6                                           | 90                                 | 44                        | 38                        | 0                       | 5                   | 0          | 6                          | 10              | 4            | 0         |   |   |
| 5   | RS2.1 Lagos       | 582             | 2882           | 4009              | 769                 | 2113                    | 805                     | 2956                                          | 24                              | 413                                         | 556                                | 3                         | 0                         | 0                       | 0                   | 3          | 196                        | 4               | 1            | 0         |   |   |
| 6   | RS2.2 Ogun        | 392             | 806            | 939               | 112                 | 694                     | 462                     | 1847                                          | 14                              | 125                                         | 276                                | 33                        | 32                        | 0                       | 1                   | 0          | 6                          | 75              | 4            | 0         |   |   |
| 7   | RS3.1 Yola        | 75              | 203            | 235               | 110                 | 93                      | 80                      | 337                                           | 0                               | 0                                           | 41                                 | 75                        | 71                        | 0                       | 2                   | 0          | 0                          | 0               | 0            | 0         |   |   |
| 8   | RS3.2 Gombe       | 91              | 292            | 327               | 223                 | 69                      | 208                     | 2021                                          | 14                              | 0                                           | 63                                 | 49                        | 49                        | 0                       | 0                   | 0          | 1                          | 1               | 0            | 0         |   |   |
| 9   | RS3.3 Taraba      | 86              | 165            | 196               | 42                  | 123                     | 130                     | 526                                           | 4                               | 0                                           | 42                                 | 70                        | 61                        | 0                       | 9                   | 0          | 0                          | 0               | 2            | 1         | 0 |   |
| 10  | RS4.1 Plateau     | 152             | 186            | 216               | 44                  | 142                     | 153                     | 601                                           | 60                              | 65                                          | 57                                 | 0                         | 0                         | 0                       | 0                   | 0          | 8                          | 0               | 0            | 0         |   |   |
| 11  | RS4.2 Benue       | 58              | 176            | 223               | 67                  | 109                     | 87                      | 356                                           | 34                              | 6                                           | 50                                 | 72                        | 68                        | 0                       | 4                   | 0          | 27                         | 1               | 0            | 0         | 0 |   |
| 12  | RS4.3 Nasarawa    | 116             | 411            | 520               | 333                 | 78                      | 181                     | 636                                           | 9                               | 0                                           | 24                                 | 47                        | 42                        | 0                       | 5                   | 0          | 8                          | 0               | 0            | 0         | 0 |   |
| 13  | RS5.1 Edo         | 164             | 529            | 661               | 220                 | 309                     | 223                     | 670                                           | 10                              | 35                                          | 123                                | 54                        | 52                        | 2                       | 1                   | 0          | 0                          | 31              | 1            | 0         | 0 | 0 |
| 14  | RS5.2 Delta       | 87              | 309            | 320               | 27                  | 282                     | 161                     | 693                                           | 5                               | 80                                          | 74                                 | 33                        | 63                        | 0                       | 0                   | 0          | 3                          | 1               | 2            | 0         | 0 |   |
| 15  | RS5.3 Anambra     | 149             | 194            | 224               | 29                  | 165                     | 254                     | 473                                           | 40                              | 84                                          | 55                                 | 0                         | 0                         | 0                       | 0                   | 0          | 3                          | 0               | 0            | 13        | 0 |   |
| 16  | RS6.1 Rivers      | 170             | 664            | 740               | 48                  | 616                     | 592                     | 1625                                          | 20                              | 334                                         | 126                                | 0                         | 0                         | 0                       | 0                   | 0          | 23                         | 2               | 0            | 1         | 0 |   |
| 17  | RS6.2 Cross River | 106             | 426            | 473               | 32                  | 394                     | 159                     | 640                                           | 0                               | 380                                         | 91                                 | 0                         | 0                         | 0                       | 0                   | 0          | 60                         | 2               | 1            | 0         | 0 |   |
| 18  | RS6.3 Akwa Ibom   | 187             | 642            | 716               | 61                  | 581                     | 223                     | 997                                           | 0                               | 9                                           | 146                                | 0                         | 0                         | 0                       | 0                   | 0          | 61                         | 0               | 0            | 0         | 0 |   |
| 19  | RS6.4 Bayelsa     | 65              | 120            | 141               | 0                   | 120                     | 68                      | 269                                           | 4                               | 14                                          | 66                                 | 37                        | 37                        | 0                       | 0                   | 2          | 24                         | 0               | 0            | 0         | 0 |   |
| 20  | RS7.1 FCT         | 225             | 1143           | 1329              | 356                 | 787                     | 250                     | 1021                                          | 3                               | 52                                          | 158                                | 77                        | 29                        | 0                       | 48                  | 4          | 15                         | 4               | 2            | 181       | 0 |   |
| 21  | RS7.2 Niger       | 235             | 415            | 509               | 228                 | 187                     | 322                     | 1224                                          | 92                              | 64                                          | 153                                | 0                         | 0                         | 0                       | 0                   | 0          | 91                         | 1               | 0            | 0         | 0 |   |
| 22  | RS8.1 Kwara       | 225             | 1326           | 1416              | 920                 | 406                     | 373                     | 1151                                          | 0                               | 111                                         | 198                                | 0                         | 0                         | 0                       | 0                   | 2          | 118                        | 2               | 0            | 0         | 0 |   |
| 23  | RS8.2 Ekiti       | 144             | 688            | 818               | 496                 | 192                     | 139                     | 542                                           | 0                               | 11                                          | 94                                 | 0                         | 0                         | 0                       | 0                   | 0          | 0                          | 0               | 0            | 0         | 0 |   |
| 24  | RS8.3 Kogi        | 229             | 1085           | 1363              | 85                  | 1000                    | 242                     | 933                                           | 90                              | 69                                          | 186                                | 60                        | 53                        | 0                       | 6                   | 0          | 47                         | 24              | 3            | 920       | 0 |   |
| 25  | RS9.1 Enugu       | 79              | 265            | 279               | 67                  | 198                     | 130                     | 426                                           | 3                               | 17                                          | 70                                 | 0                         | 0                         | 0                       | 0                   | 0          | 22                         | 0               | 0            | 0         | 0 |   |
| 26  | RS9.2 Ebonyi      | 50              | 209            | 264               | 41                  | 168                     | 63                      | 245                                           | 0                               | 43                                          | 45                                 | 0                         | 0                         | 0                       | 0                   | 0          | 12                         | 0               | 0            | 0         | 0 |   |
| 27  | RS9.3 Abia        | 72              | 149            | 333               | 11                  | 138                     | 40                      | 129                                           | 0                               | 81                                          | 22                                 | 60                        | 57                        | 0                       | 3                   | 0          | 4                          | 2               | 0            | 0         | 0 |   |
| 28  | RS9.4 Imo         | 94              | 388            | 551               | 175                 | 213                     | 101                     | 421                                           | 10                              | 0                                           | 79                                 | 170                       | 165                       | 0                       | 14                  | 0          | 1                          | 3               | 0            | 0         | 0 |   |
| 29  | RS10.1 Sokoto     | 126             | 467            | 520               | 222                 | 245                     | 257                     | 915                                           | 4                               | 146                                         | 62                                 | 45                        | 30                        | 1                       | 17                  | 0          | 0                          | 20              | 3            | 0         | 0 |   |
| 30  | RS10.2 Kebbi      | 28              | 100            | 110               | 82                  | 18                      | 27                      | 112                                           | 0                               | 0                                           | 26                                 | 0                         | 0                         | 0                       | 0                   | 0          | 0                          | 0               | 0            | 0         | 0 |   |
| 31  | RS10.3 Zamfara    | 72              | 622            | 705               | 0                   | 622                     | 138                     | 690                                           | 5                               | 0                                           | 66                                 | 0                         | 0                         | 0                       | 0                   | 0          | 0                          | 0               | 0            | 0         | 0 |   |
| 32  | RS11.1 Osun       | 141             | 563            | 607               | 296                 | 267                     | 144                     | 477                                           | 0                               | 79                                          | 99                                 | 0                         | 0                         | 0                       | 0                   | 0          | 44                         | 2               | 2            | 0         | 0 |   |
| 33  | RS11.2 Ondo       | 241             | 602            | 705               | 126                 | 476                     | 261                     | 913                                           | 0                               | 257                                         | 151                                | 29                        | 27                        | 0                       | 2                   | 0          | 44                         | 3               | 1            | 1         | 0 |   |
| 34  | RS11.3 Oyo        | 583             | 1761           | 1977              | 701                 | 1060                    | 640                     | 2280                                          | 49                              | 1117                                        | 453                                | 0                         | 0                         | 0                       | 0                   | 0          | 104                        | 8               | 0            | 1         | 0 |   |
| 35  | RS12.1 Bauchi     | 281             | 646            | 743               | 291                 | 355                     | 289                     | 1137                                          | 2                               | 30                                          | 181                                | 49                        | 49                        | 0                       | 0                   | 0          | 135                        | 27              | 11           | 24        | 0 |   |
| 36  | RS12.2 Borno      | 119             | 680            | 751               | 119                 | 561                     | 153                     | 624                                           | 0                               | 0                                           | 93                                 | 0                         | 0                         | 0                       | 0                   | 0          | 60                         | 0               | 0            | 0         | 0 |   |
| 37  | RS12.3 Yobe       | 38              | 198            | 509               | 25                  | 173                     | 42                      | 170                                           | 0                               | 0                                           | 22                                 | 0                         | 0                         | 0                       | 0                   | 0          | 5                          | 0               | 0            | 0         | 0 |   |



Table 22 : Summary of Patrol activities during 2024 Operation Special Patrol by Zonal Commands

| SN  | CMD              | No of Routes Covered | No of Offenders | No of Offences | No of Impoundment | No of Constibations | No of Officers Deployed | No of Marshals Deployed | No of Security Agencies/Stakeholders Deployed | No of Special Marshals Deployed | No of frequency of Patrol vehicles Deployed | No of Offenders Arraigned in Court | No Convicted (Paid fines) | No Convicted (Imprisoned) | No Discharged/Acquitted | No of Assault cases | No of ATCM | No of Public Enlightenment |                 |              |           |
|-----|------------------|----------------------|-----------------|----------------|-------------------|---------------------|-------------------------|-------------------------|-----------------------------------------------|---------------------------------|---------------------------------------------|------------------------------------|---------------------------|---------------------------|-------------------------|---------------------|------------|----------------------------|-----------------|--------------|-----------|
|     |                  |                      |                 |                |                   |                     |                         |                         |                                               |                                 |                                             |                                    |                           |                           |                         |                     |            | Motor Park Rallies         | Radio programme | TV Programme | Newspaper |
| (a) | (b)              | (c)                  | (d)             | (e)            | (f)               | (g)                 | (h)                     | (i)                     | (j)                                           | (k)                             | (l)                                         | (m)                                | (n)                       | (o)                       | (p)                     | (q)                 | (r)        | (s)                        | (t)             | (u)          | (v)       |
| 1   | RS1 KADUNA       | 2268                 | 2513            | 1495           | 773               | 781                 | 4106                    | 6                       | 174                                           | 440                             | 50                                          | 38                                 | 0                         | 5                         | 0                       | 0                   | 61         | 15                         | 5               | 0            | 12730     |
| 2   | RS2 LAGOS        | 3688                 | 4948            | 881            | 2807              | 1267                | 4803                    | 38                      | 538                                           | 832                             | 36                                          | 32                                 | 0                         | 1                         | 0                       | 9                   | 271        | 8                          | 1               | 170          | 20330     |
| 3   | RS3 YOLA         | 660                  | 758             | 375            | 285               | 418                 | 2884                    | 18                      | 0                                             | 146                             | 194                                         | 181                                | 0                         | 11                        | 0                       | 0                   | 1          | 3                          | 1               | 0            | 5935      |
| 4   | RS4 JOS          | 773                  | 959             | 444            | 329               | 421                 | 1593                    | 103                     | 71                                            | 131                             | 119                                         | 110                                | 0                         | 9                         | 0                       | 3                   | 43         | 1                          | 0               | 0            | 5109      |
| 5   | RS5 BENIN        | 1032                 | 1205            | 276            | 756               | 638                 | 1836                    | 55                      | 199                                           | 252                             | 87                                          | 115                                | 2                         | 1                         | 0                       | 0                   | 37         | 2                          | 2               | 13           | 6508      |
| 6   | RS6 PORTHARCOURT | 1852                 | 2070            | 141            | 1711              | 1042                | 3531                    | 24                      | 737                                           | 429                             | 37                                          | 37                                 | 0                         | 0                         | 0                       | 2                   | 168        | 4                          | 1               | 1            | 11787     |
| 7   | RS7 ABUJA        | 1558                 | 1838            | 584            | 974               | 572                 | 2245                    | 95                      | 116                                           | 311                             | 77                                          | 29                                 | 0                         | 48                        | 4                       | 0                   | 106        | 5                          | 2               | 181          | 8745      |
| 8   | RS8 ILORIN       | 3099                 | 3597            | 1501           | 1598              | 754                 | 2626                    | 90                      | 191                                           | 478                             | 60                                          | 53                                 | 0                         | 6                         | 0                       | 2                   | 165        | 26                         | 3               | 920          | 15169     |
| 9   | RS9 ENUGU        | 1011                 | 1427            | 294            | 717               | 334                 | 1221                    | 13                      | 141                                           | 216                             | 230                                         | 222                                | 0                         | 17                        | 0                       | 4                   | 41         | 2                          | 0               | 0            | 5890      |
| 10  | RS10 SOKOTO      | 1189                 | 1335            | 304            | 885               | 422                 | 1717                    | 9                       | 146                                           | 154                             | 45                                          | 30                                 | 1                         | 17                        | 0                       | 0                   | 20         | 3                          | 0               | 0            | 6277      |
| 11  | RS11 OSHOGBO     | 2926                 | 3289            | 1123           | 1803              | 1045                | 3670                    | 49                      | 1453                                          | 703                             | 29                                          | 27                                 | 0                         | 2                         | 0                       | 0                   | 192        | 13                         | 3               | 2            | 16329     |
| 12  | RS12 BAUCHI      | 1524                 | 2003            | 435            | 1089              | 484                 | 1931                    | 2                       | 30                                            | 296                             | 49                                          | 49                                 | 0                         | 0                         | 0                       | 0                   | 200        | 27                         | 11              | 24           | 8154      |

**Rescue and  
Recovery of  
Money/  
Property at  
Crash Scenes &  
Operational  
Hazards**

In 2024, FRSC operatives successfully recovered a huge sum of money from crash scenes across the country and returned same alongside property such as mobile phones, laptops to the victims to the families.

The amount of money recovered in 2024 marked one of the lowest recovered when compared to the sum recovered in 2023, 2022 and others.

This underscores the FRSC commitment to transparency being one of its core values.





## 5.16 Recovery and Return of Money Found at the Scene of Crashes

The Federal Road Safety Corps (FRSC) promotes safe driving practices while upholding its core principles of transparency, fairness, timeliness, and service orientation. Without prejudice, the FRSC fulfils this commitment by ensuring that road traffic crash victims' belongings are protected from being robbed during or after the incident.

In 2024, various Commands recovered a significant amount of cash and personal items from January to December. The recoveries included large sum of money, along with property such as mobile phones, laptops, and other personal belongings. This statement underscores the Corps' commitment to transparency and its core values among personnel.

The cash and items recovered from the crash scenes were returned to their owners or relatives, provided proof of ownership or valid identification was established and proven.

Among the recovered was that of the Kaduna Sector Command, which recovered N8.6 million at a road traffic crash scene at Area G, Samaru, along the Zaria to Funtua road at 1900 hours in 2024, leaving two persons injured.

This amount is the single highest amount of money recovered at the crash scene in 2024. The cash was returned along with other items to the crash victim by FRSC Management, while the rescue team received commendation for their civility and professionalism during the rescue.



The FRSC personnel giving the cash recovered from the scene of crash to a relative of the victim



FCT, Corps Commander, Chorie Muta presenting cash recovered from the crash scene to the victim family member

The Sector Commander RS7.1 FCT, Corps Commander Chorie Muta, presented the sum of one million and thirty-four thousand, ten Naira only and other valuables to the mother of late Mr Najeem Abiodun Babalola in the presence of other family members in 2024 during an occasion to official hand over of the money recovered at a crash scene.

Mr Najeem was a victim of a fatal crash that occurred on Tuesday, 11 June 2024, about 50 meters away from Iddo Sabo U-turn along the Abuja Airport junction - Giri route. The collision involved a Lexus 350 salon car and two motorcycles, which claimed the lives of Najeem and two others.

The victims were confirmed dead at the University of Abuja Teaching Hospital after their rescue by a team of RS7.110 Abuja Airport Unit Command.

The Sector Commander commiserated with the mother and other relatives over the loss of Mr Najeem and highlighted the need for motorists and pedestrians to adhere to

traffic rules and regulations. He also commended the Abuja Airport Unit Commander and his team for the rescue operation.

The mother of the deceased and other family members present thanked the Sector Commander and the Abuja Airport Unit for their honesty, patience and service to humanity.

The deceased family extolled the professionalism exhibited by the Unit Commander of the Abuja Airport and his team while trying to reach out to the family members. They offered prayer for the Management and all FRSC staff for their humanitarian works and pledged to be advocates of road safety.

Other valuables in the victim's bag included POS machines, -One Tecno phone, -one power bank, -5 ATM Cards, a lantern, and USB.

## 5.13 Operational Hazards



Every profession comes with its risks and threats. In today's world, these risks are increasing due to advancements in technology, the rise of religious fundamentalism, and political instability. As a result, land transport, particularly road travel, has become the most frequently used and most vulnerable mode of transportation compared to others.

The widespread presence of roads makes them vulnerable to crimes and other issues, such as kidnapping, robbery, and terrorism. Road safety personnel are among the paramilitary staff at the highest risk of attacks due to their civil demeanour and non-confrontational approach.

In light of these difficulties, the FRSC still believes in fostering mutual understanding with motorists, who often turned to aggressors during vehicle arrests and impoundments.

In 2024, the Corps witnessed several cases of attacks such as kidnapping, arson, and many others. There were sixty-nine (69) attacks on FRSC Staff in 2024. There were a total of nine (9) abductions in Zone RS 1 Kaduna, RS 2 Lagos had 3, RS 7 Abuja had three (3), and RS 8 had 2.

Zone RS 4 Jos had one (1) incident of arson, while Zone RS 1 Kaduna and RS 2 Lagos had one (1) incident each. Other were Zone RS 4 Jos with two (2) cases of kidnappings, RS 7 Abuja had one (1) incident, RS 9 Enugu and RS 11 Osogbo had one case each.

Zone RS 1 Kaduna had two (2) cases of knockdowns, Zone RS 2 Lagos had three (3) cases, and Zone RS 4 equally had three (3) incidents. Others were Zone RS 5 Benin with four cases and Zone RS 6 Port Harcourt with one (1) case. Zone RS 8 Ilorin had six cases, Zone RS 9 Enugu with one (1), Zone RS 11 with eight (8) cases and Zone 12 Bauchi with one (1) case.

RS 1 Kaduna, RS 5 Benin, RS 8 Ilorin, RS 9 Enugu and RS 11 Osogbo each had one (1) case, while Zone RS 4 Jos had three (3) and RS 2 Lagos had two (2) mob attack cases. Zone RS 1 Kaduna, RS 4 Jos, and RS 11 had one case each, while Zone RS 2 Lagos had three (3) cases, and RS 7 Abuja had two (2) incidences of theft.

There was one (1) case of threat to life reported at Zone RS 8 Ilorin in 2025.





## 5.17 Operation Karara



FRSC Operatives on assessment of the violation of road traffic regulations

In response to the recurring road traffic crashes in the nation's capital, the Federal Road Safety Corps (FRSC) conducted a Special Enforcement Operation on September 2, 2024. During this operation, they arrested 823 drivers, issued 923 fines, impounded 189 vehicles, and confiscated 634 licenses and vehicle documents for violations related to traffic lights and zebra crossings, among other infractions, within the Federal Capital Territory of Abuja.

The Management commissioned a special enforcement patrol tagged 'Operation Karara' to tackle the menace of traffic light and Zebra crossing violations in the Federal Capital Territory, Abuja, in September 2024. The operation aimed at the high incidence of traffic light violations that contribute significantly to road crashes and gridlocks in the nation's capital; and is expected to actualize its mandate through speedy arrest and prosecution of traffic light violators, the conduct of public enlightenment and education on traffic rules and regulations, as well as

collaboration with other security agencies to enhance traffic management. The focus of the Special Operation was traffic light violations, a major contributor to road traffic crashes which must be reduced minimally.

The Management eulogised the Special team efforts, as the Corps is determined to maintain these gains by intensifying patrol operations at key intersections and traffic signals, especially during peak hours.

The arrested drivers were charged to Mobile Court for various traffic offences, which included traffic light violations, dangerous driving, road marking violations and reckless driving.

To consolidate the gains recorded during the intervention operations and further entrench sanity in the use of traffic lights in the FCT, the Corps Marshal appeals to motorists to cooperate with its personnel and obey all traffic rules and regulations.



## **FRSC Academy Reports & Corps Medical Activities**





## 6.0 2024 FRSC Academy Report

The FRSC Academy in Udi, Enugu State, is a leading institution for regimental and civil courses in road traffic Management. It is a unique School, the first of its kind in Nigeria and the West African sub-region. Since its establishment, the Academy has consistently met expectations in training and retraining road safety practitioners and other professionals.

The Institution attained the status of a degree-awarding institution in affiliation with the Federal University of Technology, Owerri, in Imo State. It offers both undergraduate and postgraduate degree programmes for road safety professionals and those in transport management disciplines.

In October 2024, the Academy changed leadership as ACM Uche W. Chukwurah, fsi, FISPON, succeeded ACM Anthony E. Oko as the Commandant. In anticipation of the Academy's programmes for 2024, there was an increase in the deployment of instructors for drills, regimentation, and academic staff during this period.

The Academy had a total of 134 staff members, which included 66 Officers, 10 Marshal Inspectors, and 58 Road Marshal Assistants. These staff members were reassigned to ensure seamless Academy duties and delivery of workshops, retreats, capacity-building initiatives, and

### Activities in the Year 2024

□ **Two - Day Workshop on Protecting FRSC Assets:-** A two-day workshop organised by RSHQ took place on January 11 and 12, 2024, for staff of the FRSC Academy in Udi. The focus was on protecting FRSC assets to ensure effective service delivery. The theme of the workshop was: "Safeguarding FRSC Assets: Unveiling the Power of Security, Assessment, Awareness, and Mitigation."

□ **Workshop on Crash Investigation**  
The Accident Investigation Workshop for Crash Investigation Officers Corps wide was successfully hosted in the Academy in June 2024

□ **A 2 Day Workshop For Marshal Inspectors**  
A 2 day workshop for Marshal Inspectors was successfully organized for Marshal Inspectors on Roles and Responsibilities of a Regimented Senior Marshal (RSM) from 4 – 5 July, 2024.

□ **Three Days Retreat for Unit and Outpost Commanders**  
A three day retreat held for Unit and Outpost Commanders in FRSC Academy, Udi from 10 to 12 September, 2024. The aim of the retreat was to rejig Operational activities in the Corps in line with policy thrust of the Corps Marshal.



CM rep in company of the Commandant, Resources persons and other Principal Officers



Pictures of the Commandant, facilitators and participant at the capacity building workshop for Intelligence Operatives

## 6.1 Capacity Development Programmes in 2024



Participants at the Capacity Development Programme in 2024

The Federal Road Safety Corps organised a Capacity Development Programme for 341 Unit and Outpost Commanders on traffic enforcement and Management, road safety education and advocacy, data analysis and research, leadership and management development, digital literacy and technology adoption. The Capacity Development programme, hosted at FRSC Academy, Udi, Enugu State, is part of the collection efforts of leadership programmes initiated in line with its administrative policy thrust.

The Management reaffirmed that Unit and Outpost Commands are essential components of the Corps, playing a crucial role in enforcing traffic rules and regulations. The Corps views these commands as invaluable assets due to their significant contributions to achieving the FRSC's mandate.

The Corps was determined to create an enabling environment that fosters growth,

innovation, and excellence and maintained that the capacity-building programme was to empower staff with the latest skills, knowledge, and best practices in road safety management. The Commandant noted that by investing in personnel, the Corps was investing in the future of road safety in Nigeria. He emphasised that the initiative underscores his commitment to repositioning FRSC as a leading road safety agency equipped to address the complex challenges of modern road safety management. Various training programmes featured theoretical and practical sessions conducted by in-house and international experts.

The Management urged the Commanders to leverage the potential of technological innovation on the FRSC Mobile Application and the National Crash Information Recording System Portal – as it would reduce the burden of feedback to members of the public at all Command levels.





## 6.2 2024 Command and Staff College (FCSC) Course 3 (2024)

The FRSC Command and Staff College (FCSC) is an esteemed institution modelled after the Nigerian military and similar agencies. The school was to train high-quality personnel in road traffic management and traffic safety administration, serving the nation and safety practitioners worldwide.

The FRSC Command and Staff College (FCSC) was approved in 2020 through a federal government gazette in Nigeria to train road safety professionals. The College aims to develop and train officers by offering essential courses that prepare them for effective Command and control roles. Currently, the College shares facilities with the FRSC Academy in Udi, Enugu State, but it will relocate to its permanent site in Oyo State.

In the year under review, FCSC successfully concluded the training program for Course 2 participants, which began in 2023. This program culminated in a vibrant graduation ceremony on Tuesday, March 26, 2024. The event attracted notable figures, including representatives of the Executive Governor of Enugu State, His Excellency Dr. Peter N. Mbah. The State

Commissioner for Information and Communication, Mr. Aka Eze Aka, who represented the State Governor, served as the Special Guest of Honour.

Dignitaries at the graduation ceremony included the state Commissioner of Police, the GOC 82 Div Nigeria Army Maj Gen Hassan Taiwo Dada, the AOC Ground Training Command, and Nigeria Airforce Enugu.

Similarly, Command and Staff College (FCSC) commenced academic activities for its Junior Course 2 on 12 May 2024. The Junior Course 2 was officially inaugurated on 23 May 2024 by the former Corps Marshal, Dauda Ali Biu, FCNA, CPA, NPoM and represented by the Commandant of FRSC Academy.

The former Commandant of the FCSC, ACM Chidiebere B. Nkwonta, Esq., fwc, delivered the welcome address and encouraged participants selected from the six geopolitical Zones of the country. He emphasized the management was commitment to continually enhancing personnel productivity through ongoing Manpower Development Programmes.



Participants at Course 3, 2024

### 6.3 2024 Marshal Inspector Training School Report

The Marshal Inspectorate Training School was to provide middle-level training for the Marshal Inspectors in FRSC. The Marshal Inspectorate School, Owa Alero, Delta State, was built by the Delta State government as part of its corporate Social responsibility.

It is situated in Owa Alero, Delta State, and was inaugurated by His Excellency, Vice President of Nigeria, Prof. Yemi Osibajo, in 2022. Since its establishment, the Institution has performed to expectations by providing the necessary career development programmes for various ranks in the Inspectorate cadre. An Officer of the rank of a Corps Commander is the head of the school with other supporting staff who expose cadets to academic, regimental, and other training sessions.

In 2024, the Commandant of the Institution organised a tree-planting programme to ensure that the School has a serene environment befitting of a training Institution.

During the reporting year, the Commandant ensured collaboration with stakeholders and extended fellowship to traditional rulers, notable individuals and stakeholders. The Commandant visited the Military formation, Paramilitary, and religious leaders for a harmonious working relationship.

The Institutions equally conducted a six-month training programme for the newly recruited Inspectors and also routine training was provided for the Intelligence Marshals and drivers corpswide.



Commandant FRSC Inspectors Training School, CC O Ogunjobi with a guest at the Training School



## 6.4 2024 FRSC Training School Report

The professionalism of the FRSC training institutions is grounded in a policy approach that the current Management leadership will not compromise.

The goal is to provide quality service that earns community trust for road safety and traffic management in the country. The commitment is sustained through quality uninterrupted training and retraining programme of personnel focussing on the operational staff and strategic personnel nationwide.

A framework of values and standards directs the training curricula, influencing behaviour and ensuring high-quality productivity, which is evident in the overall

performance of field operatives. The Training School recognized as a leading source of knowledge in road safety practices throughout sub-Saharan Africa, has revised and realigned its operational strategies to meet practical expectations. This adjustment is hinged on the six policy priorities set forth by management.

As part of this initiative, the school conducted a refresher course for patrolmen to help achieve its goals for the year 2024 and also a seven (7) day refreshers course of 415 participants on repositioning FRSC for enhance service delivery in patrol and rescue operations, held from 25 to 31 August, 2024.



Participants at some of the course conducted by the Training School in 2024





## 6.5 Routine Course with Sister Agencies Report

Federal Road Safety Corps takes pride in the manpower development of its personnel across the board. This is part of the strategic thrust in developing its workforce in line with global standards. The collaboration enhances personnel performance and simplifies responsibilities among paramilitaries while fostering interagency relationships. The exchange of ideas fortifies existing relationships essential for national cohesion.

The sustained efforts over the years have been central to fostering harmonious working relationships that the Corps enjoys with other sister agencies. These relationships have helped the Corps navigate public challenges in certain situations and facilitated the sharing of intelligence in response to emerging national security threats.

In 2024, personnel from the FRSC participated in civil and military courses at various high-level national strategic

institutions both within the country and abroad. The participants were selected from field commands and the National Headquarters based on the Corps' requirements and need address to operational gaps.

Various institutions the FRSC personnel attend yearly include the Nigerian Institute of Policy and Strategic Studies (NIPSS), the Nigeria Police Staff College in Jos, Nigerian Army Schools, the Air Force Institution, the National Institute for Security Studies (NISS), Nigerian Immigration, the Nigeria Security and Civil Defence Corps (NSCDC), the Administrative Staff College of Nigeria (ASCON), and other Colleges. The personnel who attended these institutions returned with various medals and awards during the reporting period.

Below is the Table 23 containing the list of courses and names of participants in 2024.

Table 23: List of Personnel on Routine Course with Sister Agencies

| S/N | INSTITUTION                                                 | COURSE                                                 | NAME OF PARTICIPANT                                                                                                                                     | AWARD |
|-----|-------------------------------------------------------------|--------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|-------|
| A   | National Institute For policy and strategic studies (NIPSS) | Senior Executive course 45                             | NIL                                                                                                                                                     | MNI   |
| B   | National Defence College (NDC)                              | National Defence College Course 31                     | AG SANUSI(CC)                                                                                                                                           | FDC   |
| C   | Army War College (AWCN)                                     | AWCN course                                            | NIL                                                                                                                                                     | NIL   |
| D   | National Institute For Security Studies (NISS)              | Executive Intelligence mgt Course 31                   | IDRIS BABA(DCC)                                                                                                                                         | FSI   |
| E   | Nigerian Army Resource center                               | NARC Strategic Executive Course 6/2023                 | NIL                                                                                                                                                     | FNARC |
| F   | Administrative Staff College of Nig (ASCON)                 | Post Graduate Diploma in Public Administration (ASCON) | 1.OKO C GODWIN(CRC)<br>2.NASIRU ABDULRAMAN(CRC)<br>3.USMAN S MOHAMMED(CRC)<br>4.OLAJUYIN E BOLANLE(CRC)<br>5.HALIDU ADAMU(CRC)<br>6. AMODIFE EMEKA(CRC) | ASCON |
| G   | Armed Forces Command and Staff College Senior Course        | AFCSC (snr) Course                                     | NIL                                                                                                                                                     | PSC   |
| H   | Armed Forces Command and Staff College Senior Course        | AFCSC(JNR) Course                                      | nil                                                                                                                                                     | Nil   |



## 6.6 Corps Medical Services



3-day workshop organized by Ministry of Health through its Food and Drug Department

The Federal Road Safety Corps (FRSC) is one of the leading emergency management agencies in Nigeria. It is responsible for emergency and rescue services, including responding to bomb explosions, building collapses, flooding, plane accidents, and road traffic crashes, as outlined in its constitutional duties. The FRSC Establishment Act of 2007 empowers the Corps to provide roadside and mobile clinics for the treatment of road traffic crash victims at no cost.

The Corps integrates its statutory responsibilities of saving lives and property with additional commitments by establishing hospitals, medical centres, and clinics nationwide to provide health services to its host communities.

To enhance the quality of health service provision, the Corps has created a Health Maintenance Organization (HMO) to take advantage of the National Insurance Authority. This approach ensures that all staff are registered under this scheme and maintain a safe and conducive working environment for employees, retired personnel, and their families.

The Emergency Ambulance Service Scheme (EASS), code named ZEBRA, was not established by chance; it was a carefully revised strategy aimed at delivering prompt rescue services to accident victims. The scheme also emphasizes the importance of maintaining a comprehensive databank of road traffic collisions (RTCs) and ensuring thorough follow-up care for victims after accidents.

In 2022, the National Emergency and Medical Services and Ambulance Scheme was established in collaboration with the Federal Ministry of Health to carry out emergency rescue operations and respond to incidents in the Federal Capital Territory (FCT). This initiative marked a significant upgrade in the health services provided by the Corps. To enhance service delivery, the Corps acquired additional ambulances in 2024, bringing the total nationwide to 151 ambulances.

Additionally, there are 60 designated Zebra points under the Emergency Ambulance Service Scheme (EASS) across the country. With 29 Medical Centres and well-trained staff, the FRSC Clinics are among the best in the nation.

In 2024, three (3) additional Zebra points were established: Zebra 61 in Agbado Ekiti State, Zebra 62 in Ajase Ipo, Kwara State, and Zebra 63 in Gwargwaje, Zaria, Kaduna State. Additionally, three Road Traffic Crash Clinics (RTCs) were set up at the following locations: RS1.2 Shehu Mohammed RTC Clinic in Kano, RS3.31 Wukari RTC Clinic in Taraba, and Wannunue RTC Clinic in Benue State.

To ensure that quality healthcare services are provided four (4) Clinics were established to offer medical services and post-crash care to personnel and RTC victims. Furthermore, well-trained extrication desk officers were appointed Corps-wide by global best practices, enhancing the Corps' capabilities for effective rescue operations. The Corps remains committed to delivering quality services for efficient healthcare.

This commitment led to the reorganization of medical outreach programs in 2024. Various motor parks, churches, mosques, and other religious centres were visited to provide health services, including running tests, treatment, and medications at no cost,

as part of the organization's Corporate Social Responsibility initiatives.

A total of 51,262 road traffic crash victims, community members, and staff received treatment, with many others managed across healthcare facilities nationwide. Despite a decline in funding, particularly regarding the cost of consumables, the organization remains dedicated to improving healthcare delivery for road crash victims and staff.

### MEDICAL OUTREACHES /COLLABORATION

The Corps participated in the following healthcare upgrade and awareness programmes in 2024

- a. Commemoration of World Day for Safety and Health at Work 2024 held on the 29th and 30th April 2024.
- b. Public hearing on the bill for an Act to provide for the Establishment of the National Safety Regulatory Board and related matters, 2024(hb1377) on the 11th of June 2024.



Medical Outreach at RS1.34 MALUNFASHI



Planning meeting of the standing inter-ministerial committee for the commemoration of 2024 national environmental sanitation day on 20th June, 2024



## **2024 Road Traffic Crash Report**





## 9.0 2024 Road Traffic Crashes Report



Members of the public in a picture scooping fuel from fallen fuel tanker

### Introduction

The widespread presence of roads has made them prone and predisposed to dangers that affect commuters everywhere. Road Traffic Crashes (RTCs) present an ongoing debate and significant challenge, contributing to numerous fatalities worldwide. Despite the dedicated efforts of researchers, road safety practitioners, professionals, and healthcare providers, RTCs remain a persistent issue among the leading causes of death, surpassed only by diseases such as cholera, cancer, and tuberculosis.

The Federal Road Safety Corps is the primary agency responsible for preventing road traffic crashes and minimizing their impact on commuters. Its goal is to create a nation where no fatalities occur from these incidents. This objective aligns with the twelve United Nations targets on road safety, which advocate for a comprehensive safe system approach to prevent avoidable deaths on highways caused by road traffic collisions (RTCs).

### Methodology

Data on road traffic crashes were collected from all Federal Road Safety Corps

formations across the country using the Road Traffic Report form and forwarded to the National Headquarters for collation and analysis. FRSC formations nationwide are the primary source of crash data through gathering of information at the crash scene. The field officers equally collect crash data from the Nigeria Police force and Hospitals within their jurisdiction. These data are submitted to RSHQ for collation, verification and processing to form comprehensive crash data.

### Trend and Percentage Change of Crashes and Fatalities (2015-2024)

The table and figure on the next page show the trend of the number of crashes and fatalities from the year 2015 to 2024. It also shows the percentage change using the year 2015 as a baseline. In 2024, there was a 2% decrease in crashes and a 0.3% reduction in fatalities using 2015 as a baseline.

However, the rate of crashes increased using the year 2015 as a baseline with a downward trend from the year 2019 to the year 2024, and the number of fatalities also increased in 2021 and 2022.

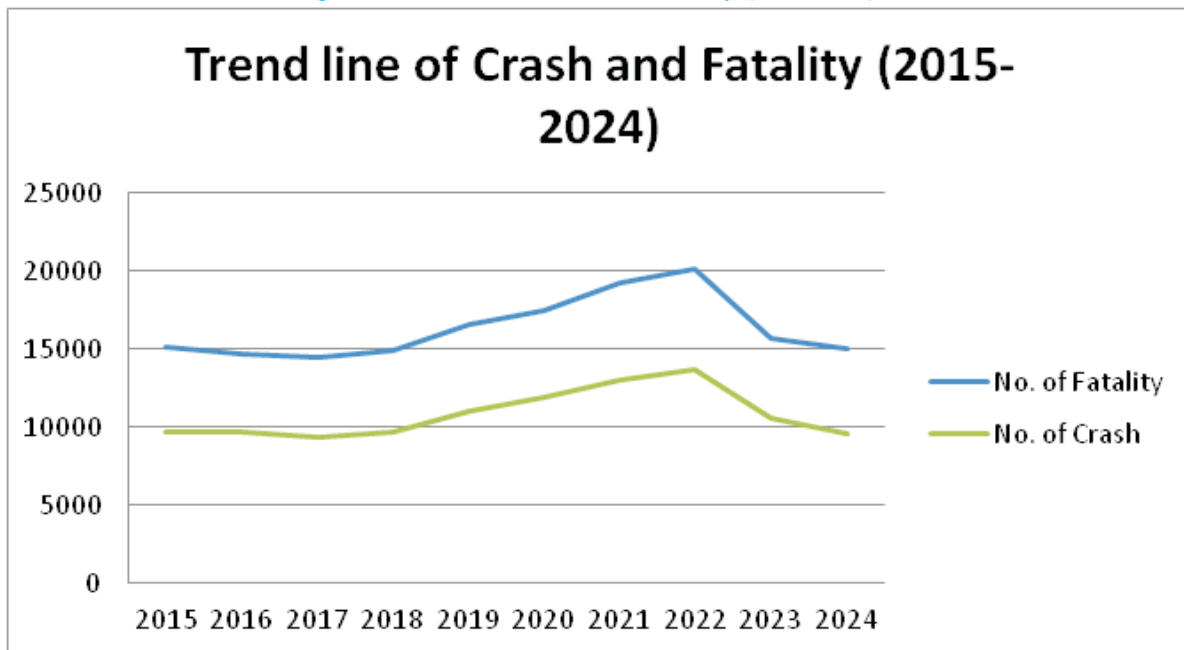


Table 24: Percentage Change of Crashes and Fatalities (2015-2024)

| Year | No. of Crash | No. of Fatality | % change in crash | % change in fatality |
|------|--------------|-----------------|-------------------|----------------------|
| 2015 | 9734         | 5440            | Base Year         |                      |
| 2016 | 9694         | 5053            | 0%                | ↓ -7%                |
| 2017 | 9383         | 5121            | ↓ -4%             | ↓ -6%                |
| 2018 | 9741         | 5181            | 0%                | ↓ -5%                |
| 2019 | 11072        | 5483            | ↗ 14%             | ↑ 1%                 |
| 2020 | 11875        | 5575            | ↗ 22%             | ↑ 2%                 |
| 2021 | 13027        | 6205            | ↑ 34%             | ↗ 14%                |
| 2022 | 13656        | 6456            | ↑ 40%             | ↑ 19%                |
| 2023 | 10617        | 5081            | ↘ 9%              | ↓ -7%                |
| 2024 | 9570         | 5421            | ↓ -2%             | 0%                   |

INCREASE ↑ DECREASE ↓

Figure 1: Trend line of Crash and Fatality (2015-2024)





## Monthly Analysis of RTC in 2024

The monthly analysis in the table below indicates that the highest number of crashes occurred in December (1,087 cases), followed by January with 990 cases, and April with 904 cases.

The month of December recorded the highest number of fatalities, with a total of 566 lives lost. January recorded 530 deaths,

while October had 527 deaths.

In July, a total of 3,758 people were injured, marking it as the month with the highest number of injuries for the year.

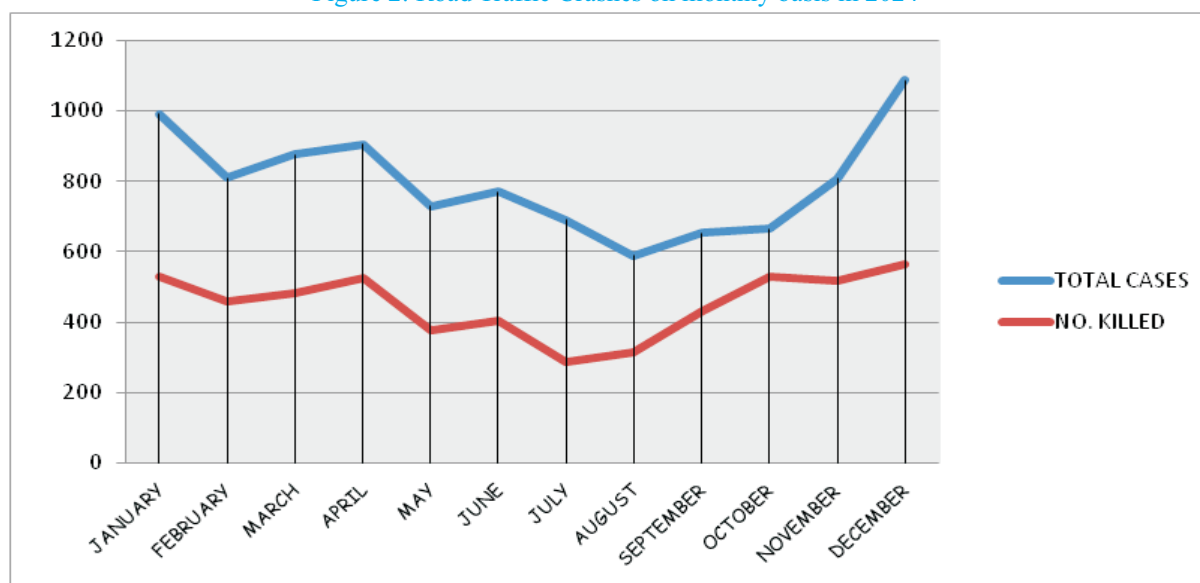
December followed as the second-highest month, with 3,195 people sustaining various degrees of injuries.

Table 25: Road Traffic Crashes on monthly basis in 2024

| MONTH     | FATAL | SERIOUS | MINOR | TOTAL CRASHES | NUMBER INJURED | NUMBER KILLED | TOTAL CASUALTY | PEOPLE INVOLVED |
|-----------|-------|---------|-------|---------------|----------------|---------------|----------------|-----------------|
| JANUARY   | 257   | 641     | 92    | 990           | 3195           | 530           | 3725           | 7335            |
| FEBRUARY  | 200   | 534     | 75    | 809           | 2554           | 459           | 3013           | 5650            |
| MARCH     | 236   | 552     | 87    | 875           | 2910           | 482           | 3392           | 6476            |
| APRIL     | 257   | 574     | 73    | 904           | 3068           | 526           | 3594           | 6739            |
| MAY       | 204   | 456     | 69    | 729           | 2119           | 375           | 2494           | 4866            |
| JUNE      | 200   | 495     | 76    | 771           | 2463           | 404           | 2867           | 5488            |
| JULY      | 160   | 472     | 59    | 691           | 2083           | 288           | 2371           | 4497            |
| AUGUST    | 148   | 386     | 55    | 589           | 1833           | 316           | 2149           | 4241            |
| SEPTEMBER | 187   | 414     | 52    | 653           | 2148           | 431           | 2579           | 4966            |
| OCTOBER   | 169   | 430     | 65    | 664           | 2152           | 527           | 2679           | 4848            |
| NOVEMBER  | 232   | 486     | 90    | 808           | 2871           | 517           | 3388           | 6340            |
| DECEMBER  | 282   | 691     | 114   | 1087          | 3758           | 566           | 4324           | 9084            |
| TOTAL     | 2532  | 6131    | 907   | 9570          | 31154          | 5421          | 36575          | 70530           |

Source: FRSC

Figure 2: Road Traffic Crashes on monthly basis in 2024



Source: FRSC





### Analysis of RTC on State basis in 2024

In 2024, there was a slight decrease in traffic crashes across 36 states and the Federal Capital Territory (FCT) compared to 2023. A total of 9,570 crashes were recorded, resulting in 5,421 deaths and 31,154 individuals sustaining various degrees of injury.

Among the 36 states and the Federal Capital Territory, nine states exhibited a significant reduction in crashes: Bauchi, the Federal Capital Territory, Kaduna, Kano, Kwara, Nasarawa, Ogun, Ondo, and Taraba.

Additionally, 12 states experienced a decrease in fatalities compared to the 2023 figures. Notably, the FCT, Plateau, Yobe, Delta, and Bauchi recorded substantial reductions in deaths, with 23%, 24%, 30%, 44%, and 47%, respectively, compared to the previous year's death toll.

Conversely, states such as Jigawa, Niger, Kaduna, Benue, and Oyo saw a significant increase in the number of deaths compared to 2023.

Table 26: State Analysis of RTC

| STATE        | FATAL       | SERIOUS     | MINOR      | TOTAL CASES | NUMBER INJURED | NUMBER KILLED | TOTAL CASUALTY | PEOPLE INVOLVED |
|--------------|-------------|-------------|------------|-------------|----------------|---------------|----------------|-----------------|
| Abia         | 21          | 49          | 4          | 74          | 334            | 59            | 393            | 675             |
| Adamawa      | 23          | 143         | 15         | 181         | 565            | 52            | 617            | 1217            |
| Akwa         | 19          | 20          | 8          | 47          | 105            | 36            | 141            | 287             |
| Anambra      | 36          | 55          | 9          | 100         | 293            | 51            | 344            | 820             |
| Bauchi       | 78          | 200         | 5          | 283         | 1402           | 152           | 1554           | 2471            |
| Bayelsa      | 6           | 22          | 4          | 32          | 73             | 12            | 85             | 213             |
| Benue        | 65          | 164         | 17         | 246         | 848            | 133           | 981            | 1757            |
| Borno        | 17          | 67          | 7          | 91          | 391            | 58            | 449            | 575             |
| Cross        | 31          | 58          | 10         | 99          | 263            | 48            | 311            | 504             |
| Delta        | 35          | 82          | 16         | 133         | 411            | 53            | 464            | 910             |
| Ebonyi       | 34          | 57          | 23         | 114         | 224            | 57            | 281            | 605             |
| Edo          | 64          | 101         | 30         | 195         | 504            | 95            | 599            | 1320            |
| Ekiti        | 19          | 61          | 6          | 86          | 286            | 25            | 311            | 564             |
| Enugu        | 47          | 115         | 21         | 183         | 595            | 109           | 704            | 1662            |
| FCT          | 158         | 585         | 162        | 905         | 1919           | 244           | 2163           | 5222            |
| Gombe        | 66          | 232         | 13         | 311         | 1102           | 121           | 1223           | 2474            |
| Imo          | 34          | 42          | 5          | 81          | 302            | 70            | 372            | 647             |
| Jigawa       | 100         | 280         | 5          | 385         | 1591           | 409           | 2000           | 3172            |
| Kaduna       | 221         | 411         | 20         | 652         | 3006           | 575           | 3581           | 6336            |
| Kano         | 66          | 118         | 5          | 189         | 808            | 189           | 997            | 1555            |
| Katsina      | 44          | 61          | 1          | 106         | 478            | 124           | 602            | 855             |
| Kebbi        | 44          | 85          | 1          | 130         | 624            | 115           | 742            | 1206            |
| Kogi         | 123         | 218         | 39         | 380         | 1419           | 250           | 1669           | 3444            |
| Kwara        | 74          | 142         | 17         | 233         | 941            | 202           | 1143           | 2016            |
| Lagos        | 87          | 279         | 157        | 523         | 772            | 119           | 891            | 2490            |
| Nasarawa     | 96          | 434         | 31         | 561         | 1662           | 150           | 1812           | 3232            |
| Niger        | 161         | 285         | 13         | 459         | 2003           | 478           | 2481           | 4299            |
| Ogun         | 219         | 471         | 122        | 812         | 2104           | 368           | 2472           | 5992            |
| Ondo         | 95          | 203         | 31         | 329         | 778            | 170           | 948            | 1958            |
| Osun         | 92          | 202         | 31         | 325         | 1180           | 199           | 1379           | 2801            |
| Oyo          | 170         | 338         | 46         | 554         | 1488           | 328           | 1816           | 3912            |
| Plateau      | 51          | 219         | 17         | 287         | 828            | 91            | 919            | 1747            |
| Rivers       | 17          | 24          | 6          | 47          | 113            | 26            | 139            | 245             |
| Sokoto       | 35          | 42          | 1          | 78          | 338            | 83            | 421            | 700             |
| Taraba       | 19          | 98          | 2          | 119         | 314            | 40            | 354            | 642             |
| Yobe         | 44          | 120         | 7          | 171         | 815            | 71            | 886            | 1400            |
| Zamfara      | 21          | 48          | 0          | 69          | 275            | 59            | 334            | 605             |
| <b>TOTAL</b> | <b>2532</b> | <b>6131</b> | <b>907</b> | <b>9570</b> | <b>31154</b>   | <b>5421</b>   | <b>36578</b>   | <b>70530</b>    |

Source: FRSC

Figure 3: Road Traffic Crashes Recorded On State Basis For The Year 2024

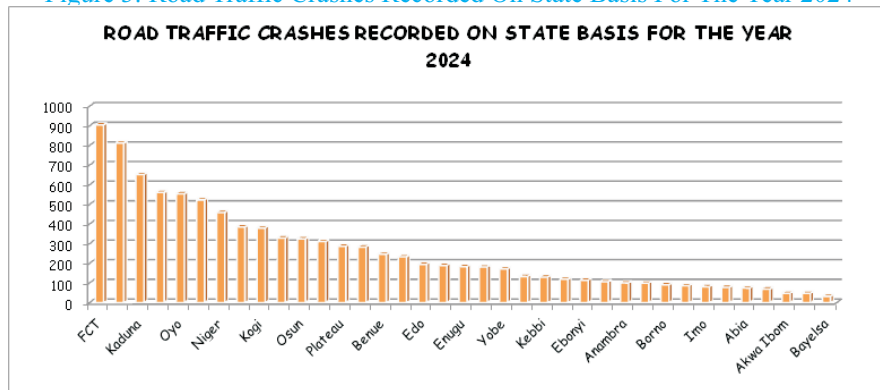


Figure 4: Number Of Persons Killed In Road Traffic Crashes On State Basis In The Year 2024

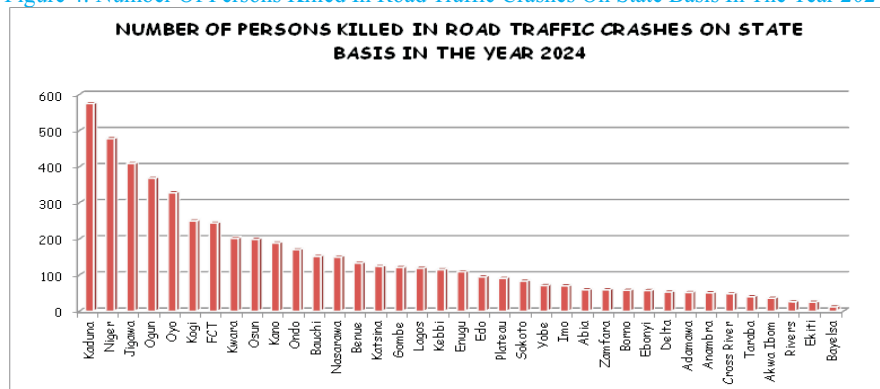


Figure 5: Number Of People Injured In Road Traffic Crashes On State Basis For The Year 2024

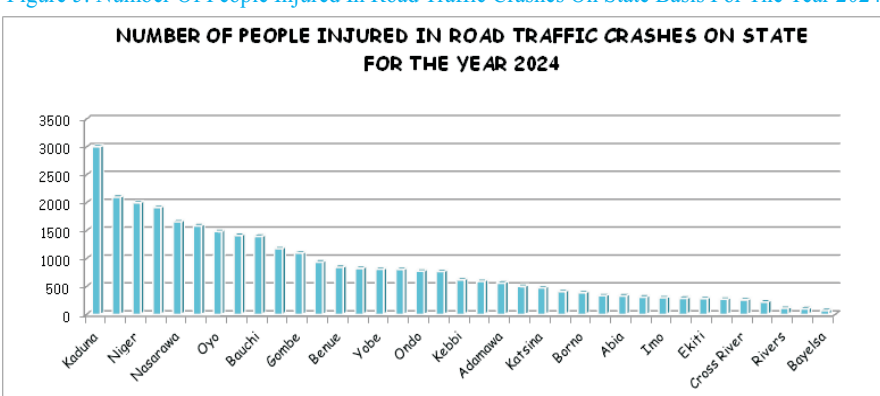
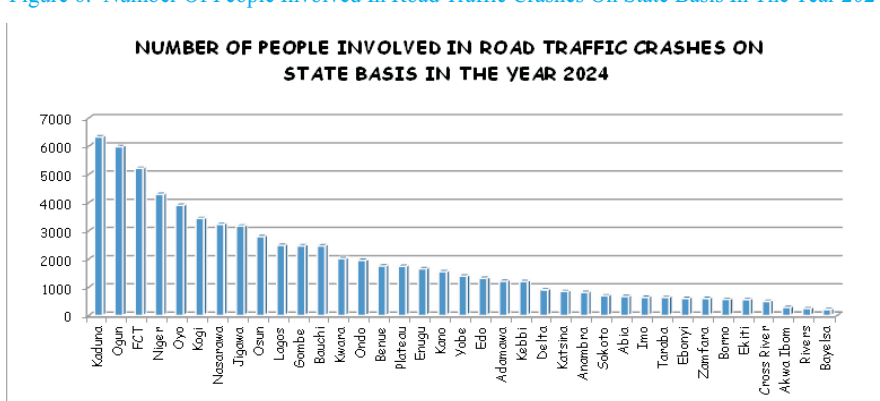


Figure 6: Number Of People Involved In Road Traffic Crashes On State Basis In The Year 2024



Source: FRSC



Table 27: Percentage Change of RTCs in 2024 over 2023 on State Basis

| STATE        | TOTAL CASES  |             |               | PERSONS KILLED |             |              | PERSONS INJURED |              |               |
|--------------|--------------|-------------|---------------|----------------|-------------|--------------|-----------------|--------------|---------------|
|              | 2023         | 2024        | % Change      | 2023           | 2024        | % Change     | 2023            | 2024         | % Change      |
| Abia         | 65           | 74          | 13.85%        | 44             | 59          | 34.09%       | 268             | 334          | 24.63%        |
| Adamawa      | 197          | 181         | -8.12%        | 42             | 52          | 23.81%       | 569             | 565          | -0.70%        |
| Akwa Ibom    | 46           | 47          | 2.17%         | 27             | 36          | 33.33%       | 86              | 105          | 22.09%        |
| Anambra      | 115          | 100         | -13.04%       | 43             | 51          | 18.60%       | 297             | 293          | -1.35%        |
| Bauchi       | 344          | 283         | -17.73%       | 285            | 152         | -46.67%      | 1392            | 1402         | 0.72%         |
| Bayelsa      | 21           | 32          | 52.38%        | 9              | 12          | 33.33%       | 57              | 73           | 28.07%        |
| Benue        | 191          | 246         | 28.80%        | 69             | 133         | 92.75%       | 531             | 848          | 59.70%        |
| Borno        | 127          | 91          | -28.35%       | 44             | 58          | 31.82%       | 543             | 391          | -27.99%       |
| Cross River  | 83           | 99          | 19.28%        | 57             | 48          | -15.79%      | 187             | 263          | 40.64%        |
| Delta        | 118          | 133         | 12.71%        | 95             | 53          | -44.21%      | 357             | 411          | 15.13%        |
| Ebonyi       | 141          | 114         | -19.15%       | 78             | 57          | -26.92%      | 339             | 224          | -33.92%       |
| Edo          | 205          | 195         | -4.88%        | 123            | 95          | -22.76%      | 586             | 504          | -13.99%       |
| Ekiti        | 103          | 86          | -16.50%       | 36             | 25          | -30.56%      | 189             | 286          | 51.32%        |
| Enugu        | 155          | 183         | 18.06%        | 108            | 109         | 0.93%        | 517             | 595          | 15.09%        |
| FCT          | 1347         | 905         | -32.81%       | 316            | 244         | -22.78%      | 2475            | 1919         | -22.46%       |
| Gombe        | 279          | 311         | 11.47%        | 96             | 121         | 26.04%       | 1064            | 1102         | 3.57%         |
| Imo          | 87           | 81          | -6.90%        | 53             | 70          | 32.08%       | 274             | 302          | 10.22%        |
| Jigawa       | 414          | 385         | -7.00%        | 136            | 409         | 200.74%      | 1368            | 1591         | 16.30%        |
| Kaduna       | 719          | 652         | -9.32%        | 490            | 575         | 17.35%       | 2907            | 3006         | 3.41%         |
| Kano         | 255          | 189         | -25.88%       | 201            | 189         | -5.97%       | 978             | 808          | -17.38%       |
| Katsina      | 118          | 106         | -10.17%       | 121            | 124         | 2.48%        | 559             | 478          | -14.49%       |
| Kebbi        | 124          | 130         | 4.84%         | 126            | 115         | -8.73%       | 450             | 624          | 38.67%        |
| Kogi         | 407          | 380         | -6.63%        | 238            | 250         | 5.04%        | 1383            | 1419         | 2.60%         |
| Kwara        | 316          | 233         | -26.27%       | 199            | 202         | 1.51%        | 1154            | 941          | -18.46%       |
| Lagos        | 458          | 523         | 14.19%        | 143            | 119         | -16.78%      | 730             | 772          | 5.75%         |
| Nasarawa     | 725          | 561         | -22.62%       | 147            | 150         | 2.04%        | 1813            | 1662         | -8.33%        |
| Niger        | 473          | 459         | -2.96%        | 325            | 478         | 47.08%       | 1937            | 2003         | 3.41%         |
| Ogun         | 966          | 812         | -15.94%       | 394            | 368         | -6.60%       | 2433            | 2104         | -13.52%       |
| Ondo         | 380          | 329         | -13.42%       | 180            | 170         | -5.56%       | 942             | 778          | -17.41%       |
| Osun         | 321          | 325         | 1.25%         | 155            | 199         | 28.39%       | 1011            | 1180         | 16.72%        |
| Oyo          | 495          | 554         | 11.92%        | 270            | 328         | 21.48%       | 1321            | 1488         | 12.64%        |
| Plateau      | 279          | 287         | 2.87%         | 120            | 91          | -24.17%      | 958             | 828          | -13.57%       |
| Rivers       | 69           | 47          | -31.88%       | 26             | 26          | 0.00%        | 148             | 113          | -23.65%       |
| Sokoto       | 75           | 78          | 4.00%         | 72             | 83          | 15.28%       | 273             | 338          | 23.81%        |
| Taraba       | 169          | 119         | -29.59%       | 47             | 40          | -14.89%      | 492             | 314          | -36.18%       |
| Yobe         | 166          | 171         | 3.01%         | 101            | 71          | -29.70%      | 953             | 815          | -14.48%       |
| Zamfara      | 64           | 69          | 7.81%         | 65             | 59          | -9.23%       | 333             | 275          | -17.42%       |
| <b>TOTAL</b> | <b>10617</b> | <b>9570</b> | <b>-9.86%</b> | <b>5081</b>    | <b>5421</b> | <b>6.69%</b> | <b>31874</b>    | <b>31154</b> | <b>-2.26%</b> |

Source: FRSC

Figure 7 (a&b): Comparison and percentage change in Crashes on State Basis between 2023 and 2024

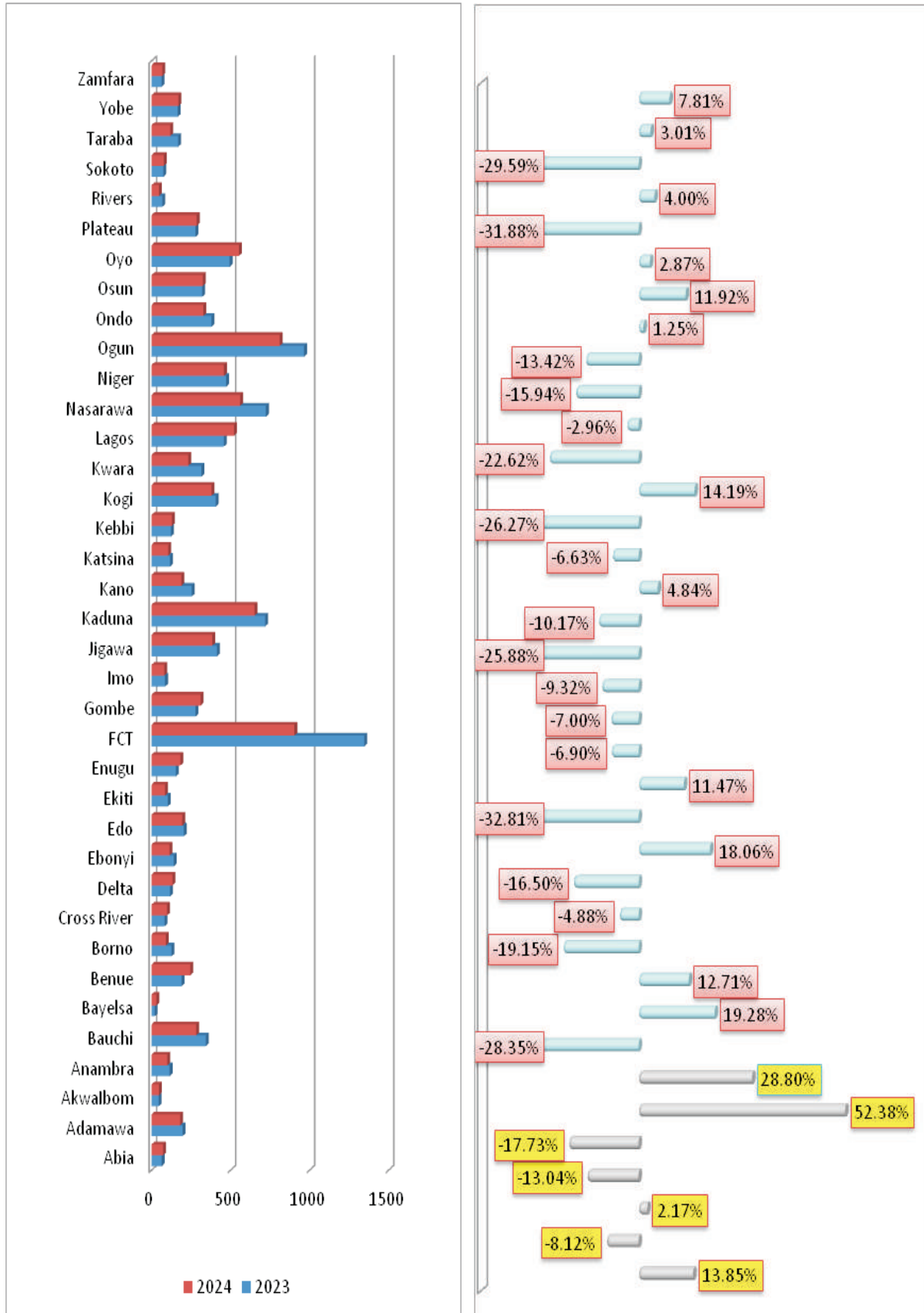
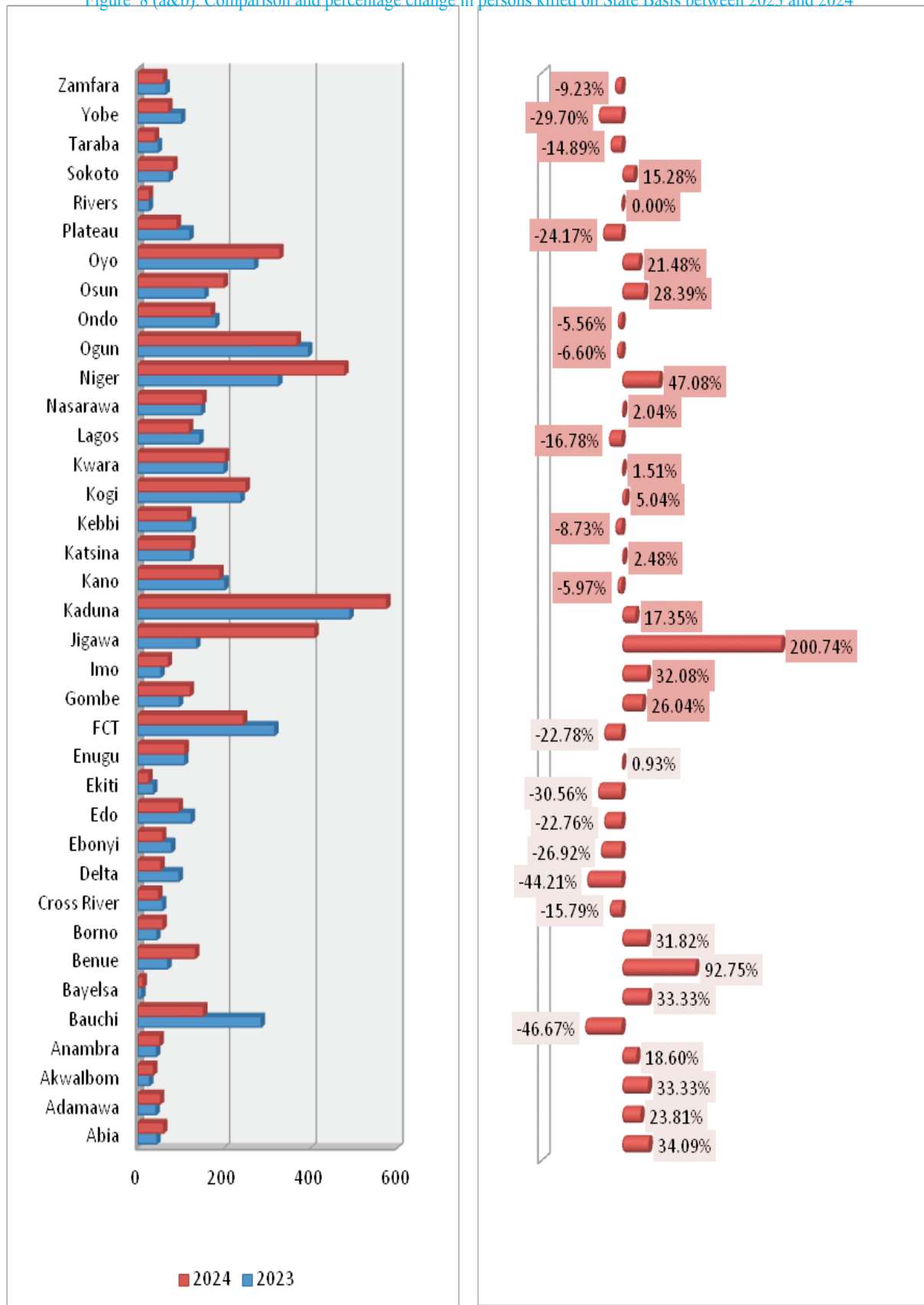




Figure 8 (a&b): Comparison and percentage change in persons killed on State Basis between 2023 and 2024





### Analysis of RTC on Zonal Basis

A total of 1,364 crashes in Zone RS7, which includes the Federal Capital Territory (FCT) and Niger State. These crashes resulted in 722 fatalities and left 3,922 individuals with various degrees of injuries. Zone 2, comprising Lagos and Ogun States, ranked second with 1,335 reported cases, leading to

the deaths of 487 victims and injuring 2,876 others.

Zone RS1 recorded the highest number of fatalities, with a total of 1,297, while Zone 6 had the lowest, with 122 deaths.

Table 29: 2024 Road Traffic Crashes on Zonal Basis

| ZONE                | FATAL | SERIOUS | MINOR | TOTAL CASES | NUMBER INJURED | NUMBER KILLED | TOTAL CASUALTY | PEOPLE INVOLVED |
|---------------------|-------|---------|-------|-------------|----------------|---------------|----------------|-----------------|
| ZONE 1, KADUNA      | 431   | 870     | 31    | 1332        | 5883           | 1297          | 7180           | 11918           |
| ZONE 2, LAGOS       | 306   | 750     | 279   | 1335        | 2876           | 487           | 3363           | 8482            |
| ZONE 3, YOLA        | 108   | 473     | 30    | 611         | 1981           | 213           | 2194           | 4333            |
| ZONE 4, JOS         | 212   | 817     | 65    | 1094        | 3338           | 374           | 3712           | 6736            |
| ZONE 5, BENIN       | 135   | 238     | 55    | 428         | 1208           | 199           | 1407           | 3050            |
| ZONE 6, PORTHARCORT | 73    | 124     | 28    | 225         | 554            | 122           | 676            | 1249            |
| ZONE 7, ABUJA       | 319   | 870     | 175   | 1364        | 3922           | 722           | 4644           | 9521            |
| ZONE 8, ILO RIN     | 216   | 421     | 62    | 699         | 2646           | 477           | 3123           | 6024            |
| ZONE 9, ENUGU       | 136   | 263     | 53    | 452         | 1455           | 295           | 1750           | 3589            |
| ZONE 10, SOKOTO     | 100   | 175     | 2     | 277         | 1237           | 257           | 1497           | 2511            |
| ZONE 11, OSOGBO     | 357   | 743     | 108   | 1208        | 3446           | 697           | 4143           | 8671            |
| ZONE 12, BAUCHI     | 139   | 387     | 19    | 545         | 2608           | 281           | 2889           | 4446            |
| <b>TOTAL</b>        | 2532  | 6131    | 907   | 9570        | 31154          | 5421          | 36578          | 70530           |

Source: FRSC





Figure 9: Number Of Road Traffic Crashes On Zonal Basis In Year 2024

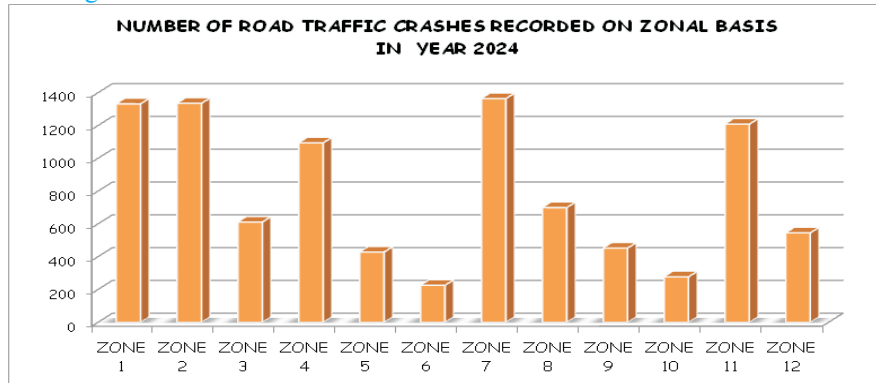


Figure 10: Number Of Persons Killed In Road Traffic Crashes On Zonal Basis In Year 2024

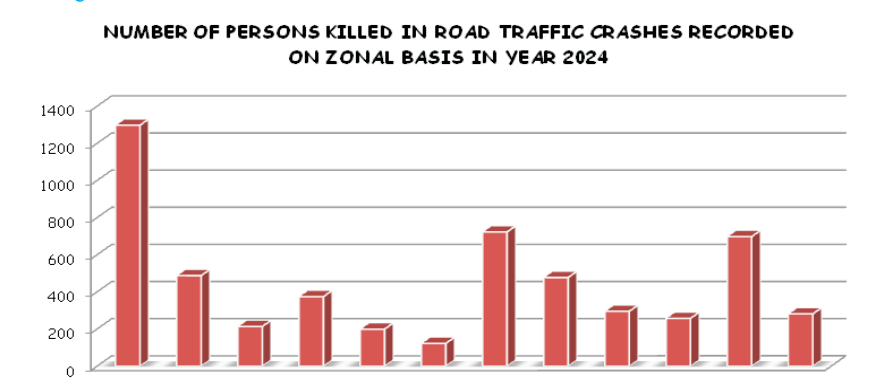
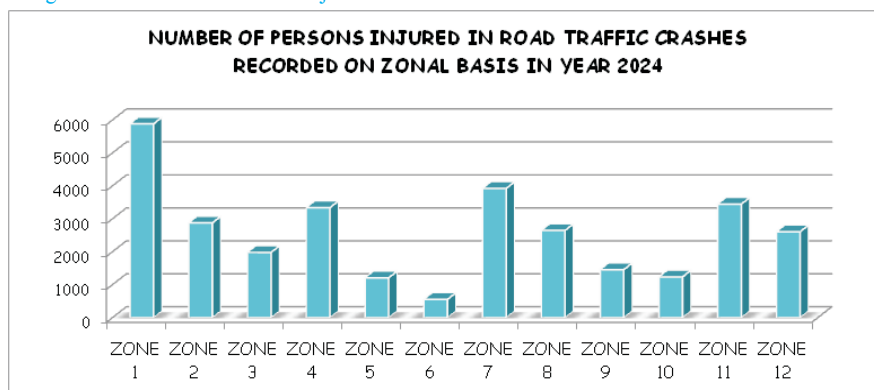


Figure 11: Number Of Persons Injured In Road Traffic Crashes On Zonal Basis In Year 2024



## Gender Analysis of Persons Killed and Injured in RTC

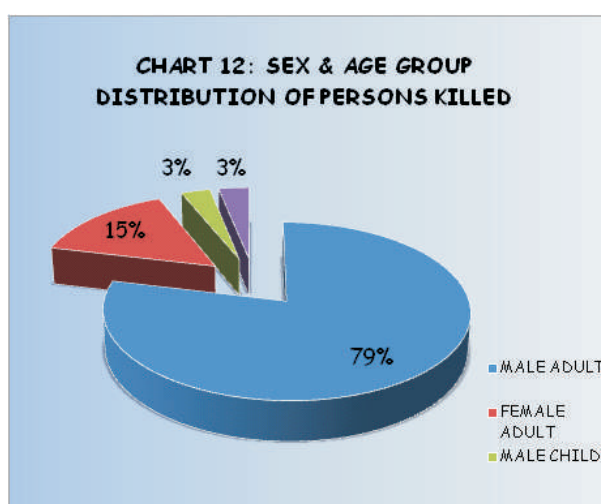
The analysis of individuals killed in road traffic crashes by gender shows that 78.8% of the fatalities were male adults (4,271), while 15.1% were female adults (816). This data suggests that male adults are more vulnerable due to their higher involvement

in economic activities within the nation.

Additionally, male children made up approximately 3.0% (163) of the fatalities, while female children accounted for 3.2% (171) of those killed in road traffic crashes during the year under review.

Table 30: & Figure 12 : Male/Female Killed in RTC in 2024

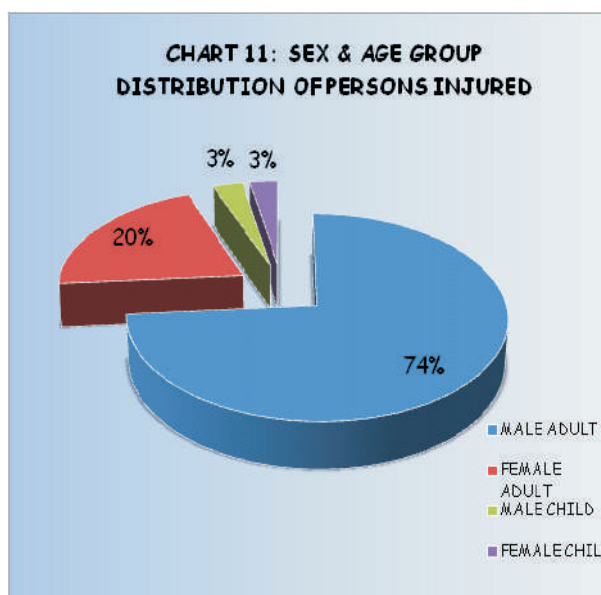
| SEX          | Persons Killed |               |
|--------------|----------------|---------------|
|              | Frequency      | Percentage    |
| MALE ADULT   | 4271           | 78.8%         |
| FEMALE ADULT | 816            | 15.1%         |
| MALE CHILD   | 163            | 3.0%          |
| FEMALE CHILD | 171            | 3.2%          |
| <b>Total</b> | <b>5421</b>    | <b>100.0%</b> |



Source: FRSC

Table 31 & Figure 13: Male/Female Injured in RTC in 2024

| SEX          | Persons Injured |               |
|--------------|-----------------|---------------|
|              | Frequency       | Percentage    |
| MALE ADULT   | 22960           | 73.7%         |
| FEMALE ADULT | 6411            | 20.6%         |
| MALE CHILD   | 922             | 3.0%          |
| FEMALE CHILD | 861             | 2.8%          |
| <b>Total</b> | <b>31154</b>    | <b>100.0%</b> |



Source: FRSC



Table 32 & Figure 14: Male/Female Killed in RTC on State Basis in 2024

| STATE       | NUMBER KILLED |        |       |
|-------------|---------------|--------|-------|
|             | MALE          | FEMALE | TOTAL |
| Abia        | 45            | 14     | 59    |
| Adamawa     | 44            | 8      | 52    |
| AkwaIbom    | 29            | 7      | 36    |
| Anambra     | 36            | 15     | 51    |
| Bauchi      | 110           | 42     | 152   |
| Bayelsa     | 7             | 5      | 12    |
| Benue       | 107           | 26     | 133   |
| Borno       | 53            | 5      | 58    |
| Cross River | 32            | 16     | 48    |
| Delta       | 35            | 18     | 53    |
| Ebonyi      | 42            | 15     | 57    |
| Edo         | 78            | 17     | 95    |
| Ekiti       | 22            | 3      | 25    |
| Enugu       | 80            | 29     | 109   |
| FCT         | 206           | 38     | 244   |
| Gombe       | 100           | 21     | 121   |
| Imo         | 48            | 22     | 70    |
| Jigawa      | 357           | 52     | 409   |
| Kaduna      | 484           | 91     | 575   |
| Kano        | 170           | 19     | 189   |
| Katsina     | 103           | 21     | 124   |
| Kebbi       | 113           | 2      | 115   |
| Kogi        | 211           | 39     | 250   |
| Kwara       | 173           | 29     | 202   |
| Lagos       | 91            | 28     | 119   |
| Nasarawa    | 115           | 35     | 150   |
| Niger       | 426           | 52     | 478   |
| Ogun        | 269           | 99     | 368   |
| Ondo        | 132           | 38     | 170   |
| Osun        | 152           | 47     | 199   |
| Oyo         | 266           | 62     | 328   |
| Plateau     | 70            | 21     | 91    |
| Rivers      | 21            | 5      | 26    |
| Sokoto      | 70            | 13     | 83    |
| Taraba      | 35            | 5      | 40    |
| Yobe        | 49            | 22     | 71    |
| Zamfara     | 53            | 6      | 59    |
| TOTAL       | 4434          | 987    | 5421  |

### MALE/FEMALE KILLED IN ROAD TRAFFIC CRASH ON STATE BASIS IN 2024

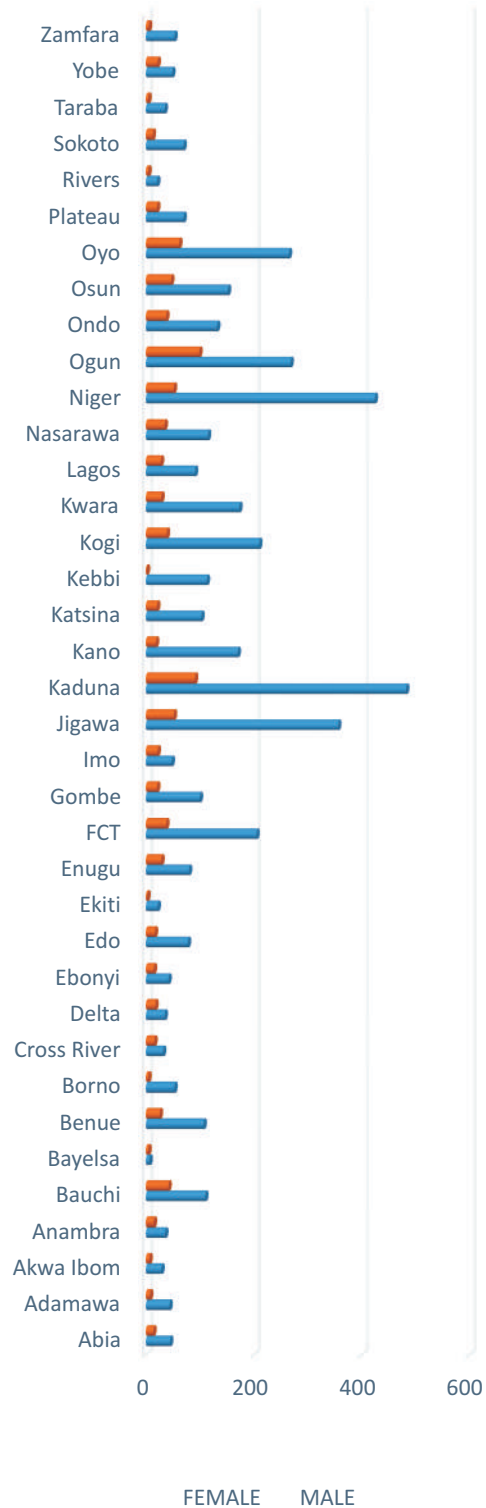
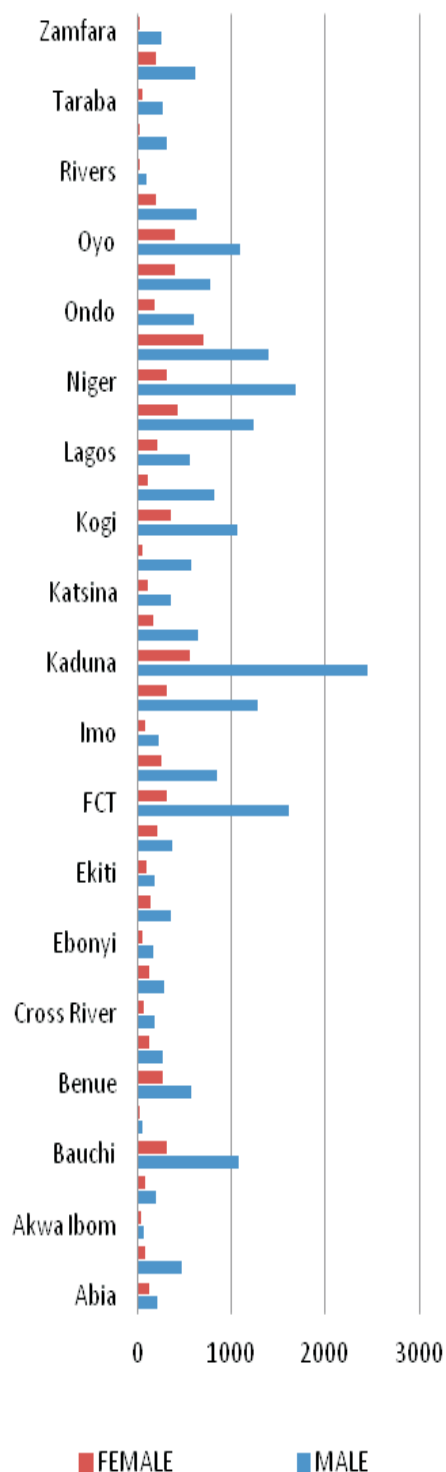


Table 33 & Figure 15: Male/Female Injured in RTC on State Basis in 2024

| STATE        | NUMBER INJURED |             |              |
|--------------|----------------|-------------|--------------|
|              | MALE           | FEMALE      | TOTAL        |
| Abia         | 212            | 122         | 334          |
| Adamawa      | 479            | 86          | 565          |
| AkwaiBom     | 68             | 37          | 105          |
| Anambra      | 203            | 90          | 293          |
| Bauchi       | 1083           | 319         | 1402         |
| Bayelsa      | 54             | 19          | 73           |
| Benue        | 575            | 273         | 848          |
| Borno        | 268            | 123         | 391          |
| Cross River  | 189            | 74          | 263          |
| Delta        | 286            | 125         | 411          |
| Ebonyi       | 163            | 61          | 224          |
| Edo          | 361            | 143         | 504          |
| Ekiti        | 187            | 99          | 286          |
| Enugu        | 376            | 219         | 595          |
| FCT          | 1607           | 312         | 1919         |
| Gombe        | 851            | 251         | 1102         |
| Imo          | 226            | 76          | 302          |
| Jigawa       | 1279           | 312         | 1591         |
| Kaduna       | 2449           | 557         | 3006         |
| Kano         | 644            | 164         | 808          |
| Katsina      | 361            | 117         | 478          |
| Kebbi        | 576            | 48          | 624          |
| Kogi         | 1065           | 354         | 1419         |
| Kwara        | 823            | 118         | 941          |
| Lagos        | 561            | 211         | 772          |
| Nasarawa     | 1233           | 429         | 1662         |
| Niger        | 1688           | 315         | 2003         |
| Ogun         | 1399           | 705         | 2104         |
| Ondo         | 597            | 181         | 778          |
| Osun         | 775            | 405         | 1180         |
| Oyo          | 1090           | 398         | 1488         |
| Plateau      | 624            | 204         | 828          |
| Rivers       | 91             | 22          | 113          |
| Sokoto       | 308            | 30          | 338          |
| Taraba       | 265            | 49          | 314          |
| Yobe         | 615            | 200         | 815          |
| Zamfara      | 251            | 24          | 275          |
| <b>TOTAL</b> | <b>23882</b>   | <b>7272</b> | <b>31154</b> |

MALE/FEMALE INJURED IN ROAD TRAFFIC CRASH ON STATE BASIS IN 2024





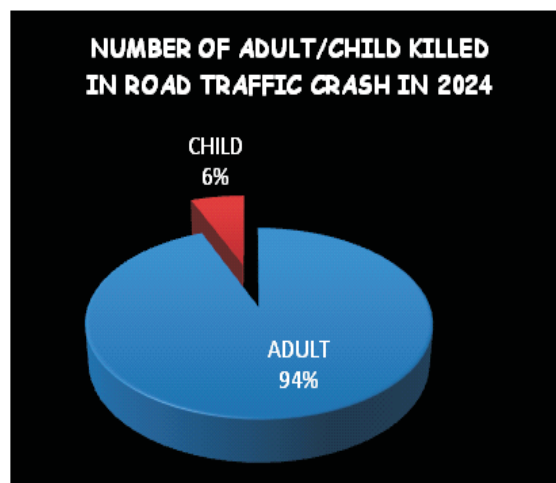
### Adult/Child Classification of Person Killed in RTC

Table below shows that a total of 5421 deaths were recorded in 2024, out of which

94% totally 5,087, were Adults while the remaining 6% were Children (334).

Table 34 & Figure 16: Adult/Child Killed in RTC in 2024

| SEX   | PERSONS KILLED | PERCENTAGE |
|-------|----------------|------------|
| ADULT | 5087           | 94 %       |
| CHILD | 334            | 6%         |
| TOTAL | 5421           | 100%       |



### Adult/Child Classification of Injured in RTC

A total of 31,154 persons were injured in the 9,570 crashes that occurred in the year 2024.

numbering 29,371 representing 94% of total number of injured persons while 1,783 representing 6% were Children.

Large numbers of those injured were adults

Table 11 & Figure 16: Adult/Child Injured in RTC in 2024

| SEX   | PERSON INJURED | PERCENTAGE |
|-------|----------------|------------|
| Adult | 29371          | 94%        |
| Child | 1783           | 6%         |
| TOTAL | 31154          | 100%       |

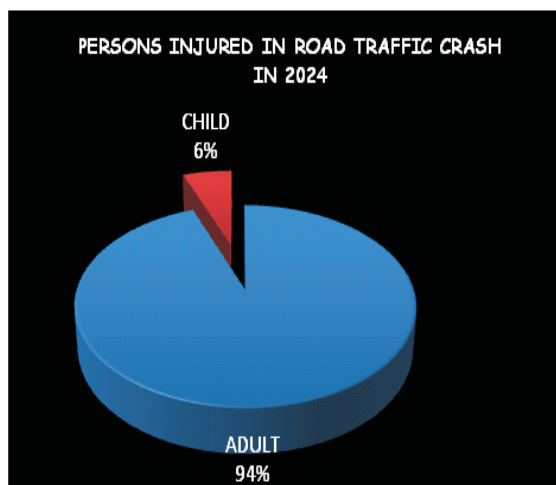
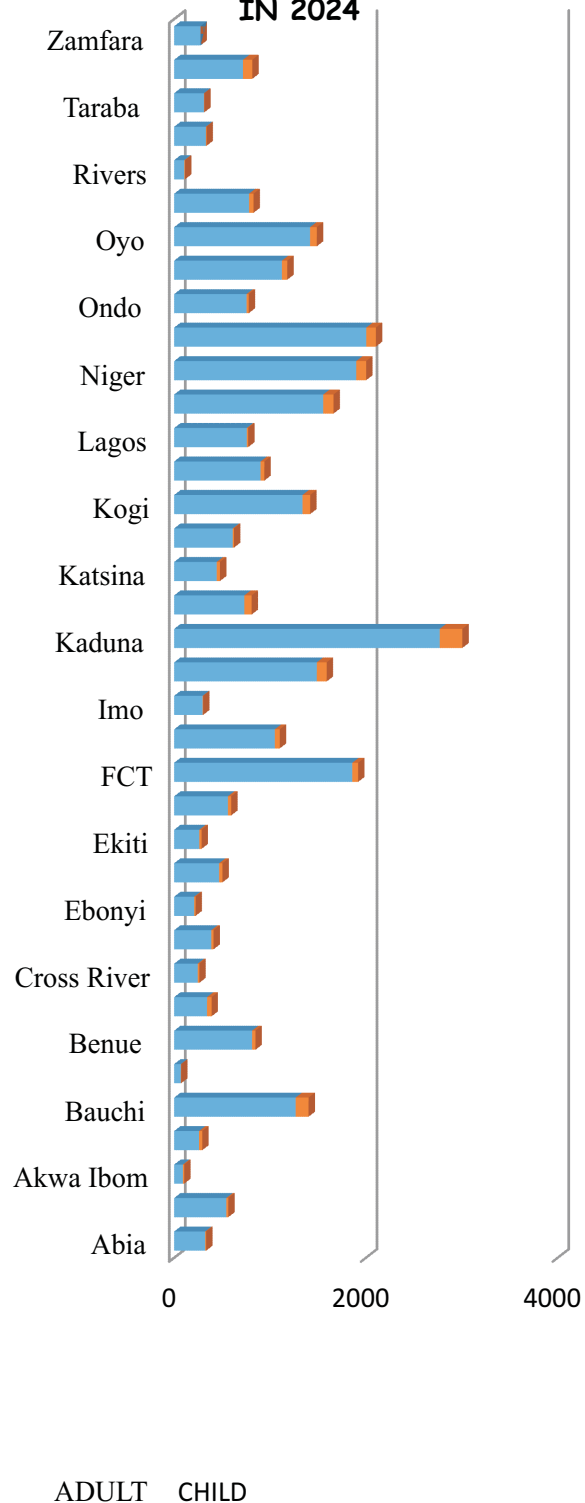




Table 36 & Figure 18: Adult/Child Injured in RTC on State Basis in 2024

| STATE       | NUMBER INJURED |       |       |
|-------------|----------------|-------|-------|
|             | ADULT          | CHILD | TOTAL |
| Abia        | 324            | 10    | 334   |
| Adamawa     | 544            | 21    | 565   |
| AkwaIbom    | 92             | 13    | 105   |
| Anambra     | 259            | 34    | 293   |
| Bauchi      | 1267           | 135   | 1402  |
| Bayelsa     | 70             | 3     | 73    |
| Benue       | 813            | 35    | 848   |
| Borno       | 343            | 48    | 391   |
| Cross River | 246            | 17    | 263   |
| Delta       | 387            | 24    | 411   |
| Ebonyi      | 209            | 15    | 224   |
| Edo         | 469            | 35    | 504   |
| Ekiti       | 262            | 24    | 286   |
| Enugu       | 561            | 34    | 595   |
| FCT         | 1858           | 61    | 1919  |
| Gombe       | 1050           | 52    | 1102  |
| Imo         | 297            | 5     | 302   |
| Jigawa      | 1488           | 103   | 1591  |
| Kaduna      | 2770           | 236   | 3006  |
| Kano        | 732            | 76    | 808   |
| Katsina     | 444            | 34    | 478   |
| Kebbi       | 611            | 13    | 624   |
| Kogi        | 1339           | 80    | 1419  |
| Kwara       | 901            | 40    | 941   |
| Lagos       | 758            | 14    | 772   |
| Nasarawa    | 1555           | 107   | 1662  |
| Niger       | 1899           | 104   | 2003  |
| Ogun        | 2004           | 100   | 2104  |
| Ondo        | 755            | 23    | 778   |
| Osun        | 1124           | 56    | 1180  |
| Oyo         | 1418           | 70    | 1488  |
| Plateau     | 781            | 47    | 828   |
| Rivers      | 106            | 7     | 113   |
| Sokoto      | 331            | 7     | 338   |
| Taraba      | 311            | 3     | 314   |
| Yobe        | 718            | 97    | 815   |
| Zamfara     | 275            | 0     | 275   |
| TOTAL       | 29371          | 1783  | 31154 |

### ADULT/CHILD INJURED IN ROAD TRAFFIC CRASH ON STATE BASIS IN 2024





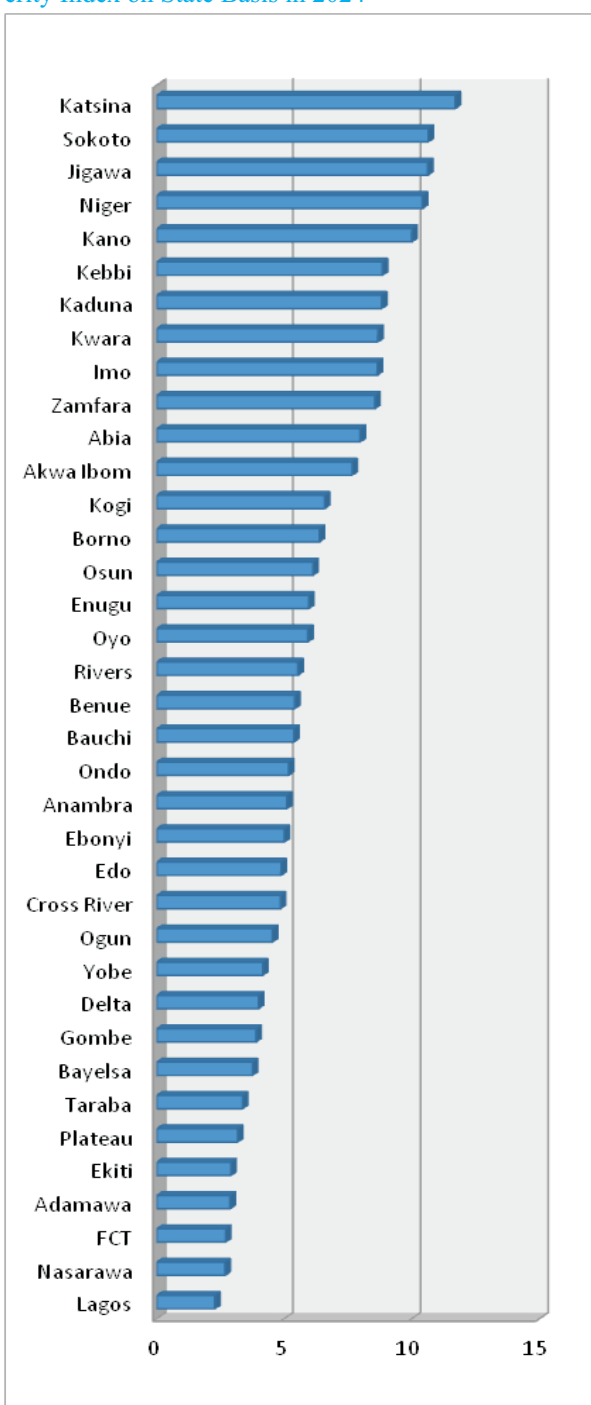
## Analysis of Crash Severity Index (CSI)

The Crash Severity Index (CSI) measures the number of deaths per 10 crashes in each state. Katsina, Kano, and Sokoto states, despite relatively few crashes, experienced a high fatality rate, averaging 10 deaths for every 10 crashes.

In contrast, Lagos, Adamawa, Ekiti, Plateau, Taraba States, and the Federal Capital Territory (FCT) recorded lower death rates, with 2 to 3 deaths per 10 crashes.

Table 37 & Figure 19: Crash Severity Index on State Basis in 2024

| State       | Crashes | Fatality | CSI |
|-------------|---------|----------|-----|
| Katsina     | 106     | 124      | 12  |
| Sokoto      | 78      | 83       | 11  |
| Jigawa      | 385     | 409      | 11  |
| Niger       | 459     | 478      | 10  |
| Kano        | 189     | 189      | 10  |
| Kebbi       | 130     | 115      | 9   |
| Kaduna      | 652     | 575      | 9   |
| Kwara       | 233     | 202      | 9   |
| Imo         | 81      | 70       | 9   |
| Zamfara     | 69      | 59       | 9   |
| Abia        | 74      | 59       | 8   |
| Akwa Ibom   | 47      | 36       | 8   |
| Kogi        | 380     | 250      | 7   |
| Borno       | 91      | 58       | 6   |
| Osun        | 325     | 199      | 6   |
| Enugu       | 183     | 109      | 6   |
| Oyo         | 554     | 328      | 6   |
| Rivers      | 47      | 26       | 6   |
| Benue       | 246     | 133      | 5   |
| Bauchi      | 283     | 152      | 5   |
| Ondo        | 329     | 170      | 5   |
| Anambra     | 100     | 51       | 5   |
| Ebonyi      | 114     | 57       | 5   |
| Edo         | 195     | 95       | 5   |
| Cross River | 99      | 48       | 5   |
| Ogun        | 812     | 368      | 5   |
| Yobe        | 171     | 71       | 4   |
| Delta       | 133     | 53       | 4   |
| Gombe       | 311     | 121      | 4   |
| Bayelsa     | 32      | 12       | 4   |
| Taraba      | 119     | 40       | 3   |
| Plateau     | 287     | 91       | 3   |
| Ekiti       | 86      | 25       | 3   |
| Adamawa     | 181     | 52       | 3   |
| FCT         | 905     | 244      | 3   |
| Nasarawa    | 561     | 150      | 3   |
| Lagos       | 523     | 119      | 2   |





## Vehicles Involved in Road Traffic Crashes

In 2024, a total of 14204 vehicles were involved in road traffic crashes. Among these, cars accounted for the highest number while 3,469. Motorcycles followed closely, with a total of 2,903 involved in crashes.

In the category of articulated vehicles, trucks had the highest number while 2,001, while 917 trailers were also involved in crashes. In the year under review, Ogun State experienced the highest number of

vehicle crashes, totalling 1,320 incidents. In these numbers, trucks accounted for the largest share with 360 crashes, minibuses with 337 crashes, cars with 246 crashes, and motorcycles with 142 crashes.

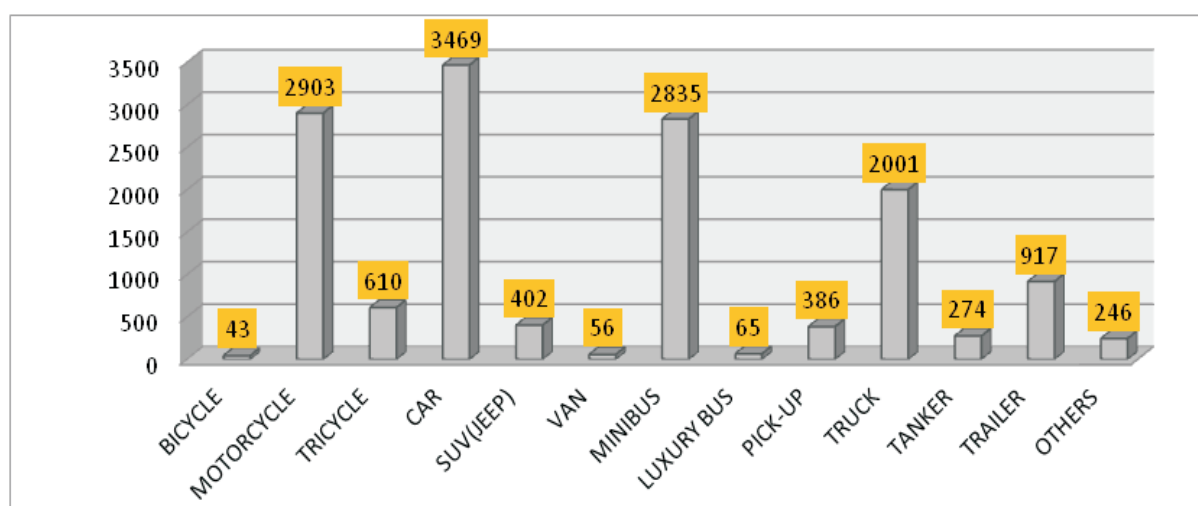
In the analysis of vehicle categories, 70.9% of the crashed vehicles were commercial, 27.6% were private vehicles, and 1.45% comprised government and diplomat vehicles.

Table 38: Vehicles Involved in RTCs in 2024

| Table 04: Vehicles involved in RTCs in 2017 |            |          |      |           |     |         |            |         |       |        |         |        |       |
|---------------------------------------------|------------|----------|------|-----------|-----|---------|------------|---------|-------|--------|---------|--------|-------|
|                                             | MOTORCYCLE | TRICYCLE | CAR  | SUV(JEEP) | VAN | MINIBUS | LUXURY BUS | PICK-UP | TRUCK | TANKER | TRAILER | OTHERS | TOTAL |
| 43                                          | 2903       | 610      | 3469 | 402       | 56  | 2835    | 65         | 386     | 2001  | 274    | 917     | 246    | 14204 |

Source: FRSC

Figure : Vehicles Involved in RTCs in 2024



Source: FRSC

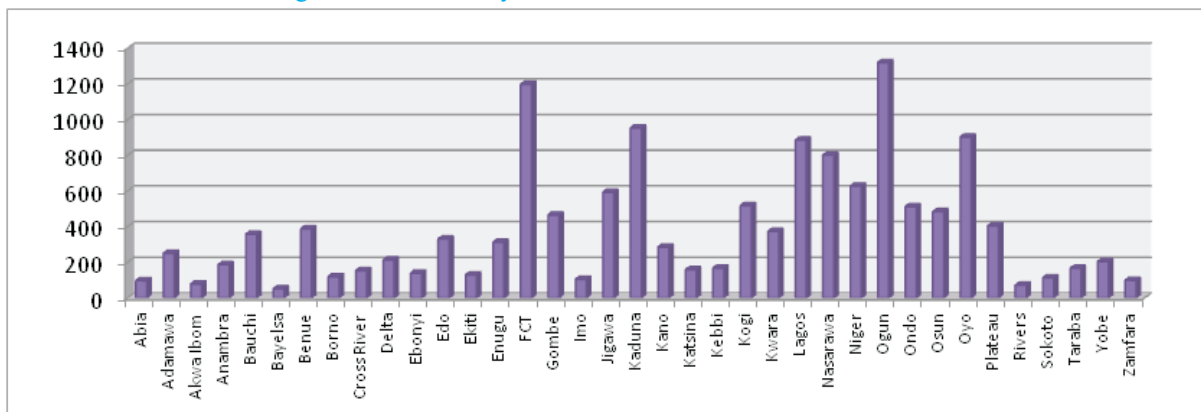


Table 39: State Analysis of Vehicles Involved in RTCs in 2024

| STATE       | VEHICLE INVOLVED |          |     |           |     |         |            |         |       |        |         |        |       |       |
|-------------|------------------|----------|-----|-----------|-----|---------|------------|---------|-------|--------|---------|--------|-------|-------|
|             | MOTORCYCLE       | TRICYCLE | CAR | SUV(JEEP) | VAN | MINIBUS | LUXURY BUS | PICK UP | TRUCK | TANKER | TRAILER | OTHERS | TOTAL |       |
| Abia        | 0                | 4        | 3   | 24        | 7   | 1       | 16         | 5       | 1     | 17     | 2       | 3      | 14    | 97    |
| Adamawa     | 2                | 43       | 74  | 95        | 1   | 0       | 9          | 0       | 3     | 15     | 1       | 7      | 0     | 250   |
| AkwaiBom    | 0                | 13       | 0   | 13        | 7   | 2       | 14         | 0       | 1     | 26     | 2       | 0      | 0     | 78    |
| Anambra     | 0                | 12       | 3   | 45        | 7   | 0       | 50         | 0       | 1     | 48     | 9       | 12     | 0     | 187   |
| Bauchi      | 5                | 85       | 12  | 111       | 8   | 1       | 75         | 3       | 7     | 23     | 1       | 24     | 2     | 357   |
| Bayelsa     | 0                | 0        | 16  | 4         | 5   | 0       | 14         | 0       | 3     | 5      | 1       | 0      | 3     | 51    |
| Benue       | 0                | 135      | 24  | 79        | 7   | 1       | 76         | 0       | 8     | 51     | 6       | 0      | 1     | 388   |
| Borno       | 1                | 9        | 36  | 20        | 0   | 2       | 20         | 0       | 10    | 9      | 0       | 10     | 2     | 119   |
| Cross River | 0                | 48       | 1   | 23        | 6   | 0       | 32         | 0       | 6     | 22     | 8       | 6      | 0     | 152   |
| Delta       | 0                | 21       | 13  | 38        | 15  | 0       | 56         | 1       | 4     | 42     | 3       | 13     | 7     | 213   |
| Ebonyi      | 0                | 22       | 10  | 28        | 13  | 0       | 24         | 1       | 0     | 30     | 1       | 5      | 6     | 139   |
| Edo         | 1                | 30       | 2   | 45        | 21  | 0       | 82         | 1       | 5     | 96     | 21      | 23     | 3     | 330   |
| Ekiti       | 0                | 34       | 1   | 34        | 8   | 2       | 18         | 1       | 8     | 15     | 1       | 5      | 2     | 129   |
| Enugu       | 0                | 10       | 16  | 54        | 19  | 2       | 103        | 3       | 5     | 79     | 6       | 15     | 1     | 313   |
| FCT         | 3                | 146      | 24  | 571       | 42  | 8       | 182        | 2       | 28    | 131    | 12      | 28     | 21    | 1198  |
| Gombe       | 0                | 186      | 10  | 89        | 1   | 0       | 68         | 0       | 29    | 43     | 3       | 36     | 0     | 465   |
| Imo         | 1                | 12       | 1   | 17        | 5   | 2       | 45         | 0       | 0     | 21     | 0       | 1      | 0     | 105   |
| Jigawa      | 20               | 236      | 22  | 155       | 4   | 10      | 67         | 0       | 23    | 42     | 2       | 7      | 5     | 593   |
| Kaduna      | 4                | 147      | 42  | 251       | 19  | 4       | 221        | 1       | 17    | 75     | 15      | 153    | 4     | 953   |
| Kano        | 1                | 64       | 21  | 78        | 1   | 7       | 50         | 1       | 7     | 23     | 2       | 25     | 5     | 285   |
| Katsina     | 1                | 47       | 10  | 51        | 4   | 1       | 19         | 6       | 7     | 3      | 1       | 7      | 1     | 158   |
| Kebbi       | 0                | 70       | 5   | 66        | 0   | 0       | 5          | 0       | 1     | 4      | 2       | 11     | 3     | 167   |
| Kogi        | 0                | 56       | 14  | 93        | 12  | 1       | 181        | 2       | 18    | 64     | 9       | 67     | 1     | 518   |
| Kwara       | 0                | 71       | 14  | 76        | 4   | 0       | 69         | 0       | 16    | 49     | 19      | 51     | 4     | 373   |
| Lagos       | 0                | 64       | 16  | 216       | 46  | 3       | 163        | 2       | 28    | 203    | 20      | 82     | 42    | 885   |
| Nasarawa    | 0                | 278      | 62  | 177       | 13  | 4       | 144        | 0       | 16    | 71     | 5       | 16     | 14    | 800   |
| Niger       | 0                | 154      | 23  | 141       | 4   | 0       | 81         | 0       | 12    | 74     | 29      | 92     | 17    | 627   |
| Ogun        | 0                | 142      | 18  | 246       | 49  | 0       | 337        | 17      | 21    | 360    | 32      | 52     | 46    | 1320  |
| Ondo        | 1                | 161      | 1   | 101       | 15  | 2       | 121        | 1       | 16    | 52     | 9       | 24     | 7     | 511   |
| Osun        | 0                | 101      | 2   | 98        | 14  | 0       | 166        | 13      | 12    | 46     | 9       | 19     | 5     | 484   |
| Oyo         | 0                | 216      | 11  | 151       | 21  | 1       | 177        | 2       | 23    | 171    | 34      | 78     | 18    | 902   |
| Plateau     | 1                | 123      | 43  | 93        | 4   | 2       | 67         | 0       | 10    | 39     | 2       | 16     | 4     | 404   |
| Rivers      | 0                | 10       | 1   | 20        | 5   | 0       | 14         | 0       | 2     | 9      | 1       | 4      | 5     | 71    |
| Sokoto      | 0                | 28       | 2   | 44        | 7   | 0       | 5          | 0       | 1     | 21     | 0       | 5      | 0     | 113   |
| Taraba      | 0                | 65       | 24  | 25        | 2   | 0       | 26         | 3       | 5     | 8      | 4       | 2      | 2     | 166   |
| Yobe        | 1                | 27       | 31  | 51        | 6   | 0       | 35         | 0       | 27    | 10     | 0       | 16     | 0     | 204   |
| Zamfara     | 1                | 33       | 2   | 46        | 0   | 0       | 3          | 0       | 5     | 4      | 2       | 2      | 1     | 99    |
| TOTAL       | 43               | 2903     | 610 | 3469      | 402 | 56      | 2835       | 65      | 386   | 2001   | 274     | 917    | 246   | 14204 |



Figure 20: State Analysis of Vehicles Involved in RTCs in 2024



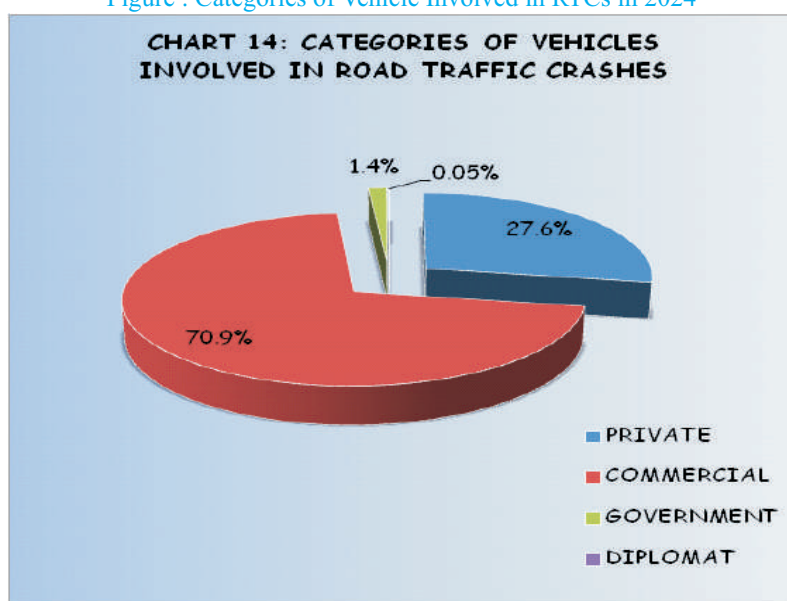
Source: FRSC

Table 40: Categories of Vehicle Involved in RTCs in 2024

| Vehicle Category | Frequency | Percentage |
|------------------|-----------|------------|
| PRIVATE          | 3924      | 27.6 %     |
| COMMERCIAL       | 10072     | 70.9 %     |
| GOVERNMENT       | 201       | 1.4 %      |
| DIPLOMAT         | 7         | 0.05 %     |
| TOTAL            | 14204     | 100.00%    |

Source: FRSC

Figure : Categories of Vehicle Involved in RTCs in 2024



Source: FRSC



## Probable Causes of Road Traffic Crashes in 2024

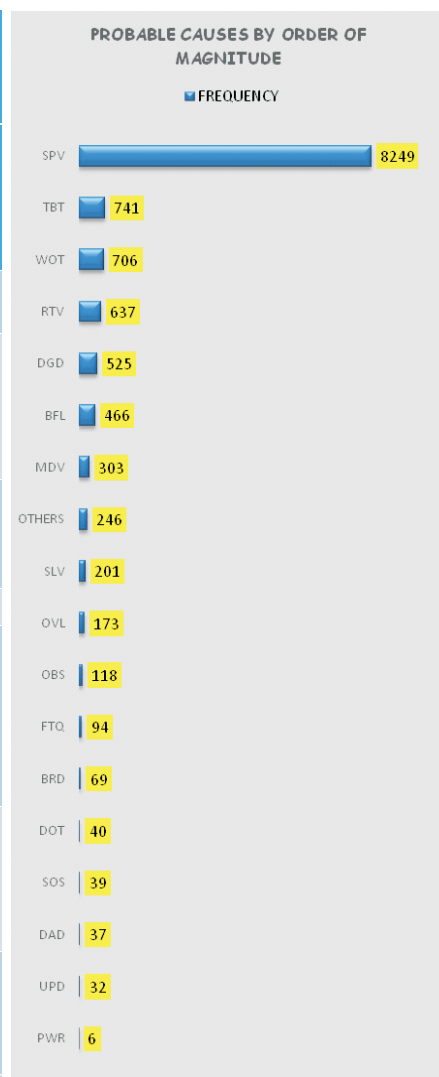
The table and figure detailing probable causes provide the frequencies of crash causes recorded in 2024. Speed violations accounted for 65% of all identified causes of

crash.

The majority of the reported crash causes were linked to speeding.

Table 41 & Figure 21: Causative Factors of Crashes in 2024

| PROBABLE CAUSE                        | FREQUENCY | %   | PROBABLE CAUSE                             | FREQUENCY    | %           |
|---------------------------------------|-----------|-----|--------------------------------------------|--------------|-------------|
| Speed Violation (SPV)                 | 8249      | 65% | Light Sign Violation ( LSV)                | 201          | 2%          |
| Tyre Burst (TBT)                      | 741       | 6%  | Overloading (OVL)                          | 173          | 1%          |
| Wrongful Overtaking (WOT)             | 706       | 6%  | Obstruction (OBS)                          | 118          | 1%          |
| Route Violation (RTV)                 | 637       | 5%  | Fatigue ( FTQ )                            | 94           | 1%          |
| Dangerous Driving ( DGD)              | 525       | 4%  | Bad Road ( BRD)                            | 69           | 1%          |
| Break Failure (BFL)                   | 466       | 4%  | Dangerous Overtaking (DOT)                 | 40           | 0%          |
| Mechanically Deficient Vehicle ( MDV) | 303       | 2%  | Sleeping On Steering ( SOS )               | 39           | 0%          |
| Others Unknown (OTH)                  | 246       | 2%  | Driving Under Alcohol/Drug Influence (DAD) | 37           | 0%          |
| Light Sign Violation ( LSV)           | 201       | 2%  | Use of Phone While Driving (UPD)           | 32           | 0%          |
|                                       |           |     | Poor weather (PWR)                         | 6            | 0%          |
|                                       |           |     | <b>TOTAL</b>                               | <b>12682</b> | <b>100%</b> |



Source: FRSC



Table 42: Causative Factors of Road Traffic Crashes in Year 2024 by State

| STATE       | SPV  | UPD | TBT | MDV | BFL | OVL | DOT | WOT | DGD | BRD | RTV | OBS | SOS | DAD | PWR | FTQ | LSV | OTHER | TOTAL |
|-------------|------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-------|-------|
| Abia        | 33   | 0   | 23  | 0   | 6   | 4   | 0   | 9   | 0   | 0   | 1   | 0   | 0   | 0   | 0   | 0   | 5   | 2     | 83    |
| Adamawa     | 115  | 2   | 7   | 4   | 0   | 4   | 1   | 13  | 6   | 0   | 23  | 4   | 0   | 0   | 0   | 0   | 3   | 0     | 182   |
| Akwa Ibom   | 38   | 2   | 1   | 0   | 4   | 0   | 0   | 11  | 0   | 1   | 2   | 0   | 0   | 1   | 0   | 0   | 0   | 0     | 60    |
| Anambra     | 45   | 1   | 3   | 3   | 30  | 5   | 0   | 17  | 4   | 0   | 5   | 3   | 0   | 0   | 0   | 2   | 2   | 0     | 120   |
| Bauchi      | 181  | 0   | 50  | 3   | 8   | 17  | 0   | 11  | 18  | 13  | 12  | 9   | 0   | 0   | 0   | 1   | 1   | 0     | 324   |
| Bayelsa     | 26   | 0   | 4   | 1   | 6   | 1   | 0   | 1   | 2   | 0   | 3   | 0   | 0   | 0   | 0   | 1   | 1   | 2     | 48    |
| Benue       | 154  | 1   | 24  | 6   | 5   | 6   | 0   | 25  | 26  | 5   | 4   | 1   | 1   | 3   | 0   | 0   | 4   | 4     | 269   |
| Borno       | 36   | 0   | 2   | 6   | 0   | 2   | 2   | 7   | 4   | 0   | 6   | 5   | 0   | 0   | 0   | 0   | 10  | 0     | 80    |
| Cross River | 76   | 0   | 1   | 2   | 11  | 0   | 0   | 17  | 1   | 0   | 2   | 0   | 0   | 0   | 0   | 0   | 1   | 0     | 111   |
| Delta       | 87   | 2   | 19  | 2   | 10  | 0   | 1   | 10  | 1   | 0   | 19  | 1   | 6   | 0   | 0   | 1   | 4   | 2     | 165   |
| Ebonyi      | 69   | 0   | 15  | 2   | 1   | 0   | 0   | 4   | 2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 1   | 1     | 95    |
| Edo         | 174  | 0   | 16  | 4   | 30  | 0   | 0   | 13  | 0   | 8   | 10  | 5   | 0   | 0   | 0   | 2   | 3   | 5     | 270   |
| Ekiti       | 90   | 0   | 2   | 3   | 8   | 1   | 0   | 2   | 2   | 1   | 3   | 0   | 1   | 2   | 0   | 0   | 4   | 1     | 120   |
| Enugu       | 146  | 0   | 11  | 1   | 44  | 0   | 0   | 19  | 4   | 0   | 10  | 1   | 0   | 0   | 1   | 1   | 0   | 10    | 248   |
| FCT         | 905  | 4   | 59  | 25  | 18  | 3   | 9   | 25  | 34  | 0   | 92  | 10  | 1   | 7   | 0   | 3   | 79  | 14    | 1288  |
| Gombe       | 204  | 2   | 24  | 17  | 18  | 9   | 0   | 12  | 22  | 10  | 15  | 5   | 0   | 0   | 0   | 3   | 5   | 3     | 349   |
| Imo         | 46   | 0   | 5   | 3   | 14  | 0   | 0   | 4   | 4   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     | 76    |
| Jigawa      | 425  | 4   | 42  | 6   | 5   | 28  | 0   | 33  | 31  | 0   | 11  | 26  | 4   | 3   | 0   | 2   | 5   | 21    | 646   |
| Kaduna      | 344  | 1   | 56  | 11  | 2   | 8   | 10  | 39  | 28  | 5   | 67  | 5   | 0   | 3   | 1   | 34  | 1   | 11    | 626   |
| Kano        | 172  | 1   | 6   | 1   | 3   | 6   | 3   | 14  | 7   | 0   | 16  | 1   | 0   | 0   | 0   | 0   | 9   | 13    | 252   |
| Katsina     | 97   | 0   | 7   | 1   | 0   | 4   | 0   | 8   | 1   | 0   | 6   | 2   | 0   | 0   | 0   | 0   | 0   | 6     | 132   |
| Kebbi       | 112  | 0   | 1   | 2   | 0   | 2   | 0   | 2   | 10  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0     | 129   |
| Kogi        | 281  | 1   | 49  | 12  | 40  | 7   | 0   | 51  | 7   | 2   | 21  | 0   | 5   | 1   | 0   | 5   | 0   | 2     | 484   |
| Kwara       | 198  | 1   | 18  | 24  | 3   | 3   | 0   | 46  | 6   | 0   | 3   | 2   | 0   | 3   | 0   | 1   | 3   | 14    | 325   |
| Lagos       | 336  | 0   | 3   | 32  | 32  | 1   | 0   | 33  | 12  | 0   | 29  | 7   | 0   | 6   | 1   | 2   | 0   | 27    | 521   |
| Nasarawa    | 477  | 3   | 29  | 5   | 18  | 6   | 0   | 18  | 84  | 1   | 50  | 5   | 1   | 3   | 1   | 9   | 31  | 25    | 766   |
| Niger       | 468  | 0   | 23  | 7   | 9   | 2   | 3   | 51  | 12  | 4   | 17  | 2   | 0   | 0   | 2   | 16  | 6   | 8     | 630   |
| Ogun        | 1030 | 2   | 109 | 52  | 25  | 12  | 0   | 56  | 38  | 1   | 80  | 5   | 10  | 2   | 0   | 4   | 5   | 37    | 1468  |
| Ondo        | 358  | 4   | 20  | 8   | 13  | 4   | 0   | 40  | 36  | 1   | 20  | 2   | 2   | 0   | 0   | 1   | 6   | 3     | 518   |
| Osun        | 338  | 0   | 24  | 22  | 10  | 0   | 1   | 26  | 15  | 4   | 53  | 1   | 6   | 0   | 0   | 3   | 0   | 2     | 505   |
| Oyo         | 614  | 0   | 33  | 17  | 27  | 11  | 9   | 38  | 10  | 11  | 34  | 5   | 2   | 0   | 0   | 3   | 4   | 0     | 818   |
| Plateau     | 157  | 0   | 10  | 13  | 54  | 3   | 0   | 22  | 33  | 0   | 3   | 6   | 0   | 2   | 0   | 0   | 3   | 23    | 329   |
| Rivers      | 38   | 0   | 3   | 0   | 5   | 0   | 0   | 0   | 0   | 0   | 4   | 0   | 0   | 1   | 0   | 0   | 1   | 4     | 56    |
| Sokoto      | 104  | 1   | 1   | 5   | 0   | 4   | 1   | 9   | 11  | 0   | 4   | 3   | 0   | 0   | 0   | 0   | 0   | 0     | 143   |
| Taraba      | 63   | 0   | 14  | 2   | 6   | 4   | 0   | 5   | 30  | 2   | 6   | 1   | 0   | 0   | 0   | 0   | 2   | 2     | 137   |
| Yobe        | 138  | 0   | 27  | 1   | 0   | 15  | 0   | 2   | 24  | 0   | 1   | 1   | 0   | 0   | 0   | 0   | 0   | 4     | 213   |
| Zamfara     | 74   | 0   | 0   | 0   | 1   | 1   | 0   | 13  | 0   | 0   | 5   | 0   | 0   | 0   | 0   | 0   | 2   | 0     | 96    |
| TOTAL       | 8249 | 32  | 741 | 303 | 466 | 173 | 40  | 706 | 525 | 69  | 637 | 118 | 39  | 37  | 6   | 94  | 201 | 246   | 12682 |

Source: FRSC



## Route Analysis of Road Traffic Crash in 2024

An analysis of Road Traffic Crashes (RTC) by route for the year 2024 reveals that the Lagos-Ibadan Expressway, Abuja-Lokoja road, and Abuja-Kaduna road were the most accident-prone routes.

The Lagos-Ibadan Expressway, which is 127.6 km long, had the highest number of crashes, totalling 648. The Abuja-Lokoja road, which spans 205 km, came in second with 456 crashes, while the Abuja-Kaduna route recorded 307 crashes.

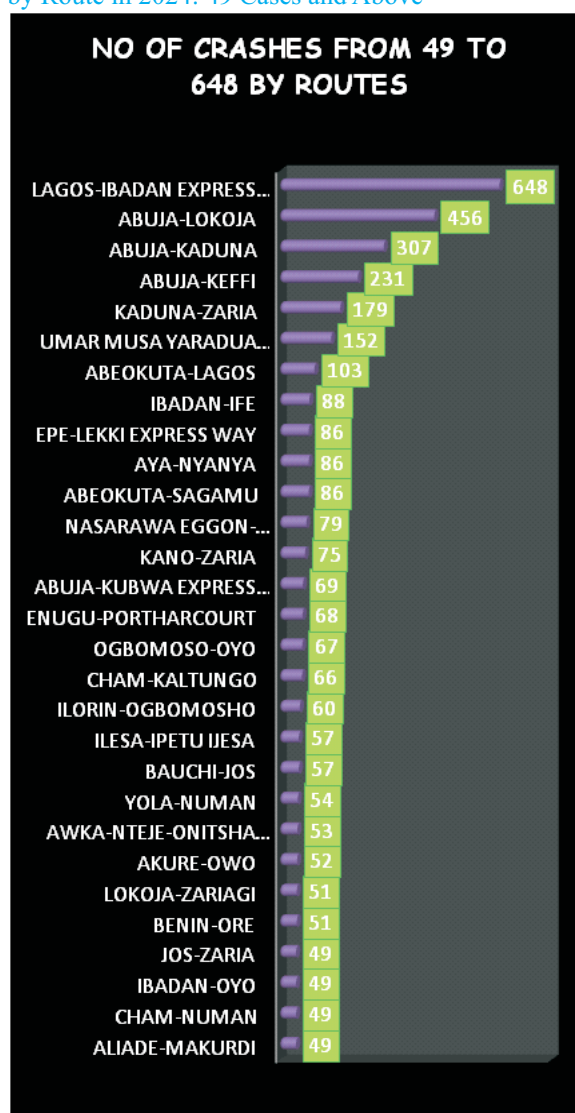
Meanwhile, on fatality rate by routes, Abuja-Kaduna recorded the highest number of

fatalities with 323 deaths, while Lagos-Ibadan had 277 deaths, Abuja-Lokoja and Kaduna-Zaria stood at 179 deaths. Several people sustained injuries due to road traffic collisions (RTCs) along various routes across the country.

The Lagos-Ibadan route recorded the highest injuries, with 1,617 individuals involved. This figure was followed by the Abuja-Lokoja route, which reported 1,607 injuries, and the Abuja-Kaduna route, where 1,330 people were injured. Below are tables and charts illustrating selected routes with high crashes, fatalities, and injured persons.

Table 43 & Figure 22: Cases of Road Traffic by Route in 2024: 49 Cases and Above

| ROUTES                            | RTC CASES |
|-----------------------------------|-----------|
| LAGOS- IBADAN EXPRESS WAY         | 648       |
| ABUJA- LOKOJA                     | 456       |
| ABUJA- KADUNA                     | 307       |
| ABUJA- KEFFI                      | 231       |
| KADUNA- ZARIA                     | 179       |
| UMAR MUSA YARADUA EXPRESS WAY     | 152       |
| ABEOKUTA- LAGOS                   | 103       |
| IBADAN - IFE                      | 88        |
| ABEOKUTA- SAGAMU                  | 86        |
| AYA- NYANYA                       | 86        |
| EPE- LEKKI EXPRESS WAY            | 86        |
| NASARAWA EGGON - AKWANGA          | 79        |
| KANO- ZARIA                       | 75        |
| ABUJA- KUBWA EXPRESS WAY          | 69        |
| ENUGU- PORTHARCOURT               | 68        |
| OGBOMOSO- OYO                     | 67        |
| CHAM- KALTUNGO                    | 66        |
| ILORIN - OGBOMOSHO                | 60        |
| BAUCHI- JOS                       | 57        |
| ILESA - IPETU IJESA               | 57        |
| YOLA- NUMAN                       | 54        |
| AWKA- NTEJE - ONITSHA EXPRESS WAY | 53        |
| AKURE OWO                         | 52        |
| BENIN - ORE                       | 51        |
| LOKOJA- ZARIAGI                   | 51        |
| ALIADI- MAKURDI                   | 49        |
| CHAM- NUMAN                       | 49        |
| IBADAN - OYO                      | 49        |
| JOS - ZARIA                       | 49        |



Source: FRSC





Table 44: Showing Route Analysis of Road Traffic Crash in 2024

| ROUTES                            | RTC CASES | NO OF PERSONS INJURED | NO OF PERSONS KILLED | NO OF PEOPLE INVOLVED |
|-----------------------------------|-----------|-----------------------|----------------------|-----------------------|
| LAGOS- IBADAN EXPRESS WAY         | 648       | 1617                  | 277                  | 4920                  |
| ABUJA - LOKOJA                    | 456       | 1607                  | 179                  | 3962                  |
| ABUJA - KADUNA                    | 307       | 1330                  | 323                  | 3570                  |
| ABUJA - KEFFI                     | 231       | 524                   | 42                   | 1390                  |
| KADUNA- ZARIA                     | 179       | 851                   | 179                  | 1864                  |
| UMAR MUSA YARADUA EXPRESS WAY     | 152       | 167                   | 23                   | 583                   |
| ABEOKUTA- LAGOS                   | 103       | 232                   | 35                   | 678                   |
| IBADAN - IFE                      | 88        | 268                   | 36                   | 699                   |
| ABEOKUTA- SAGAMU                  | 86        | 212                   | 14                   | 550                   |
| AYA - NYANYA                      | 86        | 113                   | 25                   | 463                   |
| EPE- LEKKI EXPRESS WAY            | 86        | 121                   | 21                   | 379                   |
| NASARAWA EGGON - AKWANGA          | 79        | 293                   | 22                   | 477                   |
| KANO- ZARIA                       | 75        | 341                   | 110                  | 671                   |
| ABUJA - KUBWA EXPRESS WAY         | 69        | 98                    | 18                   | 300                   |
| ENUGU- PORTHARCOURT               | 68        | 312                   | 35                   | 690                   |
| OGBOMOSO- OYO                     | 67        | 171                   | 82                   | 547                   |
| CHAM- KALTUNGO                    | 66        | 232                   | 29                   | 581                   |
| ILORIN - OGBOMOSHO                | 60        | 183                   | 20                   | 413                   |
| BAUCHI- JOS                       | 57        | 222                   | 15                   | 413                   |
| ILESA - IPETU IJESA               | 57        | 230                   | 42                   | 579                   |
| YOLA- NUMAN                       | 54        | 135                   | 9                    | 357                   |
| AWKA- NTEJE - ONITSHA EXPRESS WAY | 53        | 158                   | 28                   | 471                   |
| AKURE OWO                         | 52        | 136                   | 15                   | 326                   |
| BENIN - ORE                       | 51        | 146                   | 25                   | 386                   |
| LOKOJA- ZARIAGI                   | 51        | 157                   | 16                   | 379                   |
| ALIADI- MAKURDI                   | 49        | 116                   | 3                    | 226                   |
| CHAM- NUMAN                       | 49        | 193                   | 13                   | 407                   |
| IBADAN - OYO                      | 49        | 118                   | 25                   | 273                   |
| JOS - ZARIA                       | 49        | 121                   | 10                   | 163                   |
| BAUCHI- GOBME                     | 47        | 156                   | 14                   | 364                   |
| OGOJA- AFIKPO                     | 46        | 72                    | 13                   | 151                   |
| ONDO - ORE                        | 46        | 140                   | 34                   | 347                   |
| DUKUKU- DAMATURU                  | 45        | 204                   | 14                   | 385                   |
| GUSAU- SOKOTO                     | 45        | 148                   | 19                   | 342                   |
| HAWAN KIBO - JOS                  | 45        | 131                   | 29                   | 413                   |
| BAUCHI- TORO                      | 44        | 228                   | 25                   | 369                   |
| GBONGAN- OSOGBO                   | 44        | 104                   | 6                    | 314                   |
| BODE SAADU - ILORIN               | 43        | 245                   | 39                   | 444                   |
| GARAKU- KEFFI                     | 43        | 147                   | 14                   | 228                   |
| <b>IJEBU ODE - ORE</b>            | <b>43</b> | <b>125</b>            | <b>33</b>            | <b>371</b>            |
| OGBOMOSO- OOLO                    | 43        | 99                    | 27                   | 351                   |
| AGBOR- BENIN                      | 42        | 80                    | 15                   | 320                   |
| AWKA- ENUGU                       | 42        | 121                   | 28                   | 356                   |
| IFE - ILESA                       | 40        | 203                   | 50                   | 398                   |
| BIDA - KUTUGI                     | 39        | 232                   | 58                   | 544                   |
| ASABA - AGBOR                     | 37        | 149                   | 17                   | 271                   |
| BRINIGWARI - KADUNA               | 37        | 70                    | 4                    | 118                   |
| 9TH MILE - AWKA                   | 36        | 141                   | 24                   | 419                   |
| DUKKU- DARAZO                     | 36        | 174                   | 15                   | 367                   |
| JEBBA- MOKWA                      | 36        | 200                   | 29                   | 345                   |
| AGBARA- BADAGRY EXP WAY           | 35        | 104                   | 11                   | 199                   |
| AKWANGA- KEFFI                    | 34        | 128                   | 17                   | 214                   |
| ELEKO JETTY                       | 34        | 24                    | 5                    | 80                    |
| TASHAN YARI - ZARIA               | 32        | 166                   | 27                   | 302                   |
| AKWANGA- JOS                      | 30        | 123                   | 14                   | 245                   |
| FUNTUA - ZARIA                    | 30        | 110                   | 16                   | 179                   |
| GERIE- VINIKLANG                  | 30        | 78                    | 4                    | 239                   |

Source: FRSC



Table 45 & Figure 23: Cases of Road Traffic Crash by Route in 2024: 30 TO 47 Cases

| ROUTES                  | NO OF CRASHES |
|-------------------------|---------------|
| BAUCHI- GOBME           | 47            |
| OGOJA - AFIKPO          | 46            |
| ONDO - ORE              | 46            |
| DUKUKU DAMATURU         | 45            |
| GUSAU - SOKOTO          | 45            |
| HAWAN KIBO - JOS        | 45            |
| BAUCHI- TORO            | 44            |
| GBONGAN- OSOGBO         | 44            |
| BODE SAADU - ILORIN     | 43            |
| GARAKU KEFFI            | 43            |
| IJEBU ODE - ORE         | 43            |
| OGBOMOSO- OOLO          | 43            |
| AGBOR- BENIN            | 42            |
| AWKA- ENUGU             | 42            |
| IFE- ILESA              | 40            |
| BIDA - KUTUGI           | 39            |
| ASABA - AGBOR           | 37            |
| BRINIGWARI - KADUNA     | 37            |
| 9TH MILE - AWKA         | 36            |
| DUKKU DARAZO            | 36            |
| JEBBA- MOKWA            | 36            |
| AGBARA- BADAGRY EXP WAY | 35            |
| AKWANGA- KEFFI          | 34            |
| ELEKO JETTY             | 34            |
| TASHAN YARI - ZARIA     | 32            |
| AKWANGA- JOS            | 30            |
| FUNTUA - ZARIA          | 30            |
| GERIE- VINIKLANG        | 30            |

Source: FRSC

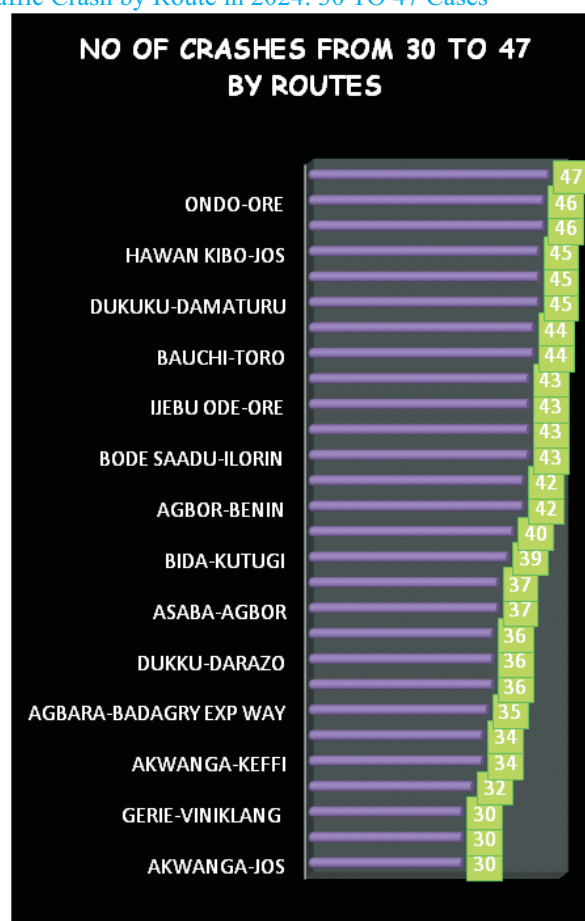
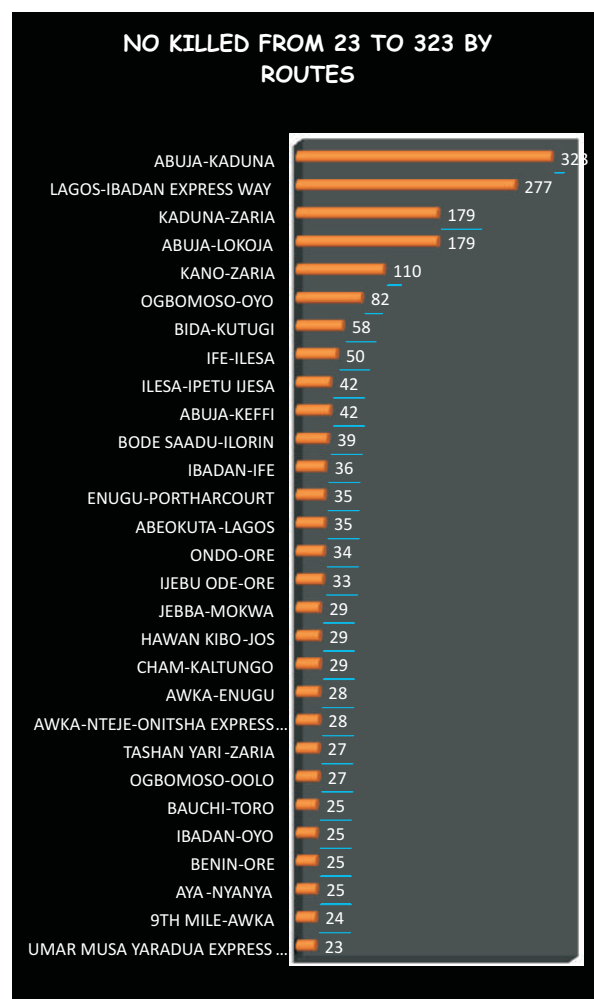




Table 46 & Figure 24: Persons Killed in Road Traffic by Route in 2024: 23 deaths and above

| ROUTES                            | PERSONS KILLED |
|-----------------------------------|----------------|
| ABUJA - KADUNA                    | 323            |
| LAGOS- IBADAN EXPRESS WAY         | 277            |
| ABUJA - LOKOJA                    | 179            |
| KADUNA- ZARIA                     | 179            |
| KANO- ZARIA                       | 110            |
| OGBOMOSO- OYO                     | 82             |
| BIDA - KUTUGI                     | 58             |
| IFE - ILES                        | 50             |
| ABUJA - KEFFI                     | 42             |
| ILES                              | 42             |
| BODE SAADU - ILORIN               | 39             |
| IBADAN - IFE                      | 36             |
| ABEOKUTA- LAGOS                   | 35             |
| ENUGU- PORTHARCOURT               | 35             |
| ONDO - ORE                        | 34             |
| IJEBU ODE - ORE                   | 33             |
| CHAM- KALTUNGO                    | 29             |
| HAWAN KIBO - JOS                  | 29             |
| JEBBA - MOKWA                     | 29             |
| AWKA- NTEJE - ONITSHA EXPRESS WAY | 28             |
| AWKA- ENUGU                       | 28             |
| OGBOMOSO- OOLO                    | 27             |
| TASHAN YARI - ZARIA               | 27             |
| AYA - NYANYA                      | 25             |
| BENIN - ORE                       | 25             |
| IBADAN - OYO                      | 25             |
| BAUCHI- TORO                      | 25             |
| 9TH MILE - AWKA                   | 24             |
| UMAR MUSA YARADUA EXPRESS WAY     | 23             |

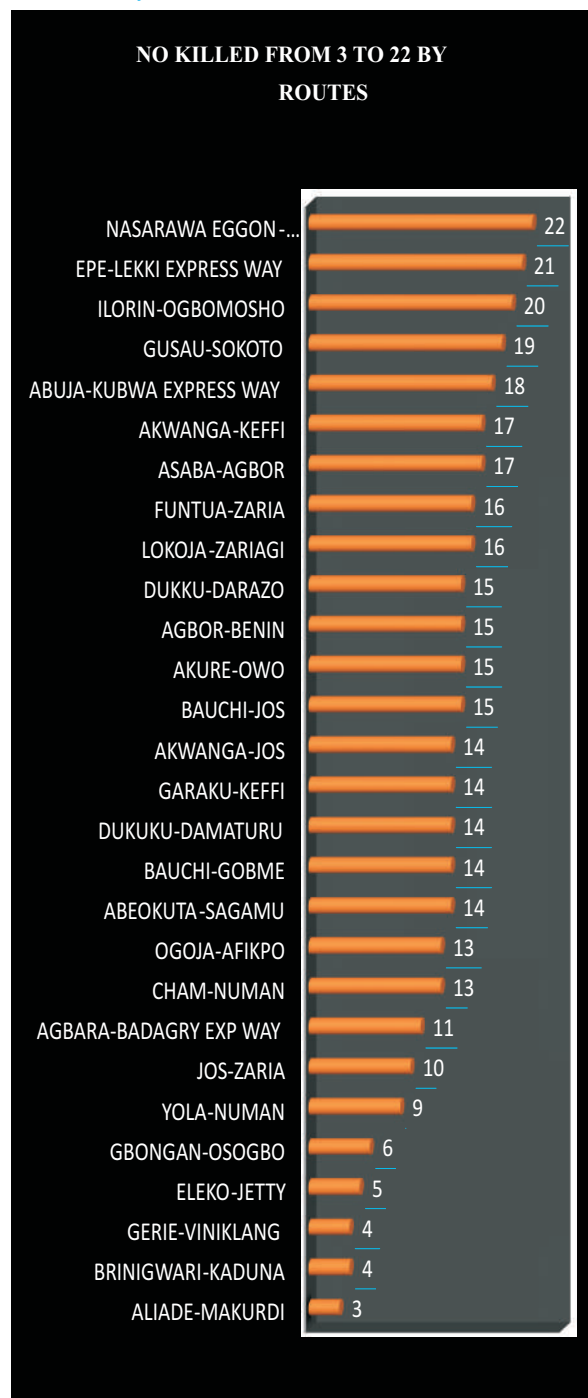


Source: FRSC



Table 47 & Figure 25: Persons Killed in Road Traffic by Route in 2024: 3 to 22 deaths.

| ROUTES                    | NO OF PERSONS KILLED |
|---------------------------|----------------------|
| NASARAWA EGGON - AKWANGA  | 22                   |
| EPE- LEKKI EXPRESS WAY    | 21                   |
| ILORIN - OGBOMOSHO        | 20                   |
| GUSAU- SOKOTO             | 19                   |
| ABUJA - KUBWA EXPRESS WAY | 18                   |
| ASABA- AGBOR              | 17                   |
| AKWANGA- KEFFI            | 17                   |
| LOKOJA- ZARIAGI           | 16                   |
| FUNTUA - ZARIA            | 16                   |
| BAUCHI- JOS               | 15                   |
| AKURE- OWO                | 15                   |
| AGBOR- BENIN              | 15                   |
| DUKKU- DARAZO             | 15                   |
| ABEOKUTA- SAGAMU          | 14                   |
| BAUCHI- GOBME             | 14                   |
| DUKUKU- DAMATURU          | 14                   |
| GARAKU- KEFFI             | 14                   |
| AKWANGA- JOS              | 14                   |
| CHAM- NUMAN               | 13                   |
| OGOJA - AFIKPO            | 13                   |
| AGBARA- BADAGRY EXP WAY   | 11                   |
| JOS - ZARIA               | 10                   |
| YOLA- NUMAN               | 9                    |
| GBONGAN- OSOGBO           | 6                    |
| ELEKO JETTY               | 5                    |
| BRINIGWARI - KADUNA       | 4                    |
| GERIE- VINIKLANG          | 4                    |
| ALIAD- MAKURDI            | 3                    |

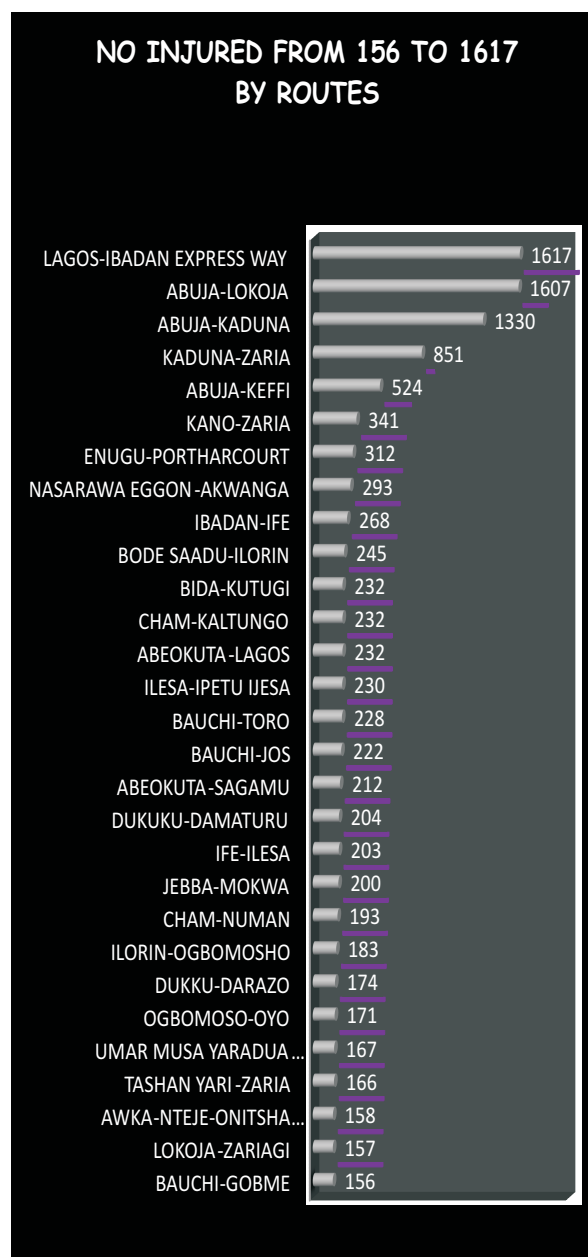


Source: FRSC



Table 48 & Figure 26: Persons Injured in Road Traffic by Route in 2024: 156 and above

| ROUTES                         | NO OF PERSONS INJURED |
|--------------------------------|-----------------------|
| LAGOS-IBADAN EXPRESS WAY       | 1617                  |
| ABUJA-LOKOJA                   | 1607                  |
| ABUJA-KADUNA                   | 1330                  |
| KADUNA-ZARIA                   | 851                   |
| ABUJA-KEFFI                    | 524                   |
| KANO-ZARIA                     | 341                   |
| ENUGU-PORTHARCOURT             | 312                   |
| NASARAWA EGGON-AKWANGA         | 293                   |
| IBADAN-IFE                     | 268                   |
| BODE SAADU-ILORIN              | 245                   |
| ABEOKUTA-LAGOS                 | 232                   |
| CHAM-KALTUNGO                  | 232                   |
| BIDA-KUTUGI                    | 232                   |
| ILESA-IPETU IJESA              | 230                   |
| BAUCHI-TORO                    | 228                   |
| BAUCHI-JOS                     | 222                   |
| ABEOKUTA-SAGAMU                | 212                   |
| DUKUKU-DAMATURU                | 204                   |
| IFE-ILESA                      | 203                   |
| JEBBA-MOKWA                    | 200                   |
| CHAM-NUMAN                     | 193                   |
| ILORIN-OGBOMOSHO               | 183                   |
| DUKKU-DARAZO                   | 174                   |
| OGBOMOSO-OYO                   | 171                   |
| UMAR MUSA YARADUA EXPRESS WAY  | 167                   |
| TASHAN YARI-ZARIA              | 166                   |
| AWKA-NTEJE-ONITSHA EXPRESS WAY | 158                   |
| LOKOJA-ZARIAGI                 | 157                   |
| BAUCHI-GOBME                   | 156                   |

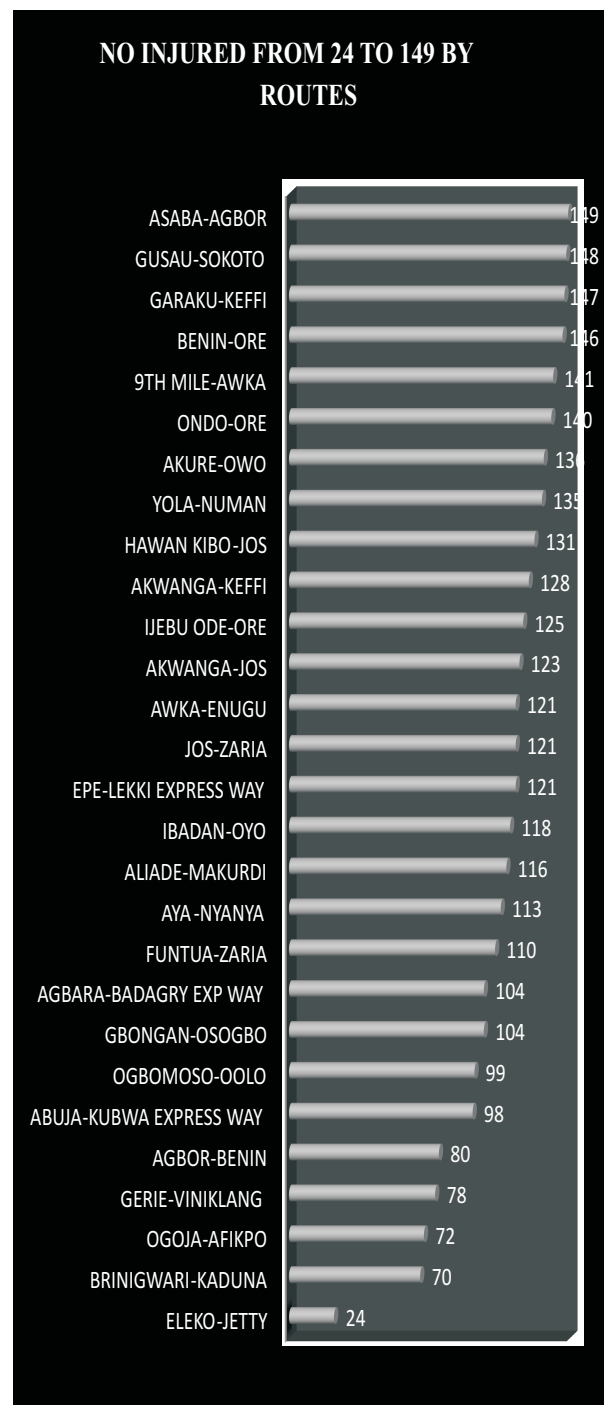


Source: FRSC



Table 49 & Figure27 : Persons Injured in Road Traffic by Route in 2024: 24 TO 149

| ROUTES                    | NO OF PERSONS INJURED |
|---------------------------|-----------------------|
| ASABA - AGBOR             | 149                   |
| GUSAU - SOKOTO            | 148                   |
| GARAKU-KEFFI              | 147                   |
| BENIN - ORE               | 146                   |
| 9TH MILE - AWKA           | 141                   |
| ONDO- ORE                 | 140                   |
| AKURE-OWO                 | 136                   |
| YOLA- NUMAN               | 135                   |
| HAWAN KIBO - JOS          | 131                   |
| AKWANGA- KEFFI            | 128                   |
| IJEBU ODE - ORE           | 125                   |
| AKWANGA- JOS              | 123                   |
| EPE- LEKKI EXPRESS WAY    | 121                   |
| JOS - ZARIA               | 121                   |
| AWKA- ENUGU               | 121                   |
| IBADAN - OYO              | 118                   |
| ALIADE- MAKURDI           | 116                   |
| AYA - NYANYA              | 113                   |
| FUNTUA - ZARIA            | 110                   |
| GBONGAN- OSOGBO           | 104                   |
| AGBARA- BADAGRY EXP WAY   | 104                   |
| OGBOMOSO- OOLO            | 99                    |
| ABUJA - KUBWA EXPRESS WAY | 98                    |
| AGBOR- BENIN              | 80                    |
| GERIE- VINIKLANG          | 78                    |
| OGOJA - AFIKPO            | 72                    |
| BRINIGWARI - KADUNA       | 70                    |
| ELEKO JETTY               | 24                    |



Source: FRSC



Table 50: Trend of Road Traffic Crashes from 1960 to 2024 in Nigeria

| YEAR | FATAL CASES | SERIOUS CASES | MINOR CASES | TOTAL CASES | NO.INJURED | NO. KILLED | TOTAL CASAULTY |
|------|-------------|---------------|-------------|-------------|------------|------------|----------------|
| 1960 | 826         | 9065          | 4239        | 14130       | 10216      | 1083       | 11299          |
| 1961 | 193         | 9982          | 5788        | 15963       | 10614      | 1313       | 11927          |
| 1962 | 1263        | 9159          | 5895        | 16317       | 10341      | 1578       | 11919          |
| 1963 | 967         | 6918          | 11950       | 19835       | 7771       | 1532       | 9303           |
| 1964 | 911         | 7371          | 7645        | 15927       | 12581      | 1769       | 14350          |
| 1965 | 1029        | 7762          | 8113        | 16904       | 12024      | 1918       | 13942          |
| 1966 | 1680        | 5600          | 6270        | 14000       | 13000      | 2000       | 15000          |
| 1967 | 1560        | 5200          | 6240        | 13000       | 10000      | 2400       | 12400          |
| 1968 | 459         | 5865          | 5839        | 12163       | 9474       | 2808       | 12282          |
| 1969 | 1559        | 5199          | 6230        | 12998       | 8804       | 2347       | 11151          |
| 1970 | 1999        | 6666          | 7991        | 16666       | 13154      | 2893       | 16047          |
| 1971 | 129         | 8098          | 8518        | 17745       | 14592      | 3206       | 17798          |
| 1972 | 2782        | 9275          | 11130       | 23187       | 16161      | 3921       | 20082          |
| 1973 | 2981        | 9275          | 11925       | 24844       | 18154      | 4537       | 22691          |
| 1974 | 3467        | 11557         | 13869       | 28893       | 18660      | 4992       | 23652          |
| 1975 | 2834        | 9446          | 11331       | 23651       | 20132      | 5552       | 25684          |
| 1976 | 905         | 17352         | 19624       | 40881       | 28155      | 6761       | 34916          |
| 1977 | 4242        | 14140         | 17334       | 35351       | 30023      | 8000       | 38023          |
| 1978 | 4333        | 14444         | 17334       | 36111       | 28854      | 9252       | 38106          |
| 1979 | 3513        | 11708         | 14050       | 29271       | 21203      | 8022       | 29225          |
| 1980 | 1856        | 14855         | 15427       | 32138       | 25484      | 8736       | 34220          |
| 1981 | 4053        | 13510         | 16214       | 33777       | 26337      | 10202      | 36539          |
| 1982 | 4451        | 14838         | 17805       | 37094       | 28539      | 11382      | 39921          |
| 1983 | 3853        | 12844         | 15412       | 32109       | 26866      | 10462      | 37328          |
| 1984 | 4467        | 10557         | 13868       | 28892       | 23861      | 8830       | 32691          |
| 1985 | 3597        | 11991         | 14380       | 29978       | 23853      | 9221       | 33074          |
| 1986 | 3022        | 10075         | 12091       | 25188       | 22176      | 8154       | 30330          |
| 1987 | 3385        | 11286         | 13544       | 28215       | 22747      | 7912       | 30659          |
| 1988 | 4127        | 11091         | 10574       | 25792       | 24413      | 9077       | 33490          |
| 1989 | 3838        | 10314         | 9835        | 23987       | 23687      | 8714       | 32401          |
| 1990 | 6140        | 8796          | 6998        | 21934       | 22786      | 8154       | 30940          |

Source: FRSC



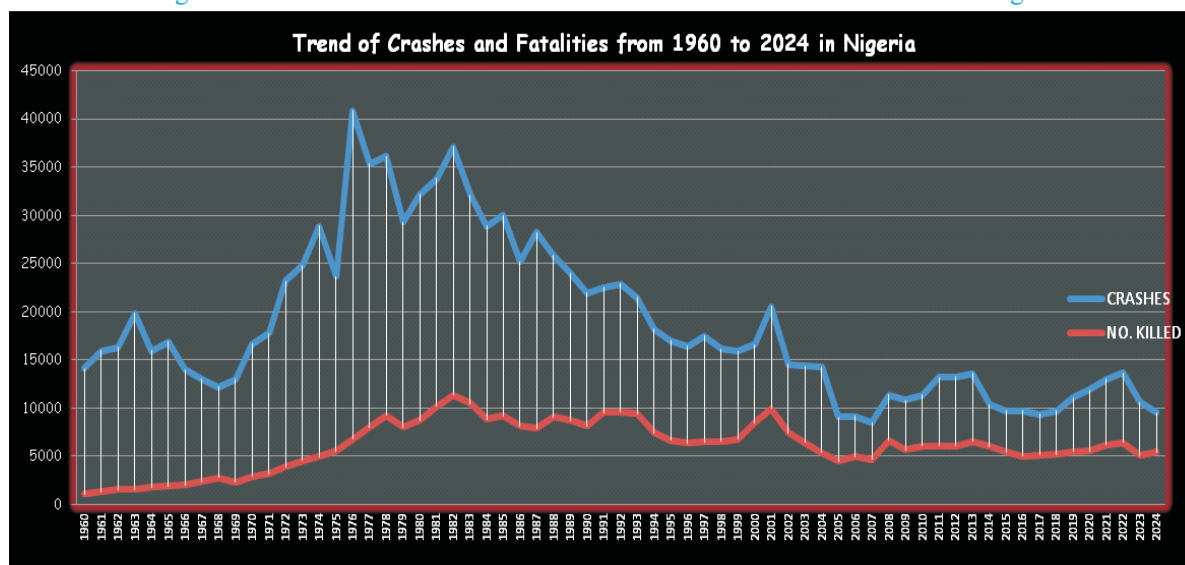


Con't: Trend of Road Traffic Crashes from 1960 to 2024 in Nigeria

|       |        |        |        |         |         |        |         |
|-------|--------|--------|--------|---------|---------|--------|---------|
| 1991  | 6719   | 8982   | 6845   | 22546   | 24508   | 9525   | 34033   |
| 1992  | 6986   | 9324   | 6554   | 22864   | 25759   | 9620   | 35379   |
| 1993  | 6735   | 8443   | 6281   | 21459   | 24146   | 9454   | 33600   |
| 1994  | 5407   | 7522   | 5275   | 18204   | 17938   | 7440   | 25378   |
| 1995  | 4701   | 7276   | 5053   | 17030   | 14561   | 6647   | 21208   |
| 1996  | 4790   | 6964   | 4688   | 16442   | 15290   | 6364   | 21654   |
| 1997  | 4800   | 7701   | 4987   | 17488   | 10786   | 6500   | 17286   |
| 1998  | 4757   | 7081   | 4300   | 16138   | 17341   | 6538   | 23879   |
| 1999  | 4621   | 6888   | 4356   | 15865   | 17728   | 6795   | 24523   |
| 2000  | 5287   | 6820   | 4499   | 16606   | 20677   | 8473   | 29150   |
| 2001  | 6966   | 8185   | 5379   | 20530   | 23249   | 9946   | 33195   |
| 2002  | 4029   | 7190   | 3325   | 14544   | 22112   | 7407   | 29519   |
| 2003  | 3910   | 7882   | 2572   | 14364   | 18116   | 6452   | 24568   |
| 2004  | 3275   | 6948   | 4051   | 14274   | 16897   | 5351   | 22248   |
| 2005  | 2299   | 4143   | 2620   | 9062    | 15779   | 4519   | 20298   |
| 2006  | 2600   | 5550   | 964    | 9114    | 17390   | 4944   | 22334   |
| 2007  | 2162   | 4812   | 1503   | 8477    | 17794   | 4673   | 22467   |
| 2008  | 3024   | 5671   | 2646   | 11341   | 27980   | 6661   | 34641   |
| 2009  | 2460   | 6024   | 2370   | 10854   | 27270   | 5693   | 32963   |
| 2010  | 2388   | 6815   | 2182   | 11385   | 35691   | 6052   | 41743   |
| 2011  | 2840   | 8357   | 1999   | 13196   | 41165   | 6054   | 47219   |
| 2012  | 2935   | 8277   | 2050   | 13262   | 39348   | 6092   | 45440   |
| 2013  | 3294   | 8589   | 1700   | 13583   | 40057   | 6544   | 46601   |
| 2014  | 3117   | 6356   | 907    | 10380   | 32063   | 5996   | 38059   |
| 2015  | 2854   | 6039   | 841    | 9734    | 30478   | 5440   | 35918   |
| 2016  | 2638   | 5633   | 1423   | 9694    | 30105   | 5053   | 35158   |
| 2017  | 2587   | 5456   | 1340   | 9383    | 31094   | 5121   | 36215   |
| 2018  | 2739   | 5849   | 1153   | 9741    | 32220   | 5181   | 37401   |
| 2019  | 2896   | 6911   | 1265   | 11072   | 35981   | 5483   | 41464   |
| 2020  | 2961   | 7567   | 1347   | 11875   | 33311   | 5574   | 38885   |
| 2021  | 3218   | 8324   | 1485   | 13027   | 38073   | 6205   | 44278   |
| 2022  | 3309   | 8953   | 1394   | 13656   | 38930   | 6456   | 45386   |
| 2023  | 2652   | 6924   | 1041   | 10617   | 31874   | 5081   | 36955   |
| 2024  | 2532   | 6131   | 907    | 9570    | 31154   | 5421   | 36578   |
| TOTAL | 208909 | 553826 | 446765 | 1214318 | 1481527 | 395483 | 1877013 |



Figure 28: Trend of Road Traffic Crashes and Fatalities from 1960 to 2024 in Nigeria



Source: FRSC

## Findings

The number of road traffic crashes in 2024 decreased by 9,570, representing 9.86%, from 10,617 in 2023. The crashes led to the deaths of 5,421 victims, leaving 31,154 people with injuries in 2024.

There was an increase of 6.69% in the number of deaths recorded in the year 2024 (5421) compared with the year 2023, which witnessed 5081 deaths.

The number of persons injured decreased to 31,154 in the year under review, as against 31,874 in 2023, representing 2.26%.

In 2024, Bayelsa experienced a significant increase in road traffic crashes, with a rise of 52.38% compared to 2023.

Benue followed with reported cases of a 28.80% increase in crashes. Additionally, several other states recorded double-digit percentage increases in traffic collisions in 2024 compared to the previous year.

The highest percentage decrease in the number of crashes was reported in FCT, with 32.81%, while Rivers, Taraba, Borno, Kwara, Kano, Nasarawa, and Bauchi states also recorded appreciative reductions.

Bauchi state recorded a significant decrease in fatalities, with 46.67% in 2024, totalling 152 compared to 285 in 2023. Additionally, Delta, Ekiti, Yobe, Ebonyi, and Plateau states experienced improvements in the reduction of deaths between 2023 and 2024.

The analysis revealed that 78.8% of persons killed in road traffic crashes in the year 2023 were male adults, while 15.1% were female adults. The above summation revealed that breadwinners and economy-driven men die in traffic crashes.

Among the injured, male adults comprised a significant percentage, accounting for 73.7% of the total, while female adults constituted 20.6%.



A highest percentage of vehicles involved in the crashes were Commercial vehicles which constituted 70.9%, while Private vehicles constituted 27.6%. The remaining percentage was for Government.

In 2024, a total of 3,469 cars were involved in crashes, making them the most commonly involved type of vehicle. Motorcycles ranked second, with 2,903 followed closely by minibuses, which had 2,835 involved. Additionally, 2,001 trucks were involved in accidents during the same year.

The highest number of crashes were reported in the Federal Capital Territory with a total of 905 closely followed by Ogun State with 812. The least crashes were reported in Bayelsa with only 32.

In 2024, speed violations emerged as the primary cause of most crashes, accounting for 65% of the total incidents. Other contributing factors included tyre bursts, wrongful overtaking, route violations, and dangerous driving, which represented 6%,

6%, 5%, and 4% of the crashes, respectively.

In 2024, the Lagos–Ibadan Expressway had the highest number of traffic accidents, recording 648 incidents that resulted in 277 fatalities. The Abuja-Lokoja road followed closely, with 456 crashes leading to the tragic deaths of 179 individuals. Other roads that reported significant traffic crashes include the Abuja-Kaduna Road, Abuja-Keffi Road, Kaduna-Zaria Road, Umaru Musa Yar’adua Expressway, and the Abeokuta-Lagos road.

It was also found that the high increase in the number of deaths was a result of tanker explosion/oil spillage and PMS scooping by community members of Majiya town in Jigawa state and other parts of the county in the year under review.



## **Fleet Operations/ Legal Matters**



The Road Transport Safety Standardization Scheme (RTSSS) was developed through extensive consultations with stakeholders in the transportation sector and comprehensive research aimed at addressing unprofessional practices in road transportation. These practices lead to disorder, insecurity, and significant risks to lives and property on the highways. The Federal Road Safety Corps (FRSC), the leading agency in Road Traffic Administration and Safety Management in Nigeria, is responsible for implementing this initiative.

The scheme is an intervention strategy of the government in road traffic management and safety administration. The scheme's main goal is to enhance professionalism in road transport, particularly in fleet operations, in line with the FRSC Establishment Act of 2007 and the National Road Traffic Regulations of 2012 and 2016 (as amended).

## 10.0 Fleet Operators

The Road Transport Safety Standardization Scheme (RTSSS) was created through extensive consultations with stakeholders in the transportation sector and thorough research to address unprofessional practices in road transportation.

These practices contribute to disorder, insecurity, and significant risk to lives and property on the highways. The Federal Road Safety Corps (FRSC), as the lead agency in Road Traffic Administration and Safety Management in Nigeria, is responsible for implementing this initiative.

The legal framework for RTSSS implementation as enshrined in Regulations 198-207 of the National Road Traffic Regulations (NRTR) 2012 and 2016 (as amended), established under Sections 5 and 10 (10) of the Federal Road Safety Corps (Establishment) Act, 2007.

The scheme is designed to regulate the activities of fleet operators in Nigeria by ensuring compliance with the minimum safety standards outlined in the National Road Traffic Regulations (NRTR).

The underlisted activities were undertaken

by the Corps in 2024:

- a) Inspection of vehicles at parks and terminals nationwide in preparations for safe movement during festive periods.
- b) General certification of fleet operators nationwide
- c) Certification of FRSC as a fleet operator
- d) Review of safe-to-load safety performance of Nigerian Breweries (NB) and its logistics service provider during the year
- e) Registration of new fleet operators
- f) Review and renewal of MOUs with major stakeholders
- g) Effective and efficient coordination of RTSSS activities through the TSOs
- h) FRSC was represented at committee meetings involving partners, stakeholders and collaborations such as trade facilitation organized by Federal Ministry of Industry, Trade and Investment; stakeholders' engagement on Work Bank in collaboration with ECOWAS, Nigerian Shippers Council (NSC) among others.



Advocacy Visit To Parks By Bauchi TSO



In 2024, sixty-two (62) new fleet operators were registered, out of which forty-seven (47) were haulage, while fifteen (15) were passenger-carrying operators.

The data is presented in the Table below

Table 51: Fleet Registration in 12 Zones

| S/N | COMMAND                  | PASSENGER CARRYING | HAULAGE | TOTAL |
|-----|--------------------------|--------------------|---------|-------|
| 1   | RS1.1 KADUNA SECTOR      | 1                  | 0       | 1     |
| 2   | RS1.2 KANO SECTOR        | 0                  | 0       | 0     |
| 3   | RS1.3 KATSINA SECTOR     | 1                  | 0       | 1     |
| 4   | RS1.4 JIGAWA SECTOR      | 0                  | 0       | 0     |
| 5   | RS2.1 LAGOS SECTOR       | 0                  | 1       | 1     |
| 6   | RS2.2 OGUN SECTOR        | 1                  | 1       | 2     |
| 7   | RS3.1 ADAMAWA SECTOR     | 2                  | 2       | 4     |
| 8   | RS3.2 GOMBE SECTOR       | 0                  | 0       | 0     |
| 9   | RS3.3 TARABA SECTOR      | 0                  | 1       | 1     |
| 10  | RS4.1 PLATEAU SECTOR     | 3                  | 1       | 4     |
| 11  | RS4.2 BENUE SECTOR       | 2                  | 0       | 2     |
| 12  | RS4.3 NASARAWA SECTOR    | 1                  | 1       | 2     |
| 13  | RS5.1 EDO SECTOR         | 0                  | 0       | 0     |
| 14  | RS5.2 DELTA SECTOR       | 1                  | 0       | 1     |
| 15  | RS5.3 ANAMBRA SECTOR     | 0                  | 0       | 0     |
| 16  | RS6.1 RIVERS SECTOR      | 5                  | 1       | 6     |
| 17  | RS6.2 CROSS RIVER SECTOR | 1                  | 1       | 2     |
| 18  | RS6.3 AKWA IBOM SECTOR   | 0                  | 0       | 0     |
| 19  | RS6.4 BAYELSA SECTOR     | 1                  | 0       | 1     |
| 20  | RS7.1 FCT SECTOR         | 10                 | 3       | 13    |
| 21  | RS7.2 NIGER SECTOR       | 2                  | 0       | 2     |
| 22  | RS8.1 KWARA SECTOR       | 0                  | 0       | 0     |
| 23  | RS8.2 EKITI SECTOR       | 1                  | 0       | 1     |
| 24  | RS8.3 KOGI SECTOR        | 0                  | 1       | 1     |
| 25  | RS9.1 ENUGU SECTOR       | 0                  | 0       | 0     |
| 26  | RS9.2 EBONYI SECTOR      | 1                  | 0       | 1     |
| 27  | RS9.3 ABIA SECTOR        | 3                  | 0       | 3     |
| 28  | RS9.4 IMO SECTOR         | 0                  | 0       | 0     |
| 29  | RS10.1 SOKOTO SECTOR     | 0                  | 0       | 0     |
| 30  | RS10.2 KEBBI SECTOR      | 0                  | 0       | 0     |
| 31  | RS10.3 ZAMFARA SECTOR    | 0                  | 0       | 0     |
| 32  | RS11.1 OSUN SECTOR       | 4                  | 1       | 5     |
| 33  | RS11.2 ONDO SECTOR       | 7                  | 1       | 8     |
| 34  | RS11.3 OYO SECTOR        | 0                  | 0       | 0     |
| 35  | RS12.1 BAUCHI SECTOR     | 0                  | 0       | 0     |
| 36  | RS12.2 BORNO SECTOR      | 0                  | 0       | 0     |
| 37  | RS12.3 YOBE SECTOR       | 0                  | 0       | 0     |
|     | <b>TOTAL</b>             | 47                 | 15      | 62    |

Source: FRSC





## Inspection/verification of SLD Installation

Fleet operators' parks and terminals were inspected, during which a total of 11,748 vehicles were examined.

From the above figure, 10,277 vehicles were equipped with Speed Limiting

Devices (SLDs), while 1,471 vehicles did not have SLDs installed. Nine thousand six hundred ninety-one (9,691) vehicles had functional SLDs, while five hundred ninety-four (594) had non-functional SLDs.

The breakdown is in the table below:

Table 52: Number of Fleet Operators with Installed Speed Limiting Device in 12 Zones (January-December 2024)

| S/N | COMMAND                  | NO OF VEH INSPECTED | NO OF VEH WITH SLD | WITHOUT SLD | NO OF VEH WITH FUNCTIONAL SLD | NON-FUNCTIONAL SLD |
|-----|--------------------------|---------------------|--------------------|-------------|-------------------------------|--------------------|
| 1   | RS1.1 KADUNA SECTOR      | 214                 | 164                | 50          | 145                           | 19                 |
| 2   | RS1.2 KANO SECTOR        | 189                 | 173                | 16          | 157                           | 16                 |
| 3   | RS1.3 KATSINA SECTOR     | 73                  | 40                 | 33          | 34                            | 6                  |
| 4   | RS1.4 JIGAWA SECTOR      | 90                  | 60                 | 30          | 51                            | 9                  |
| 5   | RS2.1 LAGOS SECTOR       | 1256                | 1252               | 4           | 1219                          | 33                 |
| 6   | RS2.2 OGUN SECTOR        | 1310                | 1111               | 199         | 1040                          | 71                 |
| 7   | RS3.1 ADAMAWA SECTOR     | 217                 | 183                | 34          | 149                           | 34                 |
| 8   | RS3.2 GOMBE SECTOR       | 144                 | 138                | 6           | 131                           | 7                  |
| 9   | RS3.3 TARABA SECTOR      | 146                 | 118                | 28          | 102                           | 16                 |
| 10  | RS4.1 PLATEAU SECTOR     | 194                 | 155                | 39          | 146                           | 9                  |
| 11  | RS4.2 BENUE SECTOR       | 248                 | 216                | 32          | 197                           | 19                 |
| 12  | RS4.3 NASARAWA SECTOR    | 210                 | 179                | 31          | 164                           | 15                 |
| 13  | RS5.1 EDO SECTOR         | 1125                | 1072               | 53          | 1046                          | 26                 |
| 14  | RS5.2 DELTA SECTOR       | 173                 | 143                | 30          | 135                           | 8                  |
| 15  | RS5.3 ANAMBRA SECTOR     | 226                 | 200                | 26          | 187                           | 13                 |
| 16  | RS6.1 RIVERS SECTOR      | 256                 | 209                | 47          | 197                           | 12                 |
| 17  | RS6.2 CROSS RIVER SECTOR | 230                 | 206                | 24          | 192                           | 14                 |
| 18  | RS6.3 AKWA IBOM SECTOR   | 261                 | 190                | 71          | 174                           | 16                 |
| 19  | RS6.4 BAYELSA SECTOR     | 192                 | 184                | 8           | 160                           | 24                 |
| 20  | RS7.1 FCT SECTOR         | 272                 | 261                | 11          | 247                           | 14                 |
| 21  | RS7.2 NIGER SECTOR       | 165                 | 139                | 26          | 139                           | 8                  |
| 22  | RS8.1 KWARA SECTOR       | 265                 | 208                | 57          | 192                           | 16                 |
| 23  | RS8.2 EKITI SECTOR       | 186                 | 137                | 49          | 129                           | 8                  |
| 24  | RS8.3 KOGI SECTOR        | 1147                | 1024               | 123         | 1006                          | 18                 |
| 25  | RS9.1 ENUGU SECTOR       | 246                 | 231                | 15          | 219                           | 12                 |
| 26  | RS9.2 EBONYI SECTOR      | 157                 | 145                | 12          | 137                           | 8                  |
| 27  | RS9.3 ABIA SECTOR        | 216                 | 189                | 27          | 173                           | 16                 |
| 28  | RS9.4 IMO SECTOR         | 185                 | 163                | 22          | 154                           | 9                  |
| 29  | RS10.1 SOKOTO SECTOR     | 106                 | 83                 | 23          | 76                            | 7                  |
| 30  | RS10.2 KEBBI SECTOR      | 86                  | 76                 | 10          | 72                            | 4                  |
| 31  | RS10.3 ZAMFARA SECTOR    | 94                  | 88                 | 6           | 77                            | 11                 |
| 32  | RS11.1 OSUN SECTOR       | 494                 | 433                | 61          | 414                           | 19                 |
| 33  | RS11.2 ONDO SECTOR       | 608                 | 519                | 89          | 507                           | 12                 |
| 34  | RS11.3 OYO SECTOR        | 482                 | 403                | 79          | 380                           | 23                 |
| 35  | RS12.1 BAUCHI SECTOR     | 102                 | 66                 | 36          | 51                            | 15                 |
| 36  | RS12.2 BORNO SECTOR      | 128                 | 87                 | 41          | 73                            | 14                 |
| 37  | RS12.3 YOBE SECTOR       | 55                  | 32                 | 23          | 19                            | 13                 |
|     | <b>TOTAL</b>             | <b>11748</b>        | <b>10277</b>       | <b>1471</b> | <b>9691</b>                   | <b>594</b>         |

Source: FRSC





## 10.1 Advocacy Visits to Motor Parks/Terminals and Stakeholders' Forum

To stay informed about the challenges faced by fleet operators, as outlined in the RTSSS policy document, the Corps' assessors engaged with various stakeholders to discuss the issues and obstacles affecting operations. These challenges primarily revolve around road failures, insecurity, and the unequal treatment of passengers.

In 2024, the Federal Road Safety Corps (FRSC) conducted personnel visits to all states across the federation, during which the following challenges were discussed, and participants were advised accordingly:

- a) Dangers of using a phone while driving
- b) Importance of a passenger manifest
- c) Risks associated with driving under the influence (DUI)
- d) Causes of road traffic collisions (RTC)

and their prevention

e) The role of speed limit devices (SLDs) and road signs/markings in reducing RTCs

f) Safety tips for driving during the festive period

g) Dangers of travelling at night

h) Risks of route violations, speeding, and overloading

i) Importance of pre-trip vehicle checks and inspections

Seventeen thousand (17,000) visits were made by FRSC personnel, and sixty-six thousand eight hundred and ten (66,810) motorists were enlightened on various topics.

**Table 53: Advocacy Visits to Motor Parks/Terminals (January-December 2024)**

| S/N | COMMAND                  | ADVOCACY VISITS | NO. OF PARTICIPANTS |
|-----|--------------------------|-----------------|---------------------|
| 1   | RS1.1 KADUNA SECTOR      | 34              | 1625                |
| 2   | RS1.2 KANO SECTOR        | 43              | 1579                |
| 3   | RS1.3 KATSINA SECTOR     | 29              | 693                 |
| 4   | RS1.4 JIGAWA SECTOR      | 19              | 1134                |
| 5   | RS2.1 LAGOS SECTOR       | 85              | 2853                |
| 6   | RS2.2 OGUN SECTOR        | 64              | 3118                |
| 7   | RS3.1 ADAMAWA SECTOR     | 17              | 909                 |
| 8   | RS3.2 GOMBE SECTOR       | 21              | 1853                |
| 9   | RS3.3 TARABA SECTOR      | 23              | 1557                |
| 10  | RS4.1 PLATEAU SECTOR     | 62              | 609                 |
| 11  | RS4.2 BENUE SECTOR       | 29              | 1617                |
| 12  | RS4.3 NASARAWA SECTOR    | 33              | 1254                |
| 13  | RS5.1 EDO SECTOR         | 30              | 1992                |
| 14  | RS5.2 DELTA SECTOR       | 39              | 1723                |
| 15  | RS5.3 ANAMBRA SECTOR     | 42              | 807                 |
| 16  | RS6.1 RIVERS SECTOR      | 45              | 1964                |
| 17  | RS6.2 CROSS RIVER SECTOR | 36              | 3169                |
| 18  | RS6.3 AKWA IBOM SECTOR   | 33              | 1320                |
| 19  | RS6.4 BAYELSA SECTOR     | 35              | 1893                |
| 20  | RS7.1 FCT SECTOR         | 113             | 2590                |
| 21  | RS7.2 NIGER SECTOR       | 46              | 3154                |
| 22  | RS8.1 KWARA SECTOR       | 60              | 2112                |
| 23  | RS8.2 EKITI SECTOR       | 41              | 1740                |
| 24  | RS8.3 KOGI SECTOR        | 47              | 1579                |
| 25  | RS9.1 ENUGU SECTOR       | 68              | 1305                |
| 26  | RS9.2 EBONYI SECTOR      | 63              | 1837                |
| 27  | RS9.3 ABIA SECTOR        | 99              | 1258                |
| 28  | RS9.4 IMO SECTOR         | 91              | 2064                |
| 29  | RS10.1 SOKOTO SECTOR     | 27              | 2769                |
| 30  | RS10.2 KEBBI SECTOR      | 25              | 1320                |
| 31  | RS10.3 ZAMFARA SECTOR    | 21              | 1893                |
| 32  | RS11.1 OSUN SECTOR       | 62              | 2290                |
| 33  | RS11.2 ONDO SECTOR       | 44              | 3154                |
| 34  | RS11.3 OYO SECTOR        | 92              | 1712                |
| 35  | RS12.1 BAUCHI SECTOR     | 36              | 1740                |
| 36  | RS12.2 BORNO SECTOR      | 22              | 1319                |
| 37  | RS12.3 YOBE SECTOR       | 24              | 1305                |
|     | <b>TOTAL</b>             | <b>1700</b>     | <b>66810</b>        |



### 10.1.1 Passengers Travelled, Vehicles Travelled and Fleet Registration between (Jan-Dec, 2024)

In 2024, a total of sixty-two (62) new fleet operators were registered. Overall, forty-seven million, one hundred fifty-six thousand, eight hundred twenty-nine (47,156,829) passengers travelled using three million, one hundred fifty-eight thousand, six hundred seventy-six (3,158,676) vehicles, which included fifty-

eight thousand, four hundred seventy-five (58,475) luxury buses across the country.

The Corps reported a total coverage of four billion, seventy-one million, one hundred sixty-five thousand, one hundred sixty-four (4,071,165,164) kilometers among fleet operators nationwide.

Table 54: Data on Passengers Travelled, Vehicles Travelled and Fleet Registration between (January-December 2024)

| COMMAND                  | FLEET OPERATORS REG | PASSENGERS TRAVELLED | VEHICLES USED  | LUX. BUS USED | KILOMETRES COVERAGE |
|--------------------------|---------------------|----------------------|----------------|---------------|---------------------|
| RS1.1 KADUNA SECTOR      | 1                   | 2472841              | 158832         | 7986          | 5372282             |
| RS1.2 KANO SECTOR        | 0                   | 8521914              | 210752         | 2924          | 3387093657          |
| RS1.3 KATSINA SECTOR     | 1                   | 833003               | 73031          | 1214          | 9499854             |
| RS1.4 JIGAWA SECTOR      | 0                   | 383145               | 39415          | 0             | 68606965            |
| <b>SUB- TOTAL</b>        | <b>2</b>            | <b>12210903</b>      | <b>482030</b>  | <b>12124</b>  | <b>3470572758</b>   |
| RS2.1 LAGOS SECTOR       | 1                   | 2535277              | 214312         | 5405          | 63538302            |
| RS2.2 OGUN SECTOR        | 2                   | 2370625              | 245334         | 2557          | 24615726            |
| <b>SUB- TOTAL</b>        | <b>3</b>            | <b>4905902</b>       | <b>459646</b>  | <b>7962</b>   | <b>88154028</b>     |
| RS3.1 ADAMAWA SECTOR     | 4                   | 212958               | 30324          | 2153          | 14360556            |
| RS3.2 GOMBE SECTOR       | 0                   | 226111               | 31951          | 682           | 6340362             |
| RS3.3 TARABA SECTOR      | 1                   | 211897               | 15733          | 521           | 1200682             |
| <b>SUB- TOTAL</b>        | <b>5</b>            | <b>650966</b>        | <b>78008</b>   | <b>3356</b>   | <b>21901600</b>     |
| RS4.1 PLATEAU SECTOR     | 4                   | 3289265              | 242260         | 5293          | 58464360            |
| RS4.2 BENUE SECTOR       | 2                   | 2319929              | 127336         | 3153          | 6393516             |
| RS4.3 NASARAWA SECTOR    | 2                   | 1700336              | 136249         | 439           | 31885437            |
| <b>SUB- TOTAL</b>        | <b>8</b>            | <b>7309530</b>       | <b>505845</b>  | <b>8885</b>   | <b>96743313</b>     |
| RS5.1 EDO SECTOR         | 0                   | 1541519              | 166950         | 0             | 17101452            |
| RS5.2 DELTA SECTOR       | 1                   | 8301190              | 275547         | 0             | 114186860           |
| RS5.3 ANAMBRA SECTOR     | 0                   | 3582980              | 429736         | 1383          | 15633141            |
| <b>SUB- TOTAL</b>        | <b>1</b>            | <b>13425689</b>      | <b>872233</b>  | <b>1383</b>   | <b>146921453</b>    |
| RS6.1 RIVERS SECTOR      | 6                   | 502741               | 58257          | 573           | 7103528             |
| RS6.2 CROSS RIVER SECTOR | 2                   | 499481               | 39180          | 582           | 10849286            |
| RS6.3 AKWA IBOM SECTOR   | 0                   | 653372               | 58316          | 432           | 8670771             |
| RS6.4 BAYELSA SECTOR     | 1                   | 337012               | 39626          | 101           | 391005              |
| <b>SUB- TOTAL</b>        | <b>9</b>            | <b>1992606</b>       | <b>195379</b>  | <b>1688</b>   | <b>27014590</b>     |
| RS7.1 FCT SECTOR         | 13                  | 1148760              | 112811         | 4593          | 66115054            |
| RS7.2 NIGER SECTOR       | 2                   | 406856               | 53103          | 1313          | 4316040             |
| <b>SUB- TOTAL</b>        | <b>15</b>           | <b>1555616</b>       | <b>165914</b>  | <b>5906</b>   | <b>70431094</b>     |
| RS8.1 KWARA SECTOR       | 0                   | 187889               | 16039          | 0             | 5638703             |
| RS8.2 EKITI SECTOR       | 1                   | 439582               | 46679          | 391           | 30253756            |
| RS8.3 KOGI SECTOR        | 1                   | 351159               | 54115          | 0             | 2963001             |
| <b>SUB- TOTAL</b>        | <b>2</b>            | <b>978630</b>        | <b>116833</b>  | <b>391</b>    | <b>38855460</b>     |
| RS9.1 ENUGU SECTOR       | 0                   | 408036               | 32564          | 1220          | 5870378             |
| RS9.2 EBONYI SECTOR      | 1                   | 163609               | 9911           | 2162          | 5612805             |
| RS9.3 ABIA SECTOR        | 3                   | 203386               | 20263          | 597           | 11161783            |
| RS9.4 IMO SECTOR         | 0                   | 347109               | 25117          | 1195          | 9064857             |
| <b>SUB- TOTAL</b>        | <b>4</b>            | <b>1122140</b>       | <b>87855</b>   | <b>5174</b>   | <b>31709823</b>     |
| RS10.1 SOKOTO SECTOR     | 0                   | 68165                | 2518           | 1402          | 2253564             |
| RS10.2 KEBBI SECTOR      | 0                   | 100008               | 15156          | 331           | 2593740             |
| RS10.3 ZAMFARA SECTOR    | 0                   | 247633               | 25174          | 421           | 1283197             |
| <b>SUB- TOTAL</b>        | <b>0</b>            | <b>415806</b>        | <b>42848</b>   | <b>2154</b>   | <b>6130501</b>      |
| RS11.1 OSUN SECTOR       | 5                   | 648588               | 51402          | 1650          | 17398342            |
| RS11.2 ONDO SECTOR       | 8                   | 399625               | 34460          | 1608          | 3316252             |
| RS11.3 OYO SECTOR        | 0                   | 1087809              | 10103          | 5620          | 23400959            |
| <b>SUB- TOTAL</b>        | <b>13</b>           | <b>2136022</b>       | <b>95965</b>   | <b>8878</b>   | <b>44115553</b>     |
| RS12.1 BAUCHI SECTOR     | 0                   | 5403                 | 599            | 231           | 25839               |
| RS12.2 BORNO SECTOR      | 0                   | 247148               | 27070          | 184           | 7597945             |
| RS12.3 YOBE SECTOR       | 0                   | 200468               | 28451          | 159           | 20991207            |
| <b>SUB- TOTAL</b>        | <b>0</b>            | <b>453019</b>        | <b>56120</b>   | <b>574</b>    | <b>28614991</b>     |
| <b>GRAND TOTAL</b>       | <b>62</b>           | <b>47156829</b>      | <b>3158676</b> | <b>58475</b>  | <b>4071165164</b>   |



## Road Traffic Crashes Involving Fleet Operators from January to December 2024

In 2024, a total of four hundred and twenty-four (424) road traffic crashes (RTCs) were recorded, involving one hundred and sixty-six (166) fleet operators.

Tragically, three hundred and ninety-nine (399) individuals lost their lives, and one thousand seven hundred and thirty (1,730)

people were injured in these crashes. Similarly, a total of 2,129 was reported as casualties from crashes. A total of 4,074 individuals were involved in these incidents, with 576 vehicles operated by various fleet operators across the country.

The detailed breakdown is provided below:

**Table 55: Presentation of Road Traffic Crashes Involving Fleet Operators from January to December 2024**

| S/N<br>O | FLEET OPERATOR                                    | NO. OF<br>CASES | NO.<br>KILLED | NO. INJURED | TOTAL CASUALTIES | NO. OF PERSONS<br>INVOLVED | NO. OF VEHICLES<br>INVOLVED |
|----------|---------------------------------------------------|-----------------|---------------|-------------|------------------|----------------------------|-----------------------------|
| 1        | DANGOTE CEMENT                                    | 57              | 73            | 184         | 257              | 408                        | 73                          |
| 2        | NURTW                                             | 28              | 27            | 138         | 165              | 133                        | 35                          |
| 3        | ADAMAWA SUNSHINE                                  | 85              | 100           | 322         | 422              | 541                        | 108                         |
| 4        | BENUE LINKS                                       | 8               | 5             | 44          | 49               | 105                        | 6                           |
| 5        | BUA                                               | 13              | 7             | 47          | 54               | 88                         | 10                          |
| 6        | BOVAS                                             | 4               | 0             | 7           | 7                | 32                         | 2                           |
| 7        | GOMBAWA                                           | 5               | 6             | 36          | 42               | 65                         | 8                           |
| 8        | PEACE MT                                          | 8               | 3             | 26          | 29               | 104                        | 9                           |
| 9        | A/IBOM ROYAL CITY                                 | 1               | 0             | 7           | 7                | 21                         | 1                           |
| 10       | ABU WAY TRANS NIG LIMITED                         | 1               | 0             | 10          | 10               | 18                         | 1                           |
| 11       | ADAMAWA STATE GOVERNMENT                          | 1               | 0             | 8           | 8                | 19                         | 1                           |
| 12       | AGL LINE                                          | 1               | 0             | 1           | 1                | 12                         | 1                           |
| 13       | AKKO LGA                                          | 1               | 2             | 9           | 11               | 11                         | 1                           |
| 14       | AKTC                                              | 3               | 1             | 14          | 15               | 37                         | 4                           |
| 15       | ANAMBRA TRANSPORT                                 | 2               | 0             | 5           | 5                | 20                         | 3                           |
| 16       | ANG. CHURCH                                       | 1               | 0             | 10          | 10               | 15                         | 1                           |
| 17       | ANKPA LG AC                                       | 1               | 1             | 9           | 10               | 17                         | 1                           |
| 18       | BEST INTERNATIONAL SCHOOL, YENAGOA                | 1               | 0             | 4           | 4                | 42                         | 1                           |
| 19       | BLUE WHALES                                       | 1               | 1             | 0           | 1                | 19                         | 1                           |
| 20       | BYG TRAVELS                                       | 1               | 0             | 1           | 1                | 15                         | 1                           |
| 21       | CHIWAR NIGERIA LIMITED                            | 1               | 2             | 12          | 14               | 14                         | 1                           |
| 22       | COCACOLA                                          | 1               | 0             | 1           | 1                | 3                          | 1                           |
| 23       | CONOIL                                            | 2               | 0             | 3           | 3                | 11                         | 3                           |
| 24       | DAN PULLO                                         | 2               | 10            | 22          | 32               | 34                         | 3                           |
| 25       | DARAZO LG TRANSPORT AUTHORITY                     | 1               | 1             | 4           | 5                | 19                         | 1                           |
| 26       | EGO AMAKA                                         | 1               | 0             | 7           | 7                | 7                          | 1                           |
| 27       | ENRIC CNG                                         | 1               | 1             | 0           | 1                | 3                          | 1                           |
| 28       | EURO MEGA ATLANTIC, & G LOGISTICS LTD             | 1               | 0             | 2           | 2                | 10                         | 2                           |
| 29       | FGN MASS ASSISTED TRANSIT PLATEAU STATE           | 1               | 16            | 7           | 23               | 20                         | 1                           |
| 30       | GIG LOGISTICS                                     | 1               | 0             | 0           | 0                | 4                          | 1                           |
| 31       | GOMBE CITY                                        | 2               | 0             | 3           | 3                | 44                         | 3                           |
| 32       | GOMBE STATE MASS TRANSIT                          | 4               | 2             | 33          | 35               | 52                         | 4                           |
| 33       | HAPAG LOYD                                        | 1               | 0             | 2           | 2                | 2                          | 1                           |
| 34       | INSHALLU - EVERMORE PURE WATER                    | 1               | 0             | 1           | 1                | 4                          | 1                           |
| 35       | JESUS IS THE WAY                                  | 1               | 0             | 4           | 4                | 24                         | 1                           |
| 36       | KADUNA LINE 5102                                  | 2               | 1             | 12          | 13               | 29                         | 2                           |
| 37       | KARASUWA LG                                       | 1               | 1             | 1           | 2                | 4                          | 1                           |
| 38       | KAYSKY LIMITED                                    | 1               | 0             | 3           | 3                | 3                          | 1                           |
| 39       | KTSTA                                             | 2               | 2             | 5           | 7                | 41                         | 4                           |
| 40       | LGA MASS TRANSIT                                  | 1               | 0             | 5           | 5                | 25                         | 1                           |
| 41       | MATRIX                                            | 1               | 0             | 0           | 0                | 2                          | 1                           |
| 42       | MERCHANTILE SERVICES LTD                          | 1               | 0             | 0           | 0                | 3                          | 1                           |
| 43       | NIGERIAN ARMY                                     | 3               | 1             | 9           | 10               | 23                         | 4                           |
| 44       | NIGERIAN BREWERY                                  | 1               | 3             | 4           | 7                | 7                          | 2                           |
| 45       | NIGERIAN NAVY                                     | 1               | 0             | 2           | 2                | 15                         | 1                           |
| 46       | NIGERIA IMMIGRATION SERVICE                       | 2               | 0             | 5           | 5                | 13                         | 5                           |
| 47       | NNPC/AA RANO                                      | 2               | 1             | 4           | 5                | 15                         | 5                           |
| 48       | NUPENG                                            | 4               | 5             | 12          | 17               | 27                         | 8                           |
| 49       | OHIMINI LGA                                       | 2               | 0             | 8           | 8                | 25                         | 3                           |
| 50       | OLA EMMA/ JESUS THE WAY                           | 1               | 1             | 1           | 2                | 13                         | 2                           |
| 51       | OLAMIDE ENTERPRISE                                | 1               | 0             | 2           | 2                | 2                          | 1                           |
| 52       | OLAREWAJU VENTURE                                 | 1               | 0             | 2           | 2                | 2                          | 1                           |
| 53       | OPEYEOLUWA SCHOOL                                 | 1               | 0             | 5           | 5                | 14                         | 2                           |
| 54       | PEPSI COMPANY                                     | 1               | 3             | 0           | 3                | 4                          | 1                           |
| 55       | ROMCHI MASS TRANSIT                               | 2               | 2             | 14          | 16               | 41                         | 8                           |
| 56       | ROYAL MASS TRANSIT                                | 3               | 0             | 16          | 16               | 36                         | 3                           |
| 57       | SABO LINK                                         | 1               | 20            | 4           | 24               | 24                         | 1                           |
| 58       | SPEEDAD/ MDS                                      | 1               | 0             | 0           | 0                | 4                          | 2                           |
| 59       | TRACAS                                            | 2               | 1             | 1           | 2                | 11                         | 3                           |
| 60       | WINWOOD                                           | 1               | 1             | 1           | 2                | 2                          | 1                           |
| 61       | YA SALAM                                          | 1               | 3             | 2           | 5                | 13                         | 1                           |
| 62       | YAU GROUP                                         | 1               | 0             | 1           | 1                | 3                          | 1                           |
| 63       | YHY GLOBAL MOTORS                                 | 1               | 1             | 2           | 3                | 3                          | 1                           |
| 64       | YOUNG SHALL GROW                                  | 1               | 0             | 2           | 2                | 17                         | 1                           |
| 65       | ZEEFAR TRANSPORT COMPANY & DARAZO                 | 1               | 0             | 0           | 0                | 22                         | 2                           |
| 66       | ZIRA OIL AND GAS                                  | 1               | 0             | 2           | 2                | 6                          | 1                           |
| 67       | YANKARI EXPRESS                                   | 5               | 5             | 55          | 60               | 83                         | 7                           |
| 68       | AA RANO                                           | 2               | 0             | 4           | 4                | 10                         | 4                           |
| 69       | BHN                                               | 2               | 0             | 3           | 3                | 8                          | 4                           |
| 70       | BORNO EXPRESS                                     | 3               | 1             | 24          | 25               | 38                         | 3                           |
| 71       | GOMBE LINE                                        | 2               | 6             | 21          | 27               | 42                         | 2                           |
| 72       | MUBI LG MASS TRANSIT, YANKARI EXPRESS CORPORATION | 1               | 0             | 11          | 11               | 50                         | 2                           |



|     |                                       |            |            |             |             |             |            |
|-----|---------------------------------------|------------|------------|-------------|-------------|-------------|------------|
| 73  | ABIA CITY TRANSPORT SERVICE           | 1          | 0          | 3           | 3           | 15          | 1          |
| 74  | AL-QUDUS ISLAMIC CENTER               | 1          | 2          | 9           | 11          | 17          | 1          |
| 75  | ANKPA LOCAL GOVT COUNCIL              | 1          | 0          | 11          | 11          | 20          | 1          |
| 76  | APA LGA                               | 1          | 8          | 13          | 21          | 21          | 1          |
| 77  | APAMS SOLUTION MOTORS                 | 1          | 1          | 15          | 16          | 18          | 1          |
| 78  | BECAREFUL TURAKI 001                  | 1          | 2          | 0           | 2           | 6           | 1          |
| 79  | CCECC CONSTRUCTION COMPANY            | 1          | 0          | 1           | 1           | 1           | 1          |
| 80  | CHINNY COMPANY                        | 1          | 1          | 2           | 3           | 4           | 2          |
| 81  | CHISCO                                | 1          | 0          | 1           | 1           | 4           | 2          |
| 82  | CONFLUENCE EXPRESS                    | 1          | 0          | 0           | 0           | 27          | 4          |
| 83  | E. EKESON BROSS,                      | 1          | 1          | 2           | 3           | 29          | 2          |
| 84  | EBOTRANS                              | 1          | 0          | 11          | 11          | 16          | 1          |
| 85  | EKESON                                | 1          | 0          | 1           | 1           | 19          | 2          |
| 86  | EL. LADO                              | 1          | 5          | 9           | 14          | 15          | 2          |
| 87  | FAITH TRAYVEL AND, GOD EXPRESS.       | 1          | 0          | 12          | 12          | 30          | 2          |
| 88  | FGN ASSISTANCE PUBLIC MASS TRANSIT    | 1          | 0          | 16          | 16          | 28          | 1          |
| 89  | G. AGOFURE MOTORS                     | 1          | 0          | 5           | 5           | 18          | 2          |
| 90  | HONEY WELL                            | 1          | 0          | 3           | 3           | 5           | 2          |
| 91  | IMO TRANSPORT COMPANY                 | 2          | 0          | 2           | 2           | 13          | 2          |
| 92  | JULIUS BERGER                         | 1          | 2          | 0           | 2           | 4           | 2          |
| 93  | KOGI STATE GOVERNMENT                 | 1          | 0          | 3           | 3           | 4           | 2          |
| 94  | LIVINGSTONE                           | 1          | 0          | 9           | 9           | 18          | 1          |
| 95  | LORD CHOSEN                           | 1          | 5          | 7           | 12          | 32          | 2          |
| 96  | LUCKY ONOS TRANSPORT                  | 1          | 0          | 3           | 3           | 6           | 1          |
| 97  | MADUABUCHI TRANS                      | 1          | 0          | 2           | 2           | 19          | 2          |
| 98  | MINISTRY OF FINANCE                   | 1          | 0          | 5           | 5           | 12          | 1          |
| 99  | NICE TRAVEL                           | 1          | 4          | 3           | 7           | 10          | 1          |
| 100 | NUMWT                                 | 1          | 0          | 3           | 3           | 3           | 1          |
| 101 | OLAM GROUP COMPANY                    | 1          | 1          | 0           | 1           | 2           | 2          |
| 102 | OMO-AKOBIGLOBAL SERVICES              | 1          | 0          | 6           | 6           | 6           | 1          |
| 103 | ONDO GOVT                             | 1          | 0          | 1           | 1           | 3           | 1          |
| 104 | OSUN LINE                             | 1          | 0          | 8           | 8           | 11          | 2          |
| 105 | PRIME MASS TRANSIT                    | 1          | 6          | 9           | 15          | 17          | 1          |
| 106 | ROYAL SALT INDUSTRIAL LTD             | 1          | 1          | 0           | 1           | 4           | 2          |
| 107 | SGR GAS                               | 1          | 0          | 6           | 6           | 18          | 2          |
| 108 | SWAGER POLYESTYENE                    | 1          | 0          | 1           | 1           | 5           | 2          |
| 109 | SOKOTO LINE TRANSPORT                 | 1          | 0          | 0           | 0           | 2           | 1          |
| 110 | SOKOTO STATE TRANSPORT AUTHORITY      | 1          | 1          | 1           | 2           | 12          | 1          |
| 111 | SUNBETH GLOBAL CONCEPT                | 1          | 0          | 1           | 1           | 3           | 2          |
| 112 | SUNTANATE HERITAGE INV. LTD           | 1          | 0          | 2           | 2           | 2           | 2          |
| 113 | THE PEOPLE'S CHOICE                   | 1          | 2          | 9           | 11          | 18          | 1          |
| 114 | TSL                                   | 1          | 2          | 0           | 2           | 4           | 1          |
| 115 | TURAKI TRANSPORT                      | 1          | 1          | 6           | 7           | 20          | 1          |
| 116 | VINVIC LOGISTIC NIG LTD               | 1          | 0          | 6           | 6           | 24          | 1          |
| 117 | YAMATU DEBA LG TRANSIT                | 1          | 0          | 2           | 2           | 20          | 2          |
| 118 | ZEPHYRGOLD INTL LTD                   | 1          | 1          | 5           | 6           | 15          | 2          |
| 119 | KANO LINE                             | 4          | 2          | 15          | 17          | 97          | 8          |
| 120 | ABIA LINE                             | 1          | 4          | 4           | 8           | 11          | 2          |
| 121 | AKWAIBOM GARDEN CITY TRANSIT LTD      | 1          | 0          | 0           | 0           | 21          | 1          |
| 122 | APA LGA MASS TRANSIT                  | 1          | 0          | 4           | 4           | 17          | 1          |
| 123 | ARC -AAT                              | 1          | 1          | 0           | 1           | 4           | 2          |
| 124 | BALANGA LGA                           | 1          | 4          | 13          | 17          | 17          | 1          |
| 125 | BAYO MASS TRANSIT                     | 1          | 0          | 1           | 1           | 17          | 2          |
| 126 | BIG JOE MASS TRANSIT                  | 1          | 1          | 8           | 9           | 18          | 1          |
| 127 | BUNGUDU LEGISLATIVE COUNCIL           | 1          | 1          | 0           | 1           | 1           | 2          |
| 128 | CAC                                   | 1          | 0          | 0           | 0           | 1           | 1          |
| 129 | DUNIYA LIBRARY                        | 1          | 1          | 3           | 4           | 18          | 1          |
| 130 | EASTERN LINKS                         | 1          | 0          | 3           | 3           | 3           | 1          |
| 131 | EJIFA                                 | 1          | 0          | 8           | 8           | 11          | 1          |
| 132 | ESQUW PRODUCT LIMITED                 | 1          | 0          | 3           | 3           | 3           | 1          |
| 133 | FADAMA                                | 1          | 0          | 2           | 2           | 5           | 2          |
| 134 | FG ONYEWEN, WHITE SOUL INVESTMENT LTD | 1          | 0          | 3           | 3           | 5           | 2          |
| 135 | GASTAB                                | 1          | 0          | 0           | 0           | 2           | 1          |
| 136 | GOD IS GOOD                           | 2          | 1          | 4           | 5           | 44          | 4          |
| 137 | GOD'S POWER - INDIOME                 | 1          | 0          | 0           | 0           | 2           | 2          |
| 138 | GOOD EMMA GLOBAL RESOURCES            | 1          | 0          | 4           | 4           | 9           | 1          |
| 139 | HEARTLAND                             | 1          | 0          | 10          | 10          | 12          | 2          |
| 140 | KANO NORTH TRANSIT                    | 1          | 0          | 5           | 5           | 21          | 1          |
| 141 | LONDON LINE                           | 1          | 0          | 4           | 4           | 9           | 1          |
| 142 | MAGORAWA TRANSPORT                    | 1          | 0          | 0           | 0           | 14          | 1          |
| 143 | NEW NYANYA                            | 1          | 0          | 4           | 4           | 9           | 1          |
| 144 | OANDO                                 | 1          | 0          | 2           | 2           | 2           | 1          |
| 145 | OKEYSON TRANSPORT                     | 1          | 2          | 1           | 3           | 3           | 2          |
| 146 | PREMIUM BUYUM                         | 1          | 0          | 3           | 3           | 5           | 2          |
| 147 | RETAN                                 | 1          | 0          | 1           | 1           | 2           | 1          |
| 148 | RIVERS JOY                            | 1          | 0          | 8           | 8           | 10          | 1          |
| 149 | SHAFI                                 | 1          | 0          | 0           | 0           | 3           | 1          |
| 150 | TARABA EXPRESS                        | 1          | 2          | 5           | 7           | 14          | 1          |
| 151 | THE APOSTOLIC CHURCH                  | 1          | 0          | 16          | 16          | 19          | 1          |
| 152 | TRIACIA LTD                           | 1          | 2          | 1           | 3           | 5           | 1          |
| 153 | TSTC TARABA STATE TRANSPORT GOOD      | 1          | 1          | 8           | 9           | 13          | 1          |
| 154 | UBBA LINE                             | 1          | 0          | 7           | 7           | 15          | 1          |
| 155 | UNIZIK STUDENT BUS 0331               | 1          | 0          | 3           | 3           | 7           | 4          |
| 156 | CCCC2 COMPANY DUTSE                   | 1          | 1          | 1           | 2           | 2           | 2          |
| 157 | FLIGHT                                | 1          | 0          | 14          | 14          | 20          | 1          |
| 158 | GBN                                   | 1          | 0          | 0           | 0           | 9           | 3          |
| 159 | G/P                                   | 1          | 0          | 2           | 2           | 5           | 2          |
| 160 | GREEN VILLE                           | 1          | 0          | 3           | 3           | 3           | 1          |
| 161 | COMMUNITY PROTECTION GUARD            | 1          | 2          | 5           | 7           | 7           | 1          |
| 162 | UNIVERSAL BASIC EDUCATION             | 1          | 1          | 10          | 11          | 12          | 1          |
| 163 | BASHIRA BELLO AND SON                 | 1          | 0          | 1           | 1           | 4           | 1          |
| 164 | SEED OF LIFE SCHOOL IBADAN/NA         | 1          | 0          | 11          | 11          | 11          | 2          |
| 165 | FLIRT TRANS COY                       | 2          | 2          | 3           | 5           | 25          | 4          |
| 166 | THE YOUNG SHALL GROW                  | 1          | 0          | 12          | 12          | 18          | 2          |
| 167 | BLACK HORSE                           | 1          | 0          | 0           | 0           | 5           | 2          |
| 168 | SOBENZ                                | 1          | 0          | 1           | 1           | 10          | 3          |
| 169 | GOMBE CITY TRANSIT                    | 1          | 0          | 1           | 1           | 5           | 1          |
| 170 | SABA'A TRANSPORT                      | 1          | 0          | 5           | 5           | 22          | 2          |
| 171 | KASPER TRANSPORT/NIL/MASHAL ALLAHU    | 1          | 1          | 7           | 8           | 22          | 3          |
| 172 | EBONYI STATE TRANSPORT                | 1          | 0          | 7           | 7           | 8           | 1          |
| 173 | INDOMIE                               | 1          | 0          | 2           | 2           | 4           | 1          |
| 174 | UNITED NATION                         | 1          | 0          | 2           | 2           | 3           | 2          |
| 175 | PRICE SMART AND TRANSPORT LIMITED     | 1          | 2          | 8           | 10          | 14          | 1          |
| 176 | OBI LOCAL GOVERNMENT TRANSIT          | 1          | 0          | 7           | 7           | 12          | 2          |
| 177 | NSCDC                                 | 1          | 2          | 6           | 8           | 8           | 1          |
| 178 | FAITH MOTORS                          | 1          | 1          | 4           | 5           | 11          | 1          |
| 179 | SOKOTO TRANSPORT                      | 1          | 0          | 3           | 3           | 20          | 1          |
| 180 | JUMIA                                 | 1          | 1          | 1           | 2           | 2           | 1          |
| 181 | ADABA PURE WATER                      | 1          | 1          | 1           | 2           | 2           | 3          |
| 182 | FARYOS                                | 1          | 0          | 12          | 12          | 29          | 4          |
| 183 | TEX ALOBO NIG LTD                     | 1          | 0          | 1           | 1           | 8           | 4          |
| 184 | KDSG                                  | 3          | 1          | 7           | 8           | 51          | 7          |
|     | <b>TOTAL</b>                          | <b>424</b> | <b>399</b> | <b>1730</b> | <b>2129</b> | <b>4074</b> | <b>576</b> |



## 10.2 2024 Safety Managers Annual Retreat

The Annual Safety Managers Retreat is an event organized by the Federal Road Safety Corps under the Road Transport Safety Standardization Scheme (RTSSS), which is supported by the National Road Traffic Regulations (NRTR) of 2012 and 2016 (as amended). This Retreat, was an important event in the Corps. It serves as a platform to address critical observations made by the Corps regarding fleet operations and the overall implementation of the RTSSS across the country.

Following approval of the Corps Marshal, the event was held on November 28, 2024, with the theme: “Driver Management:

Enhancing Safety through Technology.” The objectives of the 2024 Safety Managers Retreat were as follows:

- a. To review fleet operations practices from 2023 to identify areas of low performance and develop strategies for improvement.
- b. To familiarize Safety Managers with contemporary developments and share experiences related to public road transportation and the RTSSS.
- c. To highlight observed deviations in the RTSSS among fleet operators.



Corps Marshal And Other Invited Guests At The 2024 Safety Managers Annual Retreat held on 28th November 2024



### 10.3 2024 Inspection and Certification

#### Inspection and Certification of Dangote Cement Transport

Every year, the Federal Road Safety Corps (FRSC) conducts inspections and certifications of fleet operators nationwide. This initiative aims to ensure that these organizations maintain the highest safety standards in line with global practices. In light of this, the FRSC Management approved the 2024 Certification and Vehicle Inspection Program for Dangote Cement Transport and other fleet operators.

To ensure that the Road Transport Safety Standards Scheme (RTSSS) and the National Action Plan for Haulage Operations in Nigeria is complied with, a team of assessors was deployed to Dangote Cement plants.

The Dangote Cement Transport arm was inspected and certified for the reporting year. The exercise focused on key areas to ensure safety in the fleet operations by educating drivers on the technical and

behavioural essentials of safe and efficient trucking in line with provisions of the RTSSS Policy and finally carrying out technical inspection of the trucks to ensure roadworthiness and compliance with minimum safety standards.

#### Inspection and Certification Of BUA Cement Transport

Similarly, The Management approved the deployment of Assessors to inspect and certify BUA Transport Company. This three-day exercise focused on several key areas to enhance safety in the company's fleet operations.

It included educating the Safety and Fleet Managers about the provisions of the Road Transport Safety Standards Scheme (RTSSS) related to their responsibilities, training drivers on the essential technical and behavioural aspects of safe and efficient trucking, and conducting thorough technical inspections of the trucks to ensure they were roadworthy.



Inspection of Dangote truck by FRSC personnel



Drivers at Training Programme in 2024



### **Inspection and Certification of Nigerian Bottling Company Transport**

The inspection and certification of Nigerian Bottling Company (NBC) are essential for compliance with the National Road Traffic Regulations (NRTR), specifically Regulation 199(5) and 199(6) of NRTR 2016 (as amended). These regulations require that fleet operators undergo an annual inspection and assessment to determine their classification and certification according to established standards and specifications.

Vehicle inspection and drivers' certification exercises were conducted at nineteen (19) NBC plants and depots. During this exercise, participants took a series of documentation processes and oral interviews to evaluate their driving skills and psychological fitness for managing emotions while driving. The program concluded with PowerPoint presentations

aimed at enhancing understanding. The lecture topics included: Driving Standards & Conduct Road Safety Rules Breaking techniques Distance Responding to Hazards to Avoid Crash



Inspection and certification by FRSC personnel

### **2024 Drivers Certification And Trucks Inspection Exercise For Crown Flour, Ikorodu, Lagos**

Similarly, the Corps conducted the 2024 driver certification and Truck inspection of Crown Flour Mills Ikorodu Lagos.

The exercise was supported by the Road Transport Safety Standardization Scheme (RTSSS) as a regulatory policy that establishes minimum safety requirements for fleet operators in Nigeria.



FRSC Assessors at the Crown Flour Mill in Lagos in 2024



## 10.4 Legal Matters

FRSC is a creation of the law as established by the FRSC Establishment Act, 2007 through a statute called "Enabling Act" which defines the scope of the Corps functions, in view of the above FRSC operates within the ambit of the law for its operations and other activities.

The primary mandate of the Corps as enshrined in the law is making the highway safe for motorists and other users, recommending works or devices designed to eliminate or minimise accidents on the highways and advising the Federal and State governments, including the Federal Capital Administration and relevant government agencies on the localities where such works and devices are required: and educating motorists and members of the public on the importance of discipline on the highways.

In 2024, the undermentioned legal activities were carried out:

a. A total of 96 civil cases and 83 criminal cases were prosecuted within the

Corps. Of these, 33 cases were handled by external solicitors, while 24 were managed by in-house lawyers, resulting in a total of 96 cases.

b. In 2024, there were a total of 33 cases on appeal: 5 in the Supreme Court and 28 at the Court of Appeal. Among these cases, 37 were challenging the operations of the Federal Road Safety Corps (FRSC), 18 other related to the enforcement of fundamental rights, and 14 concerned labor matters, including the termination of staff appointments.

c. Additionally, there were 2 cases related to contracts and several other cases involving various issues.

### MOBILE COURT SITTINGS

A total of 3,830 offenders were arrested during the reporting year, of which 3,423 were convicted and 166 were discharged.



A Mobile Court Session in 2024



NBA and FRSC forge Strategic partnership on Road Safety and legal reforms .



## SUMMARY OF CASES

Table 56 : Summary of Civil Cases

|     | COMMAND           | NO OF CASES |
|-----|-------------------|-------------|
| 1.  | RS1. KADUNA       | 7           |
| 2.  | RS2.LAGOS         | 4           |
| 3.  | R S 3 YOLA        | Nil         |
| 4.  | RS4 JOS           | Nil         |
| 5   | RS5 BENIN         | 8           |
| 6.  | RS 6 PORTHARCOURT | 30          |
| 7.  | RS 7 ABUJA        | Nil         |
| 8.  | RS8 ILORIN        | 1           |
| 9.  | RS 9 ENUGU        | 9           |
| 10. | RS 10 SOKOTO      | Nil         |
| 11. | RS 11 OSOGBO      | 2           |
| 12  | RS 12 BAUCHI      | 2           |
|     | RSHQ              | 24          |
|     | TOTAL             | 87          |

Table 57: Summary Of Criminal Cases

| S/N | COMMAND           | NO OF CASES |
|-----|-------------------|-------------|
| 1   | RS1. KADUNA       | 7           |
| 2   | RS2.LAGOS         | 4           |
| 3.  | R S 3 YOLA        | Nil         |
| 4.  | RS 4 JOS          | 4           |
| 5.  | RS5 BENIN         | 3           |
| 6.  | RS 6 PORTHARCOURT | 39          |
| 7   | RS 7 ABUJA        | 3           |
| 8   | RS8 ILORIN        | 6           |
| 9   | RS 9 ENUGU        | 9           |
| 10. | RS 10 SOKOTO      | Nil         |
| 11  | RS 11 OSOGBO      | 7           |
| 12  | RS 12 BAUCHI      | 1           |
| 13  | RSHQ              | Nil         |
|     | TOTAL             | 83          |

Table 58: Summary Of Mobile Courts Conducted From Jan-october, 2024

|     | COMMAND              | NO. OF<br>CONVICTIONS | NO.OF<br>DISCHARGED | NO OF<br>DOFFENDERS | NO. OF<br>SITTINGS |
|-----|----------------------|-----------------------|---------------------|---------------------|--------------------|
| 1.  | RS1. KADUNA          | 473                   | 21                  | 414                 | 13                 |
| 2.  | RS2.LAGOS            | 279                   | 17                  | 296                 | 25                 |
| 3.  | R S 3 YOLA           | 1,010                 | 34                  | 1,146               | 15                 |
| 4.  | RS4 JOS              | 112                   | NIL                 | 112                 | 3                  |
| 5   | RS5 BENIN            | 160                   | 6                   | 317                 | 11                 |
| 6.  | RS 6<br>PORTHARCOURT | 57                    | 2                   | 59                  | 4                  |
| 7.  | RS 7 ABUJA           | 239                   | 16                  | 345                 | 9                  |
| 8.  | RS8 ILORIN           | 119                   | 15                  | 113                 | 6                  |
| 9.  | RS 9 ENUGU           | 897                   | 54                  | 1,002               | 21                 |
| 10. | RS 10 SOKOTO         | NIL                   | NIL                 | NIL                 | NIL                |
| 11. | RS 11 OSOGBO         | 77                    | 1                   | 26                  | 4                  |
| 12  | RS 12 BAUCHI         | NIL                   | NIL                 | NIL                 | NIL                |
|     | RSHQ                 | NIL                   | NIL                 | NIL                 | NIL                |
|     | TOTAL                |                       |                     |                     |                    |

## 11.0 Capacity Building for Paramedics and Patrol Operatives



Participants at the 2024 Capacity Building programme for the Paramedics

The Capacity Building Programme for the Federal Road Safety Corps (FRSC) Paramedics and Patrol Operatives, training was conducted at the Ibadan Centre from 8-10 May 2024 and Kano from 30 April 02 May, 2024, involving operatives from the South-West, South-Central, North central regions of the country.

The aim was to equip them with the necessary knowledge, toward enhancing their ability to respond effectively to road traffic crashes and emergencies for improved service delivery.

Ford Foundation collaborated with FRSC to provide participants with advanced training, updated knowledge, and hands-on experience with modern rescue equipment. This exercise was necessary to ensure that first-class life-saving treatment was administered to emergency victims on the roads.

The Corps Marshal was representative,

ACM Clement O. Oladele, fdc, the Corps Project Implementation Officer, who extended gratitude to the Ford Foundation, with a special mention of Dr. Chichi Aniagolu-Okoye, the Regional Director, West Africa, for their unwavering support and collaboration.

The Corps Marshal's representative emphasized the importance of sustained cooperation to expand the program to additional centres. He commended all participants for their attentiveness and dedication throughout the programme. He further encouraged them to share the lectures with their colleagues in various commands through the In-house Lecture Series.



ACM Clement O. Oladele, fdc, presented Certificates of Participation to the participants while Syndicate 'B' was awarded a Prize token for their outstanding performance.

In conclusion, he extended the Corps Marshal's best wishes to all participants, invited guests, senior officers, and the project team for safe travels to their respective commands and locations.

The feedback from participants following the training program was overwhelmingly positive as highlighted below:-

a. They expressed satisfaction with the quality and content of the training, noting that it surpassed their expectations and met all required standards.

b. Participants felt equipped with the necessary skills and knowledge for their respective roles, thanks to the effectiveness of the facilitators in delivering comprehensive demonstrations.

c. The conducive learning

environment further enhanced their experience, contributing to an optimal atmosphere for absorbing new information.

d. Participants appreciated the attention to details, including the quality of the catering and the overall ambience of the training environment.

e. The programme was a success while suggestions were made to extend its duration to allow for more in-depth learning and practice.

f. There was unanimous agreement among participants on the importance of providing operatives with additional rescue materials to enhance their effectiveness in executing their duties.

g. Increasing training opportunities for paramedics and patrolmen was highlighted as a priority to further improve productivity and performance in their roles.



Participants at the capacity Building for Paramedics in 2024





## Motor Vehicle Administration





## 11.0 Motor Vehicle Administration



The mission of the Federal Road Safety Corps (FRSC) hinges on coordinating all road safety initiatives through improved strategic partnerships and alignment with global strategies. With improved strategy, the Corps embraced cutting-edge technology and operates three Number Plate Production Plants in Lagos, Awka, and Abuja, and an additional six mini Number Plate Plants in Sokoto, Asaba, Kano, Port Harcourt, Jos, and Yola.

To support its patrol operations, the Corps has 222 license processing centres and two modern print farms in Abuja and Lagos. The Corps is committed to meeting the high demand for world-class driver's licenses and number plates.

However, in 2024, production faced challenges due to high inflation and an economic downturn that affected the availability of consumables within the supply chain. The rising costs hindered the production of driver's licenses and number plates. Despite these challenges, the Corps has persevered through the economic difficulties and remains determined to maintain a consistent supply of number plates and driver's licenses, fulfilling its mandate to serve the public promptly.

Due to the high production costs and the need to maintain the integrity of the National Uniform Licensing Scheme for National Security, the Joint Tax Board (JTB) approved a new pricing structure for the National Driver License and Number Plates. This decision was taken during its 155th Meeting, held from July 1 to 3, 2024, at Zuma Rock Resort in Suleja, Niger State, Nigeria.

This necessary price adjustment will enable the Federal Road Safety Corps to address current production cost realities and enhance service delivery, aligning with global standards. Furthermore, during its 156th Meeting in Port Harcourt, Rivers State, the Board approved April 1, 2025, as the effective date for the new pricing regime. This review aligns with current economic realities and ensures a consistent supply chain for driver licenses and number plate productions.

Additionally, the Corps is committed to maintaining a reliable vehicle database, as the Federal Road Safety Corps (FRSC) is positioned as the central repository for all number plates and driver's license information in the country. This database contains the details of vehicle owners nationwide.



The Corps is proud to be the leading authority in traffic management and administration on Nigeria's roads. It collaborates with the Nigeria Police, the Department of State Security, the Economic and Financial Crimes Commission, and other security agencies to help detect stolen vehicles nationwide.

The FRSC Signage Plant is the first government-owned production facility in Nigeria and the first in sub-Saharan Africa dedicated to producing high-quality signage. The Signage Plate serves the federal, state, and local governments, as well as private individuals. Inaugurated with the capacity to serve the nation and beyond, the plant ensures the production of top-quality signage

across the country.

### NDL Production

In the year 2024, a total of 890,166 driver's licenses were produced. Lagos State had the highest number of licenses issued, with 216,583, accounting for 24.3% of the total.

The Federal Capital Territory (FCT) followed with 69,508 licenses, representing 7.8%. Conversely, Yobe State recorded the lowest number, with only 2,343 licenses issued, which is just 0.2% of the total.

These figures are illustrated in the bar chart shown in Figure 29.

Figure 29: Showing Jan. to Dec. 2024 NDL monthly production for the year, 2024

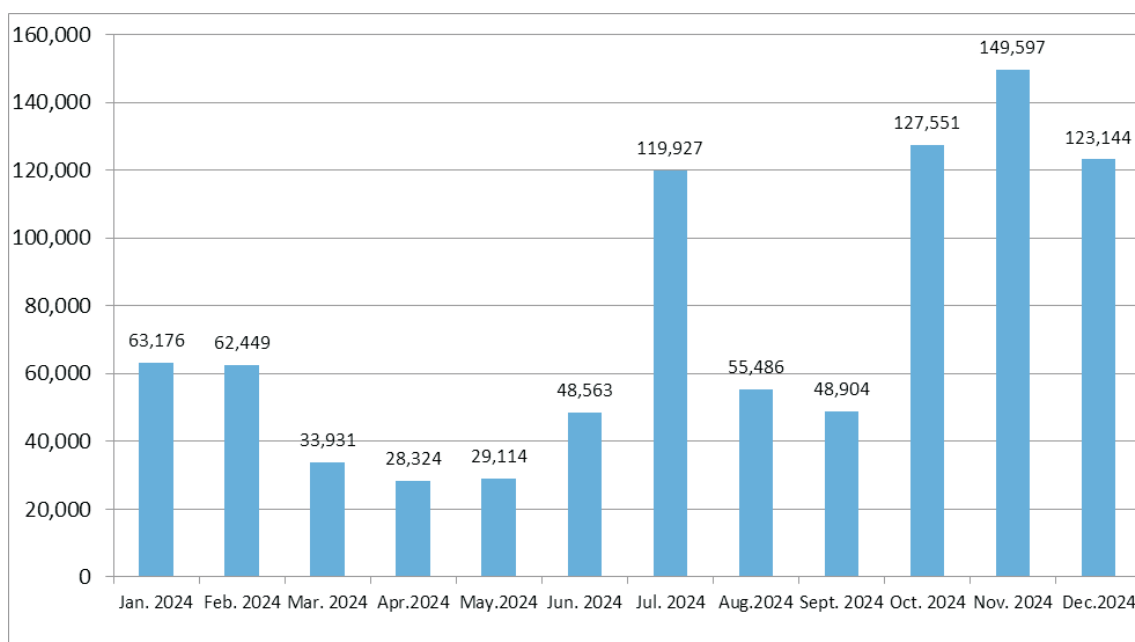






Table 57: NDL Produced from January for December 2024

| S/N   | STATE       | 24-Jan | 24-Feb | 24-Mar | 24-Apr | 24-May | 24-Jun | 24-Jul  | 24-Aug | 24-Sep | 24-Oct  | 24-Nov  | 24-Dec  | Total   |
|-------|-------------|--------|--------|--------|--------|--------|--------|---------|--------|--------|---------|---------|---------|---------|
| 1     | ABIA        | 361    | 205    | 106    | 106    | 319    | 602    | 3,511   | 1,612  | 0      | 5,302   | 5,099   | 5,302   | 22,525  |
| 2     | ADAMAWA     | 205    | 224    | 204    | 215    | 249    | 327    | 569     | 372    | 112    | 1,984   | 1,052   | 1,984   | 7,497   |
| 3     | AKWA-IBOM   | 857    | 751    | 206    | 203    | 961    | 1,113  | 2,708   | 1,843  | 753    | 2,505   | 2,929   | 2,505   | 17,334  |
| 4     | ANAMBRA     | 1,258  | 503    | 506    | 302    | 247    | 668    | 6,501   | 1,066  | 1,039  | 2,958   | 4,521   | 2,958   | 22,527  |
| 5     | BAUCHI      | 495    | 223    | 163    | 128    | 183    | 234    | 929     | 538    | 582    | 1,414   | 1,480   | 1,414   | 7,783   |
| 6     | BAYELSA     | 324    | 282    | 184    | 235    | 234    | 370    | 1,158   | 407    | 0      | 668     | 1,365   | 668     | 5,895   |
| 7     | BENUE       | 440    | 316    | 201    | 165    | 162    | 220    | 1,510   | 453    | 104    | 1,184   | 1,924   | 1,184   | 7,863   |
| 8     | BORNO       | 483    | 193    | 112    | 320    | 52     | 15     | 1,914   | 438    | 191    | 666     | 920     | 666     | 5,970   |
| 9     | CROSS RIVER | 547    | 980    | 258    | 295    | 189    | 20     | 2,742   | 204    | 767    | 1,921   | 2,435   | 1,921   | 12,279  |
| 10    | DELTA       | 3,138  | 3,210  | 1,385  | 1,949  | 1,907  | 3,545  | 7,595   | 3,906  | 3,535  | 6,579   | 9,992   | 6,579   | 53,320  |
| 11    | EBONYI      | 566    | 241    | 190    | 242    | 145    | 0      | 0       | 197    | 0      | 1,525   | 1,182   | 1,525   | 5,813   |
| 12    | EDO         | 2,873  | 3,821  | 1,165  | 1,744  | 1,856  | 577    | 5,436   | 1,265  | 1,984  | 4,002   | 6,410   | 4,002   | 35,135  |
| 13    | EKITI       | 576    | 158    | 102    | 482    | 82     | 358    | 1,259   | 732    | 0      | 439     | 1,240   | 439     | 5,867   |
| 14    | ENUGU       | 1,231  | 1,502  | 415    | 744    | 617    | 902    | 1,529   | 819    | 406    | 2,724   | 2,318   | 2,724   | 15,931  |
| 15    | FCT         | 6,824  | 5,126  | 3,049  | 2,142  | 2,388  | 4,323  | 8,776   | 5,639  | 2,008  | 9,218   | 10,797  | 9,218   | 69,508  |
| 16    | GOMBE       | 293    | 116    | 102    | 115    | 993    | 2,727  | 2,440   | 1,245  | 68     | 2,289   | 3,158   | 2,289   | 15,835  |
| 17    | IMO         | 1,144  | 1,602  | 140    | 449    | 237    | 156    | 1,560   | 605    | 54     | 329     | 1,567   | 129     | 7,972   |
| 18    | JIGAWA      | 178    | 178    | 182    | 148    | 279    | 410    | 110     | 170    | 405    | 1,331   | 773     | 1,331   | 5,495   |
| 19    | KADUNA      | 1,911  | 1,061  | 1,333  | 1,176  | 643    | 1,462  | 3,638   | 1,683  | 405    | 3,713   | 4,661   | 3,713   | 25,399  |
| 20    | KANO        | 1,952  | 1,796  | 1,359  | 1,002  | 1,073  | 1,356  | 5,544   | 1,750  | 2,459  | 5,427   | 5,828   | 5,427   | 34,973  |
| 21    | KATSINA     | 465    | 812    | 650    | 247    | 1,279  | 1,543  | 802     | 227    | 508    | 1,548   | 1,925   | 1,341   | 11,347  |
| 22    | KEBBI       | 74     | 183    | 33     | 60     | 152    | 49     | 335     | 188    | 315    | 806     | 580     | 806     | 3,581   |
| 23    | KOGI        | 480    | 113    | 142    | 235    | 246    | 385    | 898     | 339    | 588    | 1,324   | 1,838   | 1,324   | 7,912   |
| 24    | KWARA       | 494    | 350    | 165    | 663    | 512    | 931    | 4,176   | 431    | 1,724  | 2,802   | 2,730   | 2,802   | 17,780  |
| 25    | LAGOS       | 14,724 | 17,007 | 10,723 | 6,816  | 6,894  | 12,046 | 27,807  | 14,754 | 16,324 | 30,948  | 27,592  | 30,948  | 216,583 |
| 26    | NASARAWA    | 829    | 867    | 512    | 687    | 245    | 459    | 1,174   | 653    | 679    | 1,066   | 2,899   | 1,066   | 11,136  |
| 27    | NIGER       | 908    | 944    | 610    | 248    | 613    | 1,643  | 1,121   | 587    | 227    | 1,650   | 1,772   | 1,650   | 11,973  |
| 28    | OGUN        | 5,189  | 4,525  | 3,054  | 1,485  | 1,948  | 5,144  | 4,457   | 3,939  | 1,207  | 6,971   | 9,741   | 6,971   | 54,631  |
| 29    | ONDO        | 1,605  | 1,960  | 207    | 623    | 698    | 721    | 3,696   | 1,868  | 1,790  | 3,245   | 4,209   | 3,245   | 23,867  |
| 30    | OSUN        | 1,494  | 1,585  | 923    | 500    | 498    | 466    | 995     | 565    | 853    | 4,517   | 1,792   | 517     | 14,705  |
| 31    | OYO         | 3,500  | 3,261  | 2,546  | 1,817  | 972    | 1,522  | 4,037   | 2,261  | 2,380  | 5,928   | 7,221   | 5,928   | 41,373  |
| 32    | PLATEAU     | 1,214  | 1,897  | 211    | 799    | 168    | 396    | 4,579   | 1,862  | 1,189  | 3,304   | 3,784   | 3,304   | 22,707  |
| 33    | RIVERS      | 5,727  | 5,543  | 2,441  | 1,659  | 1,317  | 2,847  | 5,534   | 2,221  | 5,620  | 4,216   | 8,846   | 4,216   | 50,187  |
| 34    | SOKOTO      | 272    | 249    | 152    | 85     | 541    | 541    | 476     | 340    | 124    | 1,043   | 2,388   | 1,043   | 7,254   |
| 35    | TARABA      | 246    | 248    | 68     | 74     | 47     | 164    | 289     | 66     | 241    | 1,113   | 787     | 1,113   | 4,456   |
| 36    | YOBE        | 122    | 195    | 80     | 80     | 44     | 169    | 37      | 141    | 117    | 366     | 626     | 366     | 2,343   |
| 37    | ZAMFARA     | 177    | 222    | 52     | 84     | 124    | 152    | 85      | 100    | 146    | 526     | 1,216   | 526     | 3,410   |
| TOTAL |             | 63,176 | 62,449 | 33,931 | 28,324 | 29,114 | 48,563 | 119,927 | 55,486 | 48,904 | 127,551 | 149,597 | 123,144 | 890,166 |



Table 58: Driver's Licences Processed Per State Year 2024

| S/N   | STATE       | Jan.2024 |      | Feb. 2024 |      | Mar. 2024 |      | Apr.2024 |      | May, 2024 |      | Jun. 2024 |      | Jul.2024 |      | Aug. 2024 |      | Sept. 2024 |      | Oct.2024 |      | Nov. 2024 |       | Dec. 2024 |       | Total   |       | Total   | TOTAL |
|-------|-------------|----------|------|-----------|------|-----------|------|----------|------|-----------|------|-----------|------|----------|------|-----------|------|------------|------|----------|------|-----------|-------|-----------|-------|---------|-------|---------|-------|
|       |             | NDL      | MCDL | NDL       | MCDL | NDL       | MCDL | NDL      | MCDL | NDL       | MCDL | NDL       | MCDL | NDL      | MCDL | NDL       | MCDL | NDL        | MCDL | NDL      | MCDL | NDL       | MCDL  | NDL       | MCDL  | NDL     | MCDL  |         |       |
| 1     | ABIA        | 0        | 3    | 205       | 0    | 102       | 4    | 106      | 0    | 319       | 0    | 602       | 0    | 3,511    | 0    | 1,612     | 0    | 0          | 0    | 5,301    | 1    | 5,098     | 1     | 5,299     | 3     | 22,513  | 12    | 22,525  |       |
| 2     | ADAMAWA     | 193      | 12   | 214       | 10   | 204       | 0    | 215      | 0    | 243       | 6    | 320       | 7    | 569      | 0    | 366       | 6    | 105        | 7    | 1,966    | 18   | 1,040     | 12    | 1,888     | 96    | 7,323   | 174   | 7,497   |       |
| 3     | AKWA-IBOM   | 856      | 1    | 750       | 1    | 205       | 1    | 203      | 0    | 960       | 1    | 1112      | 1    | 2,708    | 0    | 1,842     | 1    | 752        | 1    | 2,504    | 1    | 2,929     | 0     | 2,284     | 221   | 17,105  | 229   | 17,334  |       |
| 4     | ANAMBRA     | 1,258    | 0    | 503       | 0    | 506       | 0    | 302      | 0    | 247       | 0    | 666       | 2    | 6,501    | 0    | 1,066     | 0    | 1,037      | 2    | 2,955    | 3    | 4,515     | 6     | 2,928     | 30    | 22,484  | 43    | 22,527  |       |
| 5     | BAUCHI      | 484      | 11   | 204       | 19   | 158       | 5    | 125      | 3    | 182       | 1    | 226       | 8    | 926      | 3    | 537       | 1    | 574        | 8    | 1,406    | 8    | 1,476     | 4     | 1,413     | 1     | 7,711   | 72    | 7,783   |       |
| 6     | BAYELSA     | 317      | 7    | 211       | 71   | 154       | 30   | 202      | 33   | 178       | 56   | 281       | 89   | 1,125    | 33   | 351       | 56   | 0          | 0    | 616      | 52   | 1,185     | 180   | 557       | 111   | 5,177   | 718   | 5,895   |       |
| 7     | BENUE       | 440      | 0    | 315       | 1    | 201       | 0    | 165      | 0    | 161       | 1    | 219       | 1    | 1,510    | 0    | 452       | 1    | 103        | 1    | 1,184    | 0    | 1,924     | 0     | 1,060     | 124   | 7,734   | 129   | 7,863   |       |
| 8     | BORNO       | 478      | 5    | 115       | 78   | 112       | 0    | 320      | 0    | 52        | 0    | 15        | 0    | 1,914    | 0    | 438       | 0    | 191        | 0    | 654      | 12   | 895       | 25    | 627       | 39    | 5,811   | 159   | 5,970   |       |
| 9     | CROSS RIVER | 547      | 0    | 980       | 0    | 258       | 0    | 295      | 0    | 189       | 0    | 20        | 0    | 2,742    | 0    | 204       | 0    | 767        | 0    | 1,915    | 6    | 2,425     | 10    | 1,876     | 45    | 12,218  | 61    | 12,279  |       |
| 10    | DELTA       | 2,856    | 282  | 2,985     | 225  | 1,285     | 100  | 1,882    | 67   | 1,714     | 193  | 3,111     | 434  | 7,528    | 67   | 3,713     | 193  | 3,101      | 434  | 6,290    | 289  | 9,496     | 496   | 6,374     | 205   | 50,335  | 2,985 | 53,320  |       |
| 11    | EBONYI      | 563      | 3    | 235       | 6    | 190       | 0    | 242      | 0    | 145       | 0    | 0         | 0    | 0        | 0    | 197       | 0    | 0          | 0    | 1,498    | 27   | 1,177     | 5     | 1,521     | 4     | 5,768   | 45    | 5,813   |       |
| 12    | EDO         | 2,863    | 10   | 3,815     | 6    | 1,162     | 3    | 1,744    | 0    | 1856      | 0    | 575       | 2    | 5,436    | 0    | 1,265     | 0    | 1,982      | 2    | 3,993    | 9    | 6,399     | 11    | 3,998     | 4     | 35,088  | 47    | 35,135  |       |
| 13    | EKITI       | 564      | 12   | 152       | 6    | 102       | 0    | 482      | 0    | 82        | 0    | 357       | 1    | 1,259    | 0    | 732       | 0    | 0          | 0    | 434      | 5    | 1,231     | 9     | 429       | 10    | 5,824   | 43    | 5,867   |       |
| 14    | ENUGU       | 1,230    | 1    | 1,502     | 0    | 415       | 0    | 744      | 0    | 617       | 0    | 902       | 0    | 1,529    | 0    | 819       | 0    | 406        | 0    | 2,723    | 1    | 2,318     | 0     | 2,723     | 1     | 15,928  | 3     | 15,931  |       |
| 15    | FCT         | 6,823    | 1    | 5,123     | 3    | 3,048     | 1    | 2,142    | 0    | 2,387     | 1    | 4,322     | 1    | 8,776    | 0    | 5,638     | 1    | 2,007      | 1    | 9,206    | 12   | 10,785    | 12    | 9,207     | 11    | 69,464  | 44    | 69,508  |       |
| 16    | GOMBE       | 293      | 0    | 114       | 2    | 102       | 0    | 115      | 0    | 993       | 0    | 2727      | 0    | 2,440    | 0    | 1,245     | 0    | 68         | 0    | 2,289    | 0    | 3,158     | 0     | 2,288     | 1     | 15,832  | 3     | 15,835  |       |
| 17    | IMO         | 1,144    | 0    | 1,602     | 0    | 140       | 0    | 449      | 0    | 237       | 0    | 156       | 0    | 1,560    | 0    | 605       | 0    | 54         | 0    | 329      | 0    | 1,567     | 0     | 129       | 0     | 7,972   | 0     | 7,972   |       |
| 18    | JIGAWA      | 177      | 1    | 177       | 1    | 182       | 0    | 148      | 0    | 278       | 1    | 408       | 2    | 110      | 0    | 169       | 1    | 403        | 2    | 1,331    | 0    | 773       | 0     | 1,331     | 0     | 5,487   | 8     | 5,495   |       |
| 19    | KADUNA      | 1,863    | 48   | 1,023     | 38   | 1,312     | 21   | 1,159    | 17   | 627       | 16   | 1,415     | 47   | 3,621    | 17   | 1,667     | 16   | 358        | 47   | 3,701    | 12   | 4,608     | 53    | 3,602     | 111   | 24,956  | 443   | 25,399  |       |
| 20    | KANO        | 1,952    | 0    | 1,794     | 2    | 1,359     | 0    | 1,002    | 0    | 1,071     | 2    | 1,353     | 3    | 5,544    | 0    | 1,748     | 2    | 2,456      | 3    | 5,389    | 38   | 5,760     | 68    | 5,344     | 83    | 34,772  | 201   | 34,973  |       |
| 21    | KATSINA     | 463      | 2    | 808       | 4    | 650       | 0    | 247      | 0    | 1279      | 0    | 1543      | 0    | 802      | 0    | 227       | 0    | 508        | 0    | 1,544    | 4    | 1,920     | 5     | 1,331     | 10    | 11,322  | 25    | 11,347  |       |
| 22    | KEBBI       | 74       | 0    | 182       | 1    | 33        | 0    | 60       | 0    | 152       | 0    | 48        | 1    | 335      | 0    | 188       | 0    | 314        | 1    | 805      | 1    | 577       | 3     | 804       | 2     | 3,572   | 9     | 3,581   |       |
| 23    | KOGI        | 479      | 1    | 105       | 8    | 141       | 1    | 235      | 0    | 246       | 0    | 381       | 4    | 898      | 0    | 339       | 0    | 584        | 4    | 1,310    | 14   | 1,809     | 29    | 1,295     | 29    | 7,822   | 90    | 7,912   |       |
| 24    | KWARA       | 494      | 0    | 350       | 0    | 165       | 0    | 663      | 0    | 510       | 2    | 929       | 2    | 4,176    | 0    | 429       | 2    | 1,722      | 2    | 2,800    | 2    | 2,725     | 5     | 2,794     | 8     | 17,757  | 23    | 17,780  |       |
| 25    | LAGOS       | 14,699   | 25   | 16,973    | 34   | 10,720    | 3    | 6,811    | 5    | 6,873     | 21   | 12,006    | 40   | 27,802   | 5    | 14,733    | 21   | 16,284     | 40   | 30,930   | 18   | 27,552    | 40    | 30,921    | 27    | 216,304 | 279   | 216,583 |       |
| 26    | NASARAWA    | 828      | 1    | 867       | 0    | 511       | 1    | 687      | 0    | 242       | 3    | 456       | 3    | 1,174    | 0    | 650       | 3    | 676        | 3    | 1,064    | 2    | 2,895     | 4     | 1,062     | 4     | 11,112  | 24    | 11,136  |       |
| 27    | NIGER       | 906      | 2    | 944       | 0    | 610       | 0    | 248      | 0    | 613       | 0    | 1643      | 0    | 1,121    | 0    | 587       | 0    | 227        | 0    | 1,650    | 0    | 1,772     | 0     | 1,649     | 1     | 11,970  | 3     | 11,973  |       |
| 28    | OGUN        | 5,189    | 0    | 4,524     | 1    | 3,054     | 0    | 1,485    | 0    | 1,948     | 0    | 5,140     | 4    | 4,457    | 0    | 3,939     | 0    | 1,203      | 4    | 6,969    | 2    | 9,737     | 4     | 6,962     | 9     | 54,607  | 24    | 54,631  |       |
| 29    | ONDO        | 1,605    | 0    | 1,960     | 0    | 206       | 1    | 622      | 1    | 697       | 1    | 719       | 2    | 3,695    | 1    | 1,867     | 1    | 1,788      | 2    | 3,205    | 40   | 4,161     | 48    | 3,210     | 35    | 23,735  | 132   | 23,867  |       |
| 30    | OSUN        | 1,485    | 9    | 1,584     | 1    | 923       | 0    | 500      | 0    | 498       | 0    | 464       | 2    | 995      | 0    | 565       | 0    | 851        | 2    | 4,517    | 0    | 1,791     | 1     | 485       | 32    | 14,658  | 47    | 14,705  |       |
| 31    | OYO         | 3,494    | 6    | 3,163     | 98   | 2,513     | 33   | 1,816    | 1    | 940       | 32   | 1,449     | 73   | 4,036    | 1    | 2,229     | 32   | 2,307      | 73   | 5,775    | 153  | 7,092     | 129   | 5,842     | 86    | 40,656  | 717   | 41,373  |       |
| 32    | PLATEAU     | 1,161    | 53   | 1,783     | 114  | 201       | 10   | 799      | 0    | 166       | 2    | 394       | 2    | 4,579    | 0    | 1,860     | 2    | 1,187      | 2    | 3,278    | 26   | 3,699     | 85    | 3,271     | 33    | 22,378  | 329   | 22,707  |       |
| 33    | RIVERS      | 5,725    | 2    | 5,538     | 5    | 2,440     | 1    | 1,659    | 0    | 1,317     | 0    | 2,847     | 0    | 5,534    | 0    | 2,221     | 0    | 5,620      | 0    | 4,216    | 0    | 8,841     | 5     | 4,212     | 4     | 50,170  | 17    | 50,187  |       |
| 34    | SOKOTO      | 272      | 0    | 249       | 0    | 150       | 2    | 85       | 0    | 538       | 3    | 538       | 3    | 476      | 0    | 337       | 3    | 121        | 3    | 1,043    | 0    | 2,388     | 0     | 1,041     | 2     | 7,238   | 16    | 7,254   |       |
| 35    | TARABA      | 246      | 0    | 248       | 0    | 68        | 0    | 74       | 0    | 46        | 1    | 163       | 1    | 289      | 0    | 65        | 1    | 240        | 1    | 1,112    | 1    | 774       | 13    | 1,107     | 6     | 4,432   | 24    | 4,456   |       |
| 36    | YOBE        | 121      | 1    | 188       | 7    | 80        | 0    | 80       | 0    | 42        | 2    | 167       | 2    | 37       | 0    | 139       | 2    | 115        | 2    | 364      | 2    | 624       | 2     | 361       | 5     | 2,318   | 25    | 2,343   |       |
| 37    | ZAMFARA     | 176      | 1    | 82        | 140  | 52        | 0    | 83       | 1    | 123       | 1    | 150       | 2    | 84       | 1    | 99        | 1    | 144        | 2    | 524      | 2    | 1,209     | 7     | 523       | 3     | 3,249   | 161   | 3,410   |       |
| TOTAL |             | 62,676   | 500  | 61,567    | 882  | 33714     | 217  | 28,196   | 128  | 28,768    | 346  | 47,824    | 739  | 119,799  | 128  | 55,140    | 346  | 48,255     | 649  | 126,790  | 761  | 148,325   | 1,272 | 121,748   | 1,396 | 882,802 | 7,364 | 890,166 |       |



## NDL PRODUCTION ON YEARLY BASIS

A total production of Drivers Licence within the year, 2024 is Eight Hundred and Ninety Thousand, One Hundred and Sixty-Six (890,166) with NDL accounting for Eight Hundred Eighty-Two Thousand Eight Hundred and Two (882,802), representing

99.2%, while MCDL accounted for Seven Thousand Three Hundred and Sixty-Four (7,364), representing 0.8% as shown in the Table 5 and Table 6.

These are represented in the bar chart of Figure 30 and 31 respectively.

Table 59: Driver's NDL Processed per State in 2024

| S/N | STATE        | Jan. 2024     | Feb. 2024     | Mar. 2024     | Apr. 2024     | May. 2024     | Jun. 2024     | Jul. 2024      | Aug. 2024     | Sept. 2024    | Oct. 2024      | Nov. 2024      | Dec. 2024      | Total          |
|-----|--------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|---------------|---------------|----------------|----------------|----------------|----------------|
|     |              | NDL           | NDL           | NDL           | NDL           | NDL           | NDL           | NDL            | NDL           | NDL           | NDL            | NDL            | NDL            | NDL            |
| 1   | ABIA         | 358           | 205           | 102           | 106           | 319           | 602           | 3,511          | 1,612         | 0             | 5,30           | 5,098          | 5,29           | 22,513         |
| 2   | ADAMAWA      | 193           | 214           | 204           | 215           | 243           | 320           | 569            | 366           | 105           | 1,966          | 1,040          | 1,888          | 7,323          |
| 3   | AKWA-IBOM    | 856           | 750           | 205           | 203           | 960           | 1112          | 2,708          | 1,842         | 752           | 2,504          | 2,929          | 2,284          | 17,105         |
| 4   | ANAMBRA      | 1,258         | 503           | 506           | 302           | 247           | 666           | 6,501          | 1,066         | 1,037         | 2,955          | 4,515          | 2,928          | 22,484         |
| 5   | BAUCHI       | 484           | 204           | 158           | 125           | 182           | 226           | 926            | 537           | 574           | 1,406          | 1,476          | 1,413          | 7,711          |
| 6   | BAYELSA      | 317           | 211           | 154           | 202           | 178           | 281           | 1,125          | 351           | 0             | 616            | 1,185          | 557            | 5,177          |
| 7   | BENUE        | 440           | 315           | 201           | 165           | 161           | 219           | 1,510          | 452           | 103           | 1,184          | 1,924          | 1,060          | 7,734          |
| 8   | BORNO        | 478           | 115           | 112           | 320           | 52            | 15            | 1,914          | 438           | 191           | 654            | 895            | 627            | 5,811          |
| 9   | CROSS RIVER  | 547           | 980           | 258           | 295           | 189           | 20            | 2,742          | 204           | 767           | 1,915          | 2,425          | 1,876          | 12,218         |
| 10  | DELTA        | 2,856         | 2,985         | 1,285         | 1,882         | 1,714         | 3,111         | 7,528          | 3,713         | 3,101         | 6,290          | 9,496          | 6,374          | 50,335         |
| 11  | EBONYI       | 563           | 235           | 190           | 242           | 145           | 0             | 0              | 197           | 0             | 1,498          | 1,177          | 1,521          | 5,768          |
| 12  | EDO          | 2,863         | 3,815         | 1,162         | 1,744         | 1,856         | 575           | 5,436          | 1,265         | 1,982         | 3,993          | 6,399          | 3,998          | 35,088         |
| 13  | EKITI        | 564           | 152           | 102           | 482           | 82            | 357           | 1,259          | 732           | 0             | 434            | 1,231          | 429            | 5,824          |
| 14  | ENUGU        | 1,230         | 1,502         | 415           | 744           | 617           | 902           | 1,529          | 819           | 406           | 2,723          | 2,318          | 2,723          | 15,928         |
| 15  | FCT          | 6,823         | 5,123         | 3,048         | 2,142         | 2,387         | 4,322         | 8,776          | 5,638         | 2,007         | 9,206          | 10,785         | 9,207          | 69,464         |
| 16  | GOMBE        | 293           | 114           | 102           | 115           | 993           | 2727          | 2,440          | 1,245         | 68            | 2,289          | 3,158          | 2,288          | 15,832         |
| 17  | IMO          | 1,144         | 1,602         | 140           | 449           | 237           | 156           | 1,560          | 605           | 54            | 329            | 1,567          | 129            | 7,972          |
| 18  | JIGAWA       | 177           | 177           | 182           | 148           | 278           | 408           | 110            | 169           | 403           | 1,331          | 773            | 1,331          | 5,487          |
| 19  | KADUNA       | 1,863         | 1,023         | 1,312         | 1,159         | 627           | 1,415         | 3,621          | 1,667         | 358           | 3,701          | 4,608          | 3,602          | 24,956         |
| 20  | KANO         | 1,952         | 1,794         | 1,359         | 1,002         | 1,071         | 1,353         | 5,544          | 1,748         | 2,456         | 5,389          | 5,760          | 5,344          | 34,772         |
| 21  | KATSINA      | 463           | 808           | 650           | 247           | 1279          | 1543          | 802            | 227           | 508           | 1,544          | 1,920          | 1,331          | 11,322         |
| 22  | KEBBI        | 74            | 182           | 33            | 60            | 152           | 48            | 335            | 188           | 314           | 805            | 577            | 804            | 3,572          |
| 23  | KOGI         | 479           | 105           | 141           | 235           | 246           | 381           | 898            | 339           | 584           | 1,310          | 1,809          | 1,295          | 7,822          |
| 24  | KWARA        | 494           | 350           | 165           | 663           | 510           | 929           | 4,176          | 429           | 1,722         | 2,800          | 2,725          | 2,794          | 17,757         |
| 25  | LAGOS        | 14,699        | 16,973        | 10,720        | 6,811         | 6,873         | 12,006        | 27,802         | 14,733        | 16,284        | 30,930         | 27,552         | 30,921         | 216,304        |
| 26  | NASARAWA     | 828           | 867           | 511           | 687           | 242           | 456           | 1,174          | 650           | 676           | 1,064          | 2,895          | 1,062          | 11,112         |
| 27  | NIGER        | 906           | 944           | 610           | 248           | 613           | 1643          | 1,121          | 587           | 227           | 1,650          | 1,772          | 1,649          | 11,970         |
| 28  | OGUN         | 5,189         | 4,524         | 3,054         | 1,485         | 1,948         | 5,140         | 4,457          | 3,939         | 1,203         | 6,969          | 9,737          | 6,962          | 54,607         |
| 29  | ONDO         | 1,605         | 1,960         | 206           | 622           | 697           | 719           | 3,695          | 1,867         | 1,788         | 3,205          | 4,161          | 3,210          | 23,735         |
| 30  | OSUN         | 1,485         | 1,584         | 923           | 500           | 498           | 464           | 995            | 565           | 851           | 4,517          | 1,791          | 485            | 14,658         |
| 31  | OYO          | 3,494         | 3,163         | 2,513         | 1,816         | 940           | 1,449         | 4,036          | 2,229         | 2,307         | 5,775          | 7,092          | 5,842          | 40,656         |
| 32  | PLATEAU      | 1,161         | 1,783         | 201           | 799           | 166           | 394           | 4,579          | 1,860         | 1,187         | 3,278          | 3,699          | 3,271          | 22,378         |
| 33  | RIVERS       | 5,725         | 5,538         | 2,440         | 1,659         | 1,317         | 2,847         | 5,534          | 2,221         | 5,620         | 4,216          | 8,841          | 4,212          | 50,170         |
| 34  | SOKOTO       | 272           | 249           | 150           | 85            | 538           | 538           | 476            | 337           | 121           | 1,043          | 2,388          | 1,041          | 7,238          |
| 35  | TARABA       | 246           | 248           | 68            | 74            | 46            | 163           | 289            | 65            | 240           | 1,112          | 774            | 1,107          | 4,432          |
| 36  | YOBE         | 121           | 188           | 80            | 80            | 42            | 167           | 37             | 139           | 115           | 364            | 624            | 361            | 2,318          |
| 37  | ZAMFARA      | 176           | 82            | 52            | 83            | 123           | 150           | 84             | 99            | 144           | 524            | 1,209          | 523            | 3,249          |
|     | <b>TOTAL</b> | <b>62,676</b> | <b>61,567</b> | <b>33,714</b> | <b>28,196</b> | <b>28,768</b> | <b>47,824</b> | <b>119,799</b> | <b>55,140</b> | <b>48,255</b> | <b>126,790</b> | <b>148,325</b> | <b>121,748</b> | <b>882,802</b> |

Figure 30 : 2024 NDL yearly production for the year 2024

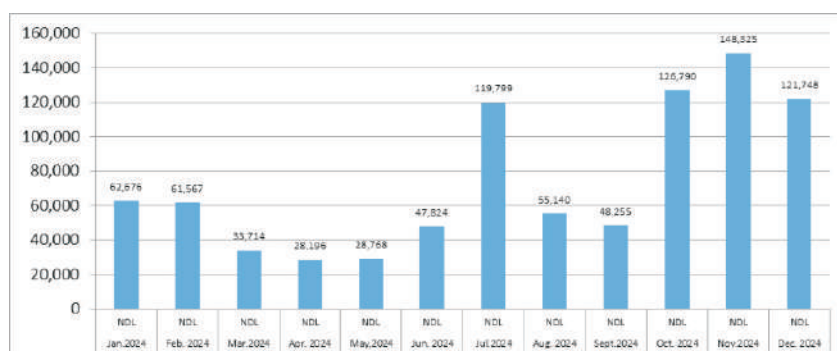
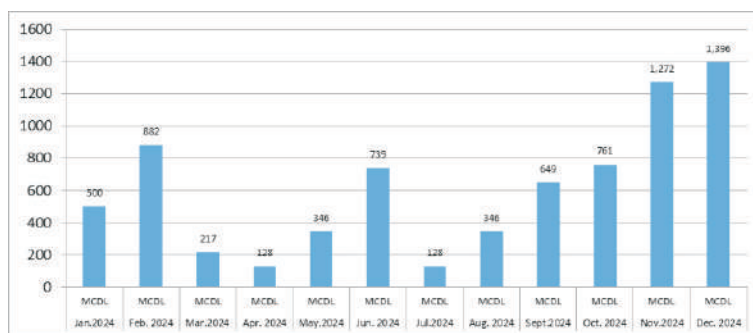




Table 60: Showing Driver's Licences Processed Per State Year 2024

| S/N   | STATE       | Jan.2024 | Feb. 2024 | Mar.2024 | Apr. 2024 | May,2024 | Jun. 2024 | Jul.2024 | Aug. 2024 | Sept.2024 | Oct. 2024 | Nov.2024 | Dec. 2024 | Total |
|-------|-------------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|-----------|-----------|----------|-----------|-------|
|       |             | MCDL     | MCDL      | MCDL     | MCDL      | MCDL     | MCDL      | MCDL     | MCDL      | MCDL      | MCDL      | MCDL     | MCDL      | MCDL  |
| 1     | ABIA        | 3        | 0         | 4        | 0         | 0        | 0         | 0        | 0         | 0         | 1         | 1        | 3         | 12    |
| 2     | ADAMAWA     | 12       | 10        | 0        | 0         | 6        | 7         | 0        | 6         | 7         | 18        | 12       | 96        | 174   |
| 3     | AKWA-IBOM   | 1        | 1         | 1        | 0         | 1        | 1         | 0        | 1         | 1         | 1         | 0        | 221       | 229   |
| 4     | ANAMBRA     | 0        | 0         | 0        | 0         | 0        | 2         | 0        | 0         | 2         | 3         | 6        | 30        | 43    |
| 5     | BAUCHI      | 11       | 19        | 5        | 3         | 1        | 8         | 3        | 1         | 8         | 8         | 4        | 1         | 72    |
| 6     | BAYELSA     | 7        | 71        | 30       | 33        | 56       | 89        | 33       | 56        | 0         | 52        | 180      | 111       | 718   |
| 7     | BENUE       | 0        | 1         | 0        | 0         | 1        | 1         | 0        | 1         | 1         | 0         | 0        | 124       | 129   |
| 8     | BORNO       | 5        | 78        | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 12        | 25       | 39        | 159   |
| 9     | CROSS RIVER | 0        | 0         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 6         | 10       | 45        | 61    |
| 10    | DELTA       | 282      | 225       | 100      | 67        | 193      | 434       | 67       | 193       | 434       | 289       | 496      | 205       | 2,985 |
| 11    | EBONYI      | 3        | 6         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 27        | 5        | 4         | 45    |
| 12    | EDO         | 10       | 6         | 3        | 0         | 0        | 2         | 0        | 0         | 2         | 9         | 11       | 4         | 47    |
| 13    | EKITI       | 12       | 6         | 0        | 0         | 0        | 1         | 0        | 0         | 0         | 5         | 9        | 10        | 43    |
| 14    | ENUGU       | 1        | 0         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 1         | 0        | 1         | 3     |
| 15    | FCT         | 1        | 3         | 1        | 0         | 1        | 1         | 0        | 1         | 1         | 12        | 12       | 11        | 44    |
| 16    | GOMBE       | 0        | 2         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0        | 1         | 3     |
| 17    | IMO         | 0        | 0         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0        | 0         | 0     |
| 18    | JIGAWA      | 1        | 1         | 0        | 0         | 1        | 2         | 0        | 1         | 2         | 0         | 0        | 0         | 8     |
| 19    | KADUNA      | 48       | 38        | 21       | 17        | 16       | 47        | 17       | 16        | 47        | 12        | 53       | 111       | 443   |
| 20    | KANO        | 0        | 2         | 0        | 0         | 2        | 3         | 0        | 2         | 3         | 38        | 68       | 83        | 201   |
| 21    | KATSINA     | 2        | 4         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 4         | 5        | 10        | 25    |
| 22    | KEBBI       | 0        | 1         | 0        | 0         | 0        | 1         | 0        | 0         | 1         | 1         | 3        | 2         | 9     |
| 23    | KOGI        | 1        | 8         | 1        | 0         | 0        | 4         | 0        | 0         | 4         | 14        | 29       | 29        | 90    |
| 24    | KWARA       | 0        | 0         | 0        | 0         | 2        | 2         | 0        | 2         | 2         | 2         | 5        | 8         | 23    |
| 25    | LAGOS       | 25       | 34        | 3        | 5         | 21       | 40        | 5        | 21        | 40        | 18        | 40       | 27        | 279   |
| 26    | NASARAWA    | 1        | 0         | 1        | 0         | 3        | 3         | 0        | 3         | 3         | 2         | 4        | 4         | 24    |
| 27    | NIGER       | 2        | 0         | 0        | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 0        | 1         | 3     |
| 28    | OGUN        | 0        | 1         | 0        | 0         | 0        | 4         | 0        | 0         | 4         | 2         | 4        | 9         | 24    |
| 29    | ONDO        | 0        | 0         | 1        | 1         | 1        | 2         | 1        | 1         | 2         | 40        | 48       | 35        | 132   |
| 30    | OSUN        | 9        | 1         | 0        | 0         | 0        | 2         | 0        | 0         | 2         | 0         | 1        | 32        | 47    |
| 31    | OYO         | 6        | 98        | 33       | 1         | 32       | 73        | 1        | 32        | 73        | 153       | 129      | 86        | 717   |
| 32    | PLATEAU     | 53       | 114       | 10       | 0         | 2        | 2         | 0        | 2         | 2         | 26        | 85       | 33        | 329   |
| 33    | RIVERS      | 2        | 5         | 1        | 0         | 0        | 0         | 0        | 0         | 0         | 0         | 5        | 4         | 17    |
| 34    | SOKOTO      | 0        | 0         | 2        | 0         | 3        | 3         | 0        | 3         | 3         | 0         | 0        | 2         | 16    |
| 35    | TARABA      | 0        | 0         | 0        | 0         | 1        | 1         | 0        | 1         | 1         | 1         | 13       | 6         | 24    |
| 36    | YOBE        | 1        | 7         | 0        | 0         | 2        | 2         | 0        | 2         | 2         | 2         | 2        | 5         | 25    |
| 37    | ZAMFARA     | 1        | 140       | 0        | 1         | 1        | 2         | 1        | 1         | 2         | 2         | 7        | 3         | 161   |
| TOTAL |             | 500      | 882       | 217      | 128       | 346      | 739       | 128      | 346       | 649       | 761       | 1,272    | 1,396     | 7,364 |

Figur 31: Showing year. 2024 MCDL yearly production for the year, 2024





## ANALYSIS OF NDL PRODUCTION

In the year 2024, a total of 890,166 drivers licenses were produced, compared to 588,604 licences in 2023.

This figure represents an increase of

301,562 licenses, being a 51.2% increase in production for 2024.

The details are presented in the accompanying Table 61 below.

**Table 61: Comparative Analysis of NDL production between 2023 and 2024**

| S/N          | State       | 2023           | 2024           | Diff           | %           |
|--------------|-------------|----------------|----------------|----------------|-------------|
| 1            | Abia        | 5,673          | 22,525         | 16,852         | 297.1       |
| 2            | Adamawa     | 3,325          | 7,497          | 4,172          | 125.5       |
| 3            | Akwa-Ibom   | 11,542         | 17,334         | 5,792          | 50.2        |
| 4            | Anambra     | 14,502         | 22,527         | 8,025          | 55.3        |
| 5            | Bauchi      | 4,277          | 7,783          | 3,506          | 82.0        |
| 6            | Bayelsa     | 4,671          | 5,895          | 1,224          | 26.2        |
| 7            | Benue       | 4,012          | 7,863          | 3,851          | 96.0        |
| 8            | Borno       | 5,569          | 5,970          | 401            | 7.2         |
| 9            | Cross-River | 4,975          | 12,279         | 7,304          | 146.8       |
| 10           | Delta       | 31,765         | 53,320         | 21,555         | 67.9        |
| 11           | Ebonyi      | 3,892          | 5,813          | 1,921          | 49.4        |
| 12           | Edo         | 26,517         | 35,135         | 8,618          | 32.5        |
| 13           | Ekiti       | 4,397          | 5,867          | 1,470          | 33.4        |
| 14           | Enugu       | 13,080         | 15,931         | 2,851          | 21.8        |
| 15           | Fct         | 64,021         | 69,508         | 5,487          | 8.6         |
| 16           | Gombe       | 7,381          | 15,835         | 8,454          | 114.5       |
| 17           | Imo         | 7,834          | 7,972          | 138            | 1.8         |
| 18           | Jigawa      | 3,550          | 5,495          | 1,945          | 54.8        |
| 19           | Kaduna      | 18,383         | 25,399         | 7,016          | 38.2        |
| 20           | Kano        | 18,881         | 34,973         | 16,092         | 85.2        |
| 21           | Katsina     | 3,923          | 11,347         | 7,424          | 189.2       |
| 22           | Kebbi       | 1,815          | 3,581          | 1,766          | 97.3        |
| 23           | Kogi        | 4,449          | 7,912          | 3,463          | 77.8        |
| 24           | Kwara       | 9,836          | 17,780         | 7,944          | 80.8        |
| 25           | Lagos       | 148,565        | 216,583        | 68,018         | 45.8        |
| 26           | Nasarawa    | 10,000         | 11,136         | 1,136          | 11.4        |
| 27           | Niger       | 7,648          | 11,973         | 4,325          | 56.6        |
| 28           | Ogun        | 34,772         | 54,631         | 19,859         | 57.1        |
| 29           | Ondo        | 11,759         | 23,867         | 12,108         | 103.0       |
| 30           | Osun        | 9,887          | 14,705         | 4,818          | 48.7        |
| 31           | Oyo         | 24,430         | 41,373         | 16,943         | 69.4        |
| 32           | Plateau     | 15,787         | 22,707         | 6,920          | 43.8        |
| 33           | Rivers      | 38,342         | 50,187         | 11,845         | 30.9        |
| 34           | Sokoto      | 3,658          | 7,254          | 3,596          | 98.3        |
| 35           | Taraba      | 2,345          | 4,456          | 2,111          | 90.0        |
| 36           | Yobe        | 7,924          | 2,343          | 1,553          | 196.6       |
| 37           | Zamfara     | 2,351          | 3,410          | 1,059          | 45.0        |
| <b>Total</b> |             | <b>588,604</b> | <b>890,166</b> | <b>301,562</b> | <b>51.2</b> |



## CATEGORIES OF DRIVERS LICENCE

The categories of driver's licenses produced include Private Licenses, which accounted for 818,103, representing 91.9% of the total licences.

Commercial Licenses totalled 65,000, making up 7.3% of the total, while

Motorcycle Licenses amounted to 7,063, representing 0.8% of the total licences produced.

No Diplomatic Licences were issued during the period under review, as shown in Tables below This information is also represented in the Table 62 below

Table 62 : 1st, 2nd, 3rd And 4th Quarter 2024 NDLC Yearly Production for Private, Commercial and Motorcycle

| S/N   | STATE       | 1ST     |       |       | 2ND     |       |       | 3RD     |       |       | 4TH     |        |       | TOTAL   |
|-------|-------------|---------|-------|-------|---------|-------|-------|---------|-------|-------|---------|--------|-------|---------|
|       |             | PRV     | COMM  | M/C   | PRV     | COMM  | M/C   | PRV     | COMM  | M/C   | PRV     | COMM   | M/C   |         |
| 1     | ABIA        | 1,223   | 35    | 5     | 1,015   | 12    | 0     | 5,096   | 27    | 0     | 13,803  | 1,895  | 5     | 23,116  |
| 2     | ADAMAWA     | 788     | 50    | 22    | 759     | 19    | 13    | 1,015   | 25    | 13    | 4,197   | 697    | 126   | 7,724   |
| 3     | AKWA-IBOM   | 2,283   | 42    | 3     | 2,271   | 4     | 2     | 5,274   | 28    | 2     | 6,495   | 1,222  | 222   | 17,848  |
| 4     | ANAMBRA     | 2,910   | 27    | 1     | 1,199   | 16    | 2     | 8,573   | 31    | 2     | 9,446   | 952    | 39    | 23,198  |
| 5     | BAUCHI      | 623     | 160   | 33    | 512     | 21    | 12    | 1,861   | 176   | 12    | 3,296   | 999    | 13    | 7,718   |
| 6     | BAYELSA     | 427     | 262   | 107   | 626     | 35    | 178   | 1,467   | 9     | 89    | 1,951   | 407    | 343   | 5,901   |
| 7     | BENUE       | 817     | 19    | 3     | 535     | 10    | 2     | 2,040   | 25    | 2     | 3,870   | 298    | 124   | 7,745   |
| 8     | BORNO       | 457     | 167   | 110   | 322     | 65    | 0     | 2,495   | 48    | 0     | 1,938   | 238    | 76    | 5,916   |
| 9     | CROSS RIVER | 1,776   | 32    | 2     | 499     | 5     | 0     | 3,673   | 40    | 0     | 4,835   | 1,381  | 61    | 12,304  |
| 10    | DELTA       | 6,891   | 891   | 352   | 6,649   | 58    | 694   | 14,247  | 95    | 694   | 16,850  | 5,310  | 990   | 53,721  |
| 11    | EBONYI      | 672     | 24    | 7     | 377     | 10    | 0     | 197     | 0     | 0     | 3,608   | 588    | 36    | 5,519   |
| 12    | EDO         | 6,883   | 79    | 14    | 4,136   | 39    | 2     | 8,645   | 38    | 2     | 10,875  | 3,515  | 24    | 34,252  |
| 13    | EKITI       | 747     | 14    | 6     | 914     | 7     | 1     | 1,983   | 8     | 0     | 1,726   | 368    | 24    | 5,798   |
| 14    | ENUGU       | 3,580   | 35    | 3     | 2,255   | 8     | 0     | 2,742   | 12    | 0     | 7,349   | 415    | 2     | 16,401  |
| 15    | FCT         | 17,525  | 32    | 4     | 8,613   | 238   | 2     | 16,360  | 61    | 2     | 25,879  | 3,319  | 35    | 72,070  |
| 16    | GOMBE       | 499     | 38    | 5     | 3,821   | 14    | 0     | 3,705   | 48    | 0     | 7,240   | 495    | 1     | 15,866  |
| 17    | IMO         | 2,294   | 28    | 2     | 839     | 3     | 0     | 2,175   | 44    | 0     | 1,884   | 141    | 0     | 7,410   |
| 18    | JIGAWA      | 578     | 50    | 3     | 821     | 13    | 3     | 605     | 77    | 3     | 2,745   | 690    | 0     | 5,588   |
| 19    | KADUNA      | 4,309   | 514   | 75    | 3,151   | 50    | 80    | 5,311   | 335   | 80    | 9,816   | 2,095  | 176   | 25,992  |
| 20    | KANO        | 4,285   | 401   | 8     | 3,368   | 58    | 5     | 9,420   | 328   | 5     | 12,742  | 3,751  | 189   | 34,560  |
| 21    | KATSINA     | 1,892   | 52    | 6     | 3,061   | 8     | 0     | 1,445   | 92    | 0     | 3,676   | 1,119  | 19    | 11,370  |
| 22    | KEBBI       | 382     | 8     | 3     | 254     | 6     | 1     | 831     | 6     | 1     | 1,745   | 441    | 6     | 3,684   |
| 23    | KOGI        | 671     | 140   | 10    | 848     | 14    | 4     | 1,665   | 156   | 4     | 3,321   | 1,093  | 72    | 7,998   |
| 24    | KWARA       | 1,196   | 37    | 0     | 2,087   | 15    | 4     | 6,289   | 38    | 4     | 5,538   | 2,781  | 15    | 18,004  |
| 25    | LAGOS       | 42,424  | 1,303 | 46    | 24,589  | 1,101 | 66    | 58,412  | 407   | 66    | 86,834  | 2,569  | 85    | 217,902 |
| 26    | NASARAWA    | 2,314   | 22    | 2     | 1,373   | 12    | 6     | 2,481   | 19    | 6     | 4,436   | 585    | 10    | 11,266  |
| 27    | NIGER       | 2,400   | 49    | 0     | 2,497   | 7     | 0     | 1,847   | 88    | 0     | 4,088   | 983    | 1     | 11,960  |
| 28    | OGUN        | 10,995  | 420   | 6     | 8,554   | 19    | 4     | 8,984   | 615   | 4     | 21,100  | 2,568  | 15    | 53,284  |
| 29    | ONDO        | 3,369   | 36    | 5     | 2,012   | 26    | 4     | 7,313   | 37    | 4     | 7,619   | 2,957  | 123   | 23,505  |
| 30    | OSUN        | 4,011   | 54    | 1     | 1,436   | 26    | 2     | 2,345   | 66    | 2     | 6,129   | 664    | 33    | 14,769  |
| 31    | OYO         | 7,978   | 687   | 156   | 4,127   | 78    | 106   | 8,352   | 220   | 106   | 17,326  | 1,383  | 368   | 40,887  |
| 32    | PLATEAU     | 2,640   | 129   | 126   | 1,309   | 50    | 4     | 7,560   | 66    | 4     | 7,752   | 2,496  | 144   | 22,280  |
| 33    | RIVERS      | 10,457  | 125   | 14    | 5,804   | 19    | 0     | 13,177  | 198   | 0     | 13,746  | 3,523  | 9     | 47,072  |
| 34    | SOKOTO      | 643     | 62    | 2     | 1,133   | 28    | 6     | 902     | 32    | 6     | 4,117   | 355    | 2     | 7,288   |
| 35    | TARABA      | 562     | 13    | 2     | 272     | 11    | 2     | 587     | 7     | 2     | 2,570   | 423    | 20    | 4,471   |
| 36    | YOBE        | 387     | 71    | 11    | 282     | 7     | 4     | 278     | 13    | 4     | 1,228   | 121    | 9     | 2,415   |
| 37    | ZAMFARA     | 229     | 33    | 143   | 351     | 5     | 4     | 291     | 36    | 4     | 1,902   | 354    | 12    | 3,364   |
| TOTAL |             | 152,117 | 6,141 | 1,298 | 102,671 | 2,117 | 1,213 | 219,643 | 3,551 | 1,123 | 343,672 | 53,191 | 3,429 | 890,166 |





Table 63: Showing 1st, 2nd, 3rd and 4th Quarter 2024 NDL Yearly Production for Private

| S/N   | STATE       | 1ST     | 2ND     | 3RD     | 4TH     | TOTAL   |
|-------|-------------|---------|---------|---------|---------|---------|
|       |             | PRV     | PRV     | PRV     | PRV     |         |
| 1     | ABIA        | 1,223   | 1,015   | 5,096   | 13,803  | 21,137  |
| 2     | ADAMAWA     | 788     | 759     | 1,015   | 4,197   | 6,759   |
| 3     | AKWA -IBOM  | 2,283   | 2,271   | 5,274   | 6,495   | 16,323  |
| 4     | ANAMBRA     | 2,910   | 1,199   | 8,573   | 9,446   | 22,128  |
| 5     | BAUCHI      | 623     | 512     | 1,861   | 3,296   | 6,292   |
| 6     | BAYELSA     | 427     | 626     | 1,467   | 1,951   | 4,471   |
| 7     | BENUE       | 817     | 535     | 2,040   | 3,870   | 7,262   |
| 8     | BORNO       | 457     | 322     | 2,495   | 1,938   | 5,212   |
| 9     | CROSS RIVER | 1,776   | 499     | 3,673   | 4,835   | 10,783  |
| 10    | DELTA       | 6,891   | 6,649   | 14,247  | 16,850  | 44,637  |
| 11    | EBONYI      | 672     | 377     | 197     | 3,608   | 4,854   |
| 12    | EDO         | 6,883   | 4,136   | 8,645   | 10,875  | 30,539  |
| 13    | EKITI       | 747     | 914     | 1,983   | 1,726   | 5,370   |
| 14    | ENUGU       | 3,580   | 2,255   | 2,742   | 7,349   | 15,926  |
| 15    | FCT         | 17,525  | 8,613   | 16,360  | 25,879  | 68,377  |
| 16    | GOMBE       | 499     | 3,821   | 3,705   | 7,240   | 15,265  |
| 17    | IMO         | 2,294   | 839     | 2,175   | 1,884   | 7,192   |
| 18    | JIGAWA      | 578     | 821     | 605     | 2,745   | 4,749   |
| 19    | KADUNA      | 4,309   | 3,151   | 5,311   | 9,816   | 22,587  |
| 20    | KANO        | 4,285   | 3,368   | 9,420   | 12,742  | 29,815  |
| 21    | KATSINA     | 1,892   | 3,061   | 1,445   | 3,676   | 10,074  |
| 22    | KEBBI       | 382     | 254     | 831     | 1,745   | 3,212   |
| 23    | KOGI        | 671     | 848     | 1,665   | 3,321   | 6,505   |
| 24    | KWARA       | 1,196   | 2,087   | 6,289   | 5,538   | 15,110  |
| 25    | LAGOS       | 42,424  | 24,589  | 58,412  | 86,834  | 212,259 |
| 26    | NASARAWA    | 2,314   | 1,373   | 2,481   | 4,436   | 10,604  |
| 27    | NIGER       | 2,400   | 2,497   | 1,847   | 4,088   | 10,832  |
| 28    | OGUN        | 10,995  | 8,554   | 8,984   | 21,100  | 49,633  |
| 29    | ONDO        | 3,369   | 2,012   | 7,313   | 7,619   | 20,313  |
| 30    | OSUN        | 4,011   | 1,436   | 2,345   | 6,129   | 13,921  |
| 31    | OYO         | 7,978   | 4,127   | 8,352   | 17,326  | 37,783  |
| 32    | PLATEAU     | 2,640   | 1,309   | 7,560   | 7,752   | 19,261  |
| 33    | RIVERS      | 10,457  | 5,804   | 13,177  | 13,746  | 43,184  |
| 34    | SOKOTO      | 643     | 1,133   | 902     | 4,117   | 6,795   |
| 35    | TARABA      | 562     | 272     | 587     | 2,570   | 3,991   |
| 36    | YOBE        | 387     | 282     | 278     | 1,228   | 2,175   |
| 37    | ZAMFARA     | 229     | 351     | 291     | 1,902   | 2,773   |
| TOTAL |             | 152,117 | 102,671 | 219,643 | 343,672 | 818,103 |



Table 64: 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production for Commercial

|       |             | 1ST   | 2ND   | 3RD   | 4TH    |        |
|-------|-------------|-------|-------|-------|--------|--------|
| S/N   | STATE       | COMM  | COMM  | COMM  | COMM   | TOTAL  |
| 1     | ABIA        | 35    | 12    | 27    | 1,895  | 1,969  |
| 2     | ADAMAWA     | 50    | 19    | 25    | 697    | 791    |
| 3     | AKWAIBOM    | 42    | 4     | 28    | 1,222  | 1,296  |
| 4     | ANAMBRA     | 27    | 16    | 31    | 952    | 1,026  |
| 5     | BAUCHI      | 160   | 21    | 176   | 999    | 1,356  |
| 6     | BAYELSA     | 262   | 35    | 9     | 407    | 713    |
| 7     | BENUE       | 19    | 10    | 25    | 298    | 352    |
| 8     | BORNO       | 167   | 65    | 48    | 238    | 518    |
| 9     | CROSS RIVER | 32    | 5     | 40    | 1,381  | 1,458  |
| 10    | DELTA       | 891   | 58    | 95    | 5,310  | 6,354  |
| 11    | EBONYI      | 24    | 10    | 0     | 588    | 622    |
| 12    | EDO         | 79    | 39    | 38    | 3,515  | 3,671  |
| 13    | EKITI       | 14    | 7     | 8     | 368    | 397    |
| 14    | ENUGU       | 35    | 8     | 12    | 415    | 470    |
| 15    | FCT         | 32    | 238   | 61    | 3,319  | 3,650  |
| 16    | GOMBE       | 38    | 14    | 48    | 495    | 595    |
| 17    | IMO         | 28    | 3     | 44    | 141    | 216    |
| 18    | JIGAWA      | 50    | 13    | 77    | 690    | 830    |
| 19    | KADUNA      | 514   | 50    | 335   | 2,095  | 2,994  |
| 20    | KANO        | 401   | 58    | 328   | 3,751  | 4,538  |
| 21    | KATSINA     | 52    | 8     | 92    | 1,119  | 1,271  |
| 22    | KEBBI       | 8     | 6     | 6     | 441    | 461    |
| 23    | KOGI        | 140   | 14    | 156   | 1,093  | 1,403  |
| 24    | KWARA       | 37    | 15    | 38    | 2,781  | 2,871  |
| 25    | LAGOS       | 1,303 | 1,101 | 407   | 2,569  | 5,380  |
| 26    | NASARAWA    | 22    | 12    | 19    | 585    | 638    |
| 27    | NIGER       | 49    | 7     | 88    | 983    | 1,127  |
| 28    | OGUN        | 420   | 19    | 615   | 2,568  | 3,622  |
| 29    | ONDO        | 36    | 26    | 37    | 2,957  | 3,056  |
| 30    | OSUN        | 54    | 26    | 66    | 664    | 810    |
| 31    | OYO         | 687   | 78    | 220   | 1,383  | 2,368  |
| 32    | PLATEAU     | 129   | 50    | 66    | 2,496  | 2,741  |
| 33    | RIVERS      | 125   | 19    | 198   | 3,523  | 3,865  |
| 34    | SOKOTO      | 62    | 28    | 32    | 355    | 477    |
| 35    | TARABA      | 13    | 11    | 7     | 423    | 454    |
| 36    | YOBE        | 71    | 7     | 13    | 121    | 212    |
| 37    | ZAMFARA     | 33    | 5     | 36    | 354    | 428    |
| TOTAL |             | 6,141 | 2,117 | 3,551 | 53,191 | 65,000 |



Table 65: Showing 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production for Motorcycle

| S/N   | STATE       | 1ST   | 2ND   | 3RD   | 4TH   | TOTAL |
|-------|-------------|-------|-------|-------|-------|-------|
|       |             | M/C   | M/C   | M/C   | M/C   |       |
| 1     | ABIA        | 5     | 0     | 0     | 5     | 10    |
| 2     | ADAMAWA     | 22    | 13    | 13    | 126   | 174   |
| 3     | AKWA-IBOM   | 3     | 2     | 2     | 222   | 229   |
| 4     | ANAMBRA     | 1     | 2     | 2     | 39    | 44    |
| 5     | BAUCHI      | 33    | 12    | 12    | 13    | 70    |
| 6     | BAYELSA     | 107   | 178   | 89    | 343   | 717   |
| 7     | BENUE       | 3     | 2     | 2     | 124   | 131   |
| 8     | BORNO       | 110   | 0     | 0     | 76    | 186   |
| 9     | CROSS RIVER | 2     | 0     | 0     | 61    | 63    |
| 10    | DELTA       | 352   | 694   | 694   | 990   | 2,730 |
| 11    | EBONYI      | 7     | 0     | 0     | 36    | 43    |
| 12    | EDO         | 14    | 2     | 2     | 24    | 42    |
| 13    | EKITI       | 6     | 1     | 0     | 24    | 31    |
| 14    | ENUGU       | 3     | 0     | 0     | 2     | 5     |
| 15    | FCT         | 4     | 2     | 2     | 35    | 43    |
| 16    | GOMBE       | 5     | 0     | 0     | 1     | 6     |
| 17    | IMO         | 2     | 0     | 0     | 0     | 2     |
| 18    | JIGAWA      | 3     | 3     | 3     | 0     | 9     |
| 19    | KADUNA      | 75    | 80    | 80    | 176   | 411   |
| 20    | KANO        | 8     | 5     | 5     | 189   | 207   |
| 21    | KATSINA     | 6     | 0     | 0     | 19    | 25    |
| 22    | KEBBI       | 3     | 1     | 1     | 6     | 11    |
| 23    | KOGI        | 10    | 4     | 4     | 72    | 90    |
| 24    | KWARA       | 0     | 4     | 4     | 15    | 23    |
| 25    | LAGOS       | 46    | 66    | 66    | 85    | 263   |
| 26    | NASARAWA    | 2     | 6     | 6     | 10    | 24    |
| 27    | NIGER       | 0     | 0     | 0     | 1     | 1     |
| 28    | OGUN        | 6     | 4     | 4     | 15    | 29    |
| 29    | ONDO        | 5     | 4     | 4     | 123   | 136   |
| 30    | OSUN        | 1     | 2     | 2     | 33    | 38    |
| 31    | OYO         | 156   | 106   | 106   | 368   | 736   |
| 32    | PLATEAU     | 126   | 4     | 4     | 144   | 278   |
| 33    | RIVERS      | 14    | 0     | 0     | 9     | 23    |
| 34    | SOKOTO      | 2     | 6     | 6     | 2     | 16    |
| 35    | TARABA      | 2     | 2     | 2     | 20    | 26    |
| 36    | YOBE        | 11    | 4     | 4     | 9     | 28    |
| 37    | ZAMFARA     | 143   | 4     | 4     | 12    | 163   |
| TOTAL |             | 1,298 | 1,213 | 1,123 | 3,429 | 7,063 |



### Status Of Drivers Licence Produced

Fresh Licences accounted for Four Hundred and Seventeen Thousand, One Hundred and Ninety (417,190) representing 46.7%, Renewed Licences accounted for Three Hundred and Seven Thousand Seven Hundred and Eighty-One (307,781) representing 34.6% while re-

issued/replacement accounted for One Hundred Sixty-Five Thousand, One Hundred and Ninety-Five (165,195) which represents 18.6% licences produced as shown in Table 12 and 13.

These are represented in the Table 66 below

Table 66: Showing 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production for Fresh

| S/N   | State       | 1ST<br>Fresh | 2ND<br>Fresh | 3RD<br>Fresh | 4TH<br>Fresh | TOTAL   |
|-------|-------------|--------------|--------------|--------------|--------------|---------|
| 1     | Abia        | 728          | 534          | 3,881        | 4,804        | 9,947   |
| 2     | Adamawa     | 479          | 435          | 311          | 1,688        | 2,913   |
| 3     | Akwa-ibom   | 1,145        | 1,487        | 2,645        | 1,776        | 7,053   |
| 4     | Anambra     | 1,234        | 377          | 6,666        | 3,551        | 11,828  |
| 5     | Bauchi      | 231          | 292          | 1,363        | 1,861        | 3,747   |
| 6     | Bayelsa     | 295          | 419          | 868          | 1,019        | 2,601   |
| 7     | Benue       | 162          | 188          | 1,556        | 2,492        | 4,398   |
| 8     | Borno       | 494          | 87           | 2,407        | 694          | 3,682   |
| 9     | Cross River | 1,196        | 171          | 3,461        | 2,791        | 7,619   |
| 10    | Delta       | 3,604        | 3,514        | 6,630        | 8,796        | 22,544  |
| 11    | Ebonyi      | 198          | 114          | 176          | 2,102        | 2,590   |
| 12    | Edo         | 3,798        | 1,772        | 7,414        | 6,173        | 19,157  |
| 13    | Ekiti       | 339          | 209          | 1,283        | 383          | 2,214   |
| 14    | Enugu       | 1,354        | 851          | 662          | 3,105        | 5,972   |
| 15    | Fct         | 8,587        | 4,481        | 8,538        | 12,092       | 33,698  |
| 16    | Gombe       | 239          | 3,421        | 2,115        | 4,497        | 10,272  |
| 17    | Imo         | 1,545        | 231          | 1,902        | 641          | 4,319   |
| 18    | Jigawa      | 247          | 584          | 519          | 1,214        | 2,564   |
| 19    | Kaduna      | 2,143        | 941          | 2,613        | 4,428        | 10,125  |
| 20    | Kano        | 3,181        | 1,905        | 6,465        | 7,412        | 18,963  |
| 21    | Katsina     | 918          | 2,691        | 949          | 2,000        | 6,558   |
| 22    | Kebbi       | 264          | 139          | 709          | 890          | 2,002   |
| 23    | Kogi        | 387          | 364          | 969          | 1,486        | 3,206   |
| 24    | Kwara       | 510          | 1,023        | 4,671        | 3,680        | 9,884   |
| 25    | Lagos       | 25,629       | 9,511        | 28,987       | 38,581       | 102,708 |
| 26    | Nasarawa    | 1,424        | 436          | 1,234        | 1,959        | 5,053   |
| 27    | Niger       | 1,700        | 1,959        | 1,020        | 1,203        | 5,882   |
| 28    | Ogun        | 6,339        | 4,730        | 4,192        | 6,998        | 22,259  |
| 29    | Ondo        | 1,942        | 715          | 4,996        | 4,279        | 11,932  |
| 30    | Osun        | 2,658        | 392          | 1,006        | 1,686        | 5,742   |
| 31    | Oyo         | 4,591        | 1,051        | 3,246        | 7,244        | 16,132  |
| 32    | Plateau     | 1,627        | 160          | 5,920        | 5,487        | 13,194  |
| 33    | Rivers      | 5,919        | 2,348        | 4,603        | 6,036        | 18,906  |
| 34    | Sokoto      | 302          | 907          | 548          | 1,462        | 3,219   |
| 35    | Taraba      | 369          | 148          | 283          | 980          | 1,780   |
| 36    | Yobe        | 151          | 142          | 51           | 641          | 985     |
| 37    | Zamfara     | 219          | 232          | 191          | 900          | 1,542   |
| TOTAL |             | 86,148       | 48,961       | 125,050      | 157,031      | 417,190 |



Table 67: Showing 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production For Renewal And Re-issue

| S/N   | State       | 1st    |          | 2nd    |          | 3rd    |          | 4th     |          | Total   |
|-------|-------------|--------|----------|--------|----------|--------|----------|---------|----------|---------|
|       |             | Ren    | Re-issue | Ren    | Re-issue | Ren    | Re-issue | Ren     | Re-issue |         |
| 1     | Abia        | 432    | 103      | 345    | 148      | 697    | 545      | 7,088   | 3,811    | 13,169  |
| 2     | Adamawa     | 272    | 109      | 282    | 74       | 578    | 164      | 2,428   | 904      | 4,811   |
| 3     | Akwa-ibom   | 752    | 431      | 658    | 132      | 2,086  | 573      | 3,219   | 2,944    | 10,795  |
| 4     | Anambra     | 1,373  | 331      | 666    | 174      | 1,160  | 780      | 4,261   | 2,625    | 11,370  |
| 5     | Bauchi      | 387    | 198      | 238    | 15       | 458    | 228      | 1,119   | 1,328    | 3,971   |
| 6     | Bayelsa     | 373    | 128      | 309    | 111      | 518    | 179      | 1,090   | 592      | 3,300   |
| 7     | Benue       | 517    | 160      | 300    | 59       | 288    | 223      | 1,054   | 746      | 3,347   |
| 8     | Borno       | 159    | 81       | 207    | 93       | 26     | 110      | 938     | 620      | 2,234   |
| 9     | Cross River | 416    | 198      | 253    | 80       | 34     | 218      | 1,587   | 1,899    | 4,685   |
| 10    | Delta       | 3,045  | 1,485    | 3,443  | 444      | 6,608  | 1,798    | 8,397   | 5,957    | 31,177  |
| 11    | Ebonyi      | 460    | 45       | 242    | 31       | 0      | 21       | 1,606   | 524      | 2,929   |
| 12    | Edo         | 1,957  | 1,221    | 2,075  | 330      | 816    | 455      | 4,157   | 4,084    | 15,095  |
| 13    | Ekiti       | 357    | 71       | 649    | 64       | 482    | 226      | 1,027   | 708      | 3,584   |
| 14    | Enugu       | 1,631  | 633      | 1,229  | 183      | 1,304  | 788      | 3,696   | 965      | 10,429  |
| 15    | Fct         | 5,764  | 3,210    | 2,338  | 2,034    | 5,205  | 2,680    | 10,177  | 6,964    | 38,372  |
| 16    | Gombe       | 209    | 94       | 339    | 75       | 1,495  | 143      | 2,513   | 726      | 5,594   |
| 17    | Imo         | 523    | 256      | 432    | 179      | 156    | 161      | 679     | 705      | 3,091   |
| 18    | Jigawa      | 270    | 114      | 165    | 88       | 101    | 65       | 1,285   | 936      | 3,024   |
| 19    | Kaduna      | 2,206  | 549      | 1,725  | 615      | 1,538  | 1,575    | 5,921   | 1,738    | 15,867  |
| 20    | Kano        | 969    | 544      | 1,336  | 190      | 2,590  | 698      | 3,733   | 5,537    | 15,597  |
| 21    | Katsina     | 739    | 293      | 220    | 158      | 404    | 184      | 1,361   | 1,453    | 4,812   |
| 22    | Kebbi       | 85     | 44       | 92     | 30       | 76     | 53       | 645     | 657      | 1,682   |
| 23    | Kogi        | 215    | 219      | 346    | 156      | 708    | 148      | 1,300   | 1,700    | 4,792   |
| 24    | Kwara       | 635    | 88       | 869    | 214      | 1,186  | 474      | 1,494   | 3,160    | 8,120   |
| 25    | Lagos       | 12,130 | 6,014    | 10,924 | 5,321    | 19,700 | 10,198   | 38,532  | 12,375   | 115,194 |
| 26    | Nasarawa    | 596    | 318      | 775    | 180      | 778    | 494      | 2,008   | 1,064    | 6,213   |
| 27    | Niger       | 460    | 289      | 390    | 155      | 541    | 374      | 2,306   | 1,563    | 6,078   |
| 28    | Ogun        | 3,782  | 1,300    | 3,465  | 382      | 3,042  | 2,369    | 9,958   | 6,727    | 31,025  |
| 29    | Ondo        | 904    | 564      | 1,179  | 148      | 1,352  | 1,006    | 2,854   | 3,566    | 11,573  |
| 30    | Osun        | 918    | 490      | 936    | 136      | 830    | 577      | 3,367   | 1,773    | 9,027   |
| 31    | Oyo         | 2,699  | 1,531    | 2,873  | 387      | 2,910  | 2,522    | 6,624   | 5,209    | 24,755  |
| 32    | Plateau     | 729    | 539      | 1,061  | 142      | 746    | 964      | 2,172   | 2,733    | 9,086   |
| 33    | Rivers      | 3,378  | 1,299    | 2,908  | 567      | 5,240  | 3,532    | 7,304   | 3,938    | 28,166  |
| 34    | Sokoto      | 286    | 119      | 172    | 88       | 289    | 103      | 1,276   | 1,736    | 4,069   |
| 35    | Taraba      | 145    | 63       | 95     | 42       | 207    | 106      | 1,203   | 830      | 2,691   |
| 36    | Yobe        | 179    | 139      | 88     | 63       | 135    | 109      | 482     | 235      | 1,430   |
| 37    | Zamfara     | 108    | 78       | 93     | 35       | 78     | 62       | 781     | 587      | 1,822   |
| TOTAL |             | 50,060 | 23,348   | 43,717 | 13,323   | 64,362 | 34,905   | 149,642 | 93,619   | 472,976 |



## AGE/SEX CLASSIFICATION OF DRIVER'S LICENCE

Group 1 (18-25) accounted for Two Hundred and Eighty-Nine Thousand Seven Hundred and Twenty-Two (289,722) representing 32.5%, Group 2 (26-65) accounted Three Hundred Ninety-Seven Thousand Four Hundred Twenty-Six (397,426) representing 44.6%, and Group 3 accounted for Two Hundred and Three

Thousand and Eighteen (203,018) representing 22.8% while Male accounted for Five Hundred and Sixty-Four Thousand One Hundred and Eighty (564,180) representing 63.4%, while Female accounted for Three Hundred and Twenty-Five Thousand Nine Hundred and Eighty-Six (325,986) representing 36.8% licences produced as shown in Tables 68, 69, 70, 71 and 72.

Table 68: 1st, 2nd, 3rd And 4th Quarter 2024 NDLC Yearly Production for Age 18-25

| S/N   | State       | 1st     | 2nd     | 3rd     | 4th     | Total   |
|-------|-------------|---------|---------|---------|---------|---------|
|       |             | 18 - 25 | 18 - 25 | 18 - 25 | 18 - 25 |         |
| 1     | Abia        | 306     | 415     | 3,008   | 2,593   | 6,322   |
| 2     | Adamawa     | 274     | 312     | 242     | 2,428   | 3,256   |
| 3     | Akwa-ibom   | 1,246   | 975     | 1,032   | 1,689   | 4,942   |
| 4     | Anambra     | 893     | 312     | 5,962   | 2,783   | 9,950   |
| 5     | Bauchi      | 129     | 258     | 1,005   | 1,119   | 2,511   |
| 6     | Bayelsa     | 403     | 264     | 640     | 810     | 2,117   |
| 7     | Benue       | 282     | 123     | 1,308   | 1,054   | 2,767   |
| 8     | Borno       | 149     | 76      | 2,074   | 633     | 2,932   |
| 9     | Cross River | 970     | 128     | 3,469   | 1,587   | 6,154   |
| 10    | Delta       | 1,861   | 2,810   | 2,864   | 6,445   | 13,980  |
| 11    | Ebonyi      | 324     | 57      | 0       | 1,306   | 1,687   |
| 12    | Edo         | 3,114   | 656     | 6,363   | 4,157   | 14,290  |
| 13    | Ekiti       | 121     | 189     | 777     | 927     | 2,014   |
| 14    | Enugu       | 861     | 527     | 864     | 865     | 3,117   |
| 15    | Fct         | 6,459   | 2,554   | 4,710   | 7,177   | 20,900  |
| 16    | Gombe       | 126     | 2,871   | 892     | 2,513   | 6,402   |
| 17    | Imo         | 725     | 159     | 1,438   | 679     | 3,001   |
| 18    | Jigawa      | 245     | 459     | 462     | 1,285   | 2,451   |
| 19    | Kaduna      | 1,506   | 797     | 2,473   | 2,243   | 7,019   |
| 20    | Kano        | 615     | 1,300   | 5,157   | 3,733   | 10,805  |
| 21    | Katsina     | 786     | 1,556   | 628     | 1,361   | 4,331   |
| 22    | Kebbi       | 200     | 77      | 561     | 645     | 1,483   |
| 23    | Kogi        | 280     | 400     | 648     | 1,300   | 2,628   |
| 24    | Kwara       | 246     | 713     | 3,914   | 1,494   | 6,367   |
| 25    | Lagos       | 12,842  | 12,578  | 25,443  | 16,132  | 66,995  |
| 26    | Nasarawa    | 818     | 315     | 889     | 1,094   | 3,116   |
| 27    | Niger       | 1,242   | 1,561   | 818     | 1,862   | 5,483   |
| 28    | Ogun        | 2,185   | 4,454   | 4,190   | 7,703   | 18,532  |
| 29    | Ondo        | 984     | 485     | 3,693   | 2,854   | 8,016   |
| 30    | Osun        | 1,275   | 192     | 612     | 1,907   | 3,986   |
| 31    | Oyo         | 4,472   | 651     | 4,235   | 4,814   | 14,172  |
| 32    | Plateau     | 1,066   | 148     | 4,578   | 2,172   | 7,964   |
| 33    | Rivers      | 3,416   | 1,979   | 2,466   | 5,150   | 13,011  |
| 34    | Sokoto      | 250     | 600     | 336     | 2,276   | 3,462   |
| 35    | Taraba      | 230     | 146     | 285     | 1,309   | 1,970   |
| 36    | Yobe        | 118     | 132     | 143     | 338     | 731     |
| 37    | Zamfara     | 60      | 144     | 173     | 481     | 858     |
| TOTAL |             | 51,079  | 41,373  | 98,352  | 98,918  | 289,722 |





Table 69: Showing 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production for Age 26-65

| S/N   | State       | 1ST     | 2ND     | 3RD     | 4TH     | TOTAL   |
|-------|-------------|---------|---------|---------|---------|---------|
|       |             | 26 - 65 | 26 - 65 | 26 - 65 | 26 - 65 |         |
| 1     | Abia        | 681     | 457     | 1,313   | 11,416  | 13,867  |
| 2     | Adamawa     | 297     | 405     | 277     | 1,028   | 2,007   |
| 3     | Akwa-ibom   | 792     | 1,170   | 2,186   | 4,975   | 9,123   |
| 4     | Anambra     | 1,579   | 731     | 1,484   | 6,141   | 9,935   |
| 5     | Bauchi      | 484     | 272     | 586     | 1,205   | 2,547   |
| 6     | Bayelsa     | 171     | 464     | 407     | 922     | 1,964   |
| 7     | Benue       | 265     | 365     | 471     | 1,310   | 2,411   |
| 8     | Borno       | 409     | 218     | 443     | 1,434   | 2,504   |
| 9     | Cross River | 622     | 296     | 210     | 1,831   | 2,959   |
| 10    | Delta       | 4,378   | 4,147   | 7,162   | 11,237  | 26,924  |
| 11    | Ebonyi      | 125     | 299     | 197     | 967     | 1,588   |
| 12    | Edo         | 2,882   | 3,191   | 1,506   | 7,641   | 15,220  |
| 13    | Ekiti       | 445     | 669     | 732     | 828     | 2,674   |
| 14    | Enugu       | 2,401   | 1,553   | 586     | 5,402   | 9,942   |
| 15    | FCT         | 7,991   | 4,265   | 6,508   | 18,678  | 37,442  |
| 16    | Gombe       | 253     | 889     | 1,366   | 1,024   | 3,532   |
| 17    | Imo         | 824     | 504     | 625     | 698     | 2,651   |
| 18    | Jigawa      | 196     | 290     | 122     | 703     | 1,311   |
| 19    | Kaduna      | 2,445   | 1,869   | 1,715   | 7,409   | 13,438  |
| 20    | Kano        | 3,362   | 1,941   | 2,006   | 5,391   | 12,700  |
| 21    | Katsina     | 723     | 1,355   | 505     | 1,362   | 3,945   |
| 22    | Kebbi       | 119     | 154     | 201     | 530     | 1,004   |
| 23    | Kogi        | 309     | 310     | 469     | 1,660   | 2,748   |
| 24    | Kwara       | 717     | 1,179   | 1,231   | 2,456   | 5,583   |
| 25    | Lagos       | 26,864  | 10,857  | 13,742  | 54,205  | 105,668 |
| 26    | Nasarawa    | 1,268   | 896     | 839     | 2,801   | 5,804   |
| 27    | Niger       | 941     | 788     | 720     | 2,677   | 5,126   |
| 28    | Ogun        | 5,721   | 3,741   | 2,371   | 11,356  | 23,189  |
| 29    | Ondo        | 1,621   | 1,409   | 2,309   | 4,253   | 9,592   |
| 30    | Osun        | 2,228   | 1,136   | 971     | 3,175   | 7,510   |
| 31    | Oyo         | 4,073   | 3,273   | 2,529   | 10,384  | 20,259  |
| 32    | Plateau     | 1,290   | 1,073   | 2,077   | 3,031   | 7,471   |
| 33    | Rivers      | 4,578   | 3,277   | 5,311   | 6,471   | 19,637  |
| 34    | Sokoto      | 209     | 479     | 315     | 867     | 1,870   |
| 35    | Taraba      | 168     | 97      | 104     | 635     | 1,004   |
| 36    | Yobe        | 213     | 98      | 45      | 639     | 995     |
| 37    | Zamfara     | 249     | 181     | 83      | 769     | 1,282   |
| TOTAL |             | 81,893  | 54,298  | 63,724  | 197,511 | 397,426 |



Table 70: 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production for Age 66 Above

| S/n   | State       | 1st      | 2nd      | 3rd      | 4th      | Total   |
|-------|-------------|----------|----------|----------|----------|---------|
|       |             | 66 Above | 66 Above | 66 Above | 66 Above |         |
| 1     | Abia        | 276      | 155      | 802      | 1,694    | 2,927   |
| 2     | Adamawa     | 289      | 74       | 534      | 1,564    | 2,461   |
| 3     | Akwa-ibom   | 290      | 132      | 2,086    | 1,275    | 3,783   |
| 4     | Anambra     | 466      | 174      | 1,160    | 1,513    | 3,313   |
| 5     | Bauchi      | 203      | 15       | 458      | 1,984    | 2,660   |
| 6     | Bayelsa     | 222      | 111      | 518      | 969      | 1,820   |
| 7     | Benue       | 292      | 59       | 288      | 1,928    | 2,567   |
| 8     | Borno       | 176      | 93       | 26       | 185      | 480     |
| 9     | Cross River | 218      | 80       | 34       | 2,859    | 3,191   |
| 10    | Delta       | 1,895    | 444      | 5,010    | 5,468    | 12,817  |
| 11    | Ebonyi      | 254      | 31       | 0        | 1,959    | 2,244   |
| 12    | Edo         | 980      | 330      | 816      | 2,616    | 4,742   |
| 13    | Ekiti       | 201      | 64       | 482      | 363      | 1,110   |
| 14    | Enugu       | 356      | 183      | 1,304    | 1,499    | 3,342   |
| 15    | Fct         | 3,111    | 2,034    | 5,205    | 3,378    | 13,728  |
| 16    | Gombe       | 163      | 75       | 1,495    | 4,199    | 5,932   |
| 17    | Imo         | 775      | 179      | 156      | 648      | 1,758   |
| 18    | Jigawa      | 190      | 88       | 101      | 1,447    | 1,826   |
| 19    | Kaduna      | 947      | 615      | 1,538    | 2,435    | 5,535   |
| 20    | Kano        | 717      | 190      | 2,590    | 7,558    | 11,055  |
| 21    | Katsina     | 441      | 158      | 404      | 2,091    | 3,094   |
| 22    | Kebbi       | 74       | 30       | 76       | 1,017    | 1,197   |
| 23    | Kogi        | 232      | 156      | 708      | 1,526    | 2,622   |
| 24    | Kwara       | 270      | 214      | 1,186    | 4,384    | 6,054   |
| 25    | Lagos       | 4,067    | 2,321    | 19,700   | 19,151   | 45,239  |
| 26    | Nasarawa    | 252      | 180      | 778      | 1,136    | 2,346   |
| 27    | Niger       | 266      | 155      | 397      | 533      | 1,351   |
| 28    | Ogun        | 3,515    | 382      | 3,042    | 4,624    | 11,563  |
| 29    | Ondo        | 805      | 148      | 1,352    | 3,592    | 5,897   |
| 30    | Osun        | 563      | 136      | 830      | 1,744    | 3,273   |
| 31    | Oyo         | 276      | 387      | 1,914    | 3,879    | 6,456   |
| 32    | Plateau     | 539      | 142      | 975      | 5,189    | 6,845   |
| 33    | Rivers      | 2,602    | 567      | 5,598    | 5,657    | 14,424  |
| 34    | Sokoto      | 248      | 88       | 289      | 1,331    | 1,956   |
| 35    | Taraba      | 179      | 42       | 207      | 1,069    | 1,497   |
| 36    | Yobe        | 138      | 63       | 107      | 381      | 689     |
| 37    | Zamfara     | 96       | 35       | 75       | 1,018    | 1,224   |
| TOTAL |             | 26,584   | 10,330   | 62,241   | 103,863  | 203,018 |



Table 71: Showing 1st, 2nd, 3rd and 4th Quarter 2024 NDL Yearly Production for Sex (Male)

| S/N   | State       | 1st     | 2nd    | 3rd     | 4th     | Total   |
|-------|-------------|---------|--------|---------|---------|---------|
|       |             | Male    | Male   | Male    | Male    |         |
| 1     | Abia        | 765     | 755    | 2,115   | 10,098  | 13,733  |
| 2     | Adamawa     | 504     | 661    | 804     | 3,712   | 5,681   |
| 3     | Akwa-ibom   | 1,150   | 1,932  | 3,996   | 4,745   | 11,823  |
| 4     | Anambra     | 2,217   | 979    | 2,429   | 7,122   | 12,747  |
| 5     | Bauchi      | 529     | 463    | 1,482   | 2,018   | 4,492   |
| 6     | Bayelsa     | 490     | 723    | 925     | 1,240   | 3,378   |
| 7     | Benue       | 469     | 474    | 809     | 2,264   | 4,016   |
| 8     | Borno       | 485     | 317    | 645     | 1,627   | 3,074   |
| 9     | Cross River | 1,352   | 384    | 993     | 3,051   | 5,780   |
| 10    | Delta       | 3,444   | 5,398  | 12,135  | 14,009  | 34,986  |
| 11    | Ebonyi      | 355     | 330    | 197     | 2,710   | 3,592   |
| 12    | Edo         | 3,247   | 3,519  | 3,583   | 7,840   | 18,189  |
| 13    | Ekiti       | 292     | 857    | 1,214   | 1,390   | 3,753   |
| 14    | Enugu       | 1,769   | 2,013  | 1,921   | 4,941   | 10,644  |
| 15    | Fct         | 12,700  | 6,312  | 11,114  | 17,033  | 47,159  |
| 16    | Gombe       | 140     | 3,573  | 2,866   | 4,530   | 11,109  |
| 17    | Imo         | 1,288   | 663    | 775     | 1,226   | 3,952   |
| 18    | Jigawa      | 402     | 717    | 589     | 2,235   | 3,943   |
| 19    | Kaduna      | 1,556   | 2,528  | 3,562   | 7,055   | 14,701  |
| 20    | Kano        | 2,784   | 3,109  | 6,287   | 9,395   | 21,575  |
| 21    | Katsina     | 1,309   | 2,896  | 1,297   | 2,319   | 7,821   |
| 22    | Kebbi       | 278     | 198    | 553     | 1,273   | 2,302   |
| 23    | Kogi        | 418     | 710    | 1,528   | 2,020   | 4,676   |
| 24    | Kwara       | 747     | 1,848  | 3,241   | 3,880   | 9,716   |
| 25    | Lagos       | 30,041  | 15,844 | 34,802  | 58,797  | 139,484 |
| 26    | Nasarawa    | 1,349   | 1,209  | 1,738   | 2,953   | 7,249   |
| 27    | Niger       | 1,667   | 2,306  | 1,128   | 3,497   | 8,598   |
| 28    | Ogun        | 9,026   | 7,599  | 5,384   | 15,172  | 37,181  |
| 29    | Ondo        | 2,158   | 1,747  | 4,128   | 5,380   | 13,413  |
| 30    | Osun        | 2,320   | 1,230  | 1,436   | 3,367   | 8,353   |
| 31    | Oyo         | 6,388   | 3,784  | 6,019   | 12,690  | 28,881  |
| 32    | Plateau     | 2,436   | 1,221  | 3,209   | 5,359   | 12,225  |
| 33    | Rivers      | 8,469   | 5,013  | 11,141  | 9,697   | 34,320  |
| 34    | Sokoto      | 423     | 1,020  | 626     | 2,962   | 5,031   |
| 35    | Taraba      | 308     | 250    | 453     | 2,013   | 3,024   |
| 36    | Yobe        | 174     | 195    | 200     | 786     | 1,355   |
| 37    | Zamfara     | 312     | 330    | 257     | 1,325   | 2,224   |
| Total |             | 103,761 | 83,107 | 135,581 | 241,731 | 564,180 |



Table 72: 1st, 2nd, 3rd And 4th Quarter 2024 NDL Yearly Production For Sex (Female)

| S/N   | State       | 1st    | 2nd    | 3rd    | 4th     | Total   |
|-------|-------------|--------|--------|--------|---------|---------|
|       |             | Female | Female | Female | Female  |         |
| 1     | Abia        | 498    | 272    | 3,008  | 5,605   | 9,383   |
| 2     | Adamawa     | 356    | 130    | 249    | 1,308   | 2,043   |
| 3     | Akwa-ibom   | 1,178  | 345    | 1,308  | 3,194   | 6,025   |
| 4     | Anambra     | 721    | 238    | 6,177  | 3,315   | 10,451  |
| 5     | Bauchi      | 287    | 82     | 567    | 2,290   | 3,226   |
| 6     | Bayelsa     | 306    | 116    | 640    | 1,461   | 2,523   |
| 7     | Benue       | 370    | 73     | 1,258  | 2,028   | 3,729   |
| 8     | Borno       | 249    | 70     | 1,898  | 625     | 2,842   |
| 9     | Cross River | 458    | 120    | 2,720  | 3,226   | 6,524   |
| 10    | Delta       | 4,690  | 2,003  | 2,901  | 9,141   | 18,735  |
| 11    | Ebonyi      | 348    | 57     | 0      | 1,522   | 1,927   |
| 12    | Edo         | 3,729  | 658    | 5,102  | 6,574   | 16,063  |
| 13    | Ekiti       | 475    | 65     | 777    | 728     | 2,045   |
| 14    | Enugu       | 1,849  | 250    | 833    | 2,825   | 5,757   |
| 15    | Fct         | 4,861  | 2,541  | 5,309  | 12,200  | 24,911  |
| 16    | Gombe       | 402    | 262    | 887    | 3,206   | 4,757   |
| 17    | Imo         | 1,036  | 179    | 1,444  | 799     | 3,458   |
| 18    | Jigawa      | 229    | 120    | 96     | 1,200   | 1,645   |
| 19    | Kaduna      | 3,342  | 753    | 2,164  | 5,032   | 11,291  |
| 20    | Kano        | 1,910  | 322    | 3,466  | 7,287   | 12,985  |
| 21    | Katsina     | 641    | 173    | 240    | 2,495   | 3,549   |
| 22    | Kebbi       | 115    | 63     | 285    | 919     | 1,382   |
| 23    | Kogi        | 403    | 156    | 297    | 2,466   | 3,322   |
| 24    | Kwara       | 486    | 258    | 3,090  | 4,454   | 8,288   |
| 25    | Lagos       | 13,732 | 9,912  | 24,083 | 30,691  | 78,418  |
| 26    | Nasarawa    | 989    | 182    | 768    | 2,078   | 4,017   |
| 27    | Niger       | 782    | 198    | 807    | 1,575   | 3,362   |
| 28    | Ogun        | 2,395  | 978    | 4,219  | 8,511   | 16,103  |
| 29    | Ondo        | 1,252  | 295    | 3,226  | 5,319   | 10,092  |
| 30    | Osun        | 1,746  | 234    | 977    | 3,459   | 6,416   |
| 31    | Oyo         | 2,433  | 527    | 2,659  | 6,387   | 12,006  |
| 32    | Plateau     | 459    | 142    | 4,421  | 5,033   | 10,055  |
| 33    | Rivers      | 2,127  | 810    | 2,234  | 7,581   | 12,752  |
| 34    | Sokoto      | 284    | 147    | 314    | 1,512   | 2,257   |
| 35    | Taraba      | 269    | 35     | 143    | 1,000   | 1,447   |
| 36    | Yobe        | 295    | 98     | 95     | 572     | 1,060   |
| 37    | Zamfara     | 93     | 30     | 74     | 943     | 1,140   |
| Total |             | 55,795 | 22,894 | 88,736 | 158,561 | 325,986 |



## CLASSES OF DRIVERS LICENCE

Class A accounted for Seven Thousand Four Hundred and Fifty-Six (7,456) representing 0.8%, Class B accounted for Four Hundred and Fifty-Eight Thousand One Hundred and Nineteen (458,119) representing 51.5%, Class D accounted for Three Hundred and Sixty Thousand One Hundred and Fifty-

Four (360,154) which represents 40.5% and Class E accounted for Sixty-Four Thousand Four Hundred and Thirty-Seven (64,437) representing 7.2% licences produced as shown in the Table :

These are represented in the Table 73 below:

Table 73 : NDL Produced By Class For Year 2024

| S/N   | State       | CLASSES |         |   |         |        |   |   |   |   |         |
|-------|-------------|---------|---------|---|---------|--------|---|---|---|---|---------|
|       |             | A       | B       | C | D       | E      | F | G | H | J | TOTAL   |
| 1     | Abia        | 10      | 14,047  | 0 | 7,097   | 1,962  | 0 | 0 | 0 | 0 | 23,116  |
| 2     | Adamawa     | 175     | 4,636   | 0 | 2,120   | 793    | 0 | 0 | 0 | 0 | 7,724   |
| 3     | Akwa-ibom   | 229     | 9,061   | 0 | 7,266   | 1,292  | 0 | 0 | 0 | 0 | 17,848  |
| 4     | Anambra     | 46      | 9,003   | 0 | 13,122  | 1,027  | 0 | 0 | 0 | 0 | 23,198  |
| 5     | Bauchi      | 77      | 3,687   | 0 | 2,658   | 1,296  | 0 | 0 | 0 | 0 | 7,718   |
| 6     | Bayelsa     | 750     | 2,193   | 0 | 2,244   | 714    | 0 | 0 | 0 | 0 | 5,901   |
| 7     | Benue       | 131     | 3,001   | 0 | 4,269   | 344    | 0 | 0 | 0 | 0 | 7,745   |
| 8     | Borno       | 186     | 1,752   | 0 | 3,482   | 496    | 0 | 0 | 0 | 0 | 5,916   |
| 9     | Cross River | 63      | 4,936   | 0 | 5,867   | 1,438  | 0 | 0 | 0 | 0 | 12,304  |
| 10    | Delta       | 2,971   | 25,362  | 0 | 19,043  | 6,345  | 0 | 0 | 0 | 0 | 53,721  |
| 11    | Ebonyi      | 43      | 2,814   | 0 | 2,040   | 622    | 0 | 0 | 0 | 0 | 5,519   |
| 12    | Edo         | 44      | 11,348  | 0 | 19,180  | 3,680  | 0 | 0 | 0 | 0 | 34,252  |
| 13    | Ekiti       | 32      | 2,892   | 0 | 2,477   | 397    | 0 | 0 | 0 | 0 | 5,798   |
| 14    | Enugu       | 5       | 8,472   | 0 | 7,458   | 466    | 0 | 0 | 0 | 0 | 16,401  |
| 15    | Fct         | 43      | 39,647  | 0 | 28,743  | 3,637  | 0 | 0 | 0 | 0 | 72,070  |
| 16    | Gombe       | 6       | 9,639   | 0 | 5,639   | 582    | 0 | 0 | 0 | 0 | 15,866  |
| 17    | Imo         | 2       | 3,414   | 0 | 3,800   | 194    | 0 | 0 | 0 | 0 | 7,410   |
| 18    | Jigawa      | 10      | 3,692   | 0 | 1,091   | 795    | 0 | 0 | 0 | 0 | 5,588   |
| 19    | Kaduna      | 442     | 11,530  | 0 | 11,045  | 2,975  | 0 | 0 | 0 | 0 | 25,992  |
| 20    | Kano        | 208     | 17,187  | 0 | 12,637  | 4,528  | 0 | 0 | 0 | 0 | 34,560  |
| 21    | Katsina     | 25      | 6,973   | 0 | 3,145   | 1,227  | 0 | 0 | 0 | 0 | 11,370  |
| 22    | Kebbi       | 12      | 2,233   | 0 | 979     | 460    | 0 | 0 | 0 | 0 | 3,684   |
| 23    | Kogi        | 94      | 3,656   | 0 | 2,882   | 1,366  | 0 | 0 | 0 | 0 | 7,998   |
| 24    | Kwara       | 23      | 9,119   | 0 | 6,000   | 2,862  | 0 | 0 | 0 | 0 | 18,004  |
| 25    | Lagos       | 282     | 117,983 | 0 | 94,072  | 5,565  | 0 | 0 | 0 | 0 | 217,902 |
| 26    | Nasarawa    | 24      | 5,041   | 0 | 5,564   | 637    | 0 | 0 | 0 | 0 | 11,266  |
| 27    | Niger       | 1       | 6,486   | 0 | 4,389   | 1,084  | 0 | 0 | 0 | 0 | 11,960  |
| 28    | Ogun        | 33      | 28,333  | 0 | 21,546  | 3,372  | 0 | 0 | 0 | 0 | 53,284  |
| 29    | Ondo        | 137     | 10,890  | 0 | 9,427   | 3,051  | 0 | 0 | 0 | 0 | 23,505  |
| 30    | Osun        | 40      | 8,876   | 0 | 5,071   | 782    | 0 | 0 | 0 | 0 | 14,769  |
| 31    | Oyo         | 777     | 22,239  | 0 | 15,554  | 2,317  | 0 | 0 | 0 | 0 | 40,887  |
| 32    | Plateau     | 278     | 9,739   | 0 | 9,497   | 2,766  | 0 | 0 | 0 | 0 | 22,280  |
| 33    | Rivers      | 23      | 29,418  | 0 | 13,837  | 3,794  | 0 | 0 | 0 | 0 | 47,072  |
| 34    | Sokoto      | 16      | 3,344   | 0 | 3,441   | 487    | 0 | 0 | 0 | 0 | 7,288   |
| 35    | Taraba      | 26      | 2,762   | 0 | 1,229   | 454    | 0 | 0 | 0 | 0 | 4,471   |
| 36    | Yobe        | 28      | 1,010   | 0 | 1,167   | 210    | 0 | 0 | 0 | 0 | 2,415   |
| 37    | Zamfara     | 164     | 1,704   | 0 | 1,076   | 420    | 0 | 0 | 0 | 0 | 3,364   |
| Total |             | 7,456   | 458,119 | 0 | 360,154 | 64,437 | 0 | 0 | 0 | 0 | 890,166 |



## 2023 Number Plates Production Report

The following were observed in the production of number plates in the year under review:

A total of Five hundred and sixty Thousand five hundred and twenty-three (560,523) Number Plates were produced within the year under review, with MV recording a total of Three Hundred, and Eighty-One

Thousand Nine Hundred and Forty-Two (381,942), MC recorded a total of One Hundred Seventy-Eight Thousand Two Hundred and Fifty-One (178,251) number plates while Reprint recorded a total of Three Hundred and Thirty (330) number plates as shown in Table 74. These are represented in the bar chart of Figure.

Table 74: Monthly Breakdown Of Number Plates Produced by Year 2024

| Motorvehicle     |                                   |               |               |               |               |               |               |               |               |               |               |               |               |                |
|------------------|-----------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|
| S/N              | Category                          | Jan-24        | Feb-24        | Mar-24        | Apr-24        | May-24        | Jun-24        | Jul-24        | Aug-24        | Sep-24        | Oct-24        | Nov-24        | Dec-24        | Total          |
| 1                | Government Motor Vehicle          | 1614          | 10,859        | 1515          | 1332          | 1,470         | 1499          | 1734          | 1956          | 13,505        | 1324          | 1279          | 1574          | 39,661         |
| 2                | Government Articulated            | 15            | 30            | 48            | 78            | 56            | 48            | 69            | 89            | 67            | 15            | 20            | 25            | 560            |
| 3                | Private Motor Vehicle             | 17,121        | 19,852        | 13,343        | 20,520        | 18,372        | 10,781        | 31,174        | 22,382        | 19,279        | 27,193        | 28,706        | 18,476        | 247,199        |
| 4                | Commercial Motor Vehicle          | 4,520         | 6,302         | 2,594         | 7,040         | 4,161         | 5,268         | 8,083         | 7,985         | 8,247         | 9,467         | 12,268        | 7,503         | 83,438         |
| 5                | Articulated                       | 0             | 8             | 0             | 15            | 0             | 23            | 0             | 12            | 9             | 11            | 1             | 0             | 79             |
| 6                | Fancy                             | 64            | 68            | 79            | 42            | 97            | 53            | 52            | 32            | 85            | 87            | 95            | 42            | 796            |
| 7                | Out of Series                     | 6             | 9             | 12            | 3             | 12            | 11            | 9             | 10            | 15            | 12            | 10            | 3             | 112            |
| 8                | Military/Paramilitary             | 14            | 152           | 54            | 41            | 28            | 16            | 78            | 40            | 5             | 2             | 1             | 0             | 431            |
| 9                | FG                                | 300           | 108           | 147           | 89            | 158           | 1190          | 1250          | 258           | 1046          | 550           | 474           | 292           | 5,862          |
| 10               | Diplomatic                        | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 2             | 23            | 20            | 45             |
| 11               | Comp                              | 6             | 0             | 0             | 0             | 0             | 5             | 1             | 6             | 0             | 0             | 0             | 0             | 18             |
| 12               | Gov fan                           | 6             | 0             | 0             | 0             | 0             | 105           | 10            | 53            | 0             | 0             | 0             | 0             | 265            |
| 13               | Dealer                            | 443           | 230           | 105           | 87            | 21            | 132           | 469           | 167           | 72            | 187           | 854           | 519           | 3,476          |
|                  | <b>Sub Total</b>                  | <b>24,109</b> | <b>37,618</b> | <b>17,897</b> | <b>29,247</b> | <b>24,565</b> | <b>19,131</b> | <b>43,020</b> | <b>32,990</b> | <b>42,330</b> | <b>38,850</b> | <b>43,731</b> | <b>28,454</b> | <b>381,942</b> |
| Motorcycle       |                                   |               |               |               |               |               |               |               |               |               |               |               |               |                |
| 1                | Government Motor Cycle            | 16            | 24            | 16            | 10            | 166           | 35            | 194           | 135           | 11            | 19            | 87            | 95            | 808            |
| 2                | Private Motor Cycle               | 10,076        | 9,094         | 8,084         | 3,265         | 24,578        | 12,486        | 5,188         | 4,131         | 4,365         | 2,745         | 2,132         | 2,981         | 89,125         |
| 3                | Commercial Motor Cycle            | 6,313         | 7,609         | 6,870         | 6,191         | 26,772        | 11,355        | 7,500         | 4,317         | 2,308         | 3,621         | 2118          | 3,230         | 88,204         |
| 4                | Military/Paramilitary Motor Cycle | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| 5                | Fancy                             | 3             | 3             | 0             | 1             | 3             | 0             | 14            | 3             | 1             | 2             | 7             | 2             | 39             |
| 6                | FG                                | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0             | 0              |
| 7                | Dealer                            | 15            | 10            | 12            | 8             | 4             | 3             | 8             | 9             | 5             | 1             | 0             | 0             | 75             |
|                  | <b>Sub Total</b>                  | <b>16,423</b> | <b>16,740</b> | <b>14,982</b> | <b>9,475</b>  | <b>51,523</b> | <b>23,879</b> | <b>12,904</b> | <b>8,595</b>  | <b>6,690</b>  | <b>6,388</b>  | <b>4,344</b>  | <b>6,308</b>  | <b>178,251</b> |
| Reprint          |                                   |               |               |               |               |               |               |               |               |               |               |               |               |                |
| 1                | Motor Vehicle                     | 76            | 48            | 5             | 3             | 6             | 12            | 6             | 0             | 7             | 85            | 20            | 10            | 278            |
| 2                | Motor Cycle                       | 4             | 0             | 4             | 17            | 1             | 7             | 5             | 0             | 2             | 4             | 3             | 5             | 52             |
|                  | <b>Sub Total</b>                  | <b>80</b>     | <b>48</b>     | <b>9</b>      | <b>20</b>     | <b>7</b>      | <b>19</b>     | <b>11</b>     | <b>0</b>      | <b>9</b>      | <b>89</b>     | <b>23</b>     | <b>15</b>     | <b>330</b>     |
| Total Production |                                   |               |               |               |               |               |               |               |               |               |               |               |               |                |
| a                | Motor Vehicle                     | 24,109        | 37,618        | 17,897        | 29,247        | 24,565        | 19,131        | 43,020        | 32,990        | 42,330        | 38,850        | 43,731        | 28,454        | 381,942        |
| b                | Motorcycle                        | 16,423        | 16,740        | 14,982        | 9,475         | 51,523        | 23,879        | 12,904        | 8,595         | 6,690         | 6,388         | 4,344         | 6,308         | 178,251        |
| c                | Reprint                           | 80            | 48            | 9             | 20            | 7             | 19            | 11            | 0             | 9             | 89            | 23            | 15            | 330            |
|                  | <b>Grand Total</b>                | <b>40,612</b> | <b>54,406</b> | <b>32,888</b> | <b>38,742</b> | <b>76,095</b> | <b>43,029</b> | <b>55,935</b> | <b>41,585</b> | <b>49,029</b> | <b>45,327</b> | <b>48,098</b> | <b>34,777</b> | <b>560,523</b> |





Also, Lagos Plant accounted the production of One Hundred and Thirty-Four Thousand Three Hundred and Fifty-Seven (134,357) plates. Gwagwalada Plant recorded Two Hundred and Nineteen Thousand Five Hundred and sixty-Eight (219,568) number plates, Awka Plant recorded One Hundred

and Forty-Six Thousand Eight Hundred and Thirteen (146,813) number plates as shown in Table 75 below:

**Table 75: Showing the Breakdown of Number Plates Produced by Plants in year 2024 on yearly basis**

| <b>Motor Vehicle</b>         |                                   |                    |                         |                   |                |
|------------------------------|-----------------------------------|--------------------|-------------------------|-------------------|----------------|
| <b>S/N</b>                   | <b>Category</b>                   | <b>LAGOS PLANT</b> | <b>GWAGWALADA PLANT</b> | <b>AWKA PLANT</b> | <b>TOTAL</b>   |
| 1                            | Government Motor Vehle            | 825                | 37,964                  | 872               | <b>39,661</b>  |
| 2                            | Government Articulated            | 0                  | 560                     | 0                 | <b>560</b>     |
| 3                            | Private Motor Vehicle             | 41,130             | 124,612                 | 81,457            | <b>247,199</b> |
| 4                            | Commercial Motor Vehicle          | 33,486             | 16,185                  | 33,767            | <b>83,438</b>  |
| 5                            | Articulated                       | 2                  | 77                      | 0                 | <b>79</b>      |
| 6                            | Fancy                             | 155                | 416                     | 225               | <b>796</b>     |
| 7                            | Out of Series                     | 25                 | 82                      | 5                 | <b>112</b>     |
| 8                            | Military/Paramilitary             | 0                  | 431                     | 0                 | <b>431</b>     |
| 9                            | FG                                | 2                  | 5,860                   | 0                 | <b>5,862</b>   |
| 10                           | Diplomatic                        | 0                  | 45                      | 0                 | <b>45</b>      |
| 11                           | Comp                              | 0                  | 18                      | 0                 | <b>18</b>      |
| 12                           | Gov fan                           | 1                  | 0                       | 264               | <b>265</b>     |
| 13                           | Dealer                            | 1176               | 1,555                   | 745               | <b>3,476</b>   |
|                              | <b>Sub Total</b>                  | <b>76,802</b>      | <b>187,805</b>          | <b>117,335</b>    | <b>381,942</b> |
| <b>Motorcycle</b>            |                                   |                    |                         |                   |                |
| 1                            | Government Motor Cycle            | 191                | 505                     | 112               | <b>808</b>     |
| 2                            | Private Motor Cycle               | 47,532             | 31,162                  | 10,431            | <b>89,125</b>  |
| 3                            | Commercial Motor Cycle            | 22,809             | 31,895                  | 33,500            | <b>88,204</b>  |
| 4                            | Military/Paramilitary Motor Cycle | 0                  | 0                       | 0                 | <b>0</b>       |
| 5                            | Fancy                             | 12                 | 18                      | 9                 | <b>39</b>      |
| 6                            | FG                                | 0                  | 0                       | 0                 | <b>0</b>       |
| 7                            | Dealer                            | 0                  | 75                      | 0                 | <b>75</b>      |
|                              | <b>Sub Total</b>                  | <b>70,544</b>      | <b>63,655</b>           | <b>44,052</b>     | <b>178,251</b> |
| <b>Reprint (NULS, Lagos)</b> |                                   |                    |                         |                   |                |
| 1                            | Motor Vehicle                     | 34                 | 230                     | 14                | <b>278</b>     |
| 2                            | Motor Cycle                       | 48                 | 3                       | 1                 | <b>52</b>      |
|                              | <b>Sub Total</b>                  | <b>82</b>          | <b>233</b>              | <b>15</b>         | <b>330</b>     |
| <b>Total Production</b>      |                                   |                    |                         |                   |                |
| a                            | Motor Vehicle                     | 76,802             | 187,805                 | 117,335           | <b>381,942</b> |
| b                            | Motorcycle                        | 70,544             | 63,655                  | 44,052            | <b>178,251</b> |
| c                            | Reprint                           | 82                 | 233                     | 15                | <b>330</b>     |
|                              | <b>Grand Total</b>                | <b>147,428</b>     | <b>251,693</b>          | <b>161,402</b>    | <b>560,523</b> |



Production in the various categories of number plates shows that Government Motor Vehicles accounted for Thirty-Nine Thousand Six Hundred and Sixty-One (39,661) number plates, Private Motor Vehicles accounted for Two Hundred and Forty-Seven Thousand One Hundred and Ninety-Nine (247,199) number Plates, Commercial Motor Vehicle accounted for Eighty-Three Thousand Four Hundred and Thirty-Eight (83,438), Fancy MV accounted for Seven Hundred Ninety-Six (796) Out of Series MV accounted for One Hundred Twelve (112), Military/Paramilitary MV accounted for Four Hundred and Thirty-One (431) and Dealer MV number plates accounted for Three Thousand Four Hundred and Seventy-Six (3,476) number plates produced as shown in Table 74.

Government Motor Cycle accounted for Eighty Eight (808), Private MC

accounted for Eighty-Nine Thousand One Hundred and Twenty-Five (89,125), Commercial MC accounted for Eighty-Eight Thousand Two Hundred and Four (88,204) and Dealer MC accounted for Seventy-Five (75) number plates as shown in Table 74.

Arising from the Number Plate report, the Number of Plate Produced in the year, 2024 are Five Hundred, and Sixty Thousand, Five Hundred and Twenty-Three (560,523) as against Five Hundred Thousand, Seven Hundred and Thirty-Eight (500,738) number plates produced in the year, 2023 which representing 10.6% increase of number plate produced in the year under review as shown in Table 75 and 76 . This is also represented in the Figure 32.

Figure 32 : Breakdown of Number Plates Produced by Plants in year, 2024

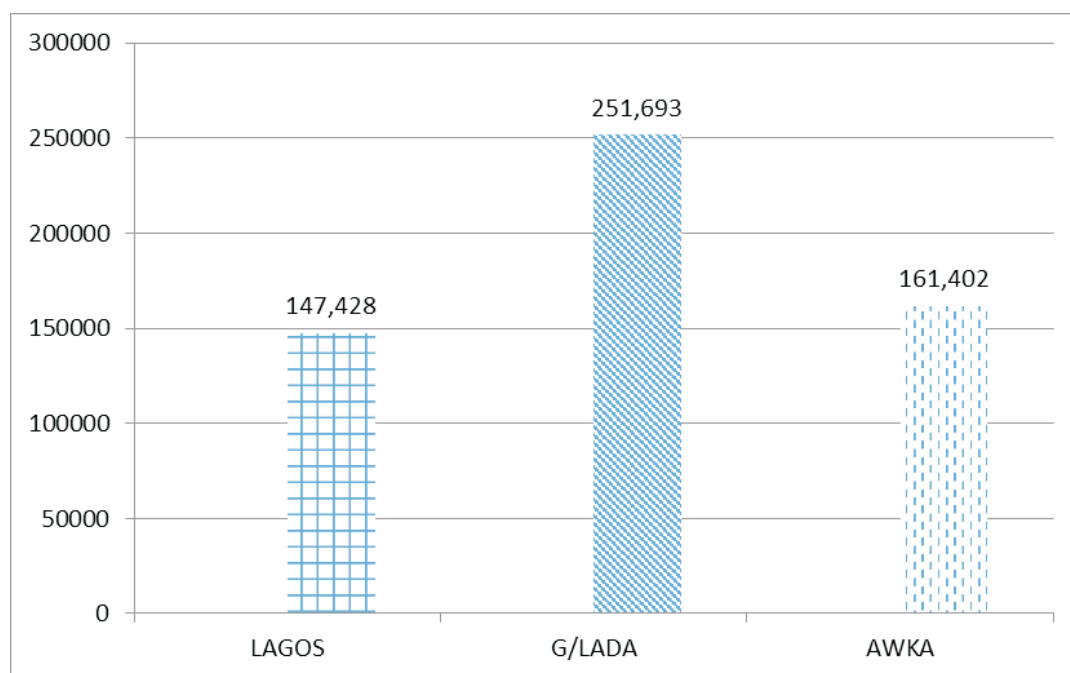




Table 76: Comparative Analysis of Number Plate Produced between Year 2023 and Year 2024

| S/N                          | Category                          | YEAR 2023      | YEAR 2024      | DIFF           |
|------------------------------|-----------------------------------|----------------|----------------|----------------|
| 1                            | Government Motor Vehicle          | 5,120          | 39,661         | 34,541         |
| 2                            | Government Articulated            | 500            | 560            | 60             |
| 3                            | Private Motor Vehicle             | 206,060        | 247,199        | 41,139         |
| 4                            | Commercial Motor Vehicle          | 52,353         | 83,438         | 31,085         |
| 5                            | Articulated                       | 625            | 79             | -546           |
| 6                            | Fancy                             | 725            | 796            | 71             |
| 7                            | Out of Series                     | 290            | 112            | -178           |
| 8                            | Military/Paramilitary             | 539            | 431            | -108           |
| 9                            | FG                                | 1,542          | 5,862          | 4,320          |
| 10                           | Diplomatic                        | 32             | 45             | 13             |
| 11                           | Comp                              | 7              | 18             | 11             |
| 12                           | Gov fan                           | 334            | 265            | -69            |
| 13                           | Dealer                            | 2,104          | 3,476          | 1,372          |
|                              | <b>Sub Total</b>                  | <b>270,231</b> | <b>381,942</b> | <b>111,711</b> |
| <b>Motorcycle</b>            |                                   |                |                |                |
| 1                            | Government Motor Cycle            | 1,209          | 808            | -401           |
| 2                            | Private Motor Cycle               | 120,313        | 89,125         | -31,188        |
| 3                            | Commercial Motor Cycle            | 104,852        | 88,204         | -16,648        |
| 4                            | Military/Paramilitary Motor Cycle | 3,497          | 0              | -3,497         |
| 5                            | Fancy                             | 13             | 39             | 26             |
| 6                            | FG                                | 232            | 0              | -232           |
| 7                            | Dealer                            | 5              | 75             | 70             |
|                              | <b>Sub Total</b>                  | <b>230,121</b> | <b>178,251</b> | <b>-51,870</b> |
| <b>Reprint (NULS, Lagos)</b> |                                   |                |                |                |
| 1                            | Motor Vehicle                     | 362            | 278            | -84            |
| 2                            | Motor Cycle                       | 24             | 52             | 28             |
|                              | <b>Sub Total</b>                  | <b>386</b>     | <b>330</b>     | <b>-56</b>     |
| <b>Total Production</b>      |                                   |                |                |                |
| a                            | Motor Vehicle                     | 270,231        | 381,942        | 111,711        |
| b                            | Motorcycle                        | 230,121        | 178,251        | -51,870        |
| c                            | Reprint                           | 386            | 330            | -56            |
|                              | <b>Grand Total</b>                | <b>500,738</b> | <b>560,523</b> | <b>59,785</b>  |



## 2024 UPLOAD

The NVIS Desk officers in the States uploaded registered vehicle details into national vehicle database and through that process a total number of 392,329 vehicle details were uploaded out of 795,094 plates produced and dispatched across the various uploading centers in State Internal Revenue Services. This brings the records of vehicles in the database to 13,350,578.

The upload for 2024 was lower in number when compared to other uploads within

the last five years. The factors responsible for this shall be reviewed and properly addressed. Below is the upload as carried out by Desk Officers in different States.

The breakdown of the upload is shown in descending order, the highest is Lagos State while the least is Zamfara State as shown Table 77:

**Table 77: Number Plate Production vs Registered Vehicle in 2024**

| No | State        | Total Prdc | Total Regd |
|----|--------------|------------|------------|
| 1  | Abia         | 13007      | 3035       |
| 2  | Adamawa      | 4840       | 3000       |
| 3  | Akwa Ibom    | 6843       | 2019       |
| 4  | Anambra      | 14179      | 8571       |
| 5  | Bauchi       | 5611       | 2616       |
| 6  | Bayelsa      | 10365      | 4559       |
| 7  | Benue        | 7313       | 3215       |
| 8  | Borno        | 5314       | 2514       |
| 9  | Cross River  | 7516       | 1967       |
| 10 | Delta        | 36574      | 16508      |
| 11 | Ebonyi       | 11455      | 4889       |
| 12 | Edo          | 20998      | 14475      |
| 13 | Ekiti        | 11807      | 3818       |
| 14 | Enugu        | 15170      | 8406       |
| 15 | Fct          | 129209     | 78905      |
| 16 | Gombe        | 16164      | 7073       |
| 17 | Imo          | 5278       | 4313       |
| 18 | Jigawa       | 17713      | 4289       |
| 19 | Kaduna       | 6339       | 11456      |
| 20 | Kano         | 11023      | 7108       |
| 21 | Katsina      | 15484      | 9344       |
| 22 | Kebbi        | 6788       | 3548       |
| 23 | Kogi         | 11473      | 3255       |
| 24 | Kwara        | 32617      | 6617       |
| 25 | Lagos        | 212889     | 105112     |
| 26 | Nassarawa    | 7296       | 5628       |
| 27 | Niger        | 6794       | 1783       |
| 28 | Ogun         | 37469      | 5209       |
| 29 | Ondo         | 16073      | 22602      |
| 30 | Osun         | 19897      | 1767       |
| 31 | Oyo          | 28522      | 6619       |
| 32 | Plateau      | 6975       | 2552       |
| 33 | Rivers       | 18341      | 13451      |
| 34 | Sokoto       | 4704       | 4482       |
| 35 | Taraba       | 3956       | 2649       |
| 36 | Yobe         | 3572       | 680        |
| 37 | Zamfara      | 1672       | 2060       |
| 38 | Federal Mdas | 2652       | 2173       |



Table 78: Showing Comparative Analysis of Number Plate upload between Year 2023 and Year 2024

| S/NO | STATE       | NUMBER PLATES<br>UPLOAD FOR 2023 | NUMBER PLATES<br>UPLOAD FOR 2024 | DIFF    |
|------|-------------|----------------------------------|----------------------------------|---------|
| 1    | ABIA        | 2,020                            | 3035                             | 1,015   |
| 2    | ADAMAWA     | 5,087                            | 3000                             | -2,087  |
| 3    | AKWA-IBOM   | 1,980                            | 2019                             | 39      |
| 4    | ANAMBRA     | 5,836                            | 8571                             | 2,735   |
| 5    | BAUCHI      | 3,245                            | 2616                             | -629    |
| 6    | BAYELSA     | 3,588                            | 4559                             | 971     |
| 7    | BENUE       | 1,952                            | 3215                             | 1,263   |
| 8    | BORNO       | 1,130                            | 2514                             | 1,384   |
| 9    | CROSS RIVER | 2,365                            | 1967                             | -398    |
| 10   | DELTA       | 21,635                           | 16508                            | -5,127  |
| 11   | EBONYI      | 2,383                            | 4889                             | 2,506   |
| 12   | EDO         | 26,673                           | 14475                            | -12,198 |
| 13   | EKITI       | 5,707                            | 3818                             | -1,889  |
| 14   | ENUGU       | 10,191                           | 8406                             | -1,785  |
| 15   | FCT         | 86,692                           | 78905                            | -7,787  |
| 16   | GOMBE       | 6,217                            | 7073                             | 856     |
| 17   | IMO         | 7,109                            | 4313                             | -2,796  |
| 18   | JIGAWA      | 3,921                            | 4289                             | 368     |
| 19   | KADUNA      | 10,842                           | 11456                            | 614     |
| 20   | KANO        | 7,070                            | 7108                             | 38      |
| 21   | KATSINA     | 10,731                           | 9344                             | -1,387  |
| 22   | KEBBI       | 2,948                            | 3548                             | 600     |
| 23   | KOGI        | 4,420                            | 3255                             | -1,165  |
| 24   | KWARA       | 7,172                            | 6617                             | -555    |
| 25   | LAGOS       | 158,566                          | 105112                           | -53,454 |
| 26   | NASARAWA    | 5,220                            | 5628                             | 408     |
| 27   | NIGER       | 5,146                            | 1783                             | -3,363  |
| 28   | OGUN        | 7,882                            | 5209                             | -2,673  |
| 29   | ONDO        | 27,964                           | 22602                            | -5,362  |
| 30   | OSUN        | 4,005                            | 1767                             | -2,238  |
| 31   | OYO         | 9,673                            | 6619                             | -3,054  |
| 32   | PLATEAU     | 2,967                            | 2552                             | -415    |
| 33   | RIVERS      | 12,005                           | 13451                            | 1,446   |
| 34   | SOKOTO      | 3,509                            | 4482                             | 973     |



## 11.1 Recovery of Stolen Vehicles

At various uploads there were developments that were of paramount importance to FRSC, that is, resisting an attempt to upload an already existing vehicle in the database, when such happens adequate investigation are carried out.

This led to the recovery of Seventy-Three (73) stolen vehicles from various centers without any form of controversy.

Table 79: Recovered Stolen Vehicles For The Year 2024

| S/NO | Type of Vehicle   | No of recoveries |
|------|-------------------|------------------|
| 1    | Toyota Corolla    | 20               |
| 2    | Toyota Camry      | 19               |
| 3    | Lexus RX 350      | 09               |
| 4    | Toyota Sienna     | 06               |
| 5    | Toyota Highlander | 04               |
| 6    | Daihatsu Hijet    | 02               |
| 7    | Honda Accord      | 02               |
| 8    | Toyota RAV 4      | 1                |
| 9    | Mercedes Benz     | 1                |
| 10   | Daihatsu Hijet    | 1                |
| 11   | MAN Truck         | 1                |
| 12   | Honda Ace         | 1                |
| 13   | Suzuki Bus        | 1                |
| 14   | Honda Pilot       | 1                |
| 15   | Toyota Celica     | 1                |
| 16   | Toyota Hilux      | 1                |
| 17   | Toyota Venza      | 1                |
| 18   | Pontiac Vibe      | 1                |
| 19   | Ford Galazy       | 1                |
|      | <b>Total</b>      | <b>73</b>        |





Table 80: The States where Stolen Vehicles Were Recovered.

| S/NO | State of recovery | Number |
|------|-------------------|--------|
| 1    | Rivers            | 15     |
| 2    | Edo               | 10     |
| 3    | Delta             | 07     |
| 4    | Anambra           | 05     |
| 5    | Abia              | 05     |
| 6    | Bayelsa           | 05     |
| 7    | Ebonyi            | 04     |
| 8    | Gombe             | 05     |
| 9    | Cross- River      | 03     |
| 10   | Plateau           | 03     |
| 11   | Oyo               | 02     |
| 12   | Kaduna            | 02     |
| 13   | Adamawa           | 01     |
| 14   | Akwa-Ibom         | 01     |
| 15   | Benue             | 01     |
| 16   | Imo               | 01     |
| 17   | Nasarawa          | 01     |
| 18   | Niger             | 01     |
|      | Total             | 73     |

### THE USE OF APPLICATION PROGRAMMING INTERFACE

The Corps has been championing the use of electronic vehicle registration and storage system by State Motor Licensing Offices to take advantage of modern electronic communication.

The effort is yielding positive result as four additional States have requested and given access through Application Programming

Interface (API). Expectedly, this will improve information sharing and speed in service delivery.

The following States were given access within the year: Abia, Kogi, Nasarawa and Rivers States.

Those that were already linked are: FCT, Lagos, Anambra, Ondo, Kaduna, Taraba, Ekiti and Kwara



### Number Of Investigations For Security Agencies For 2024 Janaunary-december, 2024

As part of synergy between the security Agencies, Number plate investigation plays a crucial role in counterterrorism and combating organized crime.

Number plate investigations can help security agencies identify and track down individuals involved in criminal activities. By linking a suspect's vehicle to their number plate, investigators can establish

their personal details and possible connections to other individuals or crimes. Investigating Number Plates can help improve public safety by identifying traffic violators, such as those involved in hit-and-run incidents and reckless driving.

During the year under review the Department verified vehicle information for the following Security Agencies on Table

Table 81: Security Agencies and number plate request for investigation

| S/N | SECURITY AGENCY                 | NUMBER OF REQUEST FOR INVESTIGATION | REMARKS |
|-----|---------------------------------|-------------------------------------|---------|
| 1.  | NIGERIA POLICE FORCE            | 121                                 |         |
| 2.  | EFCC                            | 87                                  |         |
| 3.  | INTERPOL                        | 20                                  |         |
| 4.  | NDLEA                           | 8                                   |         |
| 5.  | ICPC                            | 5                                   |         |
| 6.  | NSCDC                           | 5                                   |         |
| 7.  | DSS                             | 1                                   |         |
| 8.  | NIGERIA CUSTOMS                 | 5                                   |         |
| 9   | CODE OF CONDUCT                 | 4                                   |         |
| 10. | CIO                             | 1                                   |         |
| 11  | RS11                            | 1                                   |         |
| 12  | SAVE THE CHILDREN INTERNATIONAL | 20                                  |         |
|     | <b>TOTAL NUMBER</b>             | <b>278</b>                          |         |



### Reported Stolen Vehicle From The Nigeria Police And Individuals

The Corps received a total of One Hundred and One (101) reports on stolen vehicles for the year 2024 under review which were flagged. Seventy five (75) reports received from the Nigerian Police, and twenty six

(26) from other individuals

The breakdown of the reports is as shown in Table 82:

Table 82: Reported stolen vehicle from Nigerian Police and Individuals in 2024

| S/N | AGENCY               | NUMBER     |
|-----|----------------------|------------|
| 1   | Nigeria Police Force | 75         |
| 2   | Individuals          | 26         |
|     | <b>Total</b>         | <b>101</b> |

### Updates Of Vehicle Information From Various States

Based on the need to regularly update the database of vehicle information across the country.

vehicles information from eight (8) States in 2024. The breakdown is presented in Table 82 below:

The Corps received request for update of

Table 83: Updates of Vehicles Information

| S/N | STATES       | NO OF UPDATES |
|-----|--------------|---------------|
| 1   | AKWA IBOM    | 214           |
| 2   | BAYELSA      | 104           |
| 3   | IMO          | 405           |
| 4   | OGUN         | 3             |
| 5   | KADUNA       | 3             |
| 6   | DELTA        | 307           |
| 7   | ANAMBRA      | 57            |
| 8   | NIMET        | 3             |
|     | <b>TOTAL</b> | <b>1,096</b>  |



## 11.2 Signage Plant Report

### Summary of Production Report on Signage Plant for the Year, 2024

A total of Nine Hundred and Twelve (912) road signs were produced in year under review with the breakdown as follows:

Prohibitory signs Three Hundred and

Nineteen (319), Mandatory signs Eighty-Nine (89), Warning signs Three Hundred Eighty-Four (384), Informative signs One Hundred and Twenty (120) and Customized Signs Eleven (11). This is represented in the Table 84 below

Table 85: Signage summary in 2024

| MONTH | REGULATORY  |           | WARNING | INFORMATIVE | CUSTOMIZED | TAILBOARD | TOTAL |
|-------|-------------|-----------|---------|-------------|------------|-----------|-------|
|       | PROHIBITORY | MANDATORY |         |             |            |           |       |
| JAN   | 1           | 0         | 0       | 0           | 0          | 0         | 1     |
| FEB   | 115         | 14        | 114     | 0           | 6          | 0         | 259   |
| MAR   | 7           | 1         | 25      | 2           | 1          | 0         | 36    |
| APR   | 23          | 3         | 45      | 0           | 1          | 0         | 72    |
| MAY   | 23          | 4         | 51      | 0           | 1          | 0         | 79    |
| JUNE  | 11          | 5         | 101     | 2           | 0          | 0         | 119   |
| JUL   | 0           | 24        | 16      | 0           | 0          | 0         | 40    |
| AUG   | 5           | 10        | 9       | 16          | 0          | 0         | 40    |
| SEPT  | 16          | 20        | 20      | 47          | 0          | 0         | 103   |
| OCT   | 14          | 0         | 1       | 25          | 0          | 0         | 40    |
| NOV   | 100         | 0         | 0       | 1           | 2          | 0         | 103   |
| DEC   | 4           | 3         | 2       | 27          | 0          | 0         | 36    |
| TOTAL | 319         | 84        | 384     | 120         | 11         | 0         | 912   |



**World Bicycle Day  
&  
2024 World Day of  
Remembrance for  
Road Traffic  
Victims**



### 11.3 6th United Nations World Bicycle Day

Bicycle Day is a global event celebrated yearly. The 6th edition of the United Nations World Bicycle Day with the theme: “Cycling as a Tool for Urban Freedom” was commemorated on Monday, June 3, 2024, across the Federal Road Safety Corps formations.

The event brought together a diverse range of participants reflecting on the collective resolve to promoting the significance of bicycles as a sustainable and environmentally friendly mode of transportation. The event commenced by 1015hrs with the Corps Marshals press briefing at the Corps Marshal’s Conference Hall, FRSC RSHQ,

The Corps Marshal eulogized the contribution of all stakeholders and their presence in the 2024 edition towards the success of the UN World Bicycle Day. He

noted that the global objective of recognizing the vital importance of the bicycle was on the 12th of April, 2018, when the United Nations, during its 72nd General Assembly, declared the 3rd of June each year as World Bicycle Day.

The Management asserted the need for cyclists to obey road signs, signals, and designated cycling lanes, promoting responsible and safe cycling practices by respecting traffic rules.

The Management added that cyclists can actively reduce crashes and create a harmonious coexistence among cyclists, motorists, and pedestrians on the roads. He referred to an excerpt from the UN resolution: “Acknowledging the uniqueness, longevity and versatility of the bicycle, which has been a mode of transportation for two centuries.



The Corps Marshal, Shehu Mohammed, mni, Director General NBRI Professor Samson Duna and some Management Staff at the 2024 World Bicycle Day



## 11.4 2024 World Day of Remembrance for Road Traffic Victims



An increasing number of countries on every continent observe the World Day of Remembrance (WDoR) for Road Traffic Crash Victims on the third Sunday of November each year. The day is earmarked for the remembrance of people killed or injured in road traffic crashes and their families and communities.

The theme for the 2024 WDoR, “That Day” reflects on the stories of that day when traffic collisions stopped or changed the course of victims' lives forever, while the objectives were to

- Remember all the people killed and seriously injured on the roads;
- Acknowledge the crucial work of the emergency services;

- Draw attention to the generally trivial legal response to culpable road deaths and injuries and advocate for an appropriately serious response;
- Advocate for better support for road traffic victims and victim families, and
- Promote evidence-based actions to prevent further road traffic deaths and injuries.

The 2024 World Day of Remembrance (WDoR) was commemorated with a week-long series of activities that took place simultaneously across all thirty-six (36) states of the federation and the Federal Capital Territory (FCT). The event occurred from Sunday, November 17, to Saturday, November 23, 2024.

Table 86 : Activities of the RTC Victims Remembrance Day Programme

| DAY/DATE                      | ACTIVITY                                                 | VENUE                                                           |
|-------------------------------|----------------------------------------------------------|-----------------------------------------------------------------|
| <b>Day 1:</b> Sun 17 Nov '24  | Commemorative Church Service                             | <b>Christ Embassy</b> , Zone 2, TFK Event Centre, Guzape, Abuja |
| <b>Day 2:</b> Mon 18 Nov '24  | Joint Press Conference/Opening Ceremony/Laying of Wreath | FRSC Premises, Wuse Zone 3, Abuja                               |
| <b>Day 3:</b> Tue 19 Nov '24  | Media Chats                                              | Selected Media Outfits (Radio & TV Stations)                    |
| <b>Day 4:</b> Wed 20 Nov '24  | Road Show / Motorcade Rally and Distribution of Flyers   | <b>Route:</b> Wuse Zone 3 towards Wuse Market to Berger         |
| <b>Day 5:</b> Thur 21 Nov '24 | Media Chats                                              | Selected Media Outfits (Radio & TV Stations)                    |
| <b>Day 6:</b> Fri 22 Nov '24  | Commemorative Juma'at Prayer                             | <b>JIBWIS</b> National Headquarter Mosque, Berger, Abuja        |
| <b>Day 7:</b> Sat 23 Nov '24  | ROSOWA Hospitals' Visitation to victims of RTCs          | National Hospital, Abuja                                        |



The commemorative church service marked the commencement of the week-long activities held at the Christ Embassy Church, Zone 2, TFK Event Centre, Guzape, Abuja on Sunday, 17 November, 2024.

The 2024 Accident Victims Remembrance Day was graced by members of the Road Safety Officers' Wives Association (ROSOWA), Special Marshals, Civil Society Organizations, Road Safety NGOs and Gentlemen of the Press.

The occasion was equally marked with the annual Wreath laying for victims, followed by a Joint Press Conference in honour of victims of road traffic crashes and their families and a mark of support to those who were severely injured in tandem with the proclamation of the United Nations Decade of Action on Road Safety slogan for 2021-2030; Remember, Support, Act.

Awareness was equally created for the members of the public with a Motorcade rally and road show on Wednesday, 20 November 2024, in Abuja and across the country, where flyers were distributed, to drivers and pedestrians.

The Juma'at Prayer Service was held on Friday 22 November, 2024 at the Jamaat Izalatul Bidiya wa Ikamatu Sunna (JIBWIS) Abuja; to pray for victims of road traffic crashes.

The 2024 event concluded with a visit to the National Hospital Abuja on Saturday, November 23, 2024. A contingent of thirty members from the Road Safety Officers Wives' Association (ROSOWA), led by the ROSOWA, President, visited road traffic crash victims at the Hospital.



CM flanked by ROSOWA President and Prof Sydney Ibeanusi. DCM OC Oladele, fdc



Provost Marshal presenting wreath to NYSC member. Laying of Wreath by Prof. JS Yusuf



ACM Aliyu B Datsama, fsi – led the Muslim Faithful to JIBWIS Mosques for Juma'at Prayer



ROSOWA Members during the hospital visitation and presentation of gift



## 11.5 11th WARSO General Assembly and International Road Safety Conference, Conakry-Republic of Guinea



Corps Marshal, Shehu Mohammed, mni, PAU CC AO Asaolu and ACC LA Ramoni

The 11th General Assembly of the West African Road Safety Organisation (WARSO) was held in Conakry, Republic of Guinea, from July 3rd to 5th, 2024. The Corps Marshal Shehu Mohammed, Federal Road Safety Corps represented Nigeria with the Head, Planning Advisory Unit and the WARSO focal person

### Highlights:

Some of the declarations of the Assembly are as follows: All Member States were invited to ensure full implementation of the ECOWAS Road Safety Charter and Transport Policy Framework.

The Assembly observed the need for cooperation and collaboration among lead agencies and encouraged the sharing of experiences on best practices.

The General Assembly called on lead agencies to form synergy with relevant stakeholders to achieve the global target of

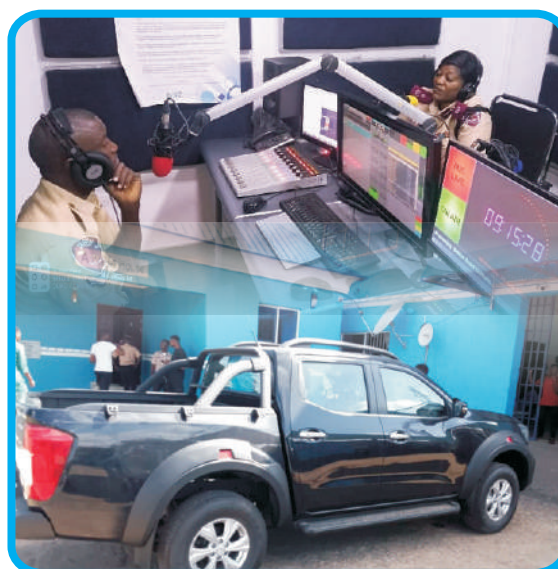
halving death and injury by the year 2030. The Assembly observed discrepancies in data collection and analysis and called on all lead agencies to form a National Committee on Data Collection and Harmonization.

The Assembly resolved to form a synergy with iRAP to create WARSORAP for road assessment programs and training of personnel of road safety agencies in the sub-region.

The Assembly called on lead agencies to prioritize sensitization of the public on the application and enforcement of road traffic regulations and conduct advocacy through traditional and religious institutions.

Representatives of the following countries; Liberia, Niger and Sierra Leone had engagements with the Corps Marshal for capacity building and technical assistance to develop their road safety agencies.

**FRSC Logistics/  
National Traffic  
Radio  
(NTR) 107.1 FM,  
Abuja**







## 12.0 Procurement/Fleet Management



Some of the procured vehicles in 2024



Donated vehicle



Sector Commander CC Davou in a warm handshake with Sen. Abiodun Faleke during the donation

FRSC is one of the largest fleet operators in the country, with over one thousand administrative, operational, and rescue vehicles. The Corps maintains a diverse fleet of ambulances, towing vehicles, sedans, and pickup trucks. The Federal Road Safety Corps (FRSC) operations centred on vehicles as essential tools for managing road traffic and ensuring safety in Nigeria.

These vehicles are essential for road traffic enforcement and various administrative duties. In 2024, the Corps acquired some administrative, operational and rescue vehicles through direct purchase and donations from the friends of the Corps.

Similarly, Hon. James Abiodun Faleke, the

lawmaker representing Ikeja Federal Constituency at the National Assembly, Abuja, on Friday 23rd September, 2024., donated one (1) brand new Nissan patrol van to the RS 2.1 Lagos Sector Command. The vehicle was received by the Sector Commander (SC) CC Davou on behalf of the Corps.

The Sector Commander, who received the vehicles on behalf of the FRSC appreciated the federal legislator for his gesture and supports to the Corps and other security agencies towards enhancing road safety activities in Lagos State and for supporting the Corps in all its activities from time to time.

## 12.1 Inauguration of Zaria Unit Command



His Royal Highness, Mallam Ahmad Nuhu Bamalli, CFR Emir of Zazzau cutting the tape to declare the Unit Command complex open

The Corps envisioned the provision of permanent office accommodation nationwide and developed a road map to ensure that all Commands in rented office accommodation are permanently quartered.

This mantra is enshrined in the corporate thrust of the new Management team to give personnel a befitting office accommodation.

The Zaria Unit Command, one of the oldest Unit Commands established in 1988, is accommodated in a rented building which is not adequate for operational activities in the northern centre of the country. Given the

above, the Corps determination to change this narrative led to the building of a permanent office accommodation in Zaria.

The property was solely built by the FRSC and was inaugurated by His Royal Highness, Mallam Ahmad Nuhu Bamalli, CFR Emir of Zazzau on 23 February 2024.

His Royal Highness, Mallam Ahmed Nuhu Bamali commended the Corps for the initiative of building the permanent office accommodation and promised to assist the FRSC where necessary.



## 12.1 Inauguration of FRSC Accident Emergency Clinic



The representative of the Executive Governor, Secretary to the Government of the State, Dr AbdullahiBaffa Bichi with the Corps Marshal, Shehu Mohammed during the inauguration

The Federal Road Safety Corps marked another epoch-making occasion by inaugurating the Corps' first Accident and Emergency Clinic in Kano State.

The Accident Emergency Clinic is situated on Dambazau Link Road, Kano State. This project is to draw the Corps' services to the good people of Nigeria, especially the Kano State indigenes who are victims of road traffic crashes in the region.

The project was commissioned by His Excellency the Governor of Kano State, Abba

Yusuf, who was represented by the Secretary to the Government of the State, Dr Abdullahi Baffa Bichi.

The Emergency Clinic was born out of the resolve of the FRSC to ensure prompt attention and adequate care are given to road traffic crash victims in a quest to save more lives on the road.



## 13.0 National Traffic Radio (NTR 107.1 FM)



Presenters anchoring a programme at the National Traffic Radio (NTR) 107.1 FM

Pursuant to the growing need to broaden the scope of enlightenment, sensitisation, and education of the mass population of the motoring public on safe road use. The Federal Road Safety Corps envisioned and successfully established the National Traffic Radio 107.1FM.

The primary purpose of its establishment is to promote a better road culture and to advance road safety education, enlightenment, and sensitisation campaigns.

The Corps had realised that globally, radio and critical mass communication are used extensively as a vessel for national integration, community development, and promotion of policies and programmes of government to create general awareness on a wide variety of life-saving issues.

The Management believed that radio advocacy programmes not only help to educate, inform and entertain the audience (all categories of road users) but also have an effective sui generis (a class of its own and peculiar) combination of edutainment and infotainment function which expressly

captures the attention of the listeners, sustains it, and prompts them into taking a desired action.

The radio programs conducted in various Nigerian languages have significantly expanded our listener base, particularly among motorists, who are our primary target audience. Many individuals who do not understand English have taken advantage of these indigenous language broadcasts to tune in and listen. Given the positive impact of National Traffic Radio and the necessity to provide continuous updates on road traffic incidents, emergency calls, and traffic information, we aim to enhance our services alongside the FRSC 122 Toll-free Emergency Number.

Here are the highlights of the synopsis for some of the flagship programs of the station: **\*\*RUSH HOUR (6:00 am – 8:00 am, Monday to Friday)\*\*** This is the station's prime breakfast program, offering early morning traffic updates from all routes in the Federal Capital Territory (FCT) and other parts of the country. It also educates road users on safe driving practices, among other important topics.





**Quality  
Management  
System/ROSOWA  
Activities &  
Special Marshals**



## 13.0 Quality Management System



A Quality Management System (QMS) is a structured framework consisting of processes and standards designed to manage and enhance the quality of an organization's products or services. The implementation of a QMS is tailored by a standard developed by the International Organization for Standardization (ISO), which is coded ISO 9001:2015. The primary goal of a QMS is to ensure that an organization consistently delivers products or services that meet or exceed customer expectations, while also complying with relevant regulatory and industry standards.

The coordination of the Quality Management System (QMS) in the Federal Road Safety Corps (FRSC) aims to enhance customer satisfaction through effective policies, well-documented processes and procedures, comprehensive planning, and the execution of programs and projects. Additionally, it involves ongoing efforts for continuous improvement.

The Quality Management System (QMS) Unit, located within the Corps Marshal's Office, is responsible for implementing the Quality Management System (QMS) in the Federal Road Safety Corps (FRSC). This QMS unit is headed by a Management Representative (MR) who oversees all quality management processes.

The Unit continues to ensure compliance with ISO 9001:2015 Standard compliance and the under-listed audit exercises were conducted during the period:

- a. Internal System Audit of RSHQ, Zones, Sectors, Academy & Training School and Awareness Lecture in Zebra and Clinics
- b. Internal System Audit of Unit Commands/Outposts and Follow-up of RSHQ, Zone, Sector and Training Institutions.
- c. Follow-up audit of Unit Commands and Outposts.



## 13.0 ROSOWA Activities



Former ROSOWA President, Hajiya Aisha Dauda Biu handing over to the new ROSOWA President Hajiya Dr. Nafisa Shehu Mohammed in 2024

The vital contributions of women to the development and socio-economic fabric cannot be overlooked. Women play a significant role in driving progress in various areas. This is the essence of the Road Safety Officers' Wives' Association (ROSOWA), a non-profit, non-governmental organization composed of women married to officers in the Corps, with the motto "Safety and Discipline."

Over the years, ROSOWA has focused on supporting and uplifting one another through its corporate social responsibility initiatives. These efforts include collaboration with organisations on road crash victims, visiting orphanages, and providing skills acquisition programs for members. In the journey towards fostering road safety, the Road Safety Officers Wives Association (ROSOWA) also stands as a beacon of commitment and dedication. As we encapsulate the efforts and achievements of 2024, this annual report serves as a testament to ROSOWA's unwavering commitment to promoting road safety awareness and advocating for safer communities.

The Road Safety Officers Wives Association (ROSOWA) has continued its unwavering commitment to promoting road safety and community well-being throughout 2024. A key highlights of the year was the conduct of awareness campaigns, community outreach programs, partnerships and collaborations with other sister associations. These accomplishments demonstrate ROSOWA's dedication to creating a safer road environment.

Presented below are some of the activities of the ROSOWA in 2024

a. The former National President ROSOWA paid a courtesy visit to the former Hon. Minister, Bar. Uju Kennedy Ohaneye at the Federal Ministry of Women Affairs on 31st January 2024. The familiarization visit initiated a partnership to establish areas of sustainable empowerment and skills acquisition for ROSOWA members.

b. Members of ROSOWA participated in a one-day program organized by the Defence and Police Officers' Wives Association (DEPOWA) to commemorate International Women's Day 2024.



The theme for the year 2024 event was “Invest in Women: Accelerate the Diversity and Empowerment of Women”. The event took place on March 9, 2024. Attendees included the Presidents of DEPOWA, NAOWA, NOWA, NAFOWA, ROSOWA, POWA, COWA, and IMMOWA, as well as representatives from the National Council for Women Societies, FRSC, the Armed Forces, and various NGOs.

c. ROSOWA members honoured an invitation from the Customs Officers’ Wives Association (COWA) to participate in the COWA Trade Fair 2024 held at the River Plate Garden, Opposite Abia House Abuja on the 18th and 19th October, 2024.

d. The handing over of the mantle of leadership of ROSOWA took place on the 4th of June, 2024, at the ROSOWA National Secretariat Gwarimpa, Abuja automatically bringing to an end the tenure of Hajiya Aisha Dauda Biu who officially handed over the ROSOWA leadership to the incoming ROSOWA President Hajiya Dr. Nafisah Shehu Mohammed.

Hajiya Nafisah Shehu appreciated the outgoing President's tenacity and dedicated leadership for laying a good foundation, promising to build on the legacies and imbibe the ROSOWA spirit to keep soaring higher and higher.



The former ROSOWA President with former Minister of women Affairs and ROSOWA ExcOs.



ROSOWA President and EXCO members during the commemoration 60th Anniversary of POWA



## 14.0 2024 Special Marshal Retreat/Capacity Building Workshop



The Corps Marshal Representative, (DCM AHR) taking a general salute at the Special Marshal 2024 Sectoral Workshop

The Special Marshal arm of the Corps is the third layer of the Federal Road Safety Corps, empowered to carry out administrative and operational duties as enshrined in the FRSC Establishment(2007) Act. It is a volunteer arm of the Corps consisting of professionals in various fields and people of proven status in the country.

These include Directors, engineers, and other experts who assist the Corps in areas where specific expertise is needed. Since its establishment in 1989, the Special Marshals have significantly contributed to the Corps using their resources. They have donated operational vehicles and donated buildings to support the FRSC.

The 2024 Special Marshal National Retreat took place on June 28, 2024, at the National Center for Women Development in Abuja. The event was themed "Promoting Safe Transportation through Public Awareness and

Enforcement Strategies." The retreat aimed to reflect on the roles of Special Marshals in enhancing road safety in Nigeria and to explore ways to improve their effectiveness.

Dignitaries at the event included Her Lordship Hon. Justice Monica Dongban Mensem, President, Court of Appeal Hon. Minister of FCT (Represented by Dr. Udo Samuel Atang) and HRH Alh. Ibrahim Usman, Emir of Nasarawa

The highlight of the retreat was to enhance the operational activities by rejigging the operations of the Special Marshal for efficiency and service delivery. Many Scholars, road safety practitioners and academic's delivered lectures at the occasion.

## 14.1 2024 Nigerian Road Safety Partnership (NRSP) Report

The Nigerian Road Safety Partnership (NRSP), in collaboration with the Federal Road Safety Corps, held its 2024 New Year Travel Safety Campaign.

The sensitization program was carried out along selected traffic corridors in the six geopolitical zones between 1st - 5th January 2024 to ensure the safety of road users through constructive engagement with stakeholders in the transport sector for a crash-free New Year Celebration.

The annual event was NRSP's safety obligation to Nigerians through sustained collaborations with the Corps to achieve a reduction in road traffic crashes, fatalities, and serious injuries, thereby contributing to the realization of the FRSC 2024 corporate Strategic Goal of 5% reduction in road traffic deaths and injuries.

### Safe School Zone Impact Assessment

The Safe School Zone Improvement Project, an initiative of the Nigerian Road Safety Partnership (NRSP) was to bring about a comprehensive improvement in the safety of school children in and out of the school environment.

Towards realizing this objective, in 2024, the NRSP collaborated with FRSC and constructed and installed road signs and other safety installations in selected schools in 12 states of the six (6) Geo-political zones. In addition, safety tips, public enlightenment and education were given to the students and teachers.



FRSC personnel installing road signs at strategic location in 2024 under the Nigerian Road Safety Partnership (NRSP) programme







**2024  
Valedictory  
Lectures/  
Retirements &  
Inter Agency  
Collaborations**



## 14.2 Valedictory Lecture series

The Valedictory Lecture Series has been established as a mandatory programme for senior Management staff at the Federal Road Safety Corps (FRSC).

This initiative aims to unite all staff members, regardless of their rank or grade, and provide young officers of the FRSC with the opportunity to learn from the experiences of their senior colleagues. The goal is to facilitate the sharing of knowledge and insights during the early stages of the young officers' careers.

The 10th and 11th editions of the Valedictory Lecture Series were held on Monday, July 1, 2024, and Wednesday, August 7, 2024, in honour of Deputy Corps Marshals, Efosa Peter Osawe, fdc, and Bisi Kazeem, fsi. Both events took place in the ICT Hall at the FRSC National Headquarters.

Similarly, the Corps Marshal Shehu Mohammed hosted the Honourable Minister of Interior, Honourable Olubunmi Tunji Ojo, Former Honourable Chairman, House of Representatives Committee on FRSC, Hon. Mayowa Akinfolarin, the Deputy Chairman, House of Representatives Committee on Pensions, Hon. Laide Mohammed amongst other dignitaries during the 10th and 11th Valedictory Lecture series organized in honour of Retired Deputy Corps Marshal EP Osawe, fdc and Bisi Kazeem, fsi at the National Headquarters on 7 August, 2024.

The two events were followed with a Pull-Out Parade as the Retired DCMs bowed out of the Corps after 35 years of meritorious service to the nation.



Representative of the Corps Marshal, ACM CB Nkwonta, fwc presenting a plaque to DCM EP Osawe, fdc during the Valedictory Lecture Series in 2024



DCM Bisi Kazeem, fsi and Wife being Pull-Out during the Valedictory Lecture Series and Pull Out Parade



### 14.3 Retirement and Pull-Out-Parade

At the Federal Road Safety Corps (FRSC), it is a tradition to host a Pull-Out Parade (POP) for officers who have attained the rank of Assistant Corps Marshal (ACM) or higher upon their retirement. Retirement is a natural phase in an employee's life, marking the conclusion of their active career.

In 2024, twelve senior officers retired from the FRSC and were honoured with a valedictory lecture series and a pull-out parade.

This event follows the tradition in Military and Paramilitary organisations upon reaching the mandatory retirement age of 60 or after completing 35 years of service.

The 2024 group contained eight (8) Deputy Corps Marshals and four (4) Assistant Corps Marshals. The details of the retired Deputy Corps Marshals and Assistant Corps Marshals are presented in Table 85 below.

Table 85: List of DCMs and ACMs Retired in 2024

|    | Name                | Designation              | Date               |
|----|---------------------|--------------------------|--------------------|
| 1  | DCM VC Nwokolo, fwc | DCM AHR                  | 01 April, 2024     |
| 2  | DCM Ajinge ,mni     | DCM SDER                 | 11 April, 2024     |
| 3  | DCM K Agomoh, mni   | Leave of Absence         | 01 June, 2024      |
| 4  | DCM EP Osawe, fdc   | DCM MVA                  | 01 July, 2024      |
| 5  | DCM Zaki, fsi       | DCM Operations           | 01 July, 2024      |
| 6  | DCM J Agwu,mni      | DCM AHR                  | 01 October, 2024   |
| 7  | DCM S Iyama         | DCM MVA                  | 11 November, 2024  |
| 8  | DCM MR Yerima, fdc  | DCM TSD                  | 10 December, 2024  |
| 9  | ACM AA Nwaka, Ph.D  | ACM Manpower             | 16 January, 2024   |
| 10 | ACM JA Owoade       | ZCO RS 6 HQ Portharcourt | 15 August, 2024    |
| 11 | ACM SU Iliyasu      | Head, CPRO               | 02 September, 2024 |
| 12 | ACM S Uchegbu       | RSHQ                     | 02 February, 2024  |

Source: FRSC



Former Corps Marshal, Dauda Biu, in a group photograph with retiring DCM AHR, VC Nwokolo, fdc

## 15.0 2023/2024 Federal Government Scorecard for Ranking of Website of Ministries, Departments and Agencies (MDAs)



Corps Marshal, Shehu Mohammed, mni receiving the award in 2024



It was a victory for all Corps personnel as FRSC bagged another award, emerging as the overall best Agency in website performance and ranking for the 2023-2024 evaluation period. The Corps came first among 315 agencies whose websites were appraised.

The Corps Marshal, Shehu Mohammed who received the award personally, commended the transparency employed during the screening process and pledged the Corps' commitment to maintaining quality on all fronts.

He also appreciated the General public for believing in the ability of the Corps to deliver on its mandate.





## 15.1 FRSC New Mobile App and NACRIS Launch



The SGF George Akume, Corps Marshal, and Shehu Mohammed discussing during the launch

The Federal Road Safety Corps (FRSC) has introduced a new mobile app and relaunched the National Crash Reporting Information System to enhance road safety and address traffic accidents across Nigeria. The FRSC app was officially unveiled to the public on Thursday, October 2024, at the Transcorp Hilton Hotel in Abuja.

The event was graced by the Secretary to the Government of the Federation, His Excellency Senator George Akume, who represented the President of the Federal Republic of Nigeria, His Excellency Bola Ahmed Tinubu. The launch marked a significant step in modernizing the organization's capabilities to improve road safety in the country.

The launch aligns with Mr. President's renewed agenda to improve the ease of doing business and enhance the safety of lives and properties for all road users. The President of the Senate was represented by Distinguished Senator Titus Zam, who represents the North-West Senatorial District. Others in attendance included Hon. Abiodun Deren Adesina, Chairman of the House Committee on the Federal Road Safety Corps (FRSC), the representative of the Chairman of the Senate Committee on Federal Character, Emir of Zauzzau Mallam Ahmed Nuhu Bamali CFR, representatives from

various security agencies, chief executives of media organizations, and leaders from several transport unions.

This launch signifies the beginning of a new era in safety administration in Nigeria. The Secretary to the Government of the Federation, Senator George Akume, praised the initiative as an advancement for the FRSC, reflecting ongoing efforts in digital transformation to improve road safety management. Akume emphasized that these new tools raise awareness among drivers and passengers about road safety and the factors contributing to crashes.

The FRSC Corps Marshal, Shehu Mohammed, noted that the FRSC believes there is still room for improvement in this digital age. He described the mobile app and NACRIS as crucial components of the FRSC's commitment to President Bola Tinubu's digital transformation agenda.

The Corps Marshal noted that the launch of the FRSC Mobile App and NACRIS was a deliberate effort by the Corps to align with President Tinubu's Renewed Hope Agenda, aimed at digital transformation, ease of doing business, and economic growth for the nation. The app will offer features such as alerts for speeding, dangerous driving, and vehicle document verification, while NACRIS will focus on crash reporting and data management.

## 15.2 Corps Marshal Visit to the Presidential Villa



The Corps Marshal, FRSC, Shehu Mohammed with His Excellency, Vice President, Federal Republic of Nigeria, Kashim Shettima, GCON during His working visit to the Presidential Villa in Abuja on 4th October, 2024

The Corps Marshal visited the Presidential Villa to meet with the Vice President of the Federal Republic of Nigeria, Kashim Shettima, regarding the National Road Safety Advisory Council (NARSAC) activities. During the meeting, the Vice President, who chairs the Council, emphasized the urgent need for action to address road traffic crashes. He highlighted the importance of utilizing technology and enforcing discipline to enhance road safety in Nigeria.

The Vice President also directed the immediate inauguration of the Advisory Council, stressing the necessity for a more robust and results-oriented collective approach to improving road safety.

During a meeting with the Vice President, the Corps Marshal of the FRSC emphasized the urgent need to address the increasing number of road crashes on highways and in cities due to non-compliance with traffic

regulations. "We need a comprehensive solution to our road safety challenges. The entire ecosystem is not functioning as it should," stated Vice President Shettima. He highlighted the necessity for "deliberate efforts to tackle our road challenges," aligning them with international best practices from countries like Dubai and the UK.

Speaking on behalf of the Corps, Corps Marshal Shehu Mohammed noted that the National Road Safety Advisory Council is a crucial catalyst for the swift realization of the goals outlined in the Nigeria Road Safety Strategy II document, which spans from 2021 to 2030.

The ultimate idea was to reduce road traffic crashes by 50%. The Corps Marshal outlined the Council's primary functions which include setting national road safety targets, coordinating efforts between federal, state and local governments, and overseeing the implementation of strategic initiatives.





### 15.3 Stakeholders Parley with IPMAN, RTEAN, NARTO, LUBON & Others Selected Fleet Operators



Corps Marshal Shehu Mohammed and Major transport owners in a group photograph

In response to ongoing road safety challenges—including the transportation of flammable substances, night driving, speeding, overloading, and the mixed transport of passengers, animals, and goods, Corps Marshal Shehu Mohammed held a press conference and an important meeting with relevant stakeholders in the road transportation sector on September 19, 2024, at the FRSC National Headquarters, Abuja.

Among the most crucial resolutions reached at the parley were compulsory training and retraining of drivers, discouragement of

drivers from night trips, the need for fleet operators to maintain minimum safety standards and the introduction of on-board monitoring of drivers to curtail their excesses.

The stakeholders present included: IPMAN, RTEAN, NARTO, LUBON, and other selected fleet operators.

## 15.4 Amendment of FRSC Establishment Act

It was a nostalgic moment to witness a gathering of prominent Nigerians from various fields participating in the debate during the House of Representatives public hearing on the bill to amend the FRSC Establishment Act 2007 and related matters.

Recognizing the importance of the amendment to improve the FRSC operations, the Management expressed appreciation for the valuable contributions and insights provided by participants.

These contributions have played a crucial role in shaping the future of road safety administration in our country. The proposed amendment bill aims to strengthen the mandate(s) of the Federal Road Safety Corps (FRSC) and enhance its effectiveness in promoting road safety culture, increasing visibility, and preventing crashes.

The host of the discourse, Right Honourable Speaker of the House of Representatives, Rt. Honourable Tajudeen Abbas, represented by the Deputy Minority Leader, Hon. Aliyu Sani Madaki appreciated those in attendance and promised that members would give speedy action on the amendment bills. He acknowledged the contributions of the former two-time Corps Marshal, General

Halidu A. Hananiya, mni, for his insight and Past FRSC Board Chairman, Bukhari Bello, Esq. for their participation. He equally acknowledged the academia with some revered law professors who participated in the debate.

The FRSC Establishment Act empowers the FRSC with the responsibility for road traffic management and other related matters, The Bill sought to amend the FRSC Establishment Act to ensure that personnel on the rank of Assistant Corps Marshals (ACMs) and Deputy Corps Marshal (DCMs) retire with benefits accruing to them such as their salary as is obtained in other Public Services, A key factor in the Amendment Bill was the proposal for an armed squad for the Corps.

Dr. Kayode Olagunju and Dr. Nsebong Charles Akpabio were acknowledged at the session for their eloquent presentation on their experiences in public service while supporting the bill amendment.

The FRSC Management expressed gratitude to the public and interest groups for their contributions during the hearing. They emphasized that such collaborations were crucial for effective policy formulation and implementation.



Corps Marshal, Shehu Mohammed, at the National Assembly presenting the proposed FRSC Establishment Act (2007) Amendment Bill



## 15.4 Visit of the National Institute of Policy and Strategic Studies (NIPSS)

Corps Marshal Shehu Mohammed, mni, received the Alumni Association of the National Institute of Policy and Strategic Studies (NIPSS) Kuru, Abuja Chapter on September 19, 2024. The delegation led by the Chairman, Rear Admiral FO Isaac (rtd), mni.

The Abuja Chapter Chairman congratulated the Corps Marshal as the second Member of the National Institute to be appointed Corps Marshal and pledged their commitment to collaborating with FRSC to entrench safety on the highways.

The Chapter Chairman expressed their commitments and readiness to assist the Corps in research and possible solutions to road safety challenges and other aspects of

the FRSC mandates.

The Corps Marshal warmly welcomed the delegation, expressing enthusiasm for their time at NIPSS and the relationships they built together during their stay at the school; despite their diverse professional backgrounds. He also communicated his willingness to enhance collaboration with them in areas of mutual interest.

He added that tackling the road safety issue among Nigerian drivers is a collective duty, and the Corps is ready to collaborate with them. He reiterated the commitments of his Management to deploy all its resources to tackle the mindless carnage in reducing traffic crashes and prevent avoidable deaths on highways.



Corps Marshal, Shehu Mohammed, mni with Abuja Chapter of National Institute of Policy and Strategic Studies (NIPSS) in 2024



## 15.5 Corps Marshal Condolence Visit to Niger State



The Corps Marshal, Shehu Mohammed, mni and some Management Team with former Nigeria President General, Ibrahim Badamosi Babangida, GCFR

On Wednesday, September 11, 2024, the Corps Marshal of the Federal Road Safety Corps, Shehu Mohammed, paid a working and condolence visit to the Executive Governor of Niger State, His Excellency Umar Mohammed Bago, and former Military President Ibrahim Badamasi Babangida GCFR, in Minna. This visit was in response to the tragic crash on Sunday, September 8, 2024.

The visit is part of the efforts of the Corps in bringing to an end the incidences of crashes involving high-capacity vehicles and restoring sanity on the highways, especially in Niger State, where there were reoccurring incidences of tanker crashes, the Corps Marshal was received by the Deputy Governor, His Excellency Mr Yakubu Garba, at the Government House, Minna,

Niger State. The Deputy Governor reiterated the resolve of the State Government to work closely with the Corps to build a safe road devoid of avoidable crashes.

The Deputy Governor implored the Corps to sustain efforts in reversing the scourge of road traffic fatality by half as envisaged by the United Nations road safety programmes.

The condolence visit was also extended to the former Nigerian President General, Ibrahim Badamosi Babangida, GCFR. The visit is to strengthen relationships between the Niger State Government, the nations' leadership and the Corps in an efforts to establish sustainable road safety measures,



## 15.6 Corps Marshal Channel Television Visit



Corps Marshal, Shehu Mohammed, and the General Manager of Channels TV Kingsley D Uranta

In a bid to strengthen ties with the media for Road Safety Advocacy. The Corps Marshal of the Federal Road Safety Corps (FRSC), Shehu Mohammed mni, FCA, FCTI, CPFA paid a courtesy visit to Channels Television at the television station's headquarters in Lagos on Friday, 30 August 2024.

During the visit, the Corps Marshal praised Channels Television for its commitment to unbiased and balanced reporting, particularly on road safety issues and FRSC's activities. Shehu Mohammed, mni was impressed by the station's dedication to factual and impartial reporting, which is essential for informed decision-making and public awareness.

The Corps Marshal appreciated Channel Television for consistently demonstrating a high level of professionalism and integrity in its reporting.

The General Manager of Channels Academy Kingsley D. Uranta thanked the Corps Marshal for the visit and acknowledged the importance of collaboration between the media and government agencies in promoting road safety and public awareness.

He reiterated the commitment of Channel Television for telling stories that needed to be told without fear or favours and further appreciated FRSC Management efforts in reducing crashes and providing safe transportation. He pledged support for the Corps initiatives through reporting

The visit highlighted the importance of media partnership in promoting road safety and public awareness, and the Corps Marshal reiterated FRSC's commitment to working closely with media organizations to achieve the Corps goals.

**National  
Assembly  
Matters/ State  
Governors  
Parley &  
International  
Engagement**







## 16.0 Corps Marshal Visit to Senate Committee on Federal Character and Intergovernmental Affairs



Chairman Senate Committee on Federal Character and Intergovernmental Affairs Senator Allwell Heacho Onyesoh and other Distinguished Members and the Corps Marshal, Shehu Mohammed

Corps Marshal Shehu Mohammed appeared before the Senate Committee on Federal Character and Intergovernmental Affairs for an interactive meeting on 25 July 2024.

The meeting was hosted by the Chairman, Distinguished Senator Allwell Heacho Onyesoh and other Distinguished Members of the Committee. The Corps Marshal made a presentation on his administration's strategy with key areas where positive progress has been recorded since he assumed the leadership of the Corps.

He informed the Committee of ongoing efforts the administration was making to digitalise FRSC operations and how that

would entrench ease of doing business and enhance the safety of lives and properties of road users.

Responding, the Chairman of the Committee applauded the Corps Marshal for the mileage recorded and the innovations he is bringing on board.

He encouraged the Corps Marshal to face the enormous challenges with all necessary vigour as the Committee would give him support to succeed. They further expressed interest in membership of Special Marshals to enable them to contribute to keeping the road safer.

## 16.1 FRSC Collaboration with Lagos and Ogun Governments On Vehicle Security

Lagos State Governor, Babajide Sanwo-Olu, and the Corps Marshal, Federal Road Safety Corps (FRSC), Shehu Mohammed, have teamed up to strengthen vehicle security in the state.

During a meeting at the Government House in Marina, Lagos, they agreed to collaborate on motor vehicle administration, focussing on eliminating fake number plates and enhancing revenue collection and data accuracy.

Speaking, the FRSC boss said the partnership was aimed at strengthening intelligence gathering and national security, thereby ensuring a more secure Lagos. Mohammed commended the Governor for his support and capacity building of the Lagos State Traffic Management Authority (LASTMA), which he said had boosted the fight against road-related problems.

This collaboration promises to significantly reduce the incidence of fake number plates and promote a safer and more secure environment in Lagos State.

This joint effort will also help revolutionize vehicle safety in Lagos, making the state a model for others to follow

Similarly, the Ogun State Governor, Mr Adedapo Abiodun, reiterated his administration's commitment to supporting the FRSC to ensure road safety. Abiodun made the promise during a visit by FRSC Corps Marshal, Malam Shehu Mohammed, to the Government House in Abeokuta. The Governor commended the Corps' efforts in reducing road accidents and thanked the Corps for being dedicated to saving lives.



Corps Marshal, Shehu Mohammed, presenting a plaque to the Executive Governor Lagos State



Corps Marshal, Shehu Mohammed, in a warm handshake with the Executive Governor, Ogun State



## 16.2 Corps Marshal Courtesy Visit to Prof. Wole Soyinka



The Corps Marshal, Shehu Mohammed with Prof. Wole Soyinka in Lagos

The Corps Marshal, Shehu Mohammed, visited the Nobel Laureate, Prof Wole Soyinka, at his Lagos residence on Tuesday, July 16, 2024.

During the visit, the Corps Marshal wished Prof Wole Soyinka a happy birthday, demonstrating his respect and admiration for the literary icon.

Prof Soyinka, in turn, commended the Federal Road Safety Corps (FRSC) for ensuring safer roads and promoting responsible driving habits. He also offered valuable advice on how the Corps can further improve their services to the nation.

The Corps Marshal expressed his gratitude for Prof Soyinka's kind words and wise counsel, emphasizing the Corps' commitment to excellence and continuous improvement.

This courtesy visit underscores the Corps Marshal's dedication to building bridges with prominent stakeholders and seeking expert advice to enhance FRSC's operations.



## 17.0 African Road Safety Seminar, Nairobi Kenya

The Corps Marshal Shehu Mohammed attended the Africa Road Safety Seminar in Nairobi, Kenya.

The theme for this year's seminar, organized by the Global Road Safety Partnership (GRSP) in collaboration with the International Federation of Red Cross and Red Crescent Societies (IFRC) and the International Road Assessment Program (iRAP), is "Implementing the Road Safety Action Plan for the Decade".

This two-day programme evaluated the impact of road safety initiatives in the region, with the goal of reducing road traffic deaths by 50% by 2030.

The strategies to address the challenges associated with motorcycle operations, which have become a significant aspect of public transportation in Africa, was one of the main topics discussed during the seminar.

Additionally, the issue of speed

management in Africa, which is responsible for nearly half of the region's road fatalities, was addressed. Furthermore, there was practical demonstration, using iRAP tools for road assessments on African roads.

Special appearances during the programme included; Mr Jean Todt, the UN Secretary-General's Special Envoy for Road Safety, Mr Robert Lisinge of the United Nations Economic Commission for Africa (UNECA), Mr Mohammed Omer Mukhier-Abuzein of the International Federation of Red Cross and Red Crescent Societies.

Others were Dr Ahned Idris, Secretary General, Kenya Red Cross Society, Mr Dave Cliff, CEO, Global Road Safety Partnership (GRSP), Ms Racheal Nganwa of iRAP. Ms Agnieszka Krasnolucka of the FIA Foundation, Ms Binta Sako of the World Health Organisation and Mr. Davis Chirchir, Cabinet Secretary, Kenya Ministry of Roads and Transport. The seminar ended on Wednesday 09 October, 2024



Corps Marshal, Shehu Mohammed, mni and DCM Policy Research and Statistics, DCM Clement Oladele, fdc, in Nairobi Kenya in 2024



## 17.1 Establishment of FRSC Health Management Office



CC Davidson Okuobeya visit to Police HMO to understudy the operations of the Nigerian Police HMO

Due to numerous complaints from FRSC staff about the quality of healthcare services provided by various Health Management Organisations (HMOs), the Management made the decisive move to establish the FRSC Health Management Office, under the National Healthcare Insurance Authority.

The National Health Care Insurance Authority (NHIA), previously known as the National Health Care Insurance Scheme (NHIS), was created by Decree 35 of 1999 and later amended under CAP 42 of the Laws of the Federal Government of Nigeria. Its purpose is to provide subsidised healthcare services to Nigerians.

The establishment of the FRSC HMO reflects the recognition of the need for prompt and efficient medical intervention for FRSC staff.

## 17.2 Introducing the Strategic Business Unit



The establishment of the Strategic Business Development Unit (SBDU) within the Corps marked a significant reform initiated by the Corps Marshal. The Corps previously launched various business initiatives to create alternative funding sources and provide welfare support for its employees.

These initiatives included the FRSC Mega Cooperative, Safeline Micro-Finance Bank, FRSC Housing Scheme, Post Service Scheme, FRSC Signage Plant, and Health Insurance Scheme among others.

While these programmes offered financial assistance to staff, it also helped the Management to be financial stable in staff welfare and other official needs. The SBDU was created as a semi-autonomous section within the Corps to centralise and coordinate business activities through a unified management structure.

### 17.3 National Road Safety Advisory Council (NaRSAC)

The NaRSAC is part of a broader effort by the Corps to involve all key stakeholders in road safety within the national strategy aimed at reducing crashes and enhancing the safety of Nigeria's highways.

To realign the programme, Vice President Kashim Shettima, CGFR, re-inaugurated the initiative on October 11, 2024, to support the strategic national goals.

The objective is a 50% reduction in fatalities and injuries related to road traffic crashes by 2030.



The Vice President, Sen. Kashim Shettima, GCON, Corps Marshal Shehu Mohammed and some Management Staff

### 17.4 Breakfast Meetings and Town-Hall Conferences

In 2024, partnership and strategic synergy reached new heights. Previous administrations had heavily focused on traditional motor park rallies for publicity; however, these events were seen as outdated in effectively promoting and sharing road safety ideals.

As a result, breakfast meetings were introduced as a strategy to boost productivity by fostering a relaxed atmosphere that encourages the exchange of ideas.



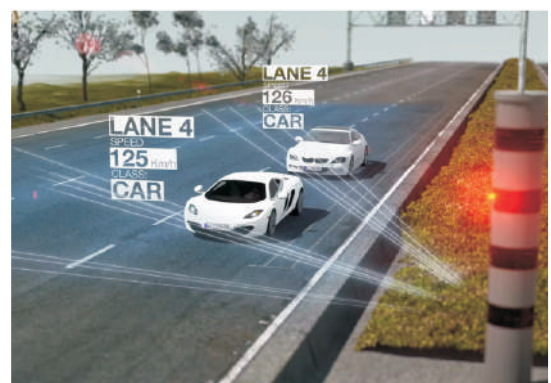
### 17.5 Deployment of the Point-Based System

To improve road traffic law enforcement in Nigeria, the Penalty Point system was initiated to consolidate all records into a unified database.

This move will make it easier to track the points accumulated by drivers through their licenses.

Additionally, the system aims to provide a comprehensive reporting template that facilitates critical thinking and strategic planning across various commands,

offering a clear overview of offences and payments at a glance.







## 17.6 Unified Field Ops (Upgraded E-Ticketing Application)



The road traffic offenders and their offence records from the booking sheet register and the FRSC e-ticketing devices have been consolidated into a single point of reference by the Management.

The points accumulated by an offender over time can now be automatically calculated to determine the sanctions applicable to the holder of the driver's license as a penalty point for traffic offenders.

This effort is to enhance traffic enforcement with the aim of mitigating road traffic crashes.

## 17.7 Expansion of the FRSC E-mail Facility- Phase II

The Corps has begun expanding its products to improve personnel access to information on the FRSC portals.

As part of this effort, the Corps completed the supply and installation of 16 hard drives, each with a capacity of 2TB, along with a card to enhance the FRSC email system.

This initiative aims to improve email processing speed and prevent data loss, which has been a challenge in the past.

## 17.8 Introduction of Smart Staff ID Cards



The Corps is upgrading its ID card system to smart cards to align with best practices and ensure full integration with other digital platforms.

The new ID cards will enhance security, improve access control, streamline attendance recording, provide better proof of identity, enhance online services, and facilitate easier management of identities.

## 17.9 ICT Training Room Upgrade



The training room has received a state-of-the-art renovation to align with contemporary developments in ICT.

The upgrades include:-

- An enhanced training room with an anti-static raised floor and updated electrical accessories
- Repairs and replacements of movable partitions, public address systems, and furniture, along with a refreshed interior design
- Installation of video conferencing facilities, a media screen, and access control systems.

Additionally, the FRSC Call Centre has been upgraded with a facelift, software enhancements, and the replacement of the call centre monitor.