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The Federal Road Safety Commission is Nigeria’s Lead Agency for road traffic administration and safety management.

FRSC main mandate is road traffic crash prevention and making roads safe for all categories of users.
Vision
Eradication of road crashes and create safe motoring environment in Nigeria

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

- Sustained public enlightenment
- Promotion of stakeholder’s cooperation
- Robust data management
- Improved vehicle administration
- Prompt rescue services
- Effective patrol operation
FRSC is also responsible for the establishing a reliable and credible database on road traffic administration and safety management in Nigeria.

In 2010, the United Nations launched the Decade of Action for Road Safety 2011-2020, aiming at stabilizing and then reducing global road accident fatality trends by 2020 has five strategic pillars to accomplish set goals.

One of the strategic goals is Road Safety Management which necessarily is dependent on data management, and it is on this pillar that other goals are easily achievable.
Global traffic injuries is a worrisome health challenge. ......... the situation is even worse in LDCs, with the situation very critical in Africa.

26.6% of road traffic fatalities per 100,000 human population occurs in the African region - 2015 Global Status Report

24.1% of road traffic crashes per 100,000 human population occurs in the African region
The data maintained by FRSC include:

- Road Traffic Crash Data
- Road traffic law enforcement data
- Vehicle registration data
- Driver’s Licence data
- Driving Schools data
- Fleet operators data
- Road Conditions and Traffic volume data
- Accident Investigation Data
- Road Safety Audit
- Hospital data
Data Management Tools in FRSC

- **Data Governance**
  Policies formulation and Decision making on analyzed data by FRSC Management

- **Database operations management**
  Data Technology and support using different applications

- **Data security management**
  Using specific software solutions or hardware mechanisms to safeguard and maintain the integrity of FRSC Data

- **Data sharing**
  Collaboration between relevant stakeholders for reconciliation and harmonization of Data
Data in the FRSC is largely collated by the Patrol Teams and over 400 Data Information Officers (DIOs) nationwide.

The Community first responder scheme is another initiative of the Corps to collate crash data from accident scenes through community volunteers.

The Corps has fashioned a system where – in the event of communication network or data failures – data could be captured and uploaded and later synchronised.
Having understood the importance of Data in achieving its mandate, The Corps consistently garner resources in building a robust data management system through reform programmes put in place.
Collation of data usually done annually, with little opportunity to identifying major situation requiring prompt interventions.

Data usually collected in absolute figure, with scant regards for measurement in 100,000 population or per 10,000 vehicles.

Data drilled down as to gender, time of crashes, types of casualties, not usually prioritized, thus making planning for specific interventions difficult.
### REFORMS FOCUSED ON ......

| Collection of data on **daily basis** and collated weekly, monthly, quarterly and annually, to aid prompt intervention before situation worsen | Data collation analyses made not only in absolute figure, but measured in 100,000 population or per 10,000 vehicles | Analysis to the nature of crashes in terms of routes most prominent, period when crashes are most frequent | Determining which type of vehicles caused the most crashes |
Measures introduced in building FRSC Crash Data System in Nigeria

- Conscious effort made to build a modern crash data system
- Estab. of an ultra modern Call Centre & Toll Free number (122)
- Creation of Road Traffic Crash Information System
- Setting up of a Data Incident Management System
- Introduction of e-tablet for Enforcement & Traffic Crash Management
- Creation of Emergency Ambulances Point: 31 Nos
- Building of Road Side Clinics: 27 Nos
- Infusion of FRSC into Primary Health Scheme & Training of Community Road Crash responders
- Introduction of System Application and Products (SAP) for data collection
- Introduction of a Business Intelligence Unit for analysis of traffic crash data for decision support
Nigeria has over 204,394 km of road network and FRSC desires to be at every 50km radius of road network.

Expanded Call Centre with State-of-the-Art technology

Incident Management Solution

122 FRSC Toll Free

112 National Emergency line
Incident management solution at the Headquarters of FRSC help identify the nearest Ambulance close to the location of crash through 122
The Road Traffic Crash Information System (RTCIS)

www.frsc RTCIS.com.ng
ELECTRONIC TABLET FOR ENFORCMENT AND RESCUE ADMINISTRATION
Each Ambulance point (Zebra) is supported by a dedicated team of Personnel and State of the Art Life Support Ambulance
Following the successes recorded in the Pilot Scheme in Abuja, Emergency Ambulance Service Scheme (EASS) was replicated across the country.
The Six (6) corridors was upgraded to 18 by the Corps
The National Bureau of Statistics takes lead in releasing national crash data. Efforts are on to expand NARCIS to report all other injuries data like air, water, and rail disasters.
Nigeria is a member of West Africa Road Safety Organization (WARSO).

The organization has a target to reduce road crashes by 50%.

The first step towards achieving the target is to have credible and reliable data gathered by member states.
MEMBERSHIP OF IRTAD TO MAKE NIGERIA CRASH DATA GLOBALLY RECOGNISED
To improve data collation and analysis, the World Bank secured a data expert to further work on improving road traffic data management in Nigeria with the introduction of the National Road Traffic Crash Data Management System (NRTCDMS).
For Africa, traffic injury is an escalating burden causing a vast amount of social and economic loss in terms of injuries, emotional harm, fatalities, loss of income and property damages, these can only be measured and mitigated through Data collection and analysis. 

Significant progress in road safety and crash reduction can be achieved through a comprehensive road safety information system. (Data Management)

A common factor of central importance in road safety management is the lack of accurate and comprehensive data related to road traffic crashes which is a pre-requisite for accurate diagnosis of the road safety problems.
• Monitoring of trends in road traffic crashes to assess the effectiveness of new prevention polices.

• It allows for a useful account of the characteristics of traffic insecurity, helping the prioritization of effective interventions (identification of hot spots, vulnerable road users, regional variations, and so on).
Examination of this detailed information can help identify key factors in crash causation, information that is critical in planning road safety actions.

Details of crashes at specific locations can also be used to plan engineering based solutions and enforcement initiatives.
National data is a major tool the WB, WHO and international donor agencies rely on to determine the type and quantity of aid to offer to different countries.
The level of socio-economic development can also be measured through the ability of a country's to generate and maintain reliable data consistently over a period of time as low income and developing economies generally find it difficult to generate reliable data.
Data makes peer review and comparison easy between countries with similar level of motorization and transport infrastructure.
• Issuing reliable figures through regular national or regional reports will help raise public awareness as well as advocating for the allocation of appropriate resources to road safety programmes.
Data assist in the development of remedial measures as well as evaluation of the effectiveness of road safety programs.
Different groups and organizations use road traffic crashes, related injuries and death data for various purposes.
For effective planning and evaluation of road safety action across the regions, it is important national and sub-regional data management is carried out in a systematic and uniform manner using standardized tools.
Road Traffic data collection in Nigeria is hampered by the inability of all relevant agencies such as the Police, Hospitals, Ministries of health and the FRSC to harmonize the data collection templates employed by them.
Multiple entries, by rescue teams of the FRSC and the Police, is another data issue experienced in Nigeria, especially as regards to crash data.

Low Technological Development in Patrol Operations: The Country ought to have reached the level of deploying speed and surveillance cameras in major towns, cities and on busy corridors nationwide to aid enforcement.
We also presently rely on Cell phones as a form of communicating First Information Reports (FIRs) whereas VHF and UHF radios would have been cheaper and more effective.

FINANCE : Finance is a major issue, the bulk of FRSC finance comes from Government budgetary provision and with many other competing needs of governance, the money is never enough. The private sector financing of road safety projects is still low
The National Crash Report Information System (NACRIS) is now harmonizing data from all the sources.
With the introduction of E-ticketing in 2013, the FRSC also launched the Road Traffic Crash information System (RTCIS) application for crash data collection in real time.
E-DASHBOARD

• The e-dashboard is a weekly Executive Summary of FRSC operation which provides a concise report of activities of all components of the Corps

• The FRSC Dashboard is available only to people who have been given access to update data, amend data or view reports
NATIONAL ROAD TRAFFIC CRASH DATA MANAGEMENT SYSTEM:

The World Bank sponsored National Road Traffic Crash Data Management System (NRTCDMS) has helped in the development of a harmonized road traffic data in Nigeria.
A stakeholder analysis involves identifying organisations and individuals who have (or should have) a role in the collection and use of road safety data.

Critical stakeholders include police, transport agencies, health departments and others.
An assessment of data sources is required to determine what information is already collected, and the quality of the data. This is often a significant problem in many countries.
End-user Assessment

An end-user assessment involves understanding who the key users are and, how these key stakeholders use the information.

This knowledge will help improve the usability of the data.
Since it is agreed that there is a strong synergies among transport, economic growth, and poverty reduction, an efficient and well-functioning transport sector that will facilitating transit of international imports and exports along regional corridors and integrating economic development in a holistic manner remains key to Africa's development efforts, road traffic data collection and banking becomes a major vehicle.

Therefore, there is need across board for:

i. Improvement in data collection and management
ii. Encouragement in establishment of more regional road safety blocs
iii. Data and experience sharing among nations (8 Regional Economic Communities)
iv. Technical exchanges
v. Continuous assisted World Bank capacity development
vi. Effective and efficient use of data for road safety management policy purposes
vii. General developmental improvement and sustainability
CONCLUSION

The importance of Data, efficient analysis and deployment of outcomes for road safety management decision makers cannot be over-emphasized. Nigeria, through the FRSC, will ensure establishment of a comprehensive, reliable and dependable road traffic crash database in Nigeria.

Already, efforts are on-going to upgrade the FRSC Academy to a degree awarding institution and Center of Excellence in road safety management in Africa. The country is equally ready to give technical assistance to nations that so require.

It is hoped that, with continuous strides in road safety management, balanced and effective data management, Nigeria will certainly achieve the objectives of the UN Decade of Action 2011 – 2020 and other domestic economic targets, and place Nigeria among the league of nations with the safest roads in the world.
CONCLUSION

As we are gathered here once again to chart the way forward in road safety management, it is our hope that our efforts will yield desired fruit in no distant time.

Nigeria, through the FRSC will continue to ensure establishment of a comprehensive road crash database in Nigeria. Already, efforts are on-going to upgrade the FRSC Academy to a degree awarding institution and Center of Excellence in road safety management in Africa. The country is equally ready to give technical assistance to nations that so desire.

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CONCLUSION

As we move forward in good practice in road safety management therefore, we desire that the entire African continent move in unison for better regional socio-economic development.
Safety starts with you
THANK YOU

Phone Only

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

www.frsc.gov.ng

SMS Only

+23480 7769 0362