Review of Information Communication Technology in Nigerian Federal Road Safety Corps Operations

Richard, Paul Chukwugozi


**ABSTRACT**

This paper reviews information communication technology in the operations of Nigerian Federal Road Safety Corps (FRSC) as well as the paradigm shift in road safety administration in Nigeria. It also reviews the adoption of ICTs and their influence in FRSC, Nigeria. It further sheds light on challenges that inhibit the full utilization of ICTs in FRSC and offers solutions to them. This paper utilized information obtained from secondary (existing literature) sources such as FRSC archived materials and other relevant materials for this review. It therefore suggested the need for government to support FRSC leadership financially in order to strengthen professionalism among its staff through training on ICT and related matters.

Key Terms: Information, Communication, Technology, Road and Safety

**INTRODUCTION**

This present time is characterized with information and communication technology. ICT is applied in such fields as medicine, engineering, management, transport, law, banking etcetera making its contributions in the past two decades enormous. The current economic dynamic environment demands all organizations to change radically in the way they operate.

ICT is an increasingly powerful tool for improving the delivery of basic services. Therefore it becomes pertinent for all sectors of the nation’s economy, to be well-informed and adequately equipped with ICT facilities in order to function productively in the age of information explosion and technological advancement. 

Several organizations in Nigeria have had success in refining some of their work processes as well as introduced new working method due to the adoption of ICT. The public sector represents one area that has experienced ICT globally. Specifically, Federal Road Safety Corps, Nigeria has adopted ICT to enhance modern road safety administration.

**LITERATURE REVIEW**

- Paradigm Shift in FRSC, Nigeria - Many efforts were made towards the realization of road safety today. The turning point in road safety matters was in 1972 when the military took it upon herself to organize a national road safety week in response to the road carnage during the period. The success recorded as a result of the campaign brought about national consciousness and declaration of 1974 by Federal Government of Nigeria (FGN) as National road safety year. Thereupon, a Road Safety Advisory Commission was set up under the Federal Ministry of Works and Housing. Edict No.18 of 1977 from Oyo State established Oyo Road Safety Corps with its objectives, powers, and limitations. In similar manner, FGN created National Road Safety Commission under the Federal Ministry of Works and Housing to apply the idea nationally. But, it had power to recommend rather than implement or enforce. The NRSC was therefore scrapped in 1988 to pave way for the Federal Road Safety Corps same year.

- New FRSC – In 2007, leadership change ushered in the new FRSC and the enactment of FRSC establishment act. Prior to the period, operational and administrative improvement was at snail’s pace. One of the notable constraints was insufficient data due to poor communication. In its earlier history, FRSC had significant issues with the quality of the reports it received at its headquarters from the field commands. They were typically incomplete and arrived too late.
Due to the high cost associated with the procurement of ICT facilities and training of staff, management sometimes feel handicap towards the full utilization of ICT.

**Challenges to the Adoption of ICTS in FRSC**

Despite numerous advantages in the adoption of ICT in the Nigerian public service, its usage is accompanied with many challenges. They are highlighted as follows:

- **Funding**
  
  Due to the high cost associated with the procurement of ICT facilities and training of staff, management sometimes feel handicap towards the full utilization of ICT.

- **Insufficient Technical Manpower**
  
  It is very difficult for qualified IT personnel to come by. Field commands have inadequate qualified IT personnel to manage the infrastructure.

- **Poor Power Supply**
  
  The state of power supply in Nigeria is epileptic and most field commands cannot afford to run power generating set for reasonable hours. This has posed a considerable challenge to the realization of ICT objectives in FRSC.

- **Inadequate ICT Infrastructure**
  
  This is a serious challenge to the utilization of ICTs in FRSC. Some of the offices at the field commands still lack computers let alone skills for their operations. In addition, there is still limited access to internet network in some field commands.

- **Attitude or Resistance to Change**
  
  There is high resistance to ICT utilization in the discharge of public services which often times culminate to the poor rating of the adoption of ICT in the public sector. Some of the reasons for this, is that some of the staff are still not computer literate, have little or no training in the use ICT facilities and applications.

**Recommendations**

- There is need for government to support FRSC leadership financially in order to strengthen professionalism among its staff through training on ICT and related matters.

- Government should address infrastructure deficit in electricity power supply, internet connectivity, telecommunication among others for the implementation of ICT to be successful.

- FRSC leadership should issue ultimatum to adamant staff to this development otherwise they risk losing their monthly salaries.

**Conclusion**

FRSC emerged through series of development before it finally metamorphosed into the new FRSC. This is the most significant as the incorporation of ICT improves operational drive and traffic administration in Nigeria. Challenges entrenched in the adoption of ICTs are surmountable with determination and commitment from the top management of FRSC as well as strong political will. Overall, ICT occupies the entire space in the FRSC.

**References**