

FRSC:

TRANSFORMING INTO WORLD CLASS ORGANISATION

A Presentation made at

A One-Day Capacity Building in Port-Harcourt, River State, August 2010.

AA Omidiji, DEPUTY CORPS MARSHAL



Federal Road Safety Corps, Nigeria

INTRODUCTION

Overview of the FRSC





FRSC RESPONSIBILITIES

RESPONIBILITIES OF FRSC

Preventing and minimizing road traffic crashes

Clearing obstructions on the highways.

Educating drivers, motorists and other members of the public on the proper use of the highways.

Providing prompt attention and care to victims of road traffic crashes.

Conducting researches into causes of road traffic crashes and putting into use the result of such researches.

Determining and enforcing speed limits for all categories of roads and vehicles.

Co-operating with bodies, agencies and groups engaged in road safety activities or the prevention of highway crashes.

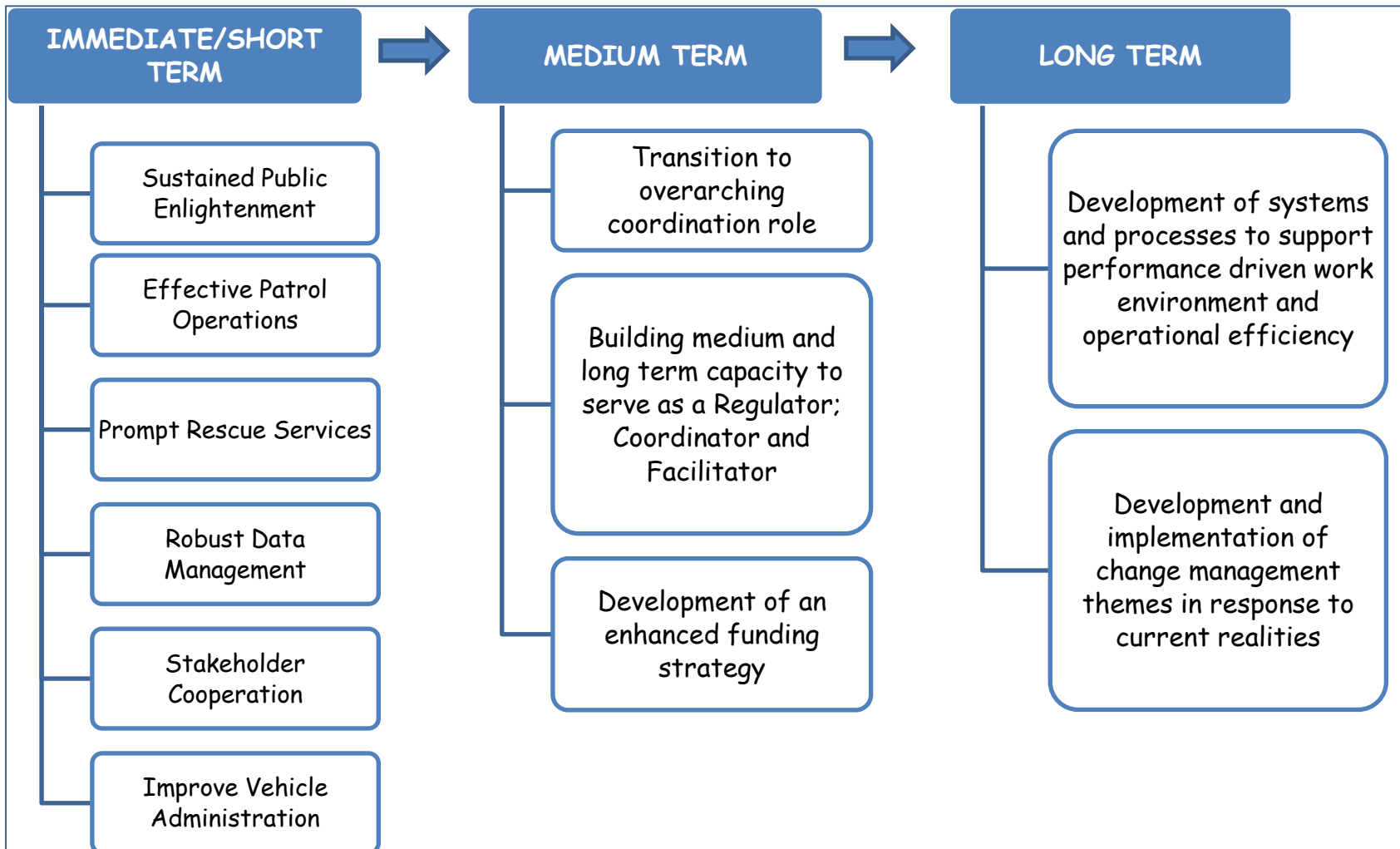
Making regulations in pursuance of any of the functions assigned to the Corps by or under the Act.

Enforcing the regulation on road traffic laws.

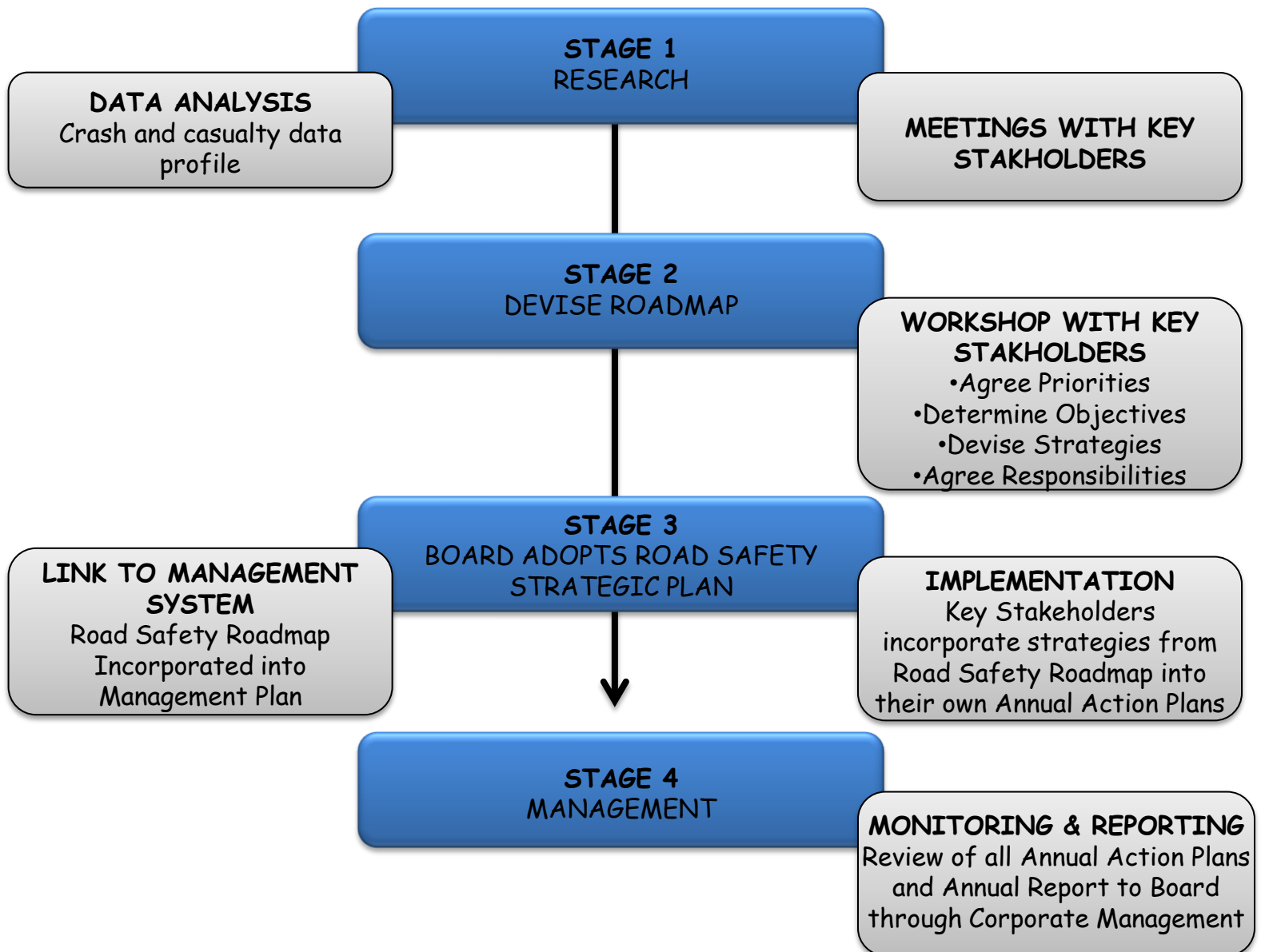


OUR PRIORITIES & GOALS

The priorities and goals of the FRSC can be categorized as follows:

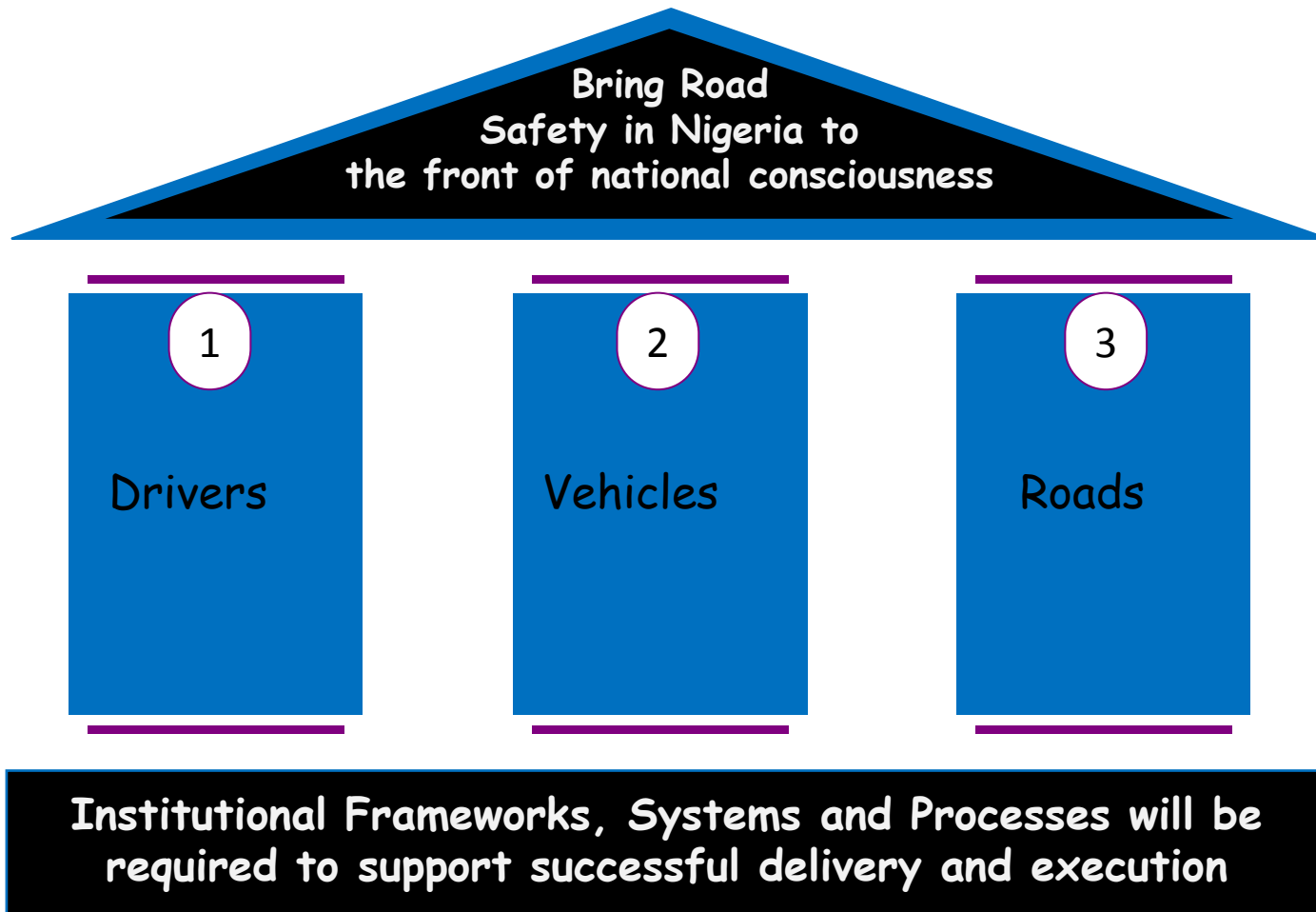


PROCESS INVOLVED IN DEVELOPING PLAN & ROAD MAP





THE TRIPOD THAT UNDERPINS OUR GOAL





THE NATIONAL UNIFORM LICENSING SCHEME (NULS)

- ❑ The National Uniform Licensing Scheme (NULS) was first introduced by the FRSC in 1990 comprising:
 - National Drivers License Scheme
 - National Vehicle License Scheme
 - National Vehicle Identification Scheme
 - National Vehicle Inspection Scheme
- ❑ The National Database hosting licensing information had suffered a setback between 2004 and 2007, such as:
 - Hosting less than 500,000 records of Nigerian drivers
 - The above included corrupted and irregular records of Nigerian Drivers as against estimated 4million drivers in the country.

CHALLENGES PECULIAR TO CNDL/NVIS



- Faking of driver licence through parallel production
- Faked driver licence issued to unqualified drivers is identified as responsible for road traffic crash
- System compromise due to poor integrity of past consultants and contractors
- Multiple driver licences facilitating impersonation and fraud
- Difficulty in managing end to end quality
- Inadequate security features making current system open to abuse
- Multiple stops may be a disincentive to applicants
- The current decentralised operations makes it difficult to properly run identity verification checks
- Non capturing of driver licence data in FRSC database. Only 500,000 entries existed as at June '07
- Annual revenue loss grossing N15 billion is denied Government by driver licence faking/touting



- Faking of number plate through parallel production
- Faked number plates aid criminal activities which may be cumbersome to track
- Production of number plates outside the national coding sequence
- Use of restricted codes
- Non availability of database on vehicle registered
- Lack of central verification facility
- Safety features of number plate (reflectivity) no longer valid due to age



THE INFORMATION TECHNOLOGY CENTRE (ITC)



- Was introduced in 2007 by the current FRSC leadership
- was designed to provide the technological backbone to drive the back-end and front-end operations of the Corps
- has since inception been the core catalyst in the deployment of Information and Communication Technology infrastructure and
- resources instrumental to the accomplishments of FRSC under the present dynamic leadership.





FRSC EFFORTS IN RESTORING THE INTEGRITY OF THE NULS

Consultancy

Number Plate -
NEXTZON

ENDL
PriceWaterHouse
(PWC)

Institutional arrangement

Setting up of
Motor Vehicle
Administration
Agency in States

framework to
VIOs, MLAs etc

Efficient database

Clean up of driver
licence database

Capturing of
verifiable data over
3million driver
licence records for
online and real-time
authentication

On line offenders
register

DSSP

343 Driving Schools
registered

224 Driving Schools
Certified

65% certification
attained



CONCEPT OF SAFE CORRIDOR

- ❑ It is unique in that it combines road rehabilitation and safety component with the following key activities:

Safety Engineering

Emergency Medical Services

Public Education and Outreach

Training, Technical Assistance and Policy Development

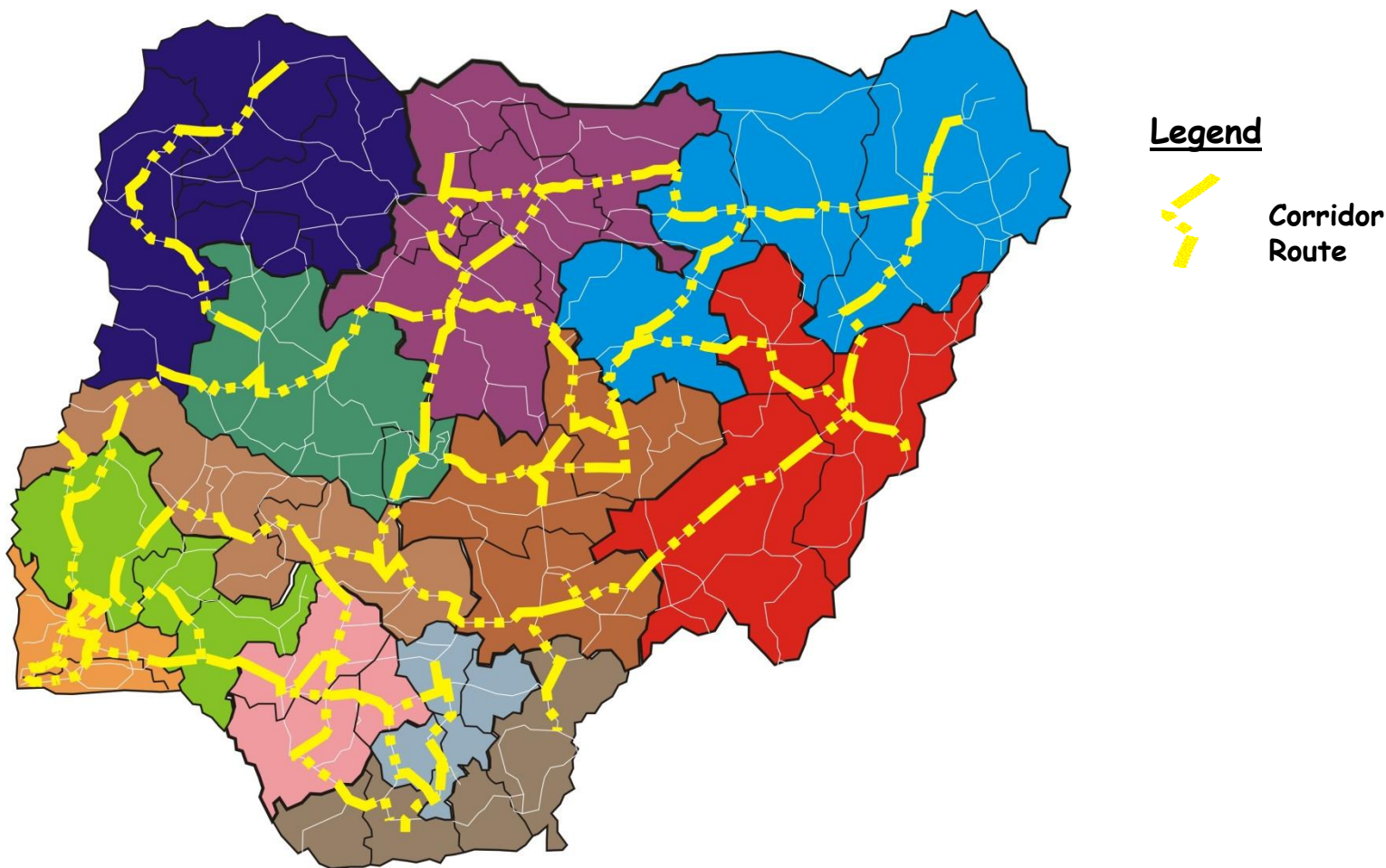
Monitoring and Evaluation

According to the World Bank:

...the Road safety Enhancement sub-component will include special support to increase enforcement of safety-related laws in areas like speeding, seatbelt usage and impaired driving and to promote public awareness and compliance

OPERATIONAL CORRIDORS FOR THE CORPS

The Corps has modeled its operations after the WB Safe Corridor concept ;
52 new Commands & 31 Ambulance Points will be established





18 CORRIDORS

1. Ojota- Mowe- Sagamu - Ogere - Oluyole - Oyo Sector (110 km)
2. Sagamu - Ijedu Ode - Ore - Benin Toll Gate - Agbor- Isele Uku -Delta Sector - Onitsha- Nteje - Awka -9th Mile - Enugu
3. Gwagwalada - Yangoji - Abaji - Koton Karfe - Kogi Sector - Zariagi 180Km
4. Nyanya -Keffi -Hwan Kibo -Plateau - Toro - Bauchi Sector -Alkaleri -Gombe - Kaltungo - Numan-Adamawa Sector-Girei - Hong
5. FCT Sector (Abuja) - Kubwa - Suleja - Sabon Wuse - Kakau -Kaduna Sector - Birinin Yero - Zaria - Chiromawa - Kano Sector
6. Mokola -Oyo Sector - Atiba - Ogbomoso - Olo'oru - Bode Sa'adu -Jebba - Mokwa -Birnin Gwari-Kaduna Sector
7. Oyo Sector -Egbeda - Ife - Ilesa - Ipetu Ije -Ondo Sector -Owo -Benin Toll Gate -Edo State
8. Edo Sector -Sapele - Warri - Ugheli - Sagbama - Ahoada - River Sector
9. Enugu Sector -Okigwe 65Km - Km78 - Aba - Rivers Sector
10. Lafia - Langtang - Pankshin -Jos
11. Jos - Saminaka - Kadun
12. Maiduguri - Biu -Numan -Jalingo - Wukarii -Katsina Ala -Ogoja
13. Bauchi -Darazo -Dogonkuka - Potiskum - Damaturu - Benishek - Maiduguri
14. Kishi 1- Ilorin - OmuAran - Isanlu - Kabba - Ankpa - Oturkpo - Aliade - Makurdi
15. Katsina - Kano - Wudil - Dutse - Azare - Potistum
16. Kontagora - Birnin Kebbi - Sokoto
17. Katsina - Funtua - Zaria
18. Onisha - Njaba - Owerri - Umuahia - Arochukwu



52 Unit Commands



31 Ambulance points



31 Life Support ambulances



52 patrol vehicles



104 patrol bikes



31 tow trucks



21 Road side Clinics

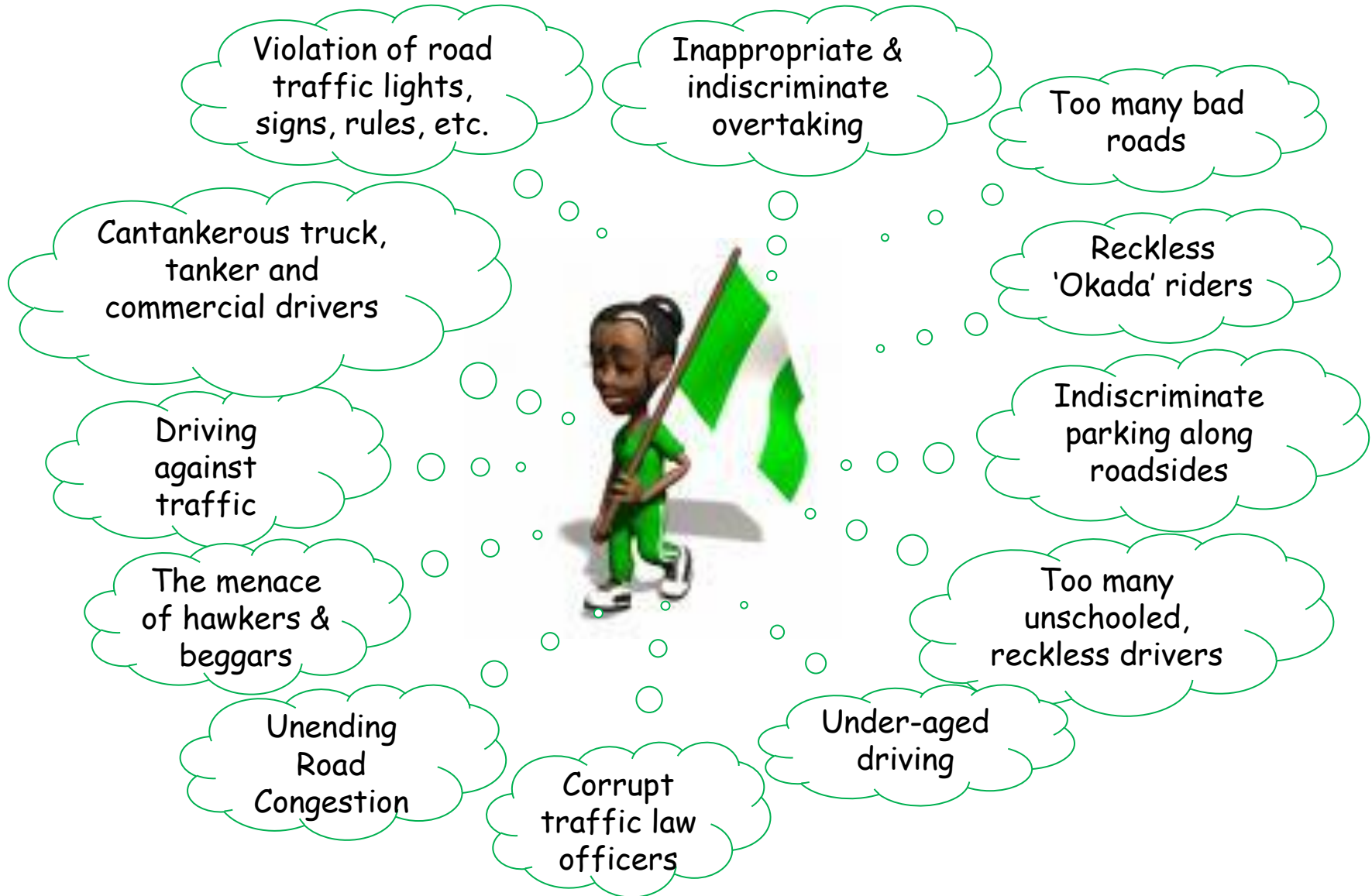


624 Officers

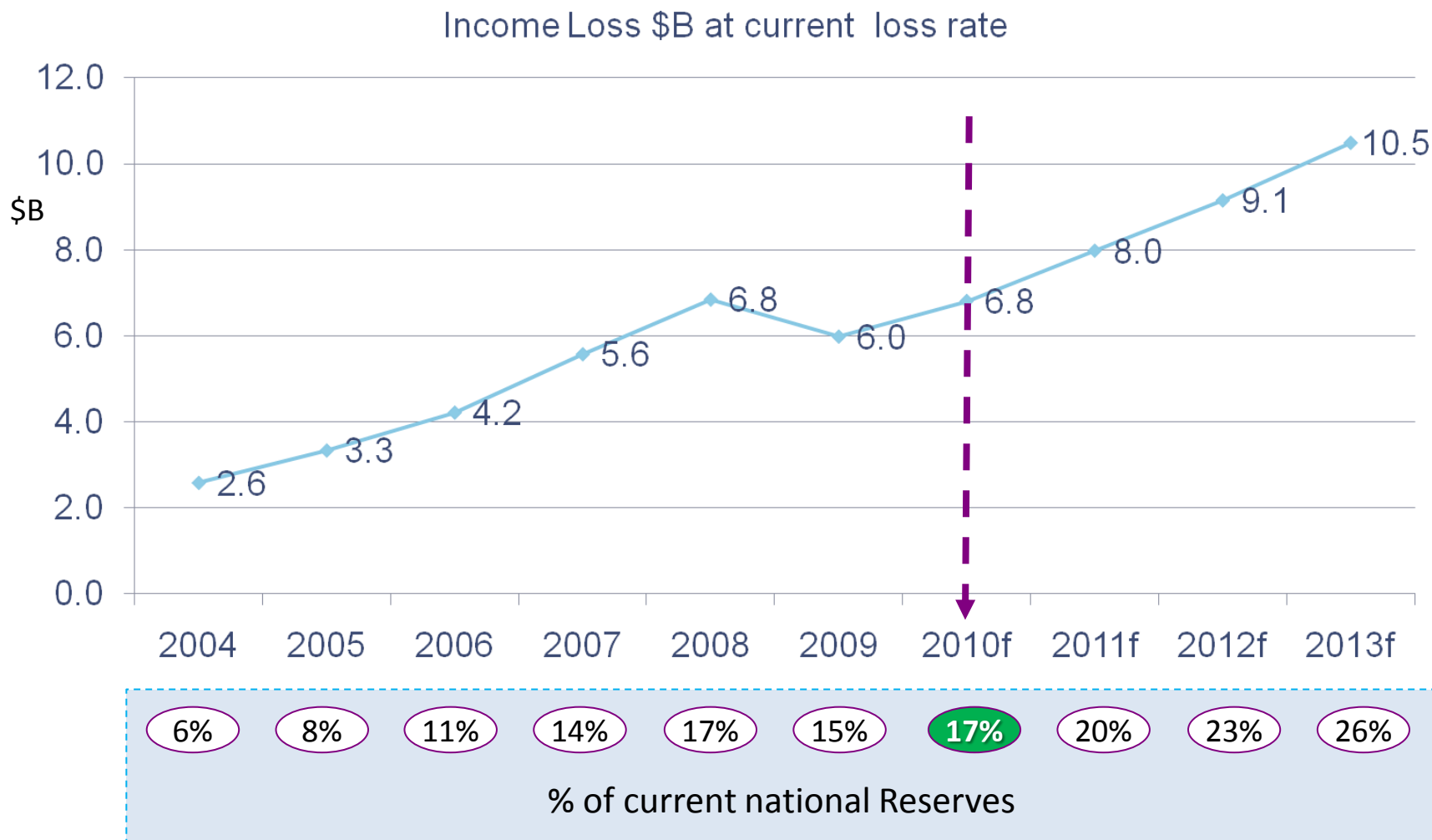


1,664 Marshals

ORDINARY NIGERIANS DO NOT HAVE A GOOD EXPERIENCE ON OUR ROADS...HERE IS WHAT THEY SAY

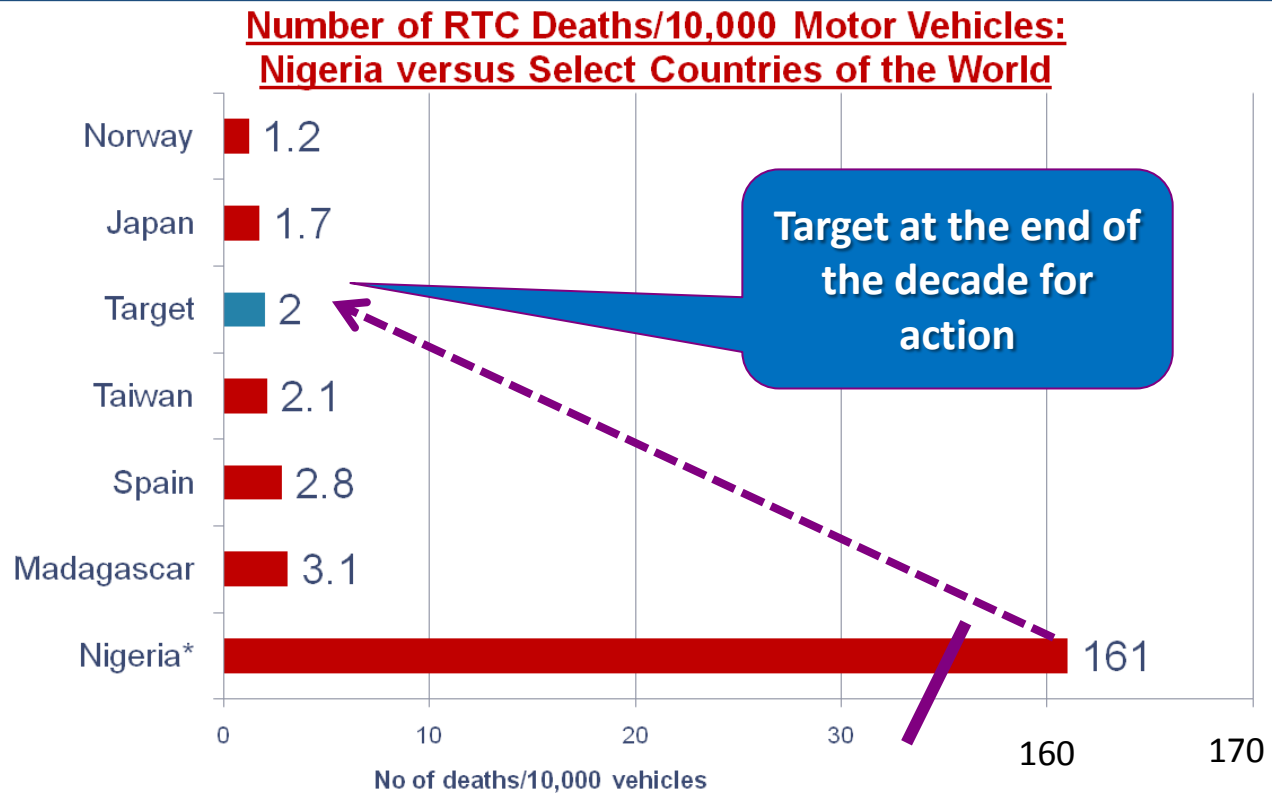


NIGERIA LOSES ABOUT 3% OF GDP FROM ROAD TRAFFIC CRASHES - ABOUT 17% OF CURRENT NATIONAL RESERVES





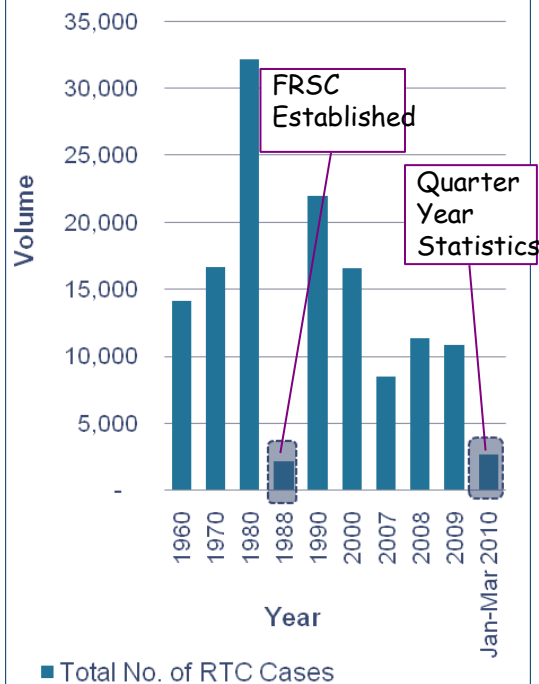
NIGERIA RANKED 91 POSITION IN UN'S 1990-1994 RANKING OF COUNTRIES WITH THE SAFEST ROAD TRANSPORT.





WHERE IS NIGERIA TODAY?

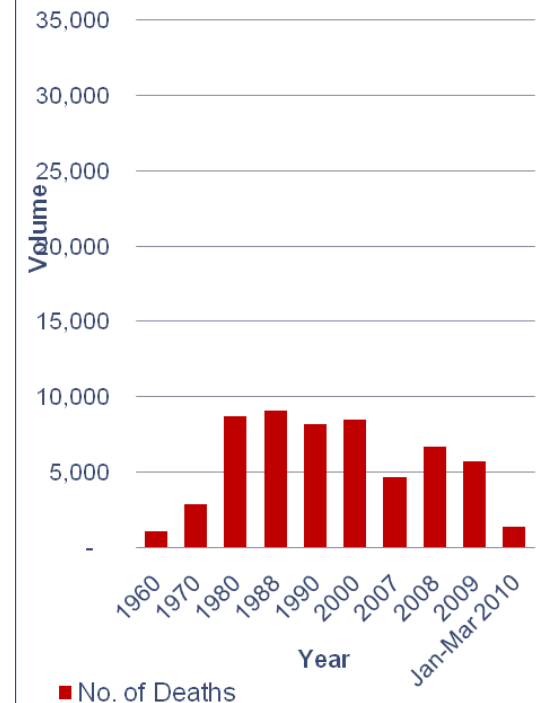
Reported Road Traffic
Accident Cases in Nigeria
(1960 – March, 2010)



Reported Injuries (1960 –
March, 2010)



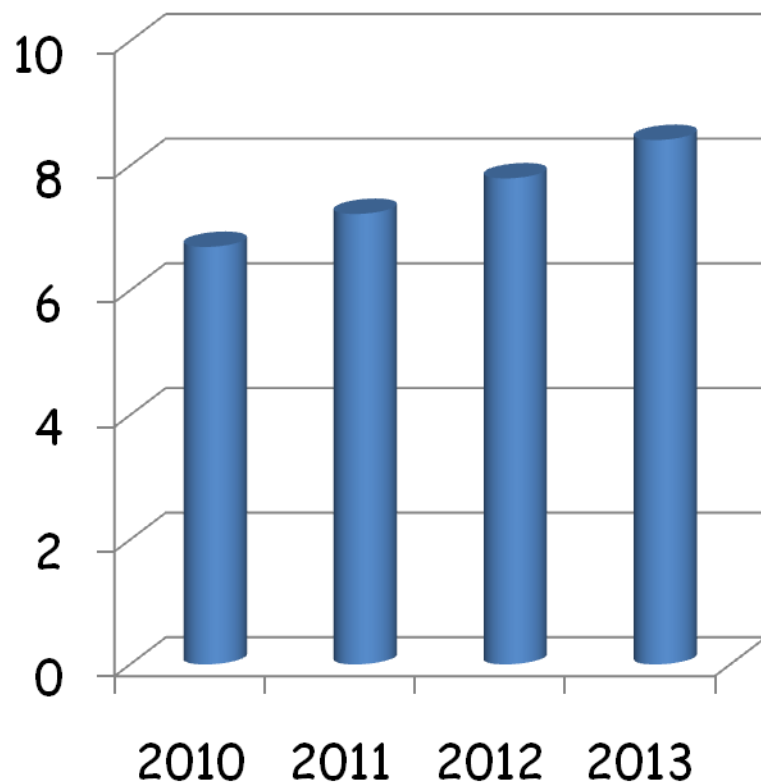
Reported Deaths (1960 –
March, 2010)



NEED TO MANAGE PROJECTED INCREASE IN DRIVERS AND VEHICLES!

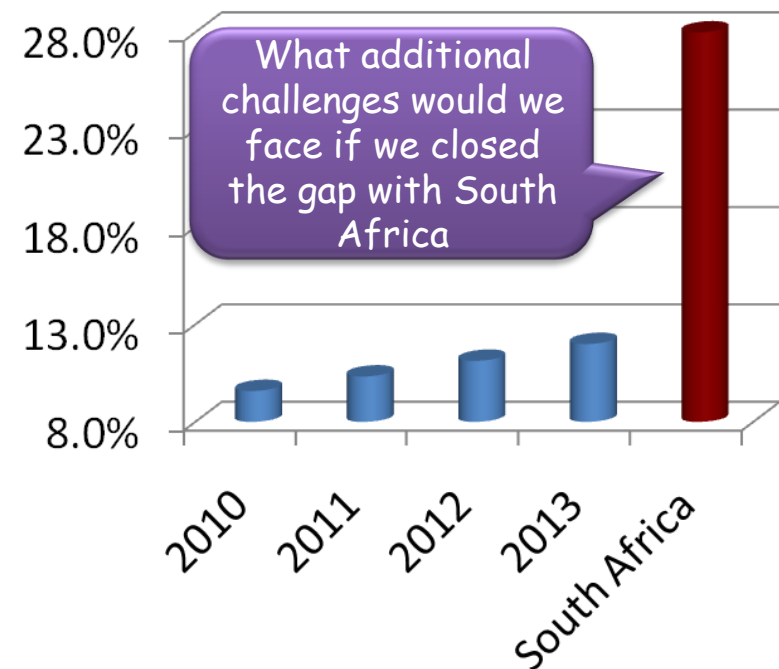
Number of cars are rising

Nigerian Car volumes (millions)



And Number of drivers are rising

% Eligible Population with License
Nigeria 2010-13
& South Africa today





THE TRANSFORMATION

A winning culture

- Align the team
- Focus on results and build accountability
- Manage the drivers of change

A learning Organisation

- Continuous improvement
- Sharing experiences
- Improving communication

Benchmarking

- Creating benchmarks
- Monitoring

Impacting the bottom line

- Reducing RTC
- Improving data collection

Organisational goals

- Understanding the goals
- Communicating it

Leading the team from the front

- Don't confuse the followers

Mission critical objectives

- ISO 9001
- Staff ranking
- Technology
- Achieving Accra declaration goals
- Lead Agency



THANK YOU FOR LISTENING



0700-CALL-FRSC
0070-2255-3772