

# FRSC CORPORATE ROADMAP



A Presentation By

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DEPUTY CORPS MARSHAL

Federal Road Safety Corps

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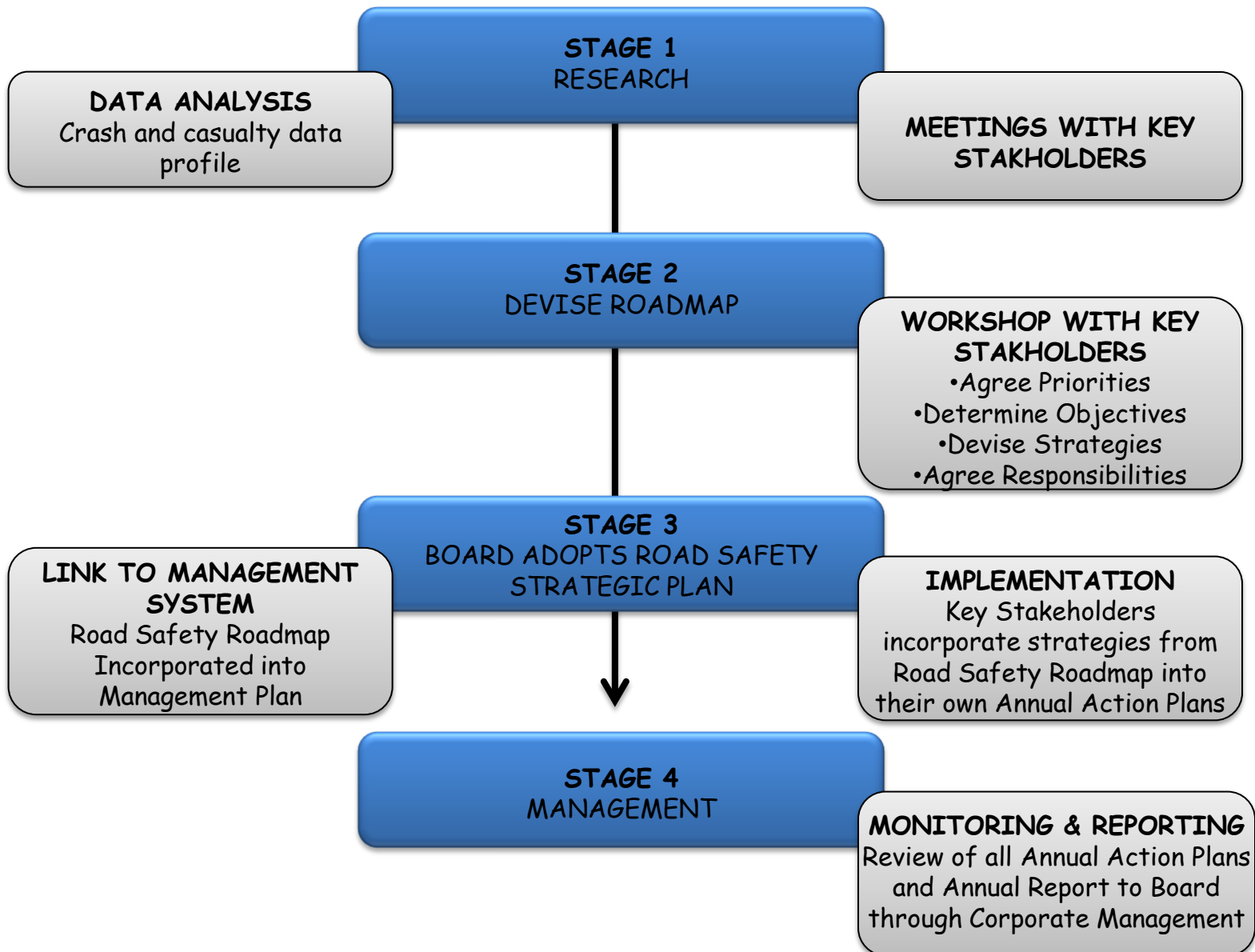
# INTRODUCTION



## Overview of the FRSC



# THE ROAD SAFETY ROADMAP PROCESS



# FRSC RESPONSIBILITIES

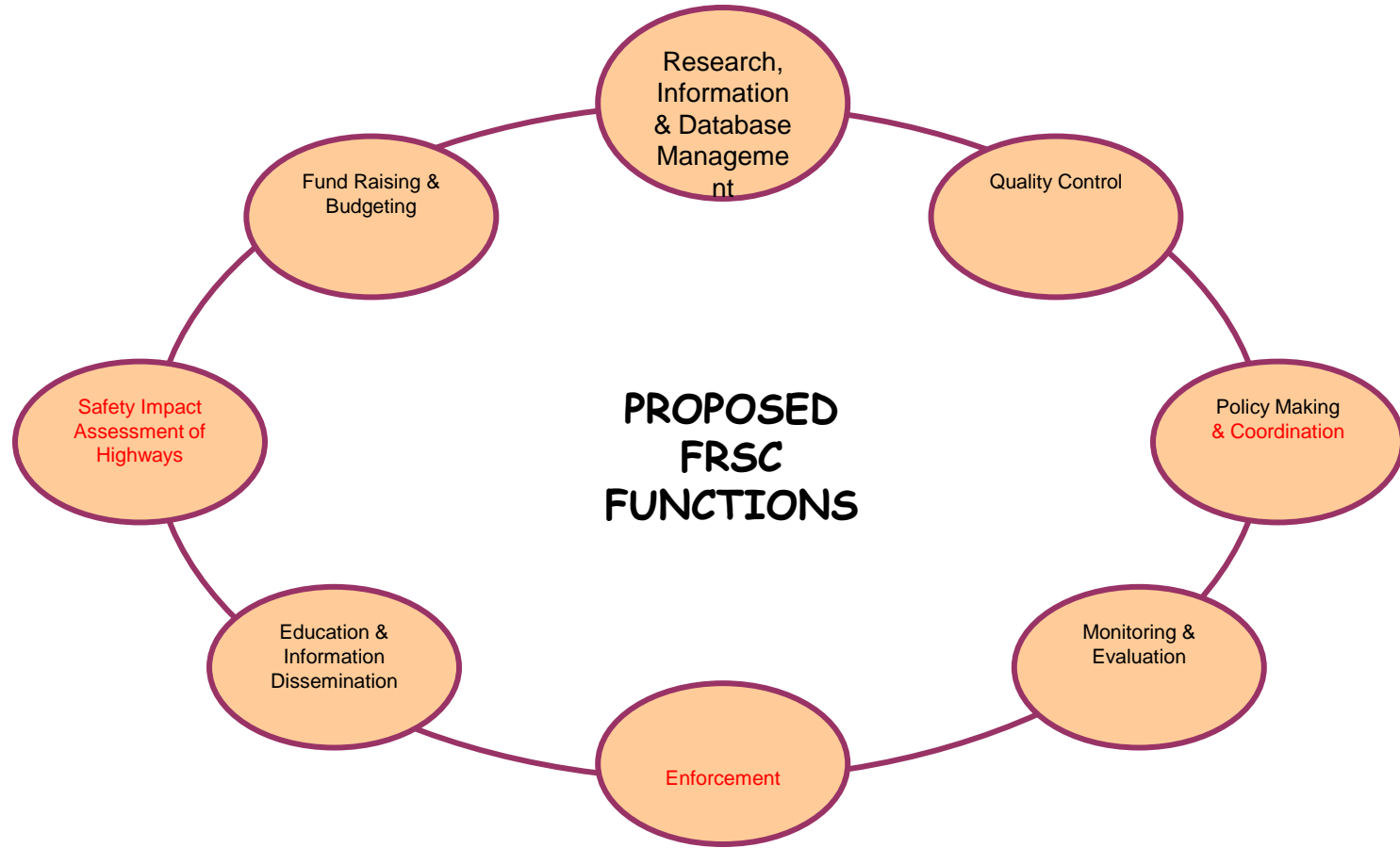
## RESPONIBILITIES OF FRSC

- 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.

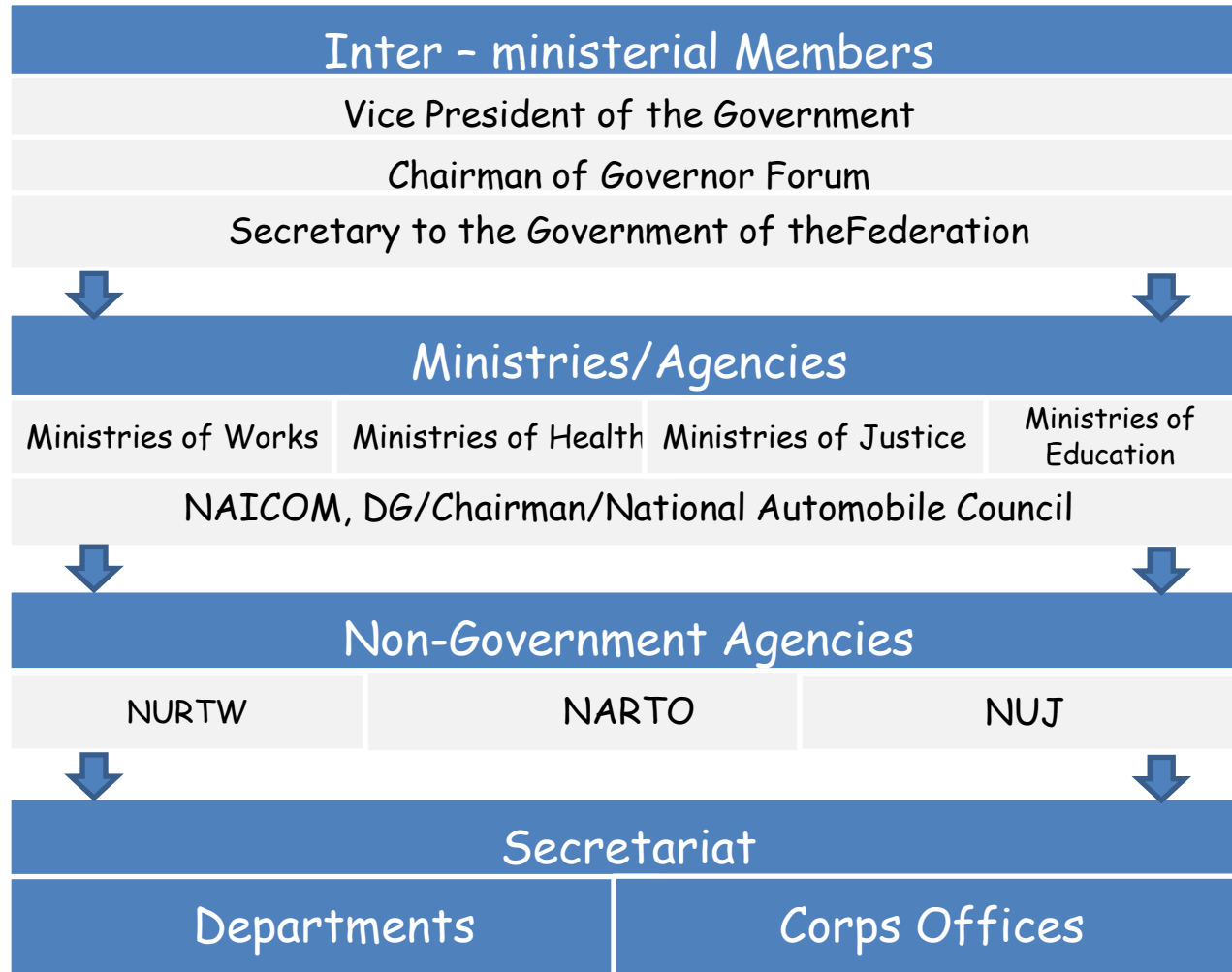




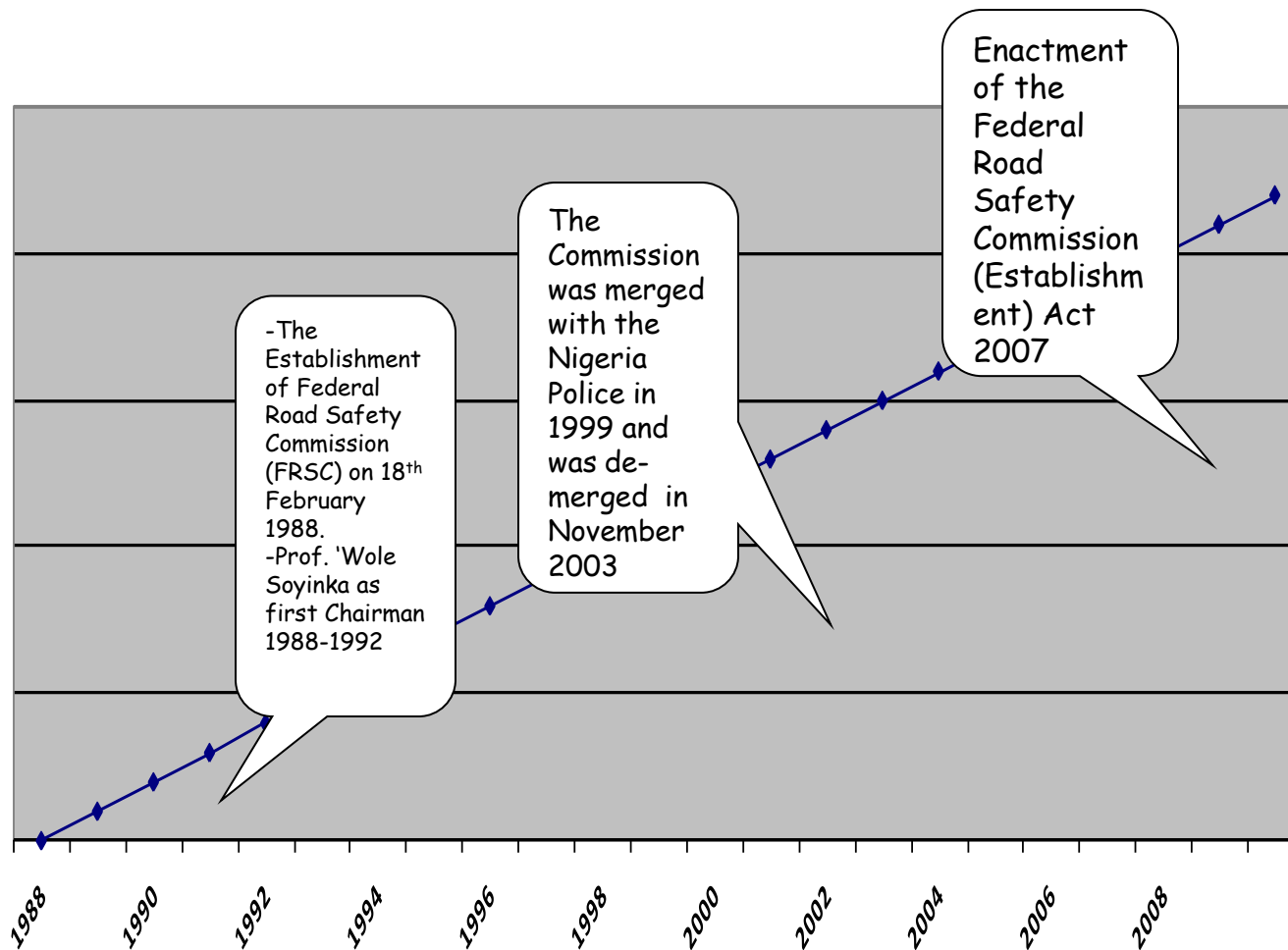
# PROPOSED FRSC FUNCTIONS



# THE PROPOSED REPRESENTATIVES OF INSTITUTIONS/ORGANISATIONS INVOLVED IN ROAD SAFETY



# KEY MILESTONES

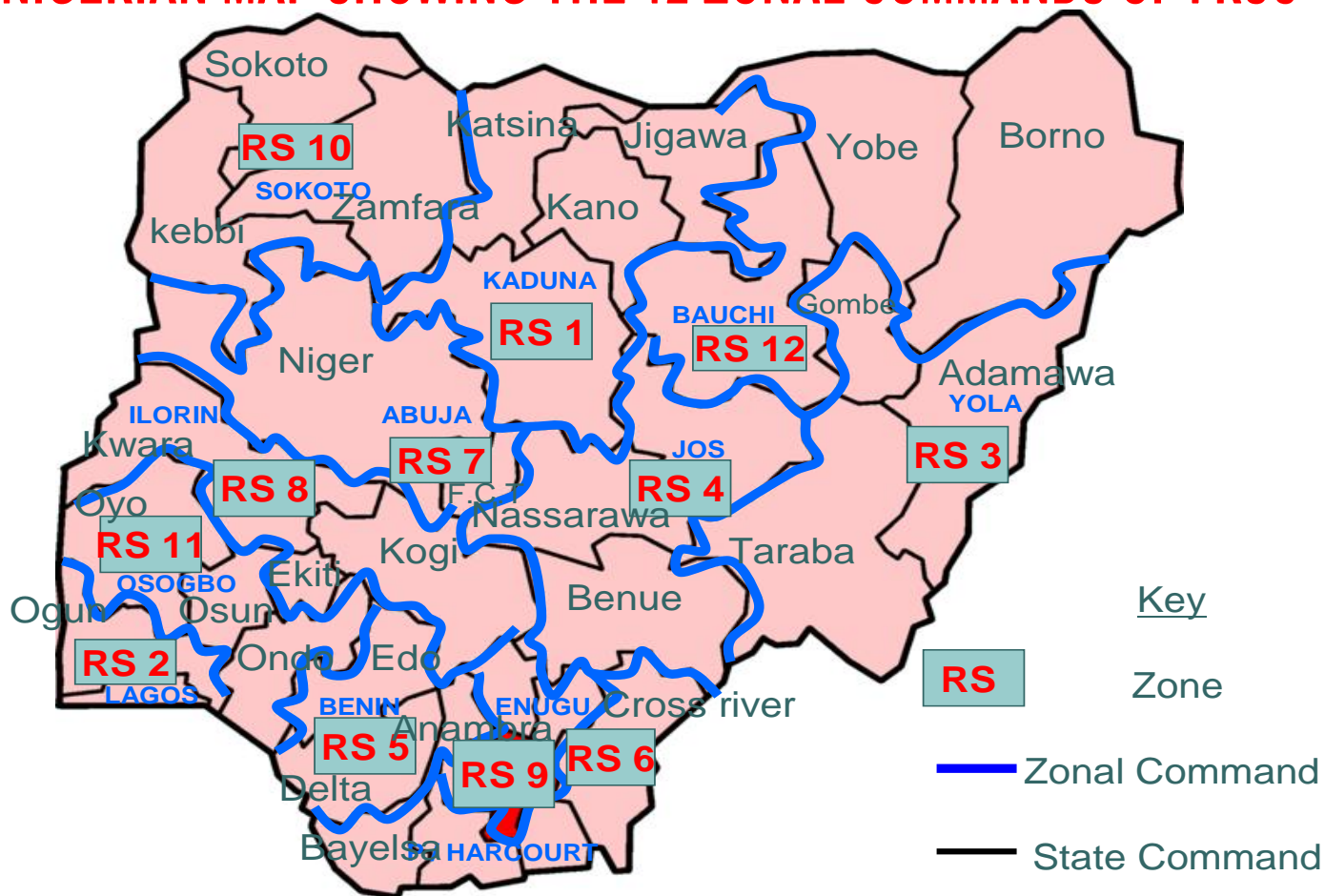




# OUR ZONAL COMMANDS



## NIGERIAN MAP SHOWING THE 12 ZONAL COMMANDS OF FRSC



# 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

## ACHIEVEMENTS

## OPS

Certification of 32 Auditors & 27 Implementors by the Standards Organisation of Nigeria in ISO 9001:2008 Quality Management- CPL

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

TSC

Production of the National Drivers Training Manual

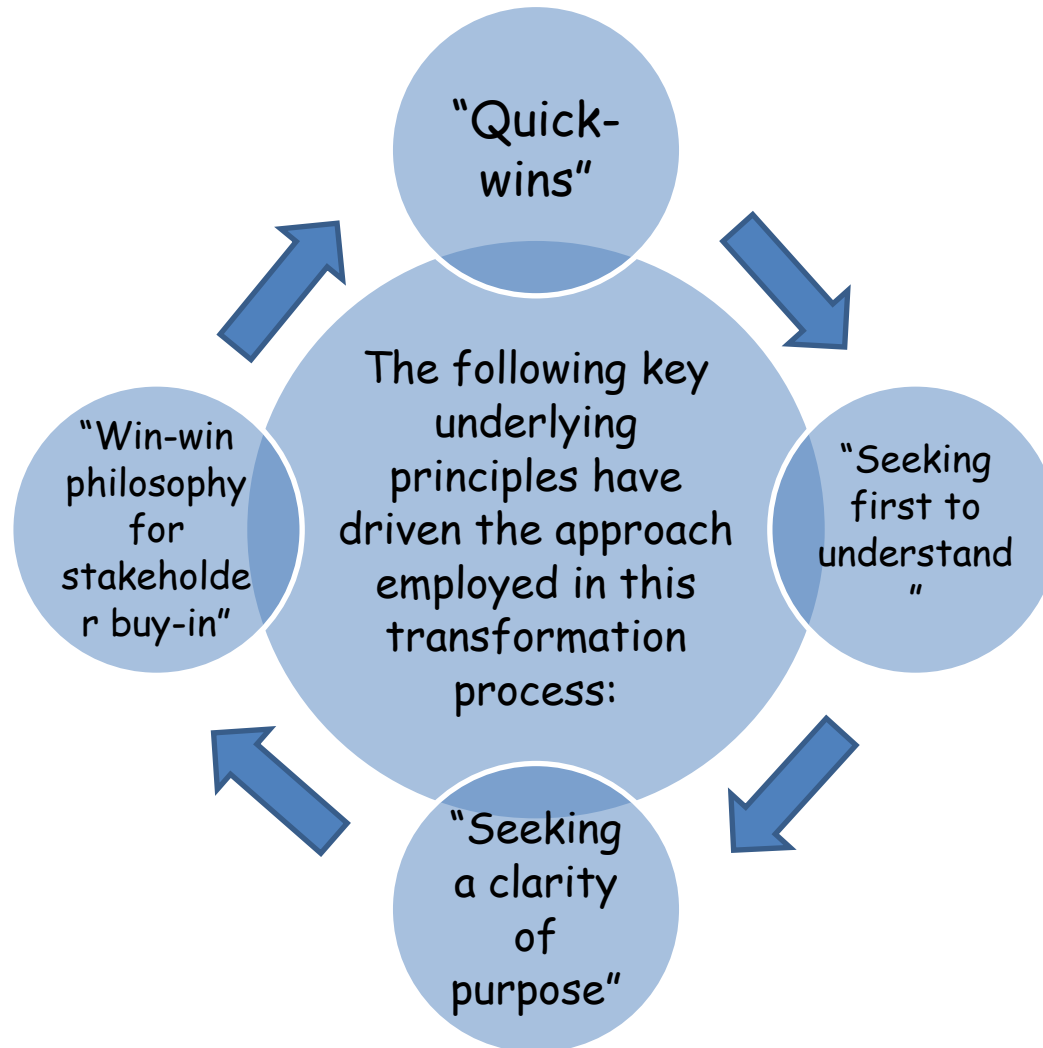
Implementation of Policy Guidelines and Requirements for Driving Schools

Standardization and Certification of Driving Schools

Production and national dissemination of the Nigeria Highway Code- CPEO



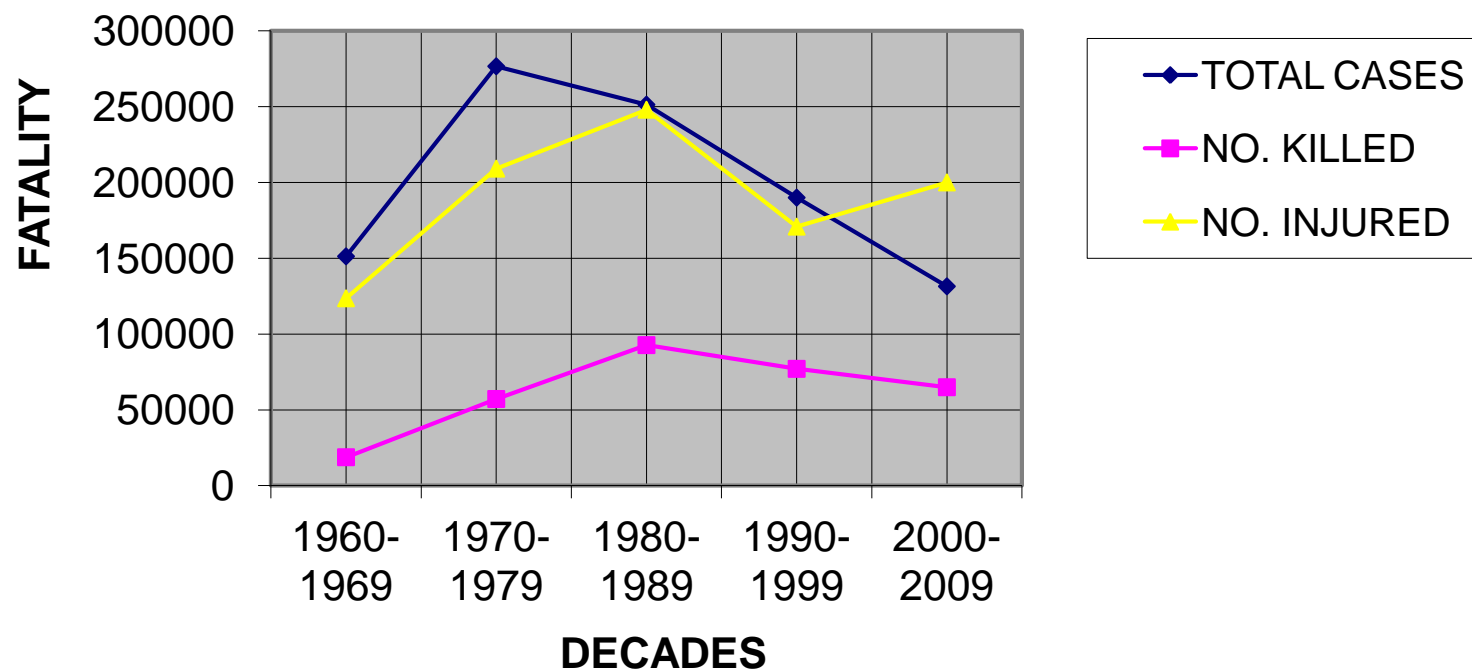
# PROCESS INVOLVED IN DEVELOPING PLAN & ROADMAP





# ROAD TRAFFIC CRASHES IN NIGERIA (1960 - 2009)

## RTC IN NIGERIA IN DECADES





# 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

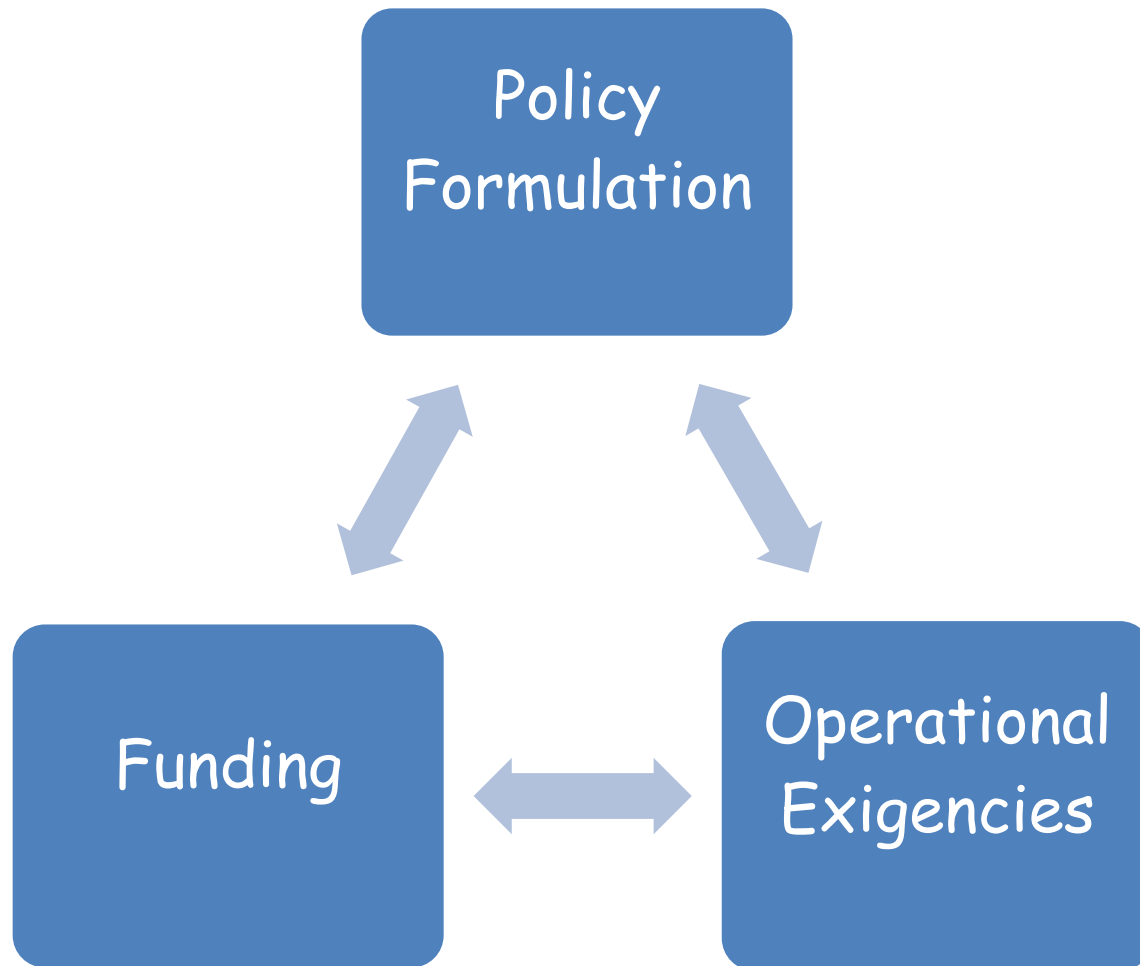


Funding and Administrative Systems



# KEY SUCCESS FACTORS & DEVELOPMENT IMPERATIVES

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





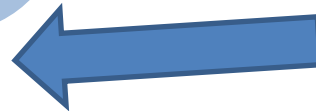
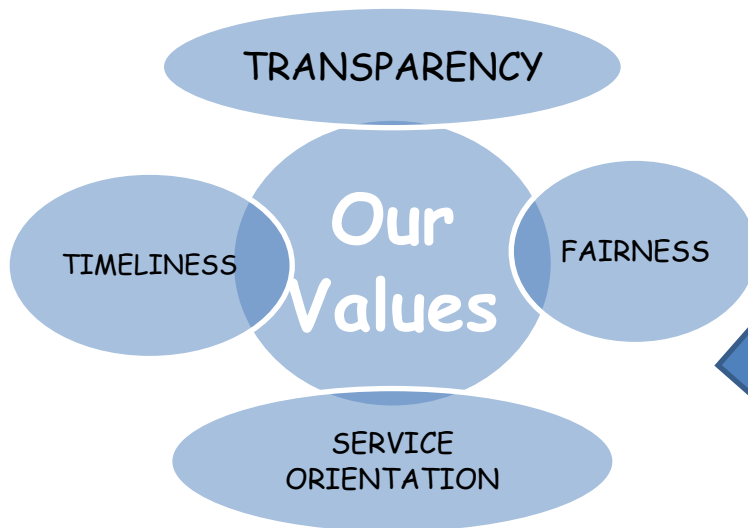
# FRSC'S STRATEGIC INITIATIVES



## Our Vision

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

## Our Mission



# 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
- Acculturation/ Re-orientation
- Capacity Development
- Alternative Funding

## Long term

2013-2020

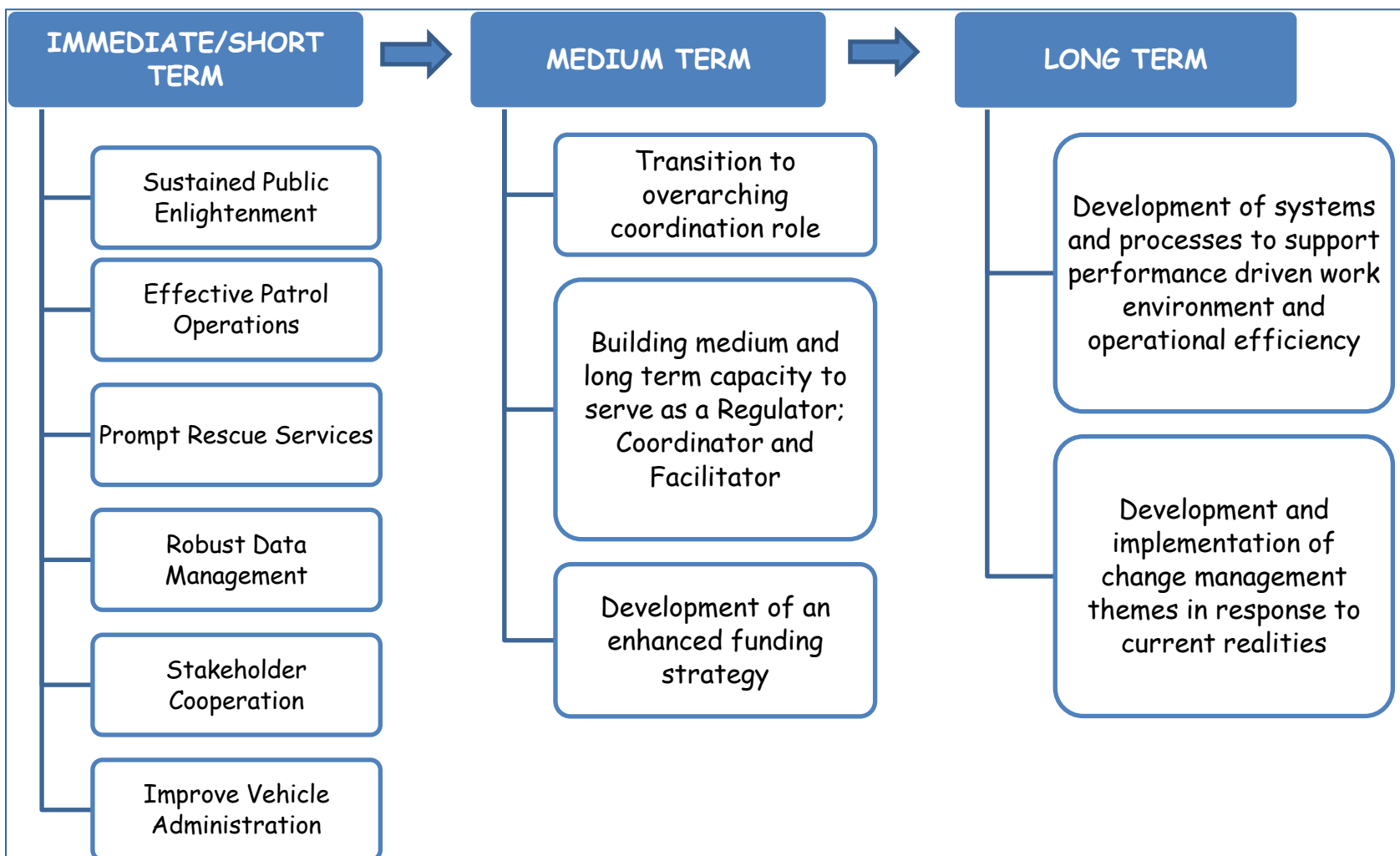
- Implementation of Process and Performance Management
- Change Management focus

QUICK WINS

The schematic above outlines how the FRSC intends to achieve its transformation goal.

# OUR PRIORITIES & GOALS

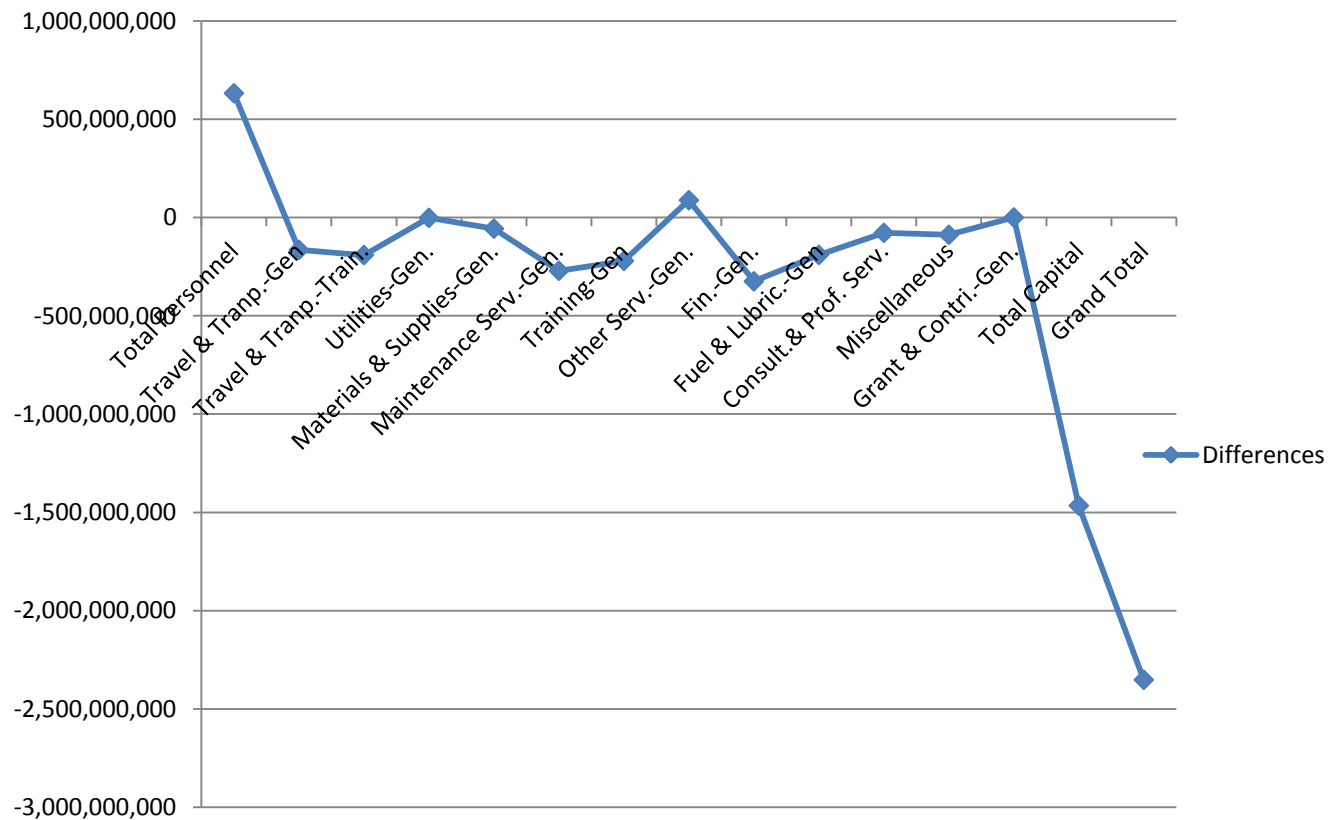
The priorities and goals of the FRSC can be categorized as follows:



# 2008-2009 APPROPRIATION DIFFERENCES



2008-2009 FRSC Appropriation Differences



# PROJECTIONS OF REQUIREMENTS FOR 2009-2012



NUMBER

1400  
1200  
1000  
800  
600  
400  
200  
0

2007-2009

WHERE WE ARE NOW

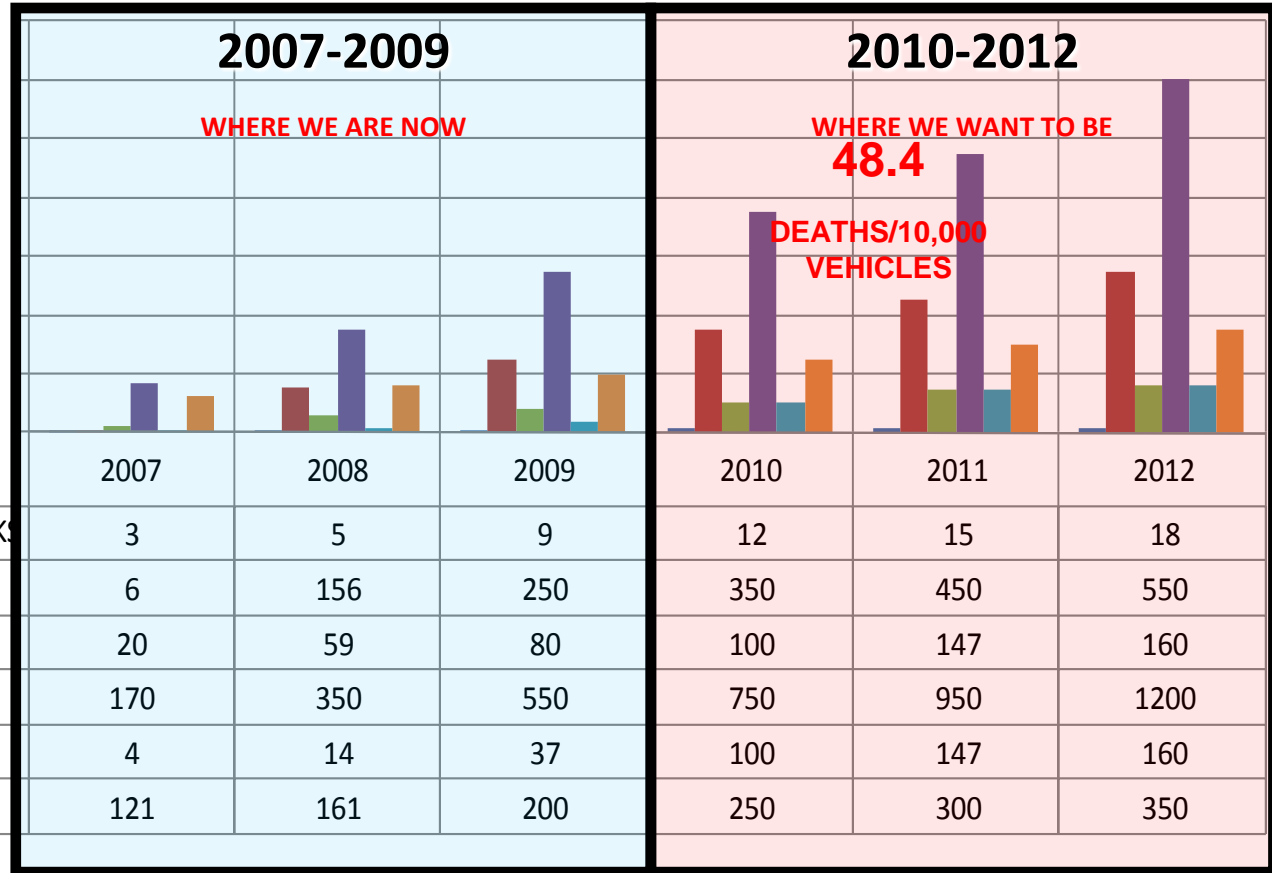
2010-2012

WHERE WE WANT TO BE

48.4

DEATHS/10,000  
VEHICLES

HEAVY DUTY TOW TRUCKS	3	5	9
PATROL BIKES	6	156	250
AMBULANCES	20	59	80
PATROL CARS	170	350	550
ROAD SIDE CLINICS	4	14	37
UNIT COMMANDS	121	161	200



YEARS

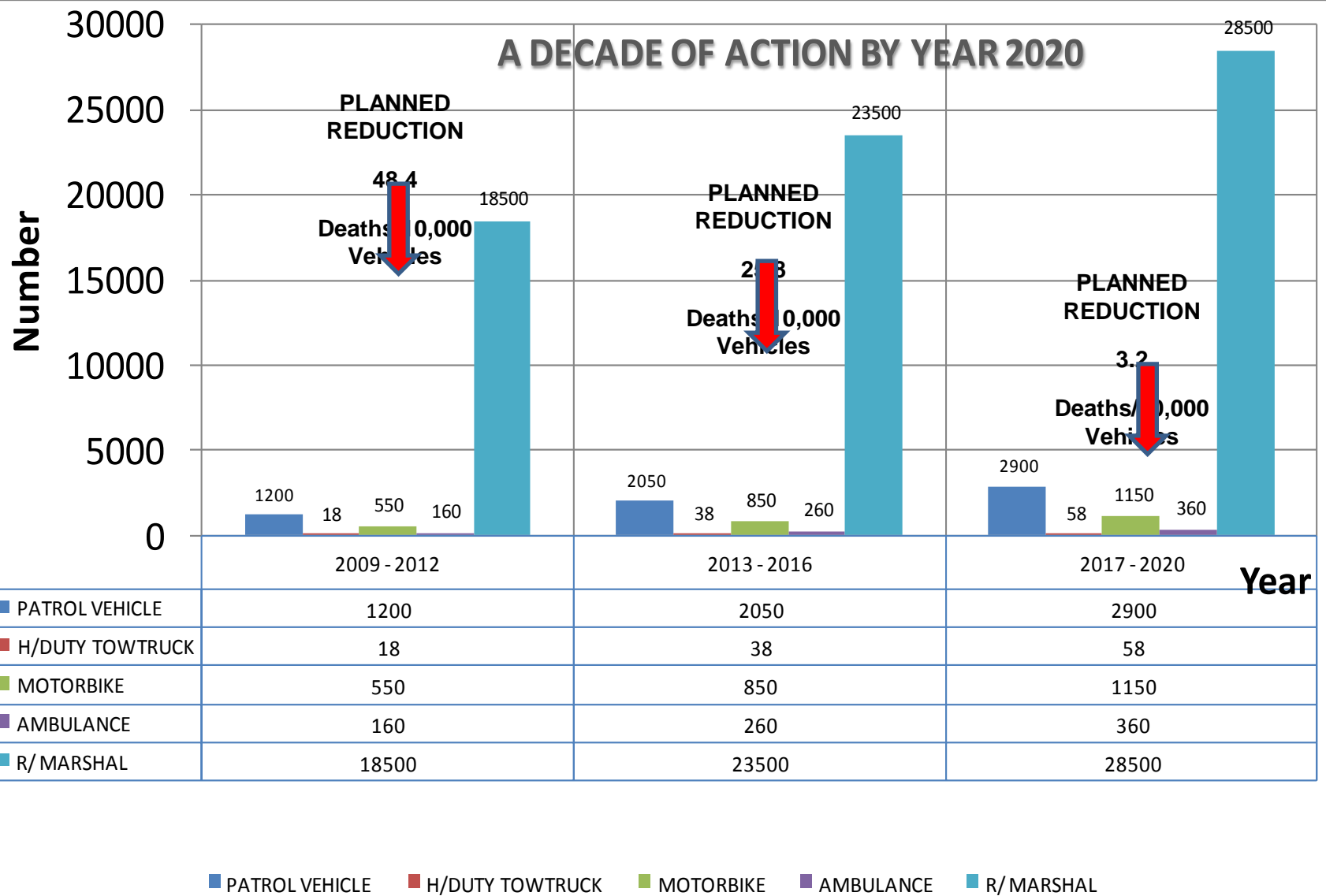
HEAVY DUTY TOW TRUCKS

PATROL BIKES

AMBULANCES



# A DECADE OF ACTION BY 2020





# 4-YR PROJECTIONS FOR OPERATIONAL EQUIPMENT 2009-2012



Operational Item	2007	2008		2009		2010		2011		2012	
		Addition Cumulative		Addition Cumulative		Addition Cumulative		Addition Cumulative		Addition Cumulative	
Patrol Vehicles	170	180	350	200	550	200	750	200	950	200	1200
H / Duty Towtruck	3	0	3	6	9	3	12	3	15	3	18
Motor Bikes	6	150	156	94	250	100	350	100	450	100	550
M/C Ambulance	0	6	6	6	12	12	24	13	37	13	50
Ambulances	20	39	59	21	80	20	100	47	147	13	160
L / Duty Tow truck	3	2	23	25	40	40	80	80	160	40	200
Regular Marshals	12000	1000	13000	1000	14000	1500	15500	1500	17000	1500	18500
Special Marshals	16000	2000	18000	2000	20000	2000	22000	2000	24000	2000	26000

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

FRSC ROADMAP



EXPENDITURE	2008	2009	2010 - 2012	2013 - 2016	2017-2020 WHERE WE WANT TO BE
	Amount (₦)	Amount (₦)	Amount (₦)	Amount (₦)	Amount (₦)
PERSONNEL EXPENDITURE	11,942,867,854	12,574,690,147	60 billion	100 billion	120 billion
OVERHEAD EXPENDITURE	2,241,942,423	808,010,323	12 billion	20 billion	25 billion
CAPITAL EXPENDITURE	2,184,222,557	718,218,535	16 billion	30 billion	60 billion
REVENUE GENERATED (FINES)	892,111,603.12	Not Available	4 billion	5 billion	6 billion

## A DECADE OF ACTION

SOURCES OF FUND: BUDGETARY ALLOCATION, ROAD FUND, ROAD TAX, TOLL FEE, INSURANCE FUND



# BEST PRACTICES



# SCOTLAND STRATEGIC ROAD SAFETY PLAN

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.

Risk Reduction

Vulnerable  
Road Users

Research &  
Development

Speed  
Management

Working with  
Partners

Analysis &  
Knowledge

# SCOTLAND





# SWEDEN'S VISION OF SAFETY



Sweden's recently launched road safety programme has significantly reduced road death rates.

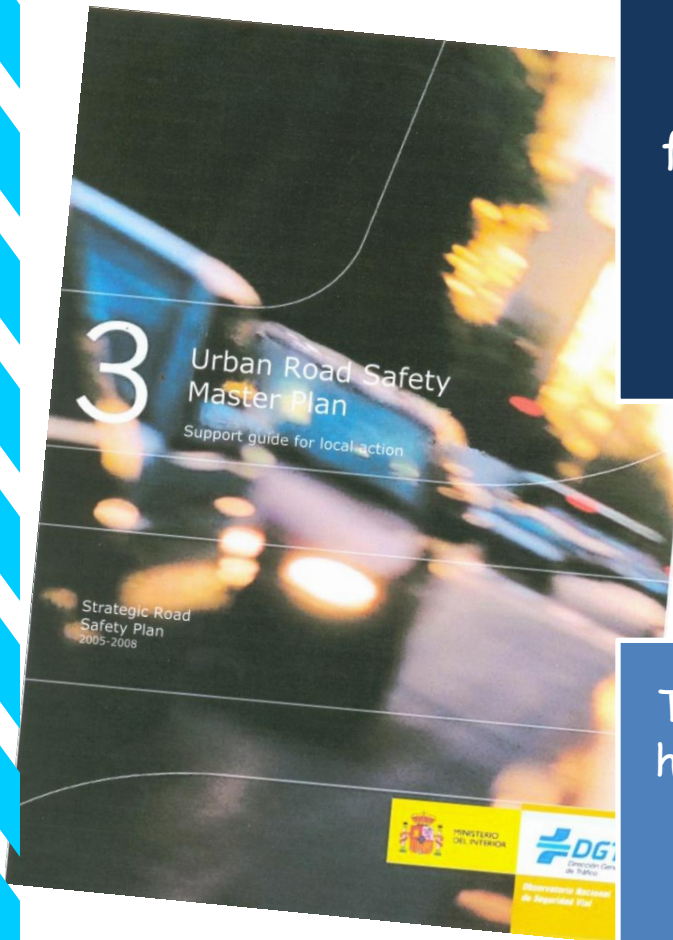
Key to the Vision Zero approach is the notion that transport systems must be designed with a view to what the human body can stand.



# SPANISH URBAN ROAD SAFETY MASTER PLAN



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

FRSC ROADMAP



## 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.



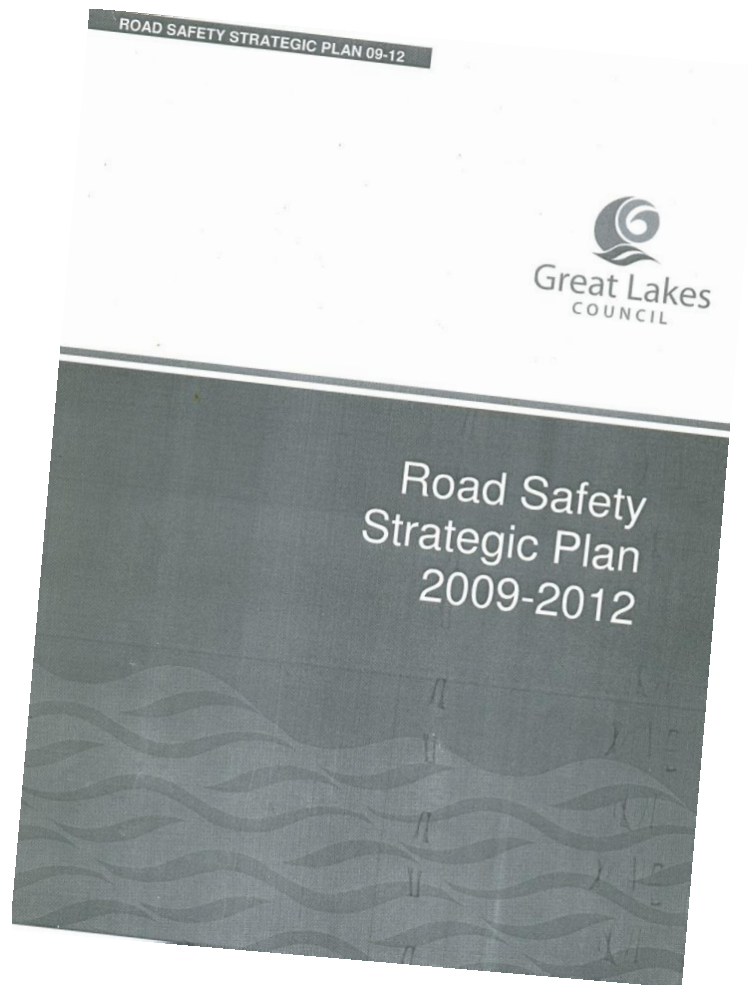
PLANNING FOR  
ROAD SAFETY 2010

A Road Safety Strategic Plan for  
Shellharbour City Council 2007-2010



# GREAT LAKES ROAD SAFETY ROADMAP 2009-2012

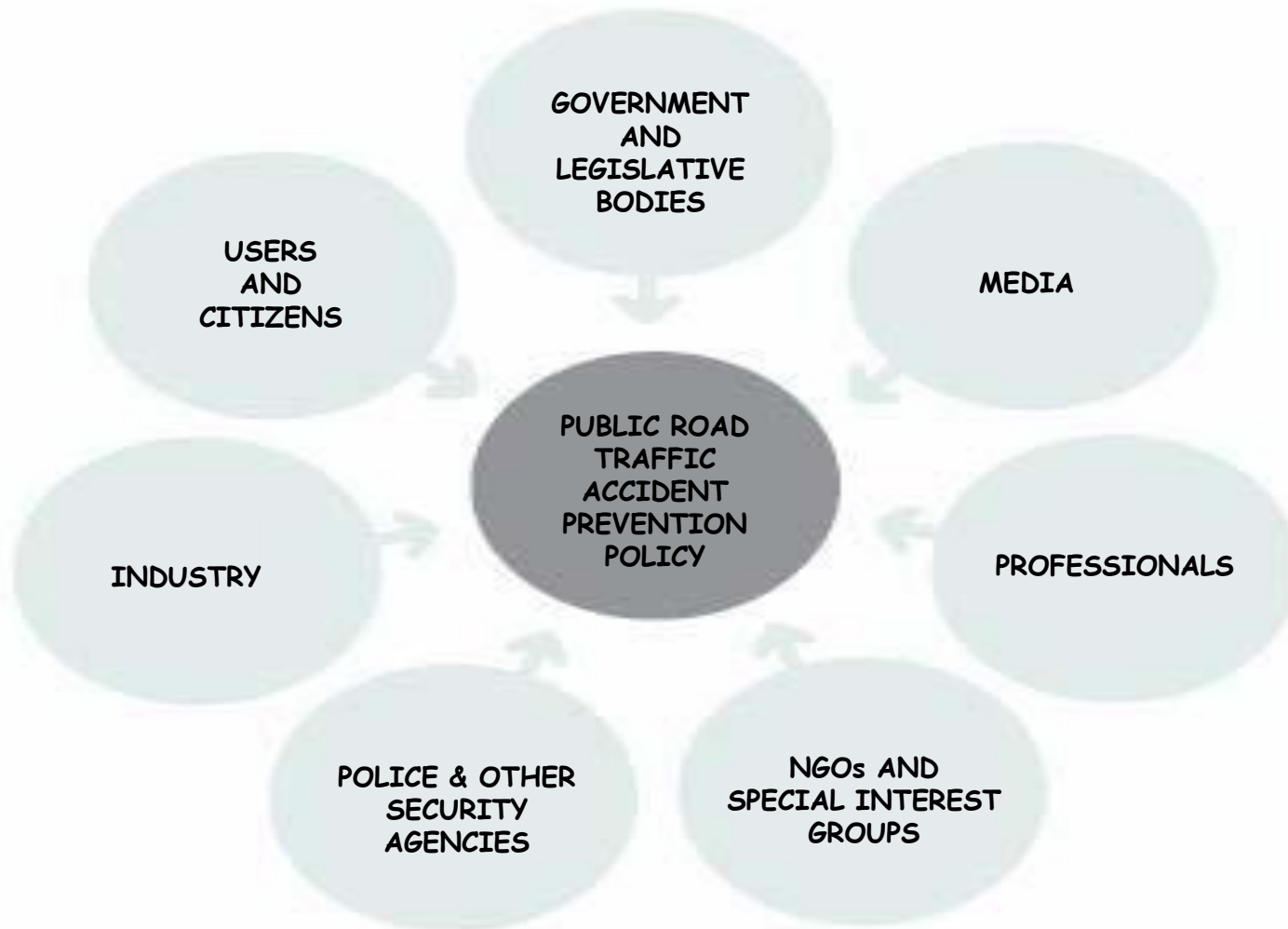
FRSC ROADMAP



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



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