FEDERAL REPUBLIC OF NIGERIA

FEDERAL ROAD SAFETY CORPS

SUCCESSES AND CHALLENGES OF A LEAD AGENCY AND THE MULTISECTORAL NATURE OF ROAD SAFETY

By
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Objectives of this presentation are:

1. Introduce the Federal Road Safety Corps as Nigeria’s Lead Road Safety Agency
2. Explain the dominance nature of road transportation in Nigeria
3. Highlight key reorganisation in FRSC in the last three years focused on transforming the Corps into a World Class Lead Road Safety Agency
4. Conclude with requirements for Going Forward
Introduction

• Federal Road Safety Corps is the lead agency on road safety in Nigeria

• It was established in 1988 with its statutory instrument known as the Federal Road Safety Commission (Establishment) Act 2007

• FRSC has a National HQ comprising 8 Departments and 12 Corps offices and field command administrations at:
  • 12 Zonal commands,
  • 37 Sector commands, and,
  • 166 Unit commands,

• FRSC is an organization that is knowledge and performance-driven with Key Performance Indicators (KPIs) clearly set for its operations

• The Corps has commenced the process of being transformed into a World Class Organisation
Nigeria’s location on the world map
Road Transportation - Overview

<table>
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<th>NIGERIA</th>
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<tr>
<td>• Has a population of 150 million people</td>
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<td>• Has the largest road network in West Africa and the second largest South of the Sahara</td>
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<td>• Has a transport system that consists of:</td>
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<td>• 198,000 Kilometres of Roads</td>
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<td>• 3,500 Kilometres of Railways</td>
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<td>• 8,600 Kilometres of Inland Waterways</td>
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<td>• 22 Airports</td>
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Sources: Federal Airport Authority of Nigeria, Nigeria Railways Corporation, Nigeria Inland Waterways Authority, Federal Ministry of Works, Nigeria, FERMA, FRSC Planning Advisory Unit Analysis, 2011
The Nigerian Road Infrastructure

Table 1.1: Length of roads in Nigeria

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<tr>
<th>Road Type</th>
<th>Length</th>
<th>Description</th>
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<td>Federal Roads</td>
<td>34,120km</td>
<td>(are mostly inter-state roads with high traffic density)</td>
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<tr>
<td>State Roads</td>
<td>34,300km</td>
<td></td>
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<tr>
<td>Local Government Roads</td>
<td>About 129,580km</td>
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<td>Total Road Networks</td>
<td>198,000km</td>
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Chart 1.1: Km of Roads in Nigeria

- Federal Roads: 66%
- State Roads: 17%
- Local Government Roads: 17%
- Other: 15%

Chart 1.2: Road Condition in Nigeria

- Very Good State: 35%
- Good State: 30%
- Bad State: 15%
- Poor State: 20%

Sources: FRSC Motor Vehicle Administration Department, FERMA, Association for Safe International Road Travel, U.S.A, CIA World fact book, FRSC Planning Advisory Unit Analysis, 2011
Dominant Nature of Nigeria’s Road Transportation Sector

**Comparison of Air and Road Passengers Travelled (2010)**

- Air Travel (Jan - Sept 2010) vs. Road Travel (Jan - Sept 2010)

Number of Passengers Travelled (in millions):
- 0
- 5,000,000
- 10,000,000
- 15,000,000
- 20,000,000
- 25,000,000
- 30,000,000
- 35,000,000
- 40,000,000
- 45,000,000
- 50,000,000

Sources: Federal Airport Authority of Nigeria, FRSC Planning Advisory Unit Analysis, 2011
Investment in Highway infrastructure is still very low

Total budget for a decade (2000 - 2009) = 
N15,262,379,538,516 trillion naira
(USD $101.5 billion)

Total appropriated for road infrastructure = 
N1,145,739,816,797 trillion naira
(USD $7.6 billion)

7.51% of the decade’s total budget invested on roads

Sources: Federal Ministry of Finance, Nigeria, FRSC Planning Advisory Unit Analysis, 2011
Despite Road Sector Dominance, Road Infrastructure Investment is Poor: Sweden's Decade of Investment in Road Infrastructure Alone Equals Half of Decade of Total Budget in Nigeria

Nigeria's Decade of Investment in Road Infrastructure Compared to Other Countries

The Nigerian Road Safety Model

The FRSC operates on the tripod consisting of: Regular Marshals, Special Marshals and Road Safety Clubs

- Regular Marshals are the uniformed and remunerated arm of the Corps with the police power of traffic enforcement
- Special Marshals are the non-uniformed and voluntary arm of the Corps, also with the police power of traffic enforcement
- Road Safety clubs consists of volunteers (but unremunerated service) within local communities, that promote road safety through public enlightenment
  - They have no police power to enforce traffic laws
FRSC Vision and Mission

VISION

To eradicate road traffic crashes and create safe motoring environment in Nigeria

MISSION

Regulate, Enforce & Coordinate all Road Traffic & Safety Management through activities through

- Sustained Public Enlightenment
- Effective Patrol Operation
- Promotion of Stake holder Cooperation
- Prompt Rescue Service
- Robust Data Management
- Improved Vehicle Administration
Statutory Functions

All the FRSC functions are summed up into the three 'Es' of: Enforcement, Education, Engineering which include:

- Prevention and minimizing road traffic crashes through stringent enforcement
- Cooperating with various agencies and groups engaged in road safety activities
- Educating road users and members of the public on the proper use of the highways
- Providing prompt attention and care to victims of road traffic crashes
Key Initiatives For Transforming FRSC into a World Class Lead Road Safety Organisation

- Road Transport Safety Standardization Scheme (RTSSS)
- Restoring the Integrity of the Drivers’ License
- Improving Emergency Response
- Improving The Competency of Drivers through the Driving School Standardization Programme (DSSP)
- Other initiatives
Road Transportation Safety Standardization Scheme (RTSSS)
Setting & ensuring standards for vehicles, drivers & passengers (1)

**Launching**
- The RTSS was officially launched by the President of Nigeria on 11 September, 2007

**The Need**
- The RTSSS emerged as a result of the lack of standards and professionalism in the road transport subsector in Nigeria

**The Concept**
- Regulates road transportation
- Ensures safe and standardized fleet transport operation
- Checks for the excesses of transport operators
- Entrenches the culture of safety consciousness in organizations and companies with fleet of vehicles

**Data Bank for Planning**
- Section 115 of NRTR, 2004 mandates the Corps to maintain a data bank of all transport operators having up to 5 vehicles in their fleet

**Registration/Safety Unit**
- All operators are expected to establish safety units to be headed by competent safety managers.

**Training**
- The Corps has trained over 300 safety managers and over 4,000 fleet drivers nation wide
Road Transportation Safety Standardization Scheme (RTSSS) Setting & ensuring standards for vehicles, drivers & passengers (2)

**Guidelines on Trucks**
- The Corps provides safety requirements for articulated lorries

**Monitoring**
- The Corps also monitors and collates information from parks/terminals on number of vehicles, passengers travelling, and distance travelled under the passengers manifest scheme
- Web portal opened for online reporting and logging

**Conducive Park Provision**
- The Corps is also working on the need for articulated lorries to have their terminals across the country to tackle the problem of illegal parking on major highways

**Certification and Enforcement**
- The Corps also inspects terminals, vehicles’ safety requirements, and comprehensively appraises operators, for certification and decertification purposes
- 927 operators certified out of the 2,500 that applied
## Restoring the Integrity of the Drivers' License

### Introduction
- The National Uniform Licensing Scheme (NULS), was introduced by the Federal Government in 1990

### The Need for NULS
- The NULS is meant to harmonize and unify all existing modes of licensing of drivers and vehicles nationwide, comprising NVIS and NDL

### The Project is Driven by
- **INTEGRITY** - Measures to ensure the driver's license becomes a reliable means of identification in Nigeria
- **ACCESSIBILITY** - All customer groups should have ready access to services relating to the driver’s license
- **QUALITY** - It is important that all Nigerian drivers' licenses have the same distinct look and feel
- **COST EFFECTIVENESS** - Strain on the government’s resources makes it imperative that the NDLS is a cost effective and self sustaining endeavour

### Need for the Revamp
- The new National Uniform Licensing Scheme is necessitated by:
  - Security reasons
  - Block internal revenue leakage (₦15bn or $100 m USD IGR lost annually)
  - Serve as ID when necessary
  - Forgery of drivers license, which are used for criminal activities
  - Non existence of a comprehensive database
  - Absence of a central verification facility
The New National Driver License Comes With State-of-the-Art Security Features

- Guilloche security design
- Security indicia visible with indicia viewer
- Laser perforation
- Ghost portrait
- Overlapping data
- Split fountain printing
- Altered font
- Variable micro script
- Micro printing

FRONT

BACK

NOTE: A Level 3 forensic feature (confidential) is included on card samples.
The Process of Renewing Drivers License (e-application option availability)

Overview of New NDLS Process

**Applicant**
- Start
- Fill application form (online or hard copy)
- Make payment
- End
- Receive license

**IPC**
- Update information
- Verify approved application and capture biometrics
- Issue temporary license

**BIR**
- Register payment
- Deliver license to applicant

**VIO**
- Test applicant
- Approve application

**Central Location**
- Verify biometrics
- Print license
- Forward license to BIR/MLA

Source: FRSC Planning Advisory Unit Analysis, 2011
Improving Road Conditions

In partnership with reputable research organisations, FRSC in 2009 conducted a detailed study on the level of absence of road furniture on Nigerian roads

• Absence of road audit:
  - Based on outcome, memo written to Mr. President - in - Council to canvass for compulsory assessment of all new and existing routes
  - Road audit enhancement study conducted on 5 corridors under the WB Road Development Programme
  - 32 road audit covering 9,292 km conducted by Safety Engineering Dept
  - 52 critical intersections identified and treated in 6 states

• Plans concluded to cascade road audit to state roads - 6 state roads chosen as pilot
Improving Emergency Response

- The FRSC Pilot scheme commenced at 5 locations in Aug 2009 at Abuja, the Federal Capital Territory
- This pilot scheme comprises ambulances and road side clinics situated in crash-prone-spots around the Federal Capital Territory to improve the rescue time to road traffic crash victims
- The scheme has expanded beyond the FCT
- Goal is to cover the entire country
- Since inception to end of Feb, 2011, the scheme have rescued a total of 6,975 victims of road traffic crashes
• National standard established for states to conduct the implementation process of certifying driving schools
• Program launched to restore Drivers training through Driving Schools
• 343 Driving schools registered nationwide
• 326 Driving Schools inspected
• 224 Driving schools certified nationwide
• Interactive training sessions are ongoing with certified schools
• Training and certification of driving instructors have commenced
• Compulsory attendance of a driving school is mandatory for all fresh applicants before acquisition of drivers’ license
Other initiatives

• Establishment of Safety Engineering Department
• Introduction of Business Intelligence into work Processes through the establishment of Planning Advisory Unit
• Training of Accident Investigators by North Western University, USA
• Tankers and Trailers guidelines in operation
• In collaboration with Standards Organisation of Nigeria (SON), School Bus standards and designs in place
• Establishment of ultra modern Call Centre and deployment of 2,030 Closed User Group (CUG) telephone lines for prompt rescue and ease of communication
• Satellite based tracking of 398 patrol vehicles and 48 ambulances
• Training and retraining of paramedics conducted in liaison with a leading Nigerian University
• Census on vehicles types conducted nationwide with Vehicle Types approval and standards developed in partnership with Standards Organisation of Nigeria and Nigeria Automotive Council
• Committed the President of Nigeria to sign the Geneva and Vienna Conventions on Road Signs and Signals
Achievements

- **Consistent decline in Road Crashes and Fatalities:**
  - **In 2009:**
    - RTC reduced by 4.32%
    - RTC deaths declined by 10.53%
    - RTC injuries reduced by 2.52%
  - **In 2010:**
    - RTC reduced by 50%
    - RTC deaths declined by 28%
    - RTC injuries reduced by 36%

- Expansion in command administration with establishment of new unit commands bringing the total to 166 Unit Commands nationwide

- Full implementation of the Public Procurement Act

- Restoring the integrity of the National Uniform Licensing Scheme (NULS). The upgraded scheme already approved by the Federal Government as national security document
Achievements (2)

- Bringing FRSC into international front burner:
  - Country capacity review by World Bank
  - World Bank, RSDT, AARSI technical assistance and acquisition of patrol equipments
  - Hosted over 1,000 foreign and local delegates at the International Conference on road safety management in Africa
  - Instrumental to the establishment of the West African Road Safety Organisation (WARSO)

- Recognitions and Awards:
  - Recipient of the Nigerian Union of Journalists (NUJ) 2009 Award for Excellence on safety matters
  - Recipient of 2009 National Productivity Order of Merit Award
  - Won the Government Agency of the Year Award by Newsday Newspaper, 2008
  - Won the Prince Michael International Road Safety Award, 2008
  - SERVICOM's rating of the Corps progressed from 3rd position in 2007 to 2nd in 2008 and peaked at 1st position in 2009 and 2010
Achievements (3)

Improvements in the Corps processes in the last three years have resulted in RTC trending down: (1960-2010)

Projections also made for achieving the Accra Declaration (2015)

FRSC Planning Advisory Unit Analysis, 2011
Going Forward:

Capacity review

• Seek improvement in spread of Commands to areas identified in the World Bank country capacity review

Funding

• Improved funding will aid growth and timely response to RTC victims

Training

• Improvement in availability and funding of medical doctors and paramedics for effective management of post crash care for RTC victims

Technical support

• Technical support for the Corps will aid vehicle type approval and general vehicle safety including accident investigation

Infrastructure

• Improved funding of road infrastructure aligned with safety improvements would further enhance road safety
Thank You

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