A Presentation By

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DEPUTY CORPS MARSHAL

Federal Road Safety Corps
OUTLINES

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INTRODUCTION

Overview of the FRSC

<table>
<thead>
<tr>
<th>National Road Safety Commission</th>
<th>1974 - 1988</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Road Safety Commission</td>
<td>1988</td>
</tr>
<tr>
<td>Federal Road Safety Corps</td>
<td>Establishment Act 2007</td>
</tr>
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</table>

Evolution
THE ROAD SAFETY ROADMAP PROCESS

STAGE 1
RESEARCH

DATA ANALYSIS
Crash and casualty data profile

MEETINGS WITH KEY STAKEHOLDERS

STAGE 2
DEVISE ROADMAP

WORKSHOP WITH KEY STAKEHOLDERS
• Agree Priorities
• Determine Objectives
• Devise Strategies
• Agree Responsibilities

STAGE 3
BOARD ADOPTS ROAD SAFETY STRATEGIC PLAN

LINK TO MANAGEMENT SYSTEM
Road Safety Roadmap Incorporated into Management Plan

IMPLEMENTATION
Key Stakeholders incorporate strategies from Road Safety Roadmap into their own Annual Action Plans

STAGE 4
MANAGEMENT

MONITORING & REPORTING
Review of all Annual Action Plans and Annual Report to Board through Corporate Management
### Responsibilities 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.
PROPOSED FRSC FUNCTIONS

- Research, Information & Database Management
- Quality Control
- Policy Making & Coordination
- Monitoring & Evaluation
- Enforcement
- Education & Information Dissemination
- Fund Raising & Budgeting
- Safety Impact Assessment of Highways
# THE PROPOSED REPRESENTATIVES OF INSTITUTIONS/ORGANISATIONS INVOLVED IN ROAD SAFETY

## Inter - ministerial Members
- Vice President of the Government
- Chairman of Governor Forum
- Secretary to the Government of the Federation

## Ministries/Agencies
- Ministries of Works
- Ministries of Health
- Ministries of Justice
- Ministries of Education
- NAICOM, DG/Chairman/National Automobile Council

## Non-Government Agencies
- NURTW
- NARTO
- NUJ

## Secretariat
- Departments
- Corps Offices
**KEY MILESTONES**

- Prof. 'Wole Soyinka as first Chairman 1988-1992
- The Commission was merged with the Nigeria Police in 1999 and was de-merged in November 2003
OUR MISSION CRITICAL DEPARTMENT - ACHIEVEMENTS

MVA
Lamination of the National Drivers License
Implementation of the National Vehicle Identification Scheme (NVIS)
Customization of the National Drivers’ License
Introduction of vehicle management suite to track use, maintenance, and fuelling of FRSC fleet - CLOG

PRS
First ever International Conference on Road Safety Practice
Researches into road safety related issues
Revision of the National Highway Code (RHC) - CPL

OPS
Establishment of an Emergency Call Centre – CMO
Acquisition and deployment of 22 State-of-the Art Ambulances – CMRS
FRSC was the first government Agency in the country to successfully implement the e-payment scheme - F & A
Promulgation of National Road Traffic Regulations - CLA
Launch of the Road Transport Safety Standardization Scheme (RTSSS) - CTSO

CTSO
Production of the National Drivers Training Manual
Implementation of Policy Guidelines and Requirements for Driving Schools
Standardization and Certification of Driving Schools
Production and national dissemination of the Nigeria Highway Code - CPEO

TSC
The following key underlying principles have driven the approach employed in this transformation process:

- "Quick-wins"
- "Win-win philosophy for stakeholder buy-in"
- "Seeking first to understand"
- "Seeking a clarity of purpose"
ROAD TRAFFIC CRASHES IN NIGERIA (1960 - 2009)

RTC IN NIGERIA IN DECADES

- TOTAL CASES
- NO. KILLED
- NO. INJURED

<table>
<thead>
<tr>
<th>DECADES</th>
<th>FATALITY</th>
</tr>
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<tbody>
<tr>
<td>1960-1969</td>
<td></td>
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<tr>
<td>1970-1979</td>
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<td>1980-1989</td>
<td></td>
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<tr>
<td>1990-1999</td>
<td></td>
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<tr>
<td>2000-2009</td>
<td></td>
</tr>
</tbody>
</table>
FRSC'S EXISTING PROGRAMMES

- National Uniform Licensing Scheme (NULS)
- Management Meetings
- Establishment of New Units & Departments
  - Information, Communication & Technology (ICT) unit - 2007
  - Corps Planning Office (CPO)
  - Safety Engineering Department (SED)
- Policy & Research: Various policies and researches have been articulated since, some of which include:
  - Development of the National Drivers Training Manual (NDTM)
  - Implementation of the Driving School Standardization Programme (DSSP)
- Development of research data
- Human Capacity Building
- Safety Helmet Enforcement
ISSUES & CHALLENGES

Human Capacity

Equipment

Human Capacity

Lack of a Comprehensive Legal Framework

Funding and Administrative Systems
Some of the key success factors and development imperatives are as follows:

- Policy Formulation
- Funding
- Operational Exigencies
FRSC'S STRATEGIC INITIATIVES

Our Vision
TO ERADICATE ROAD TRAFFIC CRASHES AND CREATE SAFE MOTORING ENVIRONMENT IN NIGERIA

Our Mission
REGULATE, ENFORCE AND COORDINATE ALL ROAD TRAFFIC AND SAFETY MANAGEMENT ACTIVITIES THROUGH:
- Sustained Public Enlightenmen
- Effective Patrol Operations
- Improved Vehicle Administration
- Robust Data Management
- Prompt Rescue Services
- Stakeholder Cooperation
- Fairness
- Transparency
- Timeliness
- Service Orientation

Our Values
Our Corporate Roadmap

Immediate/Short term  
2007 - 2009

- Current Position Assessment
- Internal Audit
- Corporate & Business Definition
- Identification of our core and enabling processes

Medium term  
2010 - 2012

- Definition of Performance Measurement & Management Parameters
- Acculturisation/ Re-orientation
- Capacity Development
- Alternative Funding

Long term  
2013-2020

- Implementation of Process and Performance Management
- Change Management focus

QUICK WINS

The schematic above outlines how the FRSC intends to achieve its transformation goal.
The priorities and goals of the FRSC can be categorized as follows:

**IMMEDIATE/SHORT TERM**
- Sustained Public Enlightenment
- Effective Patrol Operations
- Prompt Rescue Services
- Robust Data Management
- Stakeholder Cooperation
- Improve Vehicle Administration

**MEDIUM TERM**
- Transition to overarching coordination role
- Building medium and long term capacity to serve as a Regulator; Coordinator and Facilitator
- Development of an enhanced funding strategy

**LONG TERM**
- Development of systems and processes to support performance driven work environment and operational efficiency
- Development and implementation of change management themes in response to current realities
2008-2009 Appropriation Differences

2008-2009 FRSC Appropriation Differences

Differences
PROJECTIONS OF REQUIREMENTS FOR 2009-2012

<table>
<thead>
<tr>
<th></th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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</thead>
<tbody>
<tr>
<td>HEAVY DUTY TOW TRUCKS</td>
<td>3</td>
<td>5</td>
<td>9</td>
<td>12</td>
<td>15</td>
<td>18</td>
</tr>
<tr>
<td>PATROL BIKES</td>
<td>6</td>
<td>156</td>
<td>250</td>
<td>350</td>
<td>450</td>
<td>550</td>
</tr>
<tr>
<td>AMBULANCES</td>
<td>20</td>
<td>59</td>
<td>80</td>
<td>100</td>
<td>147</td>
<td>160</td>
</tr>
<tr>
<td>PATROL CARS</td>
<td>170</td>
<td>350</td>
<td>550</td>
<td>750</td>
<td>950</td>
<td>1200</td>
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<tr>
<td>ROAD SIDE CLINICS</td>
<td>4</td>
<td>14</td>
<td>37</td>
<td>100</td>
<td>147</td>
<td>160</td>
</tr>
<tr>
<td>UNIT COMMANDS</td>
<td>121</td>
<td>161</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
</tr>
</tbody>
</table>

**2007-2009**
WHERE WE ARE NOW

**2010-2012**
WHERE WE WANT TO BE

DEATHS/10,000 VEHICLES
48.4

WHERE WE WANT TO BE

FRSC ROADMAP
A DECADE OF ACTION BY YEAR 2020

<table>
<thead>
<tr>
<th>Year</th>
<th>2009 - 2012</th>
<th>2013 - 2016</th>
<th>2017 - 2020</th>
</tr>
</thead>
<tbody>
<tr>
<td>PATROL VEHICLE</td>
<td>1200</td>
<td>2050</td>
<td>2900</td>
</tr>
<tr>
<td>H/DUTY TOWTRUCK</td>
<td>18</td>
<td>38</td>
<td>58</td>
</tr>
<tr>
<td>MOTORBIKE</td>
<td>550</td>
<td>850</td>
<td>1150</td>
</tr>
<tr>
<td>AMBULANCE</td>
<td>160</td>
<td>260</td>
<td>360</td>
</tr>
<tr>
<td>R/ MARSHAL</td>
<td>18500</td>
<td>23500</td>
<td>28500</td>
</tr>
</tbody>
</table>

PLANNED REDUCTION

- Deaths/10,000 Vehicles: 48.4
- Deaths/10,000 Vehicles: 25.8
- Deaths/10,000 Vehicles: 3.2
## 4-YR PROJECTIONS FOR OPERATIONAL EQUIPMENT 2009-2012

<table>
<thead>
<tr>
<th>Operational Item</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
<th>2012</th>
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</thead>
<tbody>
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<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Patrol Vehicles</td>
<td>170</td>
<td>180</td>
<td>350</td>
<td>200</td>
<td>550</td>
<td>200</td>
</tr>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>H / Duty Towtruck</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>6</td>
<td>9</td>
<td>3</td>
</tr>
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<td></td>
<td></td>
</tr>
<tr>
<td>Motor Bikes</td>
<td>6</td>
<td>150</td>
<td>156</td>
<td>94</td>
<td>250</td>
<td>100</td>
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<tr>
<td>M/C Ambulance</td>
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<td>6</td>
<td>6</td>
<td>6</td>
<td>12</td>
<td>12</td>
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<td></td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Ambulances</td>
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<td>39</td>
<td>59</td>
<td>21</td>
<td>80</td>
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<td></td>
</tr>
<tr>
<td>L / Duty Tow truck</td>
<td>3</td>
<td>2</td>
<td>23</td>
<td>25</td>
<td>40</td>
<td>40</td>
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</tr>
<tr>
<td>Regular Marshals</td>
<td>12000</td>
<td>1000</td>
<td>13000</td>
<td>1000</td>
<td>14000</td>
<td>1500</td>
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### SHOWING YEARLY INCREMENTAL/CUMULATIVE FIGURE FROM 2007-2012

- **Incremental figure**
- **Cumulative figure**

**NOTE:** DEPRECIATION AND EXPECTED BOARDED MOTOR VEHICLES, BIKES AND EQUIPMENT HAVE NOT BEEN CONSIDERED.
## Budget Projection for the Decade of Action 2020

### Expenditure

<table>
<thead>
<tr>
<th>Expenditure</th>
<th>2008 Amount (₦)</th>
<th>2009 Amount (₦)</th>
<th>2010 – 2012 Amount (₦)</th>
<th>2013 – 2016 Amount (₦)</th>
<th>2017-2020 Where We Want to Be Amount (₦)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personnel Expenditure</td>
<td>11,942,867,854</td>
<td>12,574,690,147</td>
<td>60 billion</td>
<td>100 billion</td>
<td>120 billion</td>
</tr>
<tr>
<td>Overhead Expenditure</td>
<td>2,241,942,423</td>
<td>808,010,323</td>
<td>12 billion</td>
<td>20 billion</td>
<td>25 billion</td>
</tr>
<tr>
<td>Capital Expenditure</td>
<td>2,184,222,557</td>
<td>718,218,535</td>
<td>16 billion</td>
<td>30 billion</td>
<td>60 billion</td>
</tr>
<tr>
<td>Revenue Generated (Fines)</td>
<td>892,111,603.12</td>
<td>Not Available</td>
<td>4 billion</td>
<td>5 billion</td>
<td>6 billion</td>
</tr>
</tbody>
</table>

### Sources of Fund:
- Budgetary Allocation
- Road Fund
- Road Tax
- Toll Fee
- Insurance Fund
BEST PRACTICES
Significant progress has been made in road safety. Transport Scotland’s intention is to complement the existing methods with more proactive methods in order to further improve the safety performance of the Scottish trunk road network.

The following Action Plan and Strategies: improvements needed to meet casualty reduction targets towards 2010 and beyond.

<table>
<thead>
<tr>
<th>Risk Reduction</th>
<th>Vulnerable Road Users</th>
<th>Research &amp; Development</th>
<th>Speed Management</th>
<th>Working with Partners</th>
<th>Analysis &amp; Knowledge</th>
</tr>
</thead>
</table>

Picture of a busy road with signs and arrows.
Sweden's recently launched road safety programme has significantly reduced road death rates. Key to the Vision Zero approach is the notion that transport systems must be designed with a view to what the human body can stand.
The Spanish Strategic Road Safety Plan establishes a general target of reducing by 40% fatalities caused by traffic accidents (30 days), in the time period between 2001 and 2008, taking 2003 as a reference point for the calculation.

The European Road Safety Action Programme aims, as we have seen, to reduce the number of road traffic accident victims in the European Union by half by the year 2010, taking the data from 2001 as its reference. Spain's Strategic Road Safety Plan takes on this challenge, although it does qualify it and places its target at 40% over the 2005-2008 period.
A Road Safety Strategic Plan for Shellharbour City Council 2007-2010

Vision
• A sustainable city: communities living in harmony, balancing nature’s beauty with quality rural and urban environments.

Purpose
• In partnership, to strive for the fulfillment of the city’s vision through democratic governance and responsible leadership.

Through the implementation of the Plan, Council will:
• Establish clear road safety goals for the community;
• Provide a framework and direction for the community and other interested groups and organisations;
• Ensure the continued integration of the activities of different divisions of the Management in the achievement of road safety objectives;
• Reduce road trauma and associated costs to community;
• Be in a position to take greater advantage of Federal and State road safety funding.
To meet our goal of having the safest roads in the world, the State Government has outlined a new target of “reducing road fatalities to 0.7 per million vehicle kilometres travelled (VKT) by 2016.”
KEY BODIES AND GROUPS WHICH INFLUENCE THE PREPARATION OF POLICIES

GOVERNMENT AND LEGISLATIVE BODIES

PUBLIC ROAD TRAFFIC ACCIDENT PREVENTION POLICY

MEDIA

PROFESSIONALS

NGOs AND SPECIAL INTEREST GROUPS

POLICE & OTHER SECURITY AGENCIES

INDUSTRY

USERS AND CITIZENS
SUMMARY

By 2020, the FRSC aims to have evolved into:

- a fully transitioned
- performance driven world-class organization
- operating as Technical Regulators and Coordinators of road and vehicle safety within the Nigerian environment as well as advisers to other road safety agencies on the African continent.
- reducing road traffic crash to 3.2 deaths/10,000 Vehicles
THANK YOU FOR LISTENING

FRSC EMERGENCY NUMBER
0700-CALL FRSC
0700-2255-3772

FRSC WEBSITE
www.frsc.gov.ng