



FEDERAL ROAD SAFETY CORPS

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2016**

**INTER-AGENCY CO-OPERATION BETWEEN JOINT
TAX BOARD (JTB) AND FEDERAL ROAD SAFETY
COMMISSION (FRSC)**

by

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INTRODUCTION

- FRSC presented the first proposal on Uniform Licensing Scheme in 20 March 1989
- The Uniform Licensing Scheme was aimed at harmonizing the nations multiple licensing which varied from State to State
- FRSC secured the Federal Government approval in 1989 and directed all States to comply.
- On 5 February 1990, the Laminated National Driver's License (NDL) was launched in all the states of the Federation and the FCT
- In January 1993, the Vice President Admiral Aikhomu launched the National Vehicle Identification Scheme (NVIS) and commissioned the Number Plate Plant in Ojodu, Lagos
- In 1997, FRSC migrated from the Laminated National Driver's License to the PVC cards and decentralized production of the Laminated NDL to all States



NULS UPGRADE



NDL

- Production of the Laminated Driver's License
- Introduction of the PVC card
- Improvement to the customized NDL
- Commencement of the current process where full physical capture is done in 2011

NVIS

- Production of the old Number Plate
- Introduction of the Vehicle Identification Tag (VIT)
- Introduction of Proof of Ownership Certificate (POC)
- Change over to the New format: online registration and online POC in 2011



PRODUCTION PROCESS

NDL

- Commenced with centralized printing in Lagos
- Decentralized to Enugu, Jos, and Kaduna
- Fully decentralized to States
- Currently decentralized to multiple workstations in States and cities
- Online facilities for completion of fines payment etc
- Automated revenue sharing formular
- Availability of e-verification platform

NVIS

- Commenced with production, only in Lagos
- Establishment of Replacement Centres in Zones
- Production by the Lagos State government
- Establishment of the Awka and Gwagwalada plants
- Automated cycle of administration including insurance
- Availability of e-verification platform
- Other State production plants came on board - Sokoto, Kano and Delta





INTER-AGENCY COLLABORATION

- FRSC involvement in both NDL and NVIS is done through a tripartite arrangement involving the States' Boards of Internal Revenue, Vehicle Inspection Officers (VIOs) and FRSC under the Umbrella of Joint Tax Board (JTB).
- In order to facilitate seamless operations, the JTB and FRSC established a Joint Committee
- The JTB / FRSC Joint Committee metamorphosed to the Technical and Appraisal Committee, a Standing Committee of the Board
- The Corps is a co-opted member of the Board taking part in all its activities

There is also existing relationship on the schemes with the following:

- The Nigerian Customs Service (NCS)
- The Petroleum Equalization Fund (PEF)
- Nigeria Insurance Commission (NAICOM)
- Nigeria Insurance Association (NIA)
- Other security agencies



FRSC MANDATE

Pursuant to FRSC (Establishment) Act, 2007

Section 10 (3): in particular, but without prejudice to the generality of the provision of subsection (2) of this section, members of the Corps shall, subject to the provision of this Act, be charged with responsibility for;

(d) designing and producing the driver's licence to be used by various categories of vehicle operators.

(f) designing and producing of number plates





HANDSHAKE



The State Board of Internal Revenue is to provide office accommodation and other facilities for the operations of the Driver Licence Centers

The FRSC is to provide personnel and technical know how for the operations of the Centres

The Corps had conducted sensitization workshops on verification of DL and NP for security Agencies in Nigeria to further strengthen the collaboration efforts at combating the unscrupulous activities of fake drivers' license and number plate syndicates



PRODUCTION STATUS PER STATE FROM INCEPTION

UPGRADE DRIVER'S LICENCES PROCESSED PER STATE FROM (INCEPTION) 2011- Oct. 2016



S/N	STATE	2011	2012	2013	2014	2015	2016 Jan-Oct.	TOTAL
1	ABIA	649	2,194	6,859	16,922	36,316	15,168	78,108
2	ADAMAWA	610	1,679	3,288	3,134	4,961	3,448	17,120
3	AKWA-IBOM	1,500	3,062	1,888	9,922	17,623	9,882	43,877
4	ANAMBRA	556	1,923	4,691	22,286	49,527	32,591	111,574
5	BAUCHI	633	1,269	2,524	3,583	7,493	7,716	23,218
6	BAYELSA	1,552	2,323	4,576	12,690	15,056	4,589	40,786
7	BENUE	380	1,707	2,270	3,590	9,503	8,804	26,254
8	BORNO	774	2,002	6,083	5,371	8,916	5,341	28,487
9	CROSS RIVER	501	1,573	2,927	5,191	9,399	8,506	28,097
10	DELTA	1,307	3,105	6,366	28,817	64,482	41,677	145,754
11	EBONYI	382	1,012	2,778	6,355	8,684	3,404	22,615
12	EDO	829	4,147	10,356	14,672	23,793	37,285	91,082
13	EKITI	1,136	1,881	5,940	8,767	14,466	8,778	40,968
14	ENUGU	610	2,661	9,725	27,192	28,358	15,382	83,928
15	FCT	8,270	18,381	42,613	61,328	106,946	58,165	295,703
16	GOMBE	464	1,815	2,699	4,962	31,303	23,135	64,378
17	IMO	1,334	4,809	8,936	14,499	28,088	11,159	68,825
18	JIGAWA	286	629	1,495	2,539	9,427	5,625	20,001
19	KADUNA	4	2,259	8,726	10,406	22,567	23,538	67,500
20	KANO	1,391	3,889	4,000	8,096	20,666	20,853	58,895
21	KATSINA	372	1,823	3,936	3,894	5,500	5,884	21,409
22	KEBBI	291	483	1,274	2,325	3,734	6,139	14,246
23	KOGI	1,000	2,563	3,331	3,852	2,861	3,110	16,717
24	KWARA	1,185	2,931	6,972	11,430	16,198	8,976	47,692
25	LAGOS	5	34,040	127,261	255,490	298,319	187,702	902,817
26	NASARAWA	512	2,261	2,886	7,232	32,293	25,048	70,232
27	NIGER	480	1,497	2,435	4,786	10,504	9,832	29,534
28	OGUN	1,931	5,909	27,805	55,449	51,438	34,876	177,408
29	ONDO	1,512	2,732	8,339	14,096	20,812	11,639	59,130
30	OSUN	2,181	4,355	11,898	12,489	25,072	18,102	74,097
31	OYO	2,263	5,059	24,297	39,978	53,755	37,025	162,377
32	PLATEAU	1,478	5,718	6,234	11,392	16,640	17,554	59,016
33	RIVERS	4,277	9,171	21,425	43,240	63,421	42,114	183,648
34	SOKOTO	233	1,264	2,384	4,522	22,156	17,514	48,073
35	TARABA	1,091	1,066	2,588	2,110	5,821	6,310	18,986
36	YOBE	127	665	2,286	1,857	2,375	1,288	8,598
37	ZAMFARA	213	667	1,439	1,980	3433	2054	9,786
	TOTAL	42,319	144,524	395,530	746,444	1,151,906	780,213	3,260,936



BENEFITS OF THE CO-OPERATION

- Introduction of orderliness in the process
- Increased revenue generation for States
- Harmony in the process.
- Ease of data retrieval by stakeholders
- Whole system is positioned to endure change(s)
- Effectiveness in verification of data
- Capacity building for all parties involved
- Ease of exchange of information among the participating agencies
- The Corps also benefited from the CATA facilitated training through the JTB



MOVING FORWARD

- a. Ensuring effectiveness of the one-stop shop where all agencies will be housed in one office
- b. Need for government to work on harmonization of data of all agencies and maintenance of comprehensive data of all State Governments number plates.
- c. Positive consideration of the proposed Bi-plate for Tricycles for visibility and proper identification.
- d. Prompt clearance of outstanding debts by the concerned States.
- e. Need for computerization of all processes leading to the decentralization of Print Farm and warehousing of data by FRSC
- f. Need to bridge the gap between Number Plates produced and those registered.
- g. Enforcement of number plate to ensure compliance.
- h. Better public sensitization





CONCLUSION:

Without the support and collaboration of the JTB, SBIR and other stakeholders the NVIS and NDL upgrade would not have come to light.

All parties should deploy monitoring mechanisms to weed out saboteurs

Inter- agency cooperation has made the scheme to serve the nation better through the following

Driver's Licence Database

Vehicle Registration Database

Offenders Database



Phone Only

SMS Only



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