FRSC:
TRANSFORMING INTO WORLD CLASS ORGANISATION
A Presentation made at
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AA Omidiji, DEPUTY CORPS MARSHAL

Federal Road Safety Corps, Nigeria
INTRODUCTION

Overview of the FRSC

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<th>National Road Safety Commission</th>
<th>1974 - 1988</th>
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<td>Federal Road Safety Commission</td>
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Evolution
FRSC RESPONSIBILITIES

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.
OUR PRIORITIES & GOALS

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
PROCESS INVOLVED IN DEVELOPING PLAN & ROAD MAP

STAGE 1
DATA ANALYSIS
Crash and casualty data profile

STAGE 2
MEETINGS WITH KEY STAKHOLDERS

STAGE 3
DEVISE ROADMAP
WORKSHOP WITH KEY STAKHOLDERS
• Agree Priorities
• Determine Objectives
• Devise Strategies
• Agree Responsibilities

STAGE 4
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

MONITORING & REPORTING
Review of all Annual Action Plans and Annual Report to Board through Corporate Management
THE TRIPOD THAT UNDERPINS OUR GOAL

Bring Road Safety in Nigeria to the front of national consciousness

1. Drivers
2. Vehicles
3. Roads

Institutional Frameworks, Systems and Processes will be required to support successful delivery and execution.
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 4 million 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 3 million 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.
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 - Ijedugle 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
5. FCT Sector (Abuja) - Kubwa - Suleja - Sabon Wuse - Kakau -Kaduna Sector - Birinin Yero - Zaria - Chiromawa - Kano 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
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:

- Too many bad roads
- Reckless ‘Okada’ riders
- Indiscriminate parking along roadsides
- Too many unschooled, reckless drivers
- Under-aged driving
- Corrupt traffic law officers
- Unending road congestion
- The menace of hawkers & beggars
- Driving against traffic
- Cantankerous truck, tanker and commercial drivers
- Inappropriate & indiscriminate overtaking
- Violation of road traffic lights, signs, rules, etc.
NIGERIA LOSES ABOUT 3% OF GDP FROM ROAD TRAFFIC CRASHES – ABOUT 17% OF CURRENT NATIONAL RESERVES

Income Loss $B at current loss rate

$B

0.0  2.0  4.0  6.0  8.0  10.0  12.0

2004 2005 2006 2007 2008 2009 2010f 2011f 2012f 2013f

6%  8%  11%  14%  17%  15%  17%  20%  23%  26%

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

**Number of RTC Deaths/10,000 Motor Vehicles:**
Nigeria versus Select Countries of the World

- Norway: 1.2
- Japan: 1.7
- Target: 2
- Taiwan: 2.1
- Spain: 2.8
- Madagascar: 3.1
- Nigeria*: 161

*Target at the end of the decade for action*
WHERE IS NIGERIA TODAY?

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

**FRSC Established**

**Quarter Year Statistics**

- Total No. of RTC Cases

**Reported Injuries (1960 – March, 2010)**


- Volume:
  - 20000
  - 15000
  - 10000
  - 5000
  - 0

- No. of Injuries:
  - 1960: 10000
  - 1970: 15000
  - 1980: 20000
  - 1990: 25000
  - 2000: 30000
  - 2007: 35000
  - 2008: 30000
  - 2009: 25000
  - Jan-Mar 2010: 20000

**Reported Deaths (1960 – March, 2010)**


- No. of Deaths:
  - 1960: 5000
  - 1970: 10000
  - 1980: 15000
  - 1990: 20000
  - 2000: 25000
  - 2007: 30000
  - 2008: 35000
  - 2009: 30000
  - Jan-Mar 2010: 25000
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

What additional challenges would we face if we closed the gap with South Africa
# 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

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