



THE ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

A PRESENTATION OF CORPS TRANSPORT STANDARDIZATION OFFICE
(CTSO)

AT THE WORKSHOP FOR SECURITY AGENCIES
HELD AT THE FRSC NATIONAL HEADQUARTERS, ABUJA
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FEDERAL ROAD SAFETY CORPS
ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME (RTSSS)

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Haulage Companies



Ambulance Services



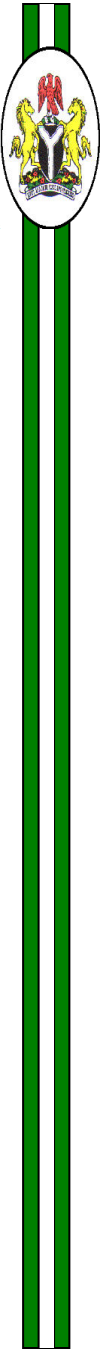
Tow Vehicle Services

There are currently no posts.



PRESENTATION OUTLINE

- ✓ Aim
- ✓ Learning Objectives
- ✓ Overview
- ✓ Background
- ✓ Main Aim/Concept of RTSSS
- ✓ Conceptual Framework
- ✓ Legal Framework
- ✓ Implementation of RTSSS
- ✓ Fleet Operators Specific Mandate
- ✓ Certification of Fleet Operators
- ✓ Subscription by Fleet Operators
- ✓ RTSSS Portal
- ✓ Areas of Interest for Security Agencies
- ✓ Conclusion



AIM OF PRESENTATION



To provide a basic understanding of the RTSSS Policy as a standard operating procedure for Fleet Operations in Nigeria as well as having a buy-in of the security agencies for national security and development.



LEARNING OBJECTIVES

At the end of the presentation, participants should understand:

- Concept, necessity, legality and evolution of the RTSSS
- Processes and conditions for Fleet Operations regulations
- Salient areas of interest in RTSSS for sister security agencies and how to tap into the accruing benefits.





LEARNING OUTCOME

At the end of the presentation, participants would have;

- Understood and appreciated the concept of RTSSS, its necessity, legality and evolution
- Understood the processes and conditions for Fleet Operations regulations
- Identified areas that can be latched upon for greater and improved service delivery as well as promotion of inter-agency information sharing





Overview



Globally, Fleet operations management is a serious business consideration. It enables minimizing of transport risks and enhancement of efficiency in service delivery. General focus includes car, aircrafts, ships, trucks and even rail cars. It has even been raised to include vehicle financing, maintenance, telematics (tracking and diagnostics), and drivers, speed fuel, health and safety management. In some climes, Fleet management is dealt with by either in-house arrangement or outsourcing).



Background



Before inception of the RTSSS:

- The nation had weak legislation on regulation of fleet operations in Nigeria.
- Fleet operations had no standard and there was no data on their activities
- Fleet operations was an all corner affairs
- Investments in transportation were lost to road crashes; lives and other property were lost.
- Identification of best practices among operators was not possible.
- Data on vehicles and passengers traveled not readily available

THERE WAS NEED FOR RTSSS



MAIN AIM/CONCEPT OF THE RTSSS



To regulate fleet operations in Nigeria, thereby removing or minimizing risks associated with vehicle investment, and enhancement of transport efficiency, through ensuring compliance with road traffic laws and regulations thereby save lives and property.



CONCEPTUAL FRAMEWORK



Fleet



Operator's Standard



Vehicle Standard



Driver's Safety Standard





LEGAL FRAMEWORK

Regulations 198 - 207 of the NRTR, 2012 made in pursuant to Sections 5 and 10 of the FRSC (Establishment) Act, 2007 mandated the Corps to ensure:

- Establishment of Safety Units and appointment of competent Safety Managers by all road transport operators.
- Maintenance of database of all road transport operators, Ambulances, School and tow Services provider by issuing appropriate guidelines for registration, operations, data collection, certification and other relevant activities as may be required from time to time.





LEGAL FRAMEWORK (cont.)

Safety Unit/Safety Managers

Section 198(1) of the NRTR 2012 provides that:

"All Transport operators who engage in inter State road transport services shall establish a Safety Unit, appoint a Safety Manager as head of the Unit who shall ensure that operational standards are maintained as prescribed in these regulations"



LEGAL FRAMEWORK (cont.)

VIOLATION

Section 202(4), NRTR, 2012 provides as follows:

"Any transport operators that fails to comply with the provisions of this regulations shall be liable to fine of N3,000.00 or to term of six(6) months imprisonment or both".





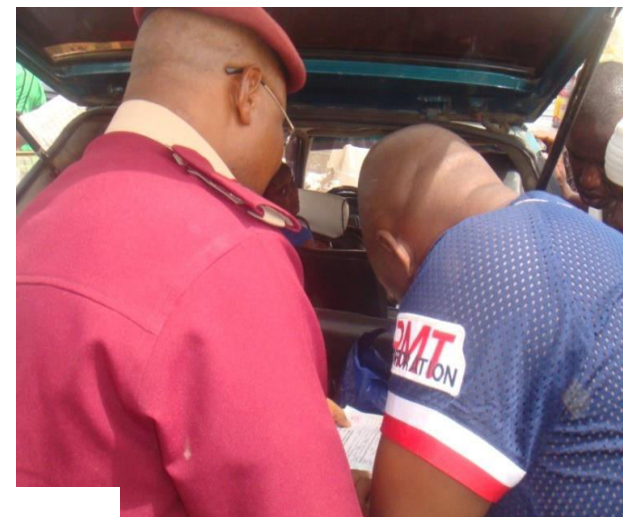
IMPLEMENTATION OF RTSSS

The RTSSS is implemented through the following strategies:

- Public Education and Enlightenment
- Creation of Operators' Database
- Continuous Inspection, Assessment, Certification and de-certification of fleet operators based on :
 - ❖ Operator's Safety Standards
 - ❖ Driver's Safety Standards
 - ❖ Vehicle Safety Standards

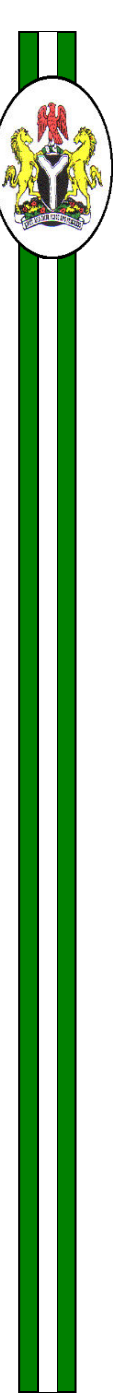


NO SPACE FOR PASSANGERS' LOAD



INSPECTION

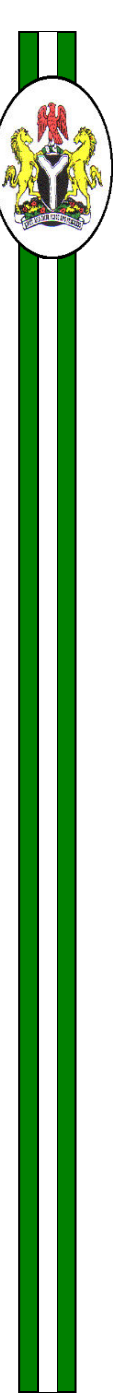




FLEET OPERATORS SPECIFIC MANDATES

- Establishment of Safety Unit headed by qualified Safety Manager.
- Conducive terminals/offices
- Standard drivers recruitment policy
- Training and Re-training of drivers Policy (Reg. 201 of the NTTR, 2012)
- Comprehensive vehicle maintenance Policy
- Implementation of approved Passengers' manifest for passenger carrying fleet (Reg. 108 (1), NRTR, 2012)
- Maintenance of proper record on drivers and road traffic crashes (which are mandatorily submitted to FRSC/The Police, on regular basis (Reg. 199(5), NRTR, 2012)





CERTIFICATION OF FLEET OPERATORS

- Yearly assessment to determine groupings and classes of certification based on compliance level to established standards and specifications for Fleet Operators
- The three (3) categories and classification of standards:
 - ❖ Group A: Operators with at least 100 vehicles.
 - ❖ Group B: Operators with between 25 and 99 vehicles
 - ❖ Group C: Operators with less than 25 vehicles





CLASSES OF CERTIFICATION

In each group, there are three (3) classes as follows:

Class A:

- Operators with 80% compliance level i.e.
- Terminals are rated 80% and above in terms of location and other safety parameter.
- 80% of the drivers have been trained by FRSC/and other competent certified trainers/instructors.
- 80% of their vehicles are RTSSS compliant
- Having in place good evacuation and emergency plans in case of crash/breakdown and other emergencies.
- Having competent and certified safety managers at their head office and assistant safety manager at their location/terminals.



CLASSES OF CERTIFICATION (cont.)



Class B:

- At least 60% compliance level in the parameters listed for class A above.

Class C:

- At least 50% compliance level in the parameters listed for class A above.



CERTIFICATION REQUIREMENTS

- Registration of the operators with the FRSC
- Establishment of Safety Units and appointment of competent Safety Officers/Managers
- Operating with competent and well trained drivers
- Conducive operating terminals
- Provision of Road transport Safety Policy Manual
- Operating passenger manifest for passengers carrying fleets





CERTIFICATION REQUIREMENTS (cont.)

- Compliance with Guidelines/Safety requirements for stakeholders for those in the haulage business
- Inscription of contact telephone numbers on all vehicles
- Provision of recovery vehicles (or proper arrangement/networking on this) and well designed evacuation plan for safety and security.
- Entrenching security plans in terminals
- Engaging in fleet operators fora for experience sharing for better service delivery.

SUBSCRIPTION BY FLEET OPERATORS



Fleet operators can subscribe to the RTSSS by visiting any FRSC formation and complete RTSSS form 001 or register online via

www.frsc-rtsss.org





THE RTSSS PORTAL



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www.frsc-rtsss.org

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Ambulance Services

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 **Haulage Companies**

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 **Tow Vehicle Services**







THE RTSSS PORTAL

www.frsc-rtsss.org

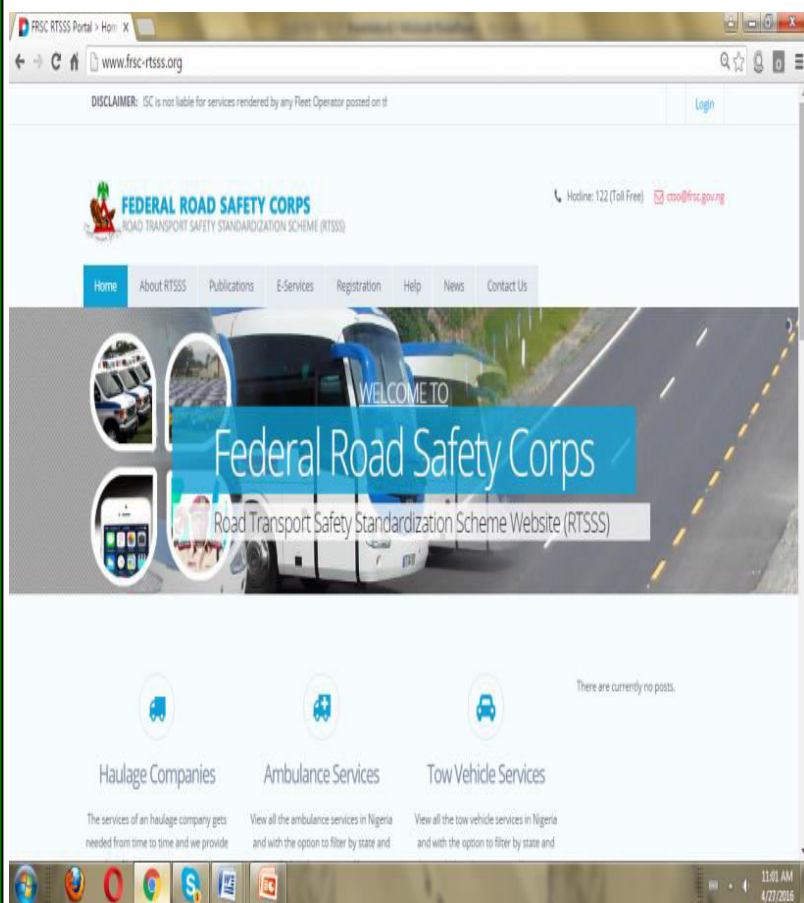
- Provides a platform for real-time information management.
- Enables keeping and maintenance of information on fleet operators, drivers, vehicles and passengers.
- Provides the ability to send alert and integrate with other existing systems in the Corps.





GENERAL BENEFITS

RTSSS PORTAL:



Compliance
to
Regulation

- System Inspection and Certification
- Issuance of Fleet Operators Certification
- Issuance of RTSSS Compliant Tag

Improved
Efficiency
and
Effectiveness
Reduced Cost

- Automated processes
- Easier certification processes and elimination of errors
 - Integration with FRSC Enterprise systems

Reduced
Cost

- Usage of mobile devices for inspection and certification.
- Improved data quality





BENEFITS OF RTSSS PORTAL TO FLEET OPERATORS



Improved
Service
Delivery

- User friendliness
- Mobile Device friendly: tablets and smart phones
- Ease of use: Workflow driven, Data upload using Microsoft Excel
- Communication: SMS and Email Alerts
- Improved data quality: Aggregation of data across fleet operator terminals
- Promotion of fleet operators: Travel Guide





BENEFITS OF RTSSS PORTAL TO ROAD USERS



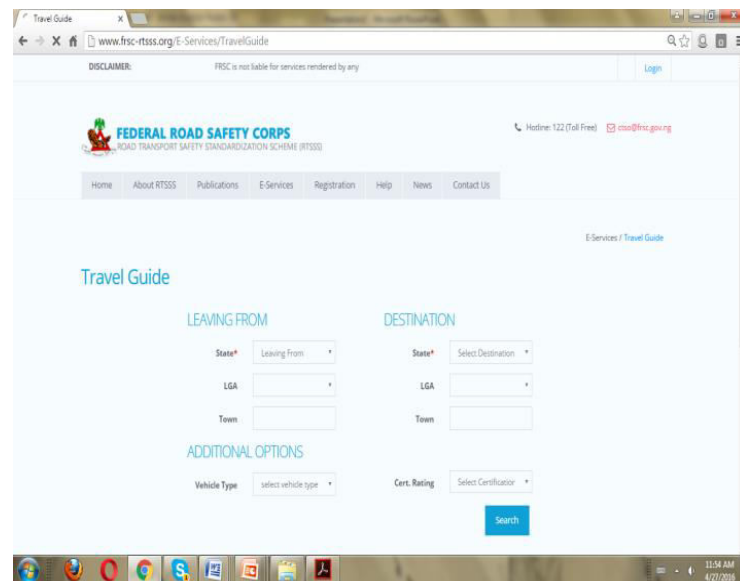
Improved
Service
Delivery

➤ User friendliness

➤ Mobile Device friendly: tablets and smart phones

➤ Access to Information: Reports and Travel Guide

Travel guide





AREAS OF INTEREST IN RTSSS FOR SECURITY AGENCIES

- Information on passengers movement in Nigeria, through the Passengers' Manifest
- Detail information about Fleet Operators, drivers, safety managers and vehicles.
- Record of vehicles travelled in Nigeria and Kilometer coverage and nature of movement.
- Identification of users of sirens, Ambulance providers, tow vehicles and bullion van operators. This enhance security.
- Record of road traffic crashes involving Fleet Operators to aid investigation and other future transport policy formulation.





CONCLUSION



The RTSSS is one of the platforms in the country deployed by the Corps to regulate fleet operations with the to ensure safety of lives and property on Nigerian roads.

The platform is also in compliance with the statutory mandate of the Corps on creation of a reliable database for fleet operators in the country for enhanced security and national planning.



