



The Federal Road Safety Corps-Nigeria

**Roles in Internal Security
Trade Facilitation and
Anti-Piracy in Nigeria**



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Boboye O. Oyeyemi, Ph.D.

MFR,mni,NPoM,FNIM,FCIPM,FCILT

Corps Marshal, FRSC

INTRODUCTION

The spate and severity of Road Traffic Crashes (RTCs) in Nigeria and its effects necessitated the Government to provide a solution to the problem looking at the gloomy picture especially in sub-Sahara Africa.



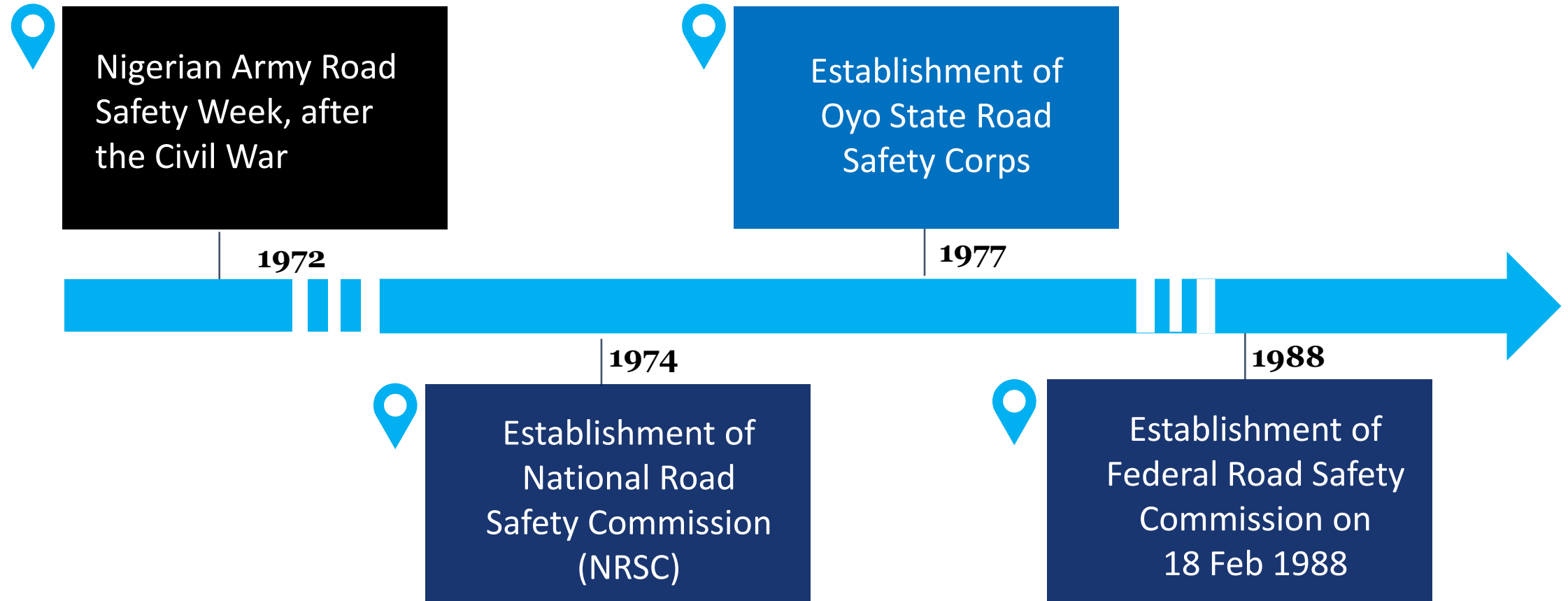
NIGERIA'S ROAD SAFETY APPROACH

The condition of safety on the roads in Nigeria were at a point in time described “**worst in the world to travel on**” only next to Ethiopia.

That narrative changed through government's effort by establishing the **Federal Road Safety Commission (FRSC)** as Road Safety Lead Agency in Nigeria.



ROAD MAP TO FRSC's ESTABLISHMENT



THE FEDERAL ROAD SAFETY CORPS: KEY NOTES

VISION

To **eradicate** Road Traffic Crashes and create safe motoring environment in Nigeria.



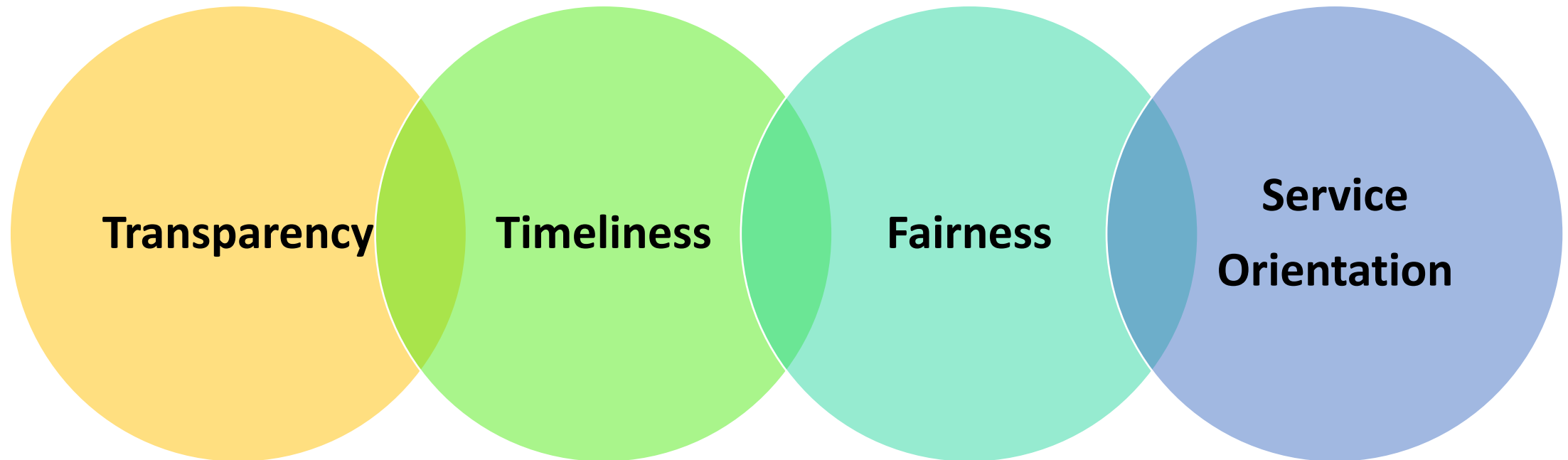
MISSION

Regulate, Enforce
and Coordinate
Road Traffic and
Safety Management
activities through:

- Sustained Public Enlightenment.
- Promotion of Stakeholder Cooperation.
- Robust Data Management.
- Improved Vehicle Administration.
- Prompt Rescue Services.
- Effective Patrol Operations.

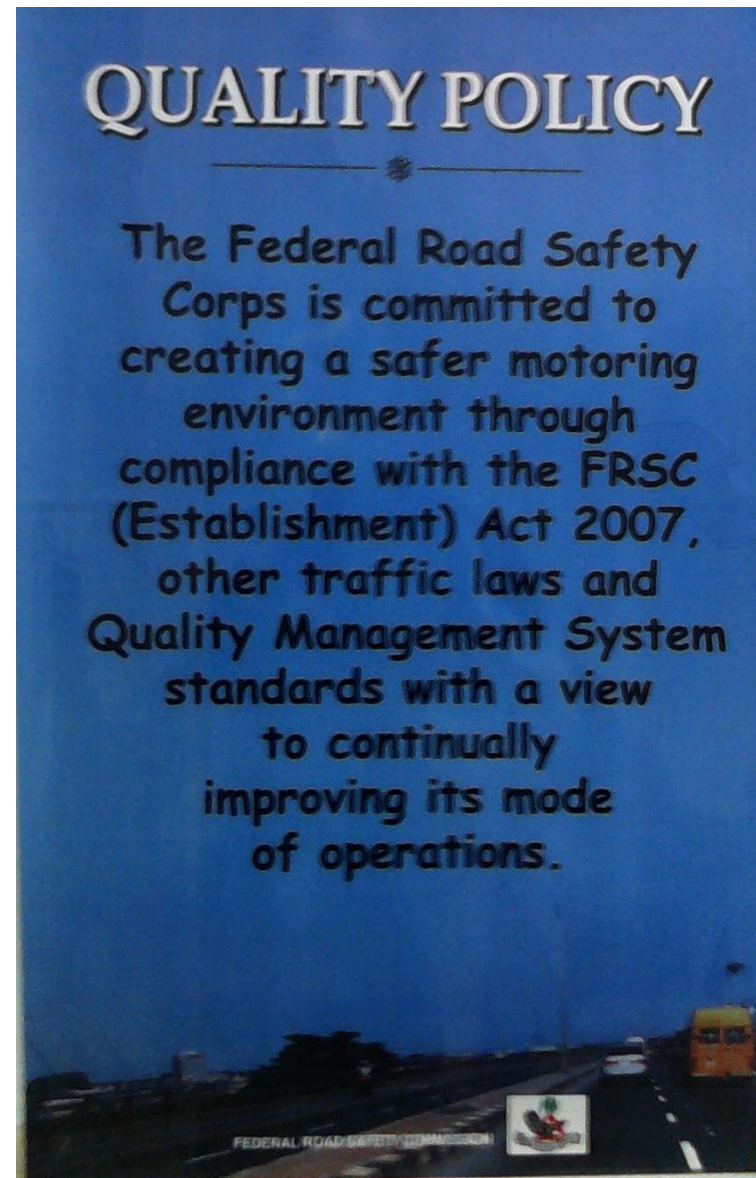
THE FEDERAL ROAD SAFETY CORPS: KEY NOTES (Cont'd)

CORE VALUES



QUALITY POLICY

FRSC operates and delivers high quality services in line with a Quality Policy that is not at variance with other laws of the land in respect to road safety administration and management.



ORGANIZATION OF THE FRSC

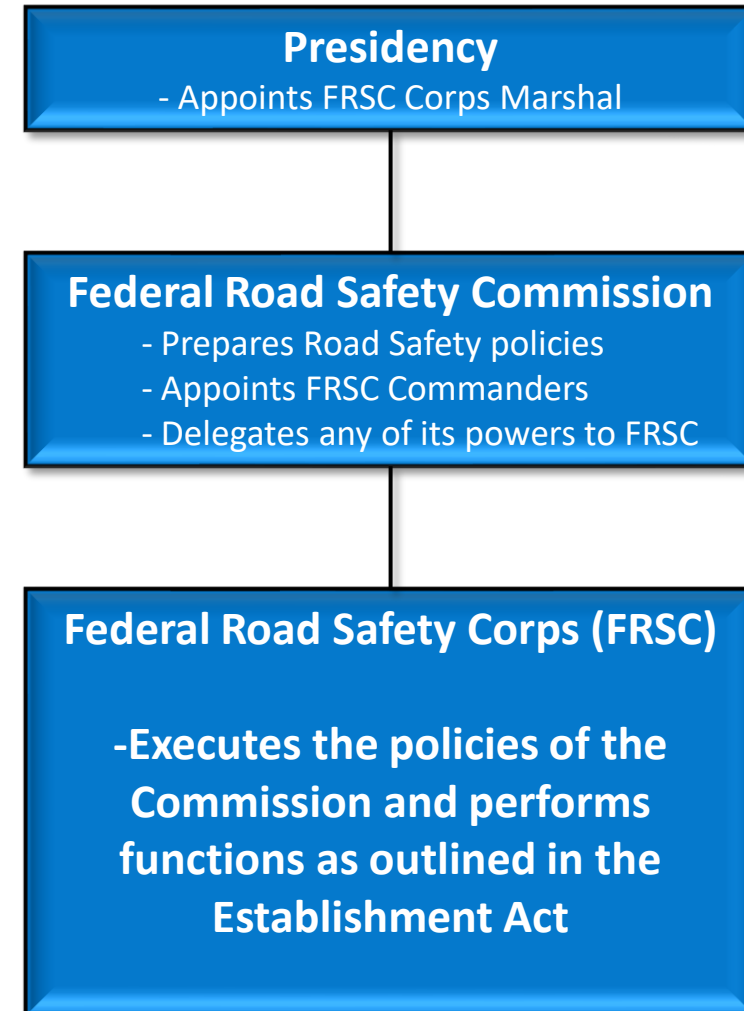
The FRSC was specifically established and empowered to coordinate road traffic administration and safety management in Nigeria with an ultimate aim of halting the trend of road traffic crashes and fatality.



PLACEMENT OF FRSC

The Corps is placed under the Presidency and supervised by the Office of the Secretary to the Government of the Federation (OSGF).

Appointment of the Board Chairman, Corps Marshal and members is done by the President and Commander-In-Chief of Nigeria.



LEGAL INSTRUMENT OF OPERATION

1

Decree No. 45 of 1988

2

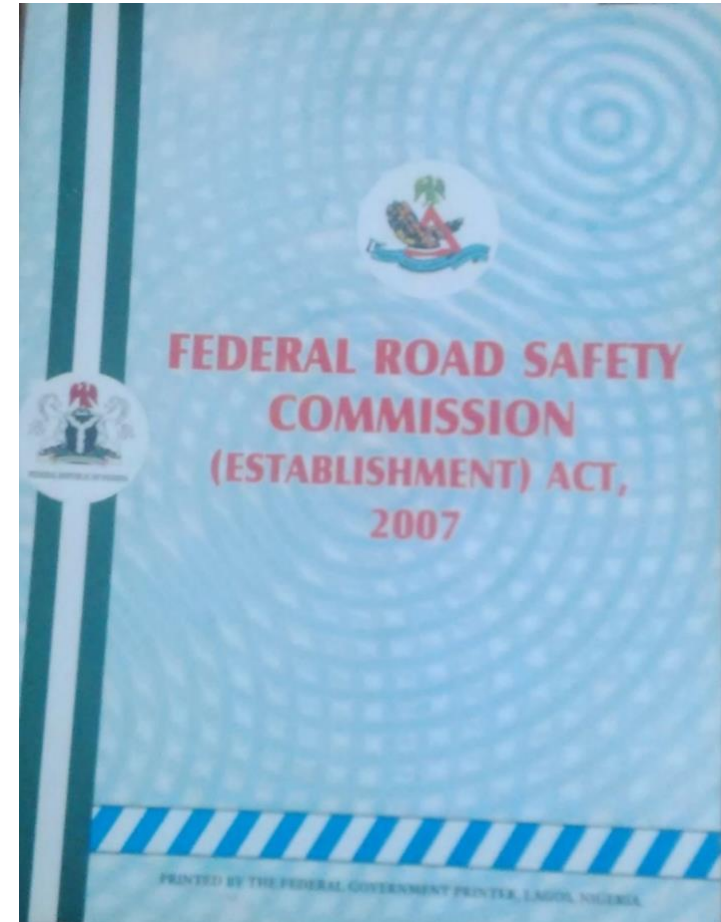
DECREE No. 35 of 1992

3

ACT CAP 141 LFN 1990

4

ESTABLISHMENT (ACT) 2007



The Commission, The Corps and Functions

The Commission

Headed by the
Chairman

The Corps

Headed by the Corps
Marshal

Prevent or
minimize accidents
on the highways

Clear obstructions
on the public
highways

Educate all road users
on the proper and
safe use of the
highways

Provide prompt
rescue services to
road traffic accident
victims

Conduct research on causes and
prevention of Road Traffic Accident and
implementing results of such researches

Determine and enforce
speed limits to all categories
of vehicles according to the
classes of roads

Cooperate with Bodies, Agencies,
and Groups engaged with road
safety management locally and
internationally

Any other duties that the Federal Government may assign from time
to time

The Core functions of FRSC

OPERATIONAL JURISDICTION OF FRSC

FRSC operates on all roads (204,000km) in the country and its Laws and Regulations can be exercised in any part of the country.



OPERATIONS: PERSONNEL, COMMANDS, FACILITIES

COMMANDS AND FACILITIES [662 FORMATIONS]

Departments	8	Driver's Licence Centers (DL)	216
Corps Offices	12	Number Plate Plant (Main)	3
Special Units	6	Number plate Plant (Mini)	3
Zonal Commands	12	Medical Center	2
Sector Commands	37	Road Side Clinics	28
Unit Commands	217	Emergency Ambulance Scheme (Zebras)	48
Out-Post Commands	50	Cottage Clinics	2
Academy	1	National Radio Traffic Station	1
Staff College	1	Staff Clinics	14
Training School	1		

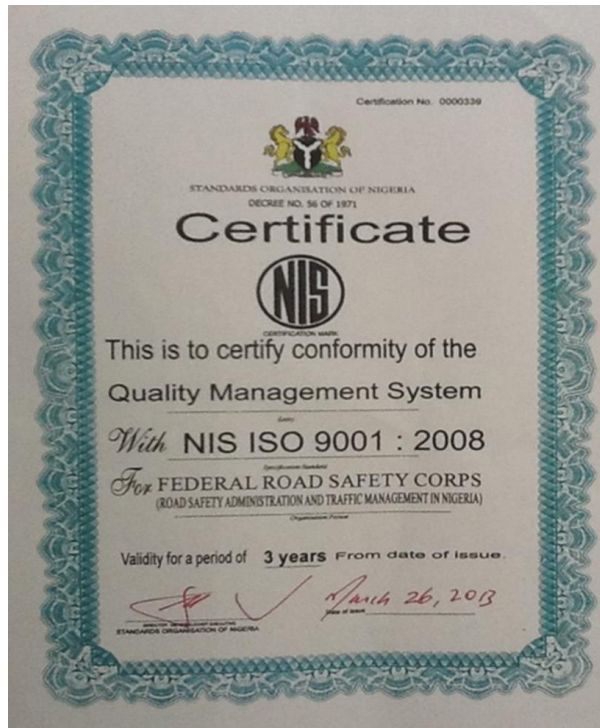
FRSC executes its mandate through;

- ✓ **Regular Marshals.**
- ✓ **Special Marshals.**
- ✓ **Road Safety Clubs.**



FRSC IS ISO CERTIFIED ORGANIZATION

FRSC Operates a World Class Quality Management Standards (QMS) and Performance Management System (PMS).



THE ROLE OF FRSC IN INTERNAL SECURITY

The FRSC has the mandate to prevent Road Crashes in Nigeria through effective Road Traffic Law enforcement and education of Road Users on how to make proper use of the roads.



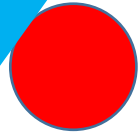
THE ROLE OF FRSC IN INTERNAL SECURITY (Cont'd)

- The FRSC monitors the movement of persons, vehicles and goods across the highways in the country. In this, we have made arrests of child traffickers, arms and ammunitions.
- The Corps keeps data of Passengers travelled and the activities of Fleet Operators through the Road Transport Safety Standardization Scheme (RTSSS). The RTSSS is intended to ensure that we keep tab on the persons travelling and the vehicles carrying them through the passenger Manifest.

THE ROLE OF FRSC IN INTERNAL SECURITY (Cont'd)

- The Corps gathers intelligence on the movement of persons and vehicles. The Corps provides the Police and DSS with information when we observe any strange movement of people and vehicles.
- The FRSC maintains the database of vehicle registration and National Drivers Licence which prevents the re-registration of stolen vehicles and helps to identify drivers and vehicle owners nationwide. The Corps helps in the recovery of stolen vehicles. About 30 recoveries were made last year.

SPECIFIC ROLE OF FRSC IN NATIONAL SECURITY STRATEGY



The 2014 National Security Strategy recognized the place of transportation and by implications, the role of the Federal Road Safety Corps (FRSC) to:



Conduct continuous road audit nationwide for enhanced safety;



Ensure effective management of the issuance of drivers licenses and maintenance of its national data-base;



Develop and maintain a data bank for all registered vehicles nationwide with owners' bio-data; and



Maintain a record of all transport unions, motor parks and fleet operatives in the country.

SPECIFIC ROLE OF FRSC IN NATIONAL SECURITY STRATEGY (Cont'd)

- ▼ The Corps interface with members of the public more than any other Security Agency and therefore is in a position to gauge the feelings and perception of the people about the activities of government.
- ▼ The Corps monitors the Motor Parks to ensure the vehicles loading are in good conditions and also to ensure that there is no sale of alcohol in the parks. This affords the Corps the opportunity to gather intelligence from the parks which are known to be an attractive point for criminal elements.
- ▼ The Corps operates a First Community Responders Programme for communities located along major highways. The Youths and Community Leaders in these settlements are trained to give First-Aid and also carry out rescue when Crashes occur near their community. These trained people give information to the Corps when they observe strange movements or occurrence in their areas.

FRSC Efforts In Strengthening Internal Security

- In performing its role, the FRSC has implemented the following to enhance internal security architecture:

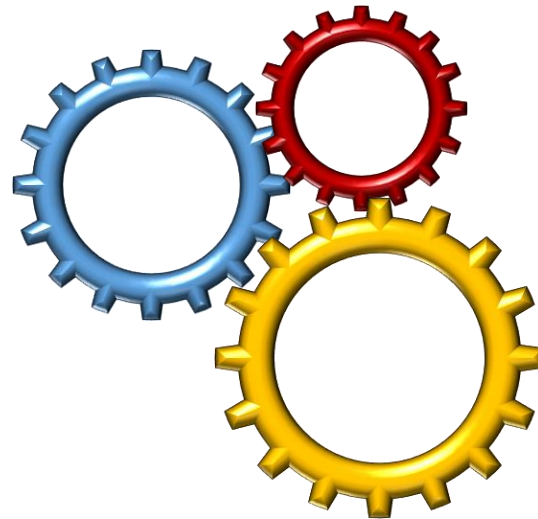
Information Verification Portal

↓ Through this platform, the FRSC has made it very difficult to register stolen vehicles.



FRSC Efforts In Strengthening Internal Security...ii

Bio-metrics databank



↓
FRSC has created a database of all persons holding a genuine Nigerian Drivers License with the bio-metrics accessible to **NIMC** and the Nigeria Financial Intelligence Unit (**NFIU**).

FRSC Efforts In Strengthening Internal Security...iii

Elimination of Identity Theft and Multiple Identification




Identity evasion is a strong factor for committing crimes in the country. Through nexus database of the Driver License and Driving Schools, identity manipulation has been eliminated with culprits handed over to the DSS and Police.



FRSC Efforts In Strengthening Internal Security...iv

Number Plate Verification System

 The FRSC has created a vehicle number plate system that enables the Police and other Law Enforcement Agencies to identify fake Number Plates and Identity of Vehicle Owners.

The vehicle registration process cannot be completed without an Insurance Policy (at least, 3rd party), thus making it difficult to have uninsured vehicles plying Nigerian roads.

FRSC Efforts In Strengthening Internal Security...v

Verification System Solutions (SMS)



Plate Number Verification

Verifyplateno[plate number] 33324



National Drivers License (NDL)

Verifydlicence[NDL number] 33324

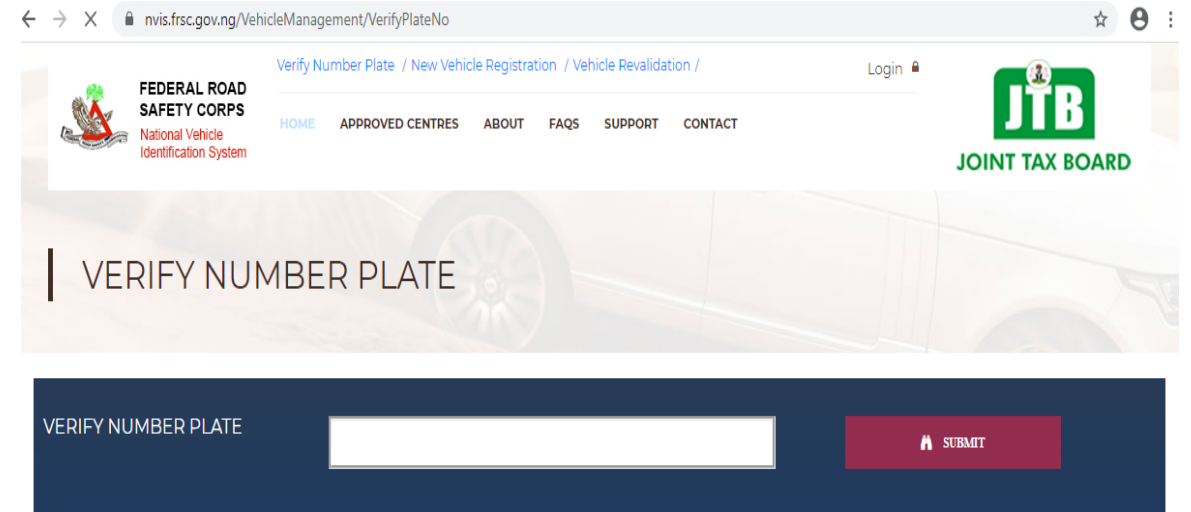
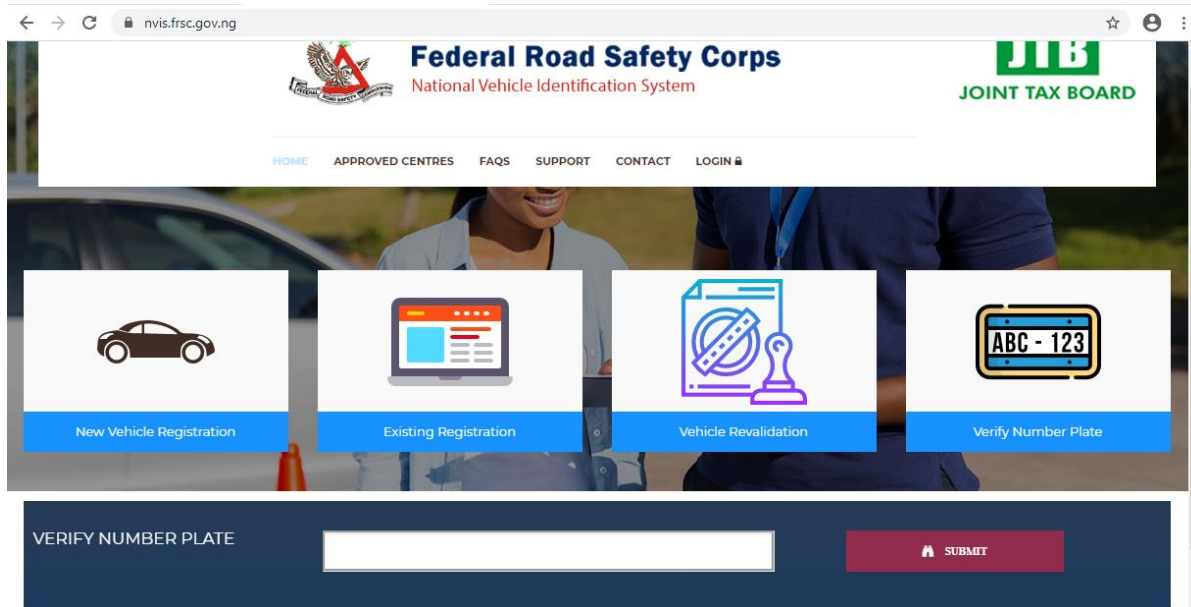


Insurance Policy

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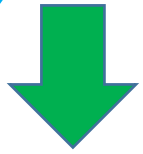
FRSC Efforts In Strengthening Internal Security...v

Online Verification Solution <https://nvis.frsc.gov.ng/>



FRSC Efforts In Strengthening Internal Security...v

Establishment of “Toll-Free” Emergency Number



The Corps established a toll-free number “122” through which members of the public can make calls to report crashes, robbery and other security breaches in their environment.



The “122” is the first toll-free GSM number for public service in Nigeria.

Economic growth and development are hinged strongly on robust trade and trading activities devoid of insecurity. Therefore, a thriving economy has its foundation rooted on sound security and unhindered trade.



Trade involves the transfer of goods or services from one person or entity to another, often in exchange for money



National security or national defense is the security and defense of a nation state, including its citizens, economy, and institutions, which is regarded as a duty of government.

SOME REGIONAL TRADE CORRIDORS, BARRIERS TO TRADE AND FRSC ROLE

In the Road Transportation Sub-sector, ECOWAS and African Union have identified these routes and created frameworks that will aid transport and trade facilitation in the region.

We shall be concerned with areas that touches Nigeria. For instance, the Inter-State Road Transport (ISRT) Scheme is a comprehensive trade and transport facilitation package involving construction and conventional harmonization in the region, being coordinated in Nigeria by the Federal Ministry of Transportation.

TRADE CORRIDOR OVERVIEW

There are key regional trade corridor projects that passes through Nigeria:

- a. Lagos-Kano-Jibiya (LAKAJI), Abidjan-Lagos Corridor project which is being transformed into a Management Authority (ALCOMA) and
- b. AU-AfDB sponsored trans-African highway across Accra (Ghana)-Lagos-Onitsha-Ogoja (Nigeria) - Bamenda (Cameroun) to the Central African Republic.
- c. The LAKAJI Corridor – Lagos - Kano - Jibiya

Also, part of the programme includes Nigeria's plans to establish internationally recognized roads, market and customs infrastructures on her main entry points with Republic of Benin, Niger, Chad and Cameroun in order to facilitate economic activities.

FRSC Efforts In Trade Facilitation in the Gulf of Gulf

The Gulf of Guinea is the northeastern part of the tropical Atlantic Ocean from Cape Lopez in Gabon, north and west to Cape Palmas in Liberia.



A significant amount of trading activities occur on this gulf. Nigeria like other developing countries considers trade to be a main pillar of its economic development.

FRSC Efforts In Trade Facilitation in the Gulf of Gulf (Cont'd)

TRADING ACTIVITIES ALONG THE GULF OF GUINEA

International Trade activities carried out along the Gulf of Guinea include but not limited to the following;

- Export/Import of Agricultural produce
- Export/Import of Oil and gas
- Export of Solid minerals
- Export/Import of manufactured products
- Proliferation of Arms and Ammunition

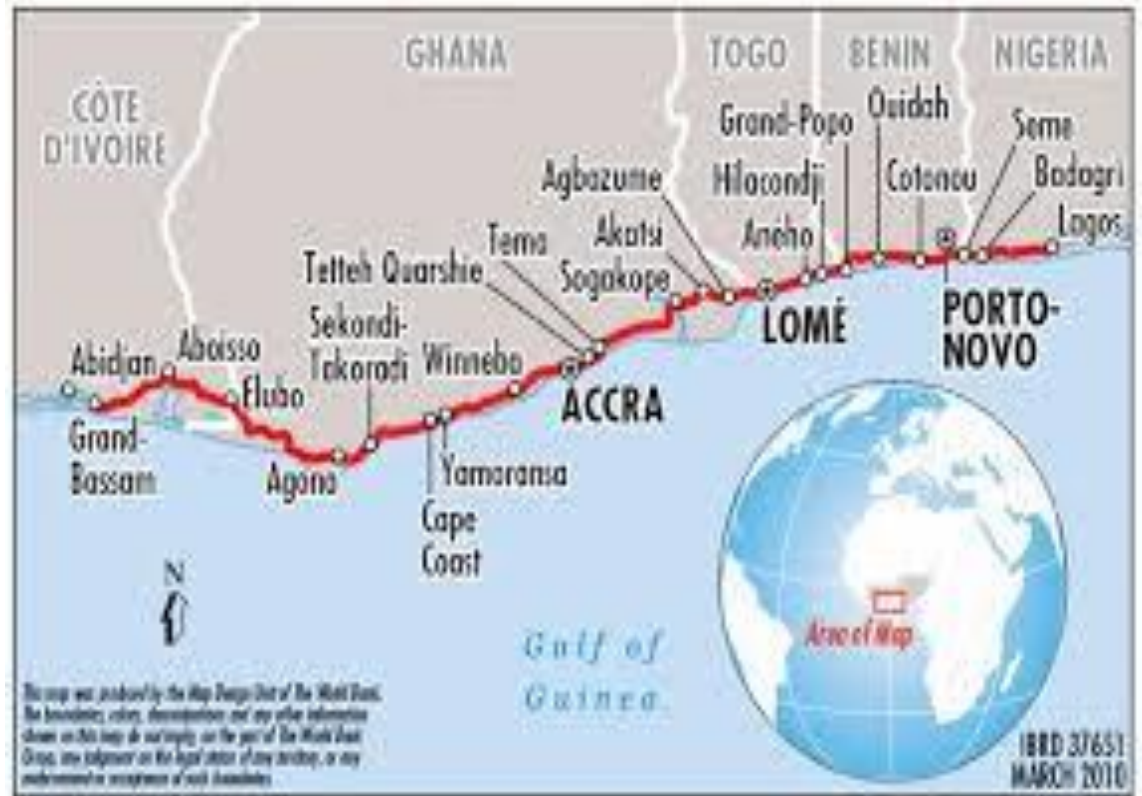
Most of the export commodities are transited from ports to markets through the roads. A classic example is the Abidjan-Lagos and LAKAJI Corridors. Henec, FRSC is tasked with ensuring Safe, Unhindered passage and movement of goods and services. Commands were established along these Corridors.

FRSC Efforts In Trade Facilitation in the Gulf of Gulf (Cont'd)

Abidjan-Lagos Corridor

Economic activities on the Abidjan-Lagos Corridor cut across the following five (5) countries:

- Benin
- Cote d' Ivoire
- Ghana
- **Nigeria**
- Togo



Abidjan-Lagos Corridor

The Corridor avails the countries the following advantages

- **Trade Facilitation through Transport and Road Safety**
- **Data Collection**
- **Information Sharing and Exchange of Ideas**
- **Removal of Bottlenecks along the Corridor.**

FRSC Efforts In Trade Facilitation in the Gulf of Gulf (Cont'd)

LAKAJI Corridor

The LAKAJI Corridor is a cross border road network connecting Nigeria and other landlocked West African Countries for movements of goods and services.

The Corridor covers:

- Lagos-Ibadan (141km);
- Ibadan-Ilorin (162km);
- Ilorin-Kaduna (597km);
- Kano-Katsina(172km); and
- Katsina-Jibia (50km)

LAKAJI Corridor



FRSC Efforts In Trade Facilitation in the Gulf of Gulf (Cont'd)

LAKAJI Corridor

The Corridor serves as a trade route for mutual trade and exportation/importation of agriculture and other products among contiguous countries .

A road survey is conducted and safety profile characterized. Appropriate countermeasures are developed by the Corps to promote safety on the road.

INTERNATIONAL TRADE AND NATIONAL SECURITY

The World Trade Organization (WTO) stipulates that “each Member shall have a National Trade Facilitation Body to oversee implementation of the WTO Trade Facilitation Agreements”.

The FGN established the National Trade Facilitation Committee (NTFC) which cut across relevant MDAs, in which **FRSC** is a member.

The Committee is saddled with the responsibility to facilitating International Trade across West African sub Region in line with WTO Agreement.

TRADE BARRIERS ON THE CORRIDORS

We shall focus more on the areas that concerns the Corps

- a. Quality of Infrastructure and transport system
- b. Too many road blocks and check points
- c. Road accidents
- d. Tendencies for criminality and banditry

FRSC EFFORTS

- A. The World Bank Safe Corridor projects which portions are along these trans corridors.
- B. Establishment of Mobile clinics and ambulance points along the Nigerian portion of the corridors.
- C. Road Safety Audit (RSA) along these along the Nigerian portion of the corridors with reports forwarded to FMW.
- D. Commands along the Nigerian portion of the corridors.
- E. Enhance motor vehicle and drivers database towards national security.

Piracy in the Gulf of Guinea

Piracy activities affect a number of countries in West Africa including Nigeria as well as the wider international community. By 2011, it had become an issue of global concern. Pirates in the Gulf of Guinea are often part of heavily armed criminal enterprises, which employ violent methods to steal oil cargo.

Piracy in the Gulf of Guinea continues to be a concern to the shipping industry, which is affected significantly. At the same time, governments in the region generally highlight that the fight against piracy requires a broad understanding of maritime security throughout the Gulf of Guinea.

FRSC Efforts In Combating Piracy Activities in Nigeria

Provision of “Back-End” Intelligence



Noting that the Corps interfaces with the public more than any other security agencies in the country, the Corps leverages on its vantage position to “provide necessary Intelligence” on Piracy Activities being extended to the roads from the coastlines.

Challenges of Internal Security in Nigeria

Apart from factors discussed exhaustively earlier, the very core of the challenges lies with the capacity and the integration of the security framework to address the problem

Challenges of Internal Security in Nigeria (cont'd)

- There is no enough synergy between the Security Agencies in terms of information sharing at all levels of Security Management in Nigeria. That the synergy should be created at the Local Government Level and **coastline areas** with sustainable legal backing.
- This inadequacy has created a lot of ungoverned places along the corridors and the hinterlands which has created fertile grounds for criminals and criminality on the Nigerian roads.

Challenges of Internal Security in Nigeria (cont'd)

- There is lack of cooperation from the State Government and its Agencies especially in the area of uploading of Vehicle registration data on the NVIS portal which has allowed some vehicles to be on the road without proper identity.
- Road Safety and Security Management generally is capital intensive, requiring the acquisition of the State-of-the-Art equipment backed up with the appropriate ICT and other technologies to keep the government one-step ahead of the criminals.

Challenges of Internal Security in Nigeria (cont'd)

- The haulage of Dry and Wet Cargo that would have been better done by rail, is being done on the road and this constitutes a major challenge to National Security.

This has led to the growth of illegal trailer/ Tanker parks along the highways with the attendant insecurities. These places are highly attractive to criminals and people with anti-social behaviours as they constitute a major example of ungoverned places along the road where there is a large number of people and activities going on without any presence of government.

Challenges of Internal Security in Nigeria (cont'd)

- The Personnel of the Corps suffers incessant attacks from the motoring public due to lack of Arms considering that piracy activities are perpetuated with heavy arms.

Recommendations

1

Government should consider arming the Corps to enable her protect it Personnel and critical installations

2

The Federal Government should invest in building of Mega Parks along major corridors to accommodate the heavy duty vehicles specifically around areas where the illegal parks have become fully established.

3

An active Coordinating Centre where all intelligence generated by FRSC Staff and other security agencies operating on the Corridors can be ware-housed and filtered for decision making.

Conclusion

The challenges of piracy and other forms of violent crimes in the Gulf region are having negative impact on the economic development of the sub-region. Insecurity affects foreign investment and also reduces the national income accrued through aggregate revenue losses.

Activities that devastates the ecology and marine assets of the countries only end up plunging inhabitants of the coastal economies to worsening poverty while promoting criminal gangs that thrive on violence and insecurity. There is urgent to address the challenges of piracy in the region, paying attention to immediate and remote causes.

Thank you

Phone Only



SMS Only



Call toll free on: 122
0700 - CALL - FRSC
0700 - 2255 - 3772

080 7769 0362

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