

Federal Road Safety Corps

Case Study from Nigeria

Per Mathiasen

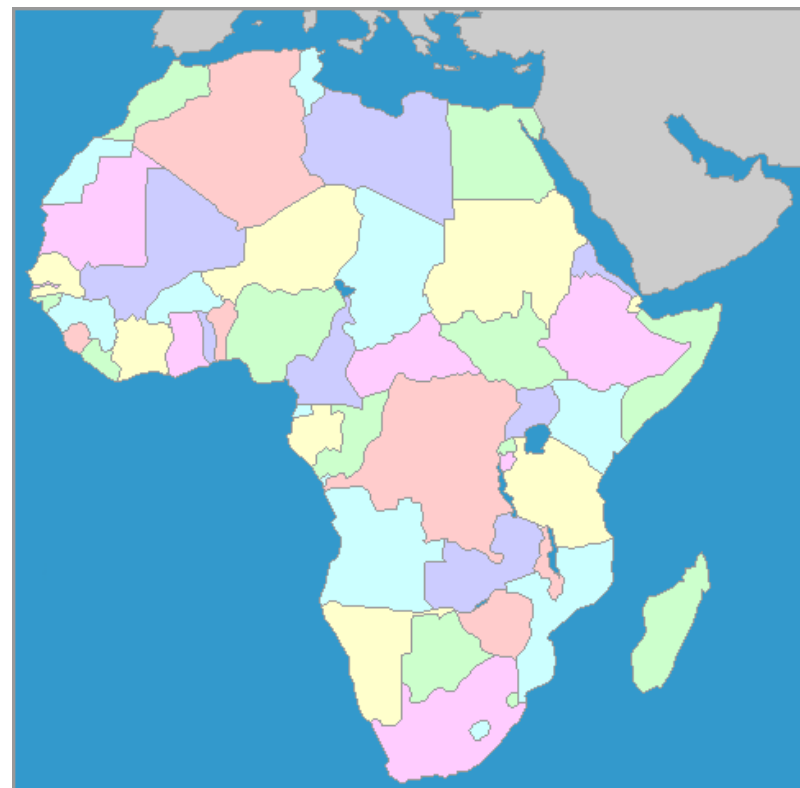
Road Safety Specialist

World Bank SSATP Road Safety Program / Consia

WB Recommendations

World Bank guidelines on road safety:

- Highly complex, multi-sectoral
- Shared responsibilities may be submerged by competing interests
- Strong leadership required to organize effective results-focus
- In good practice countries this role is played by a lead governmental agency

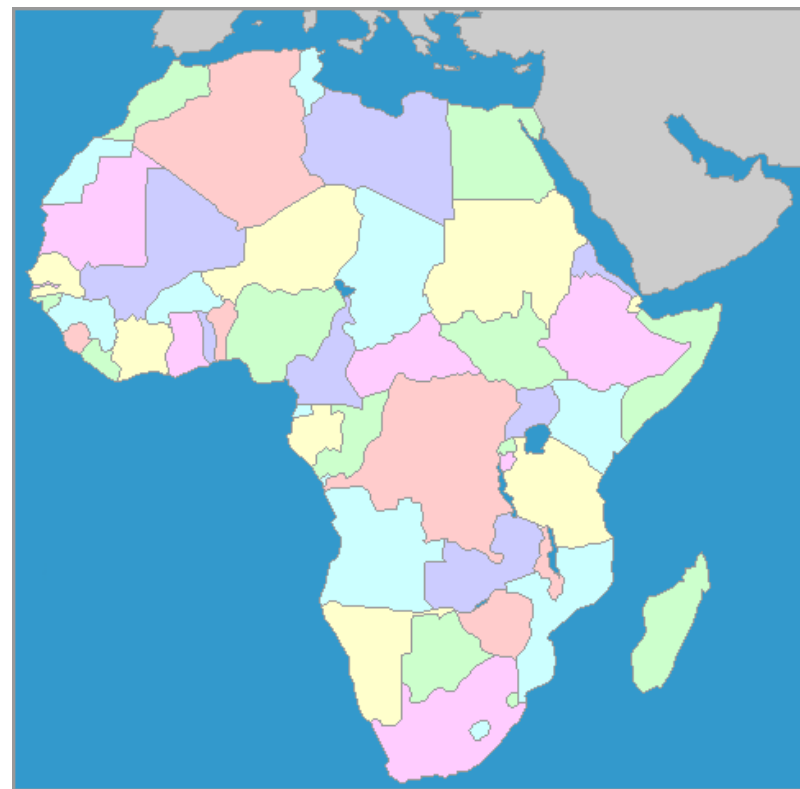


WB Recommendations

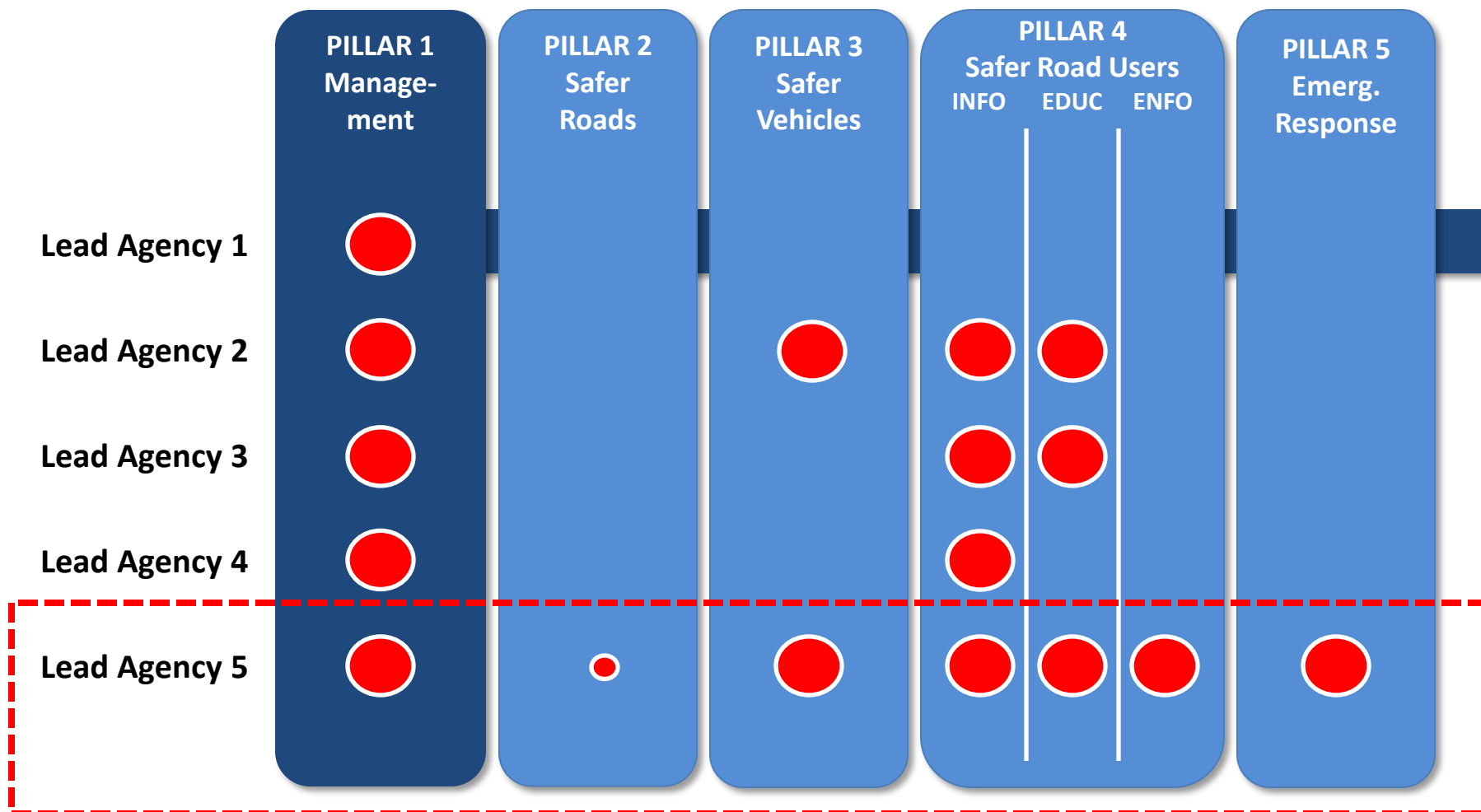
World Bank guidelines:

Designated legal road safety lead agencies are needed to

- Take the needed decisions
- Create results focused action
- Generate and manage resources
- Coordinate between stakeholders
- Monitor effectively and objectively
-
- Across government and agreed road safety partnerships
- As an independent body



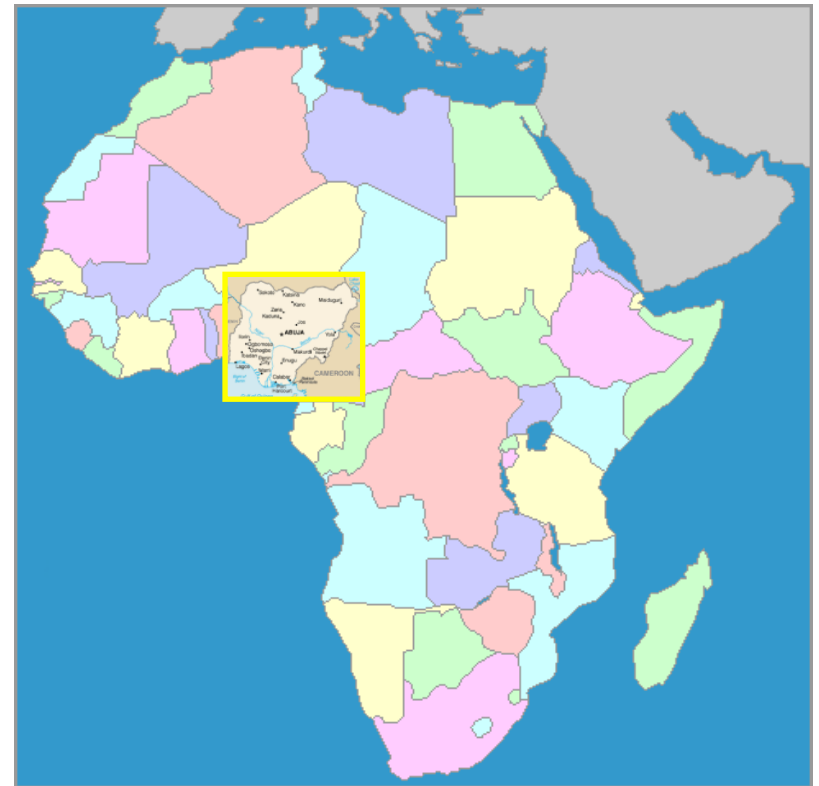
The role of Lead Agencies in practice



Lead Agency Case Study

Nigerian FRSC:

- Implementing agency
- with a lead agency role



FRSC's Present Functions

Targeted enforcement



General road safety education



Production of licenses and plates



Emergency services and towing



Highway codes / regulations

§1.1

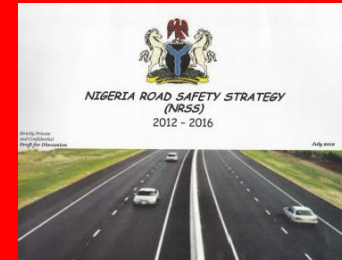
Recommend works and devices



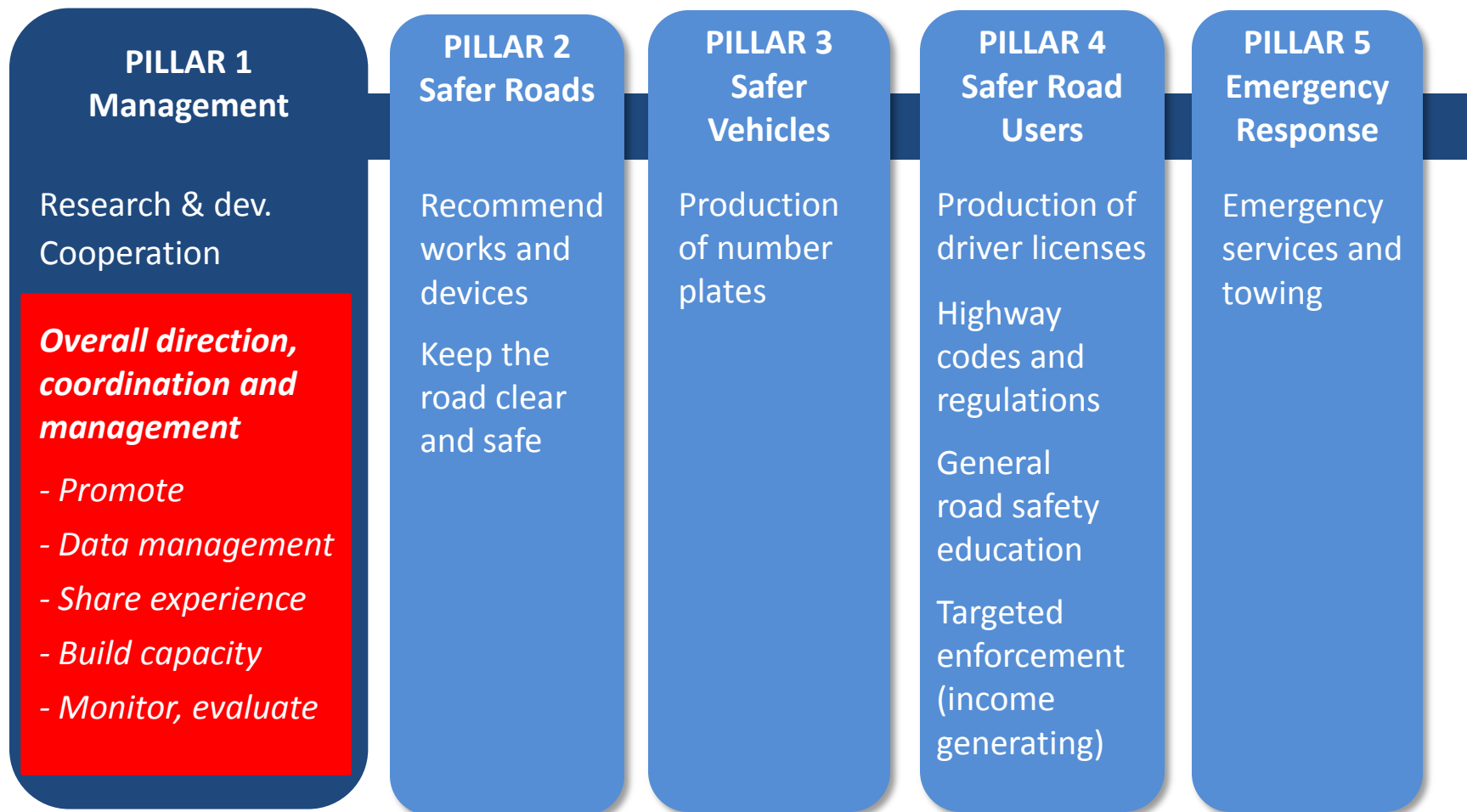
Cooperation with other stakeholders



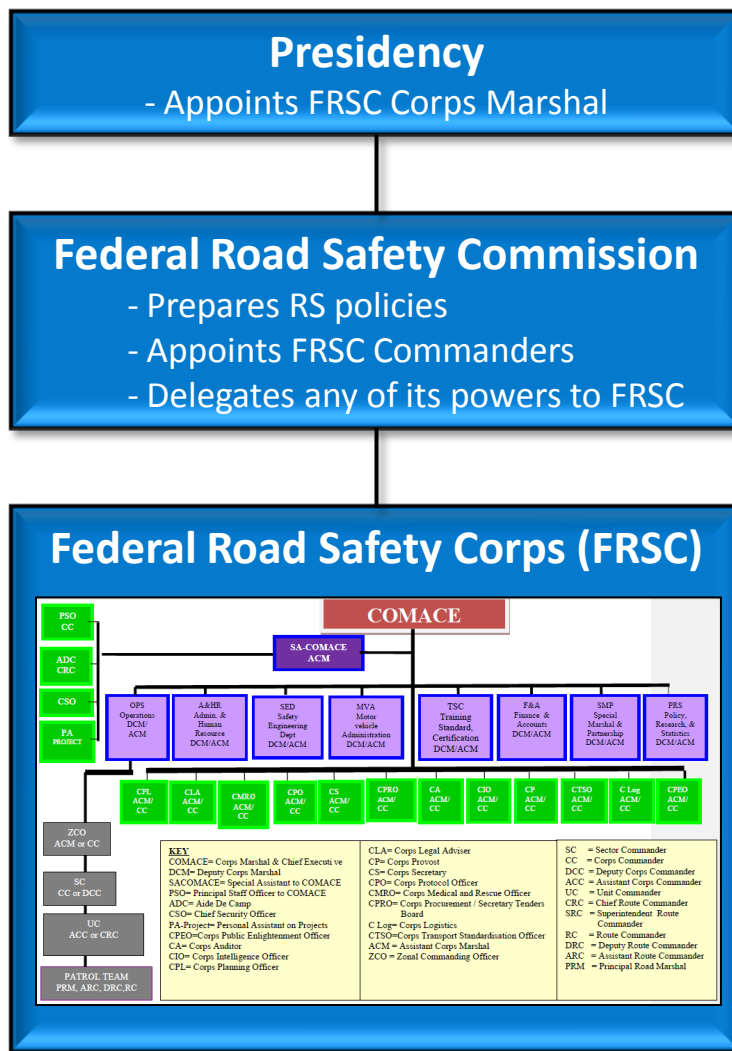
Overall direction, coordination and management



Major contributions within all 5 Pillars

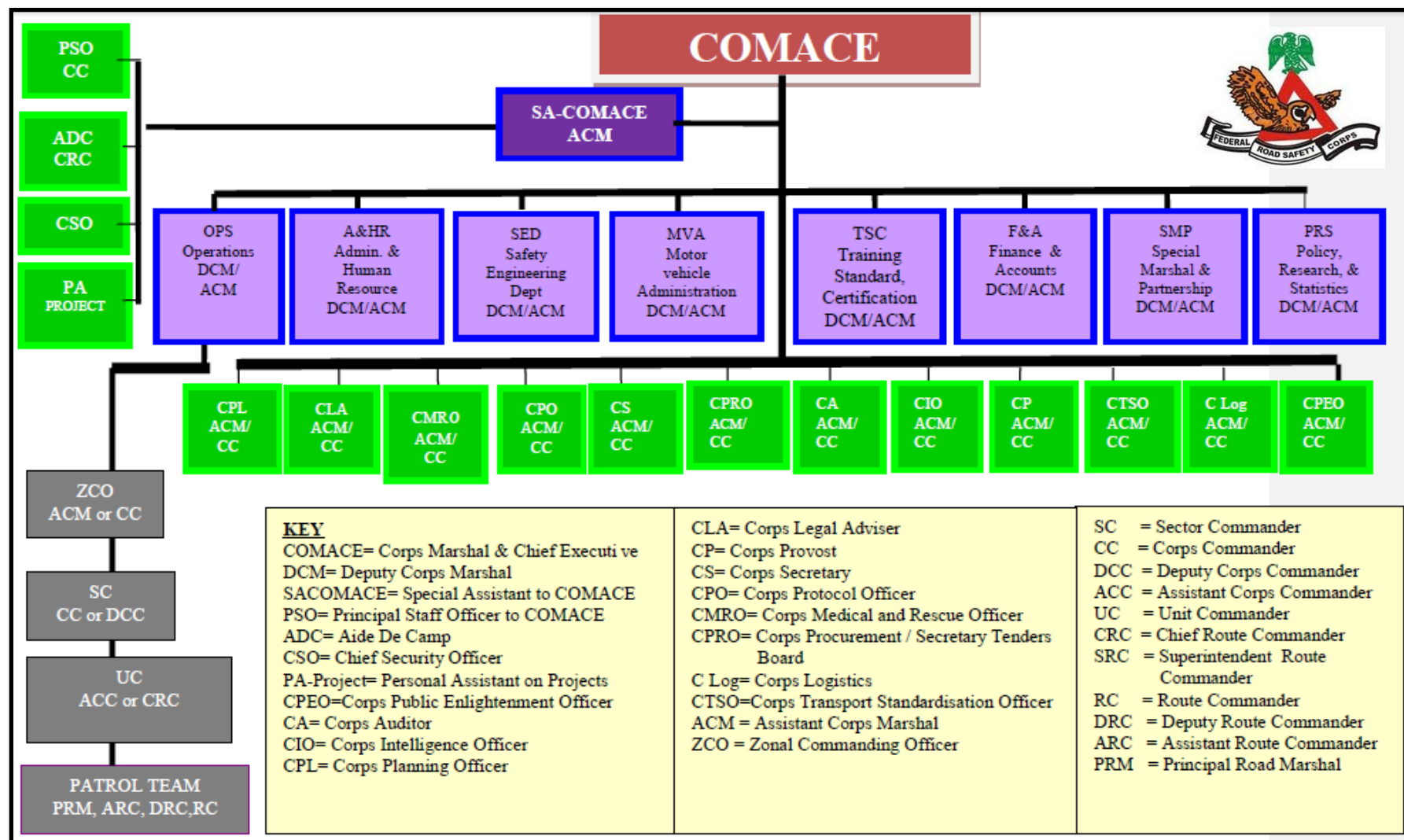


Dedicated Corps directly under the presidency



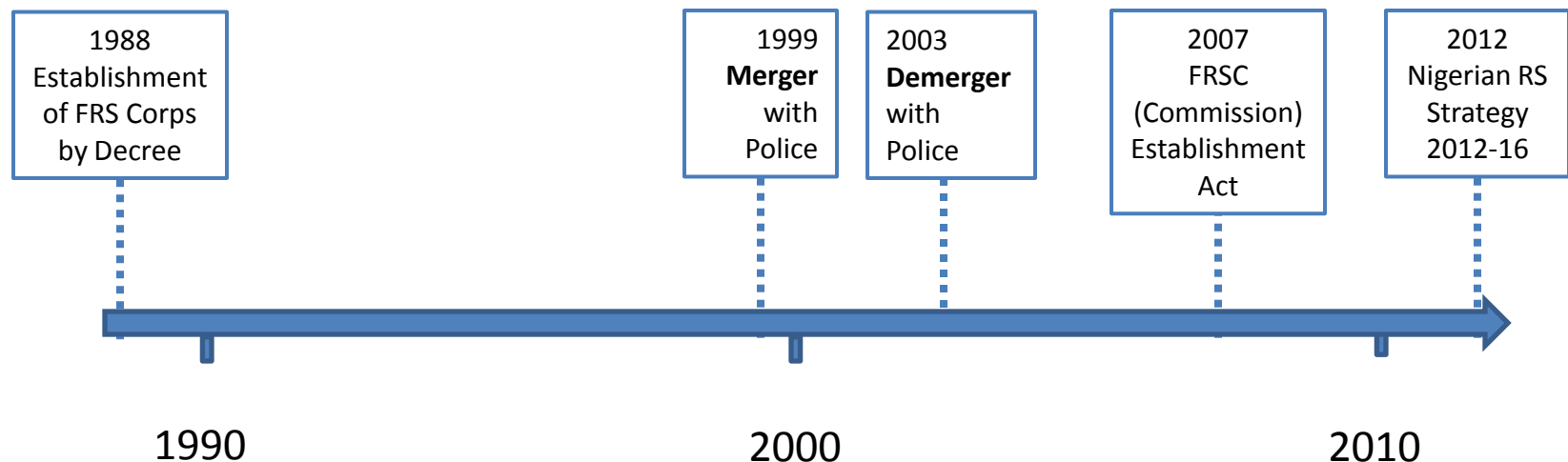
*Board
function*

Structure and human resources



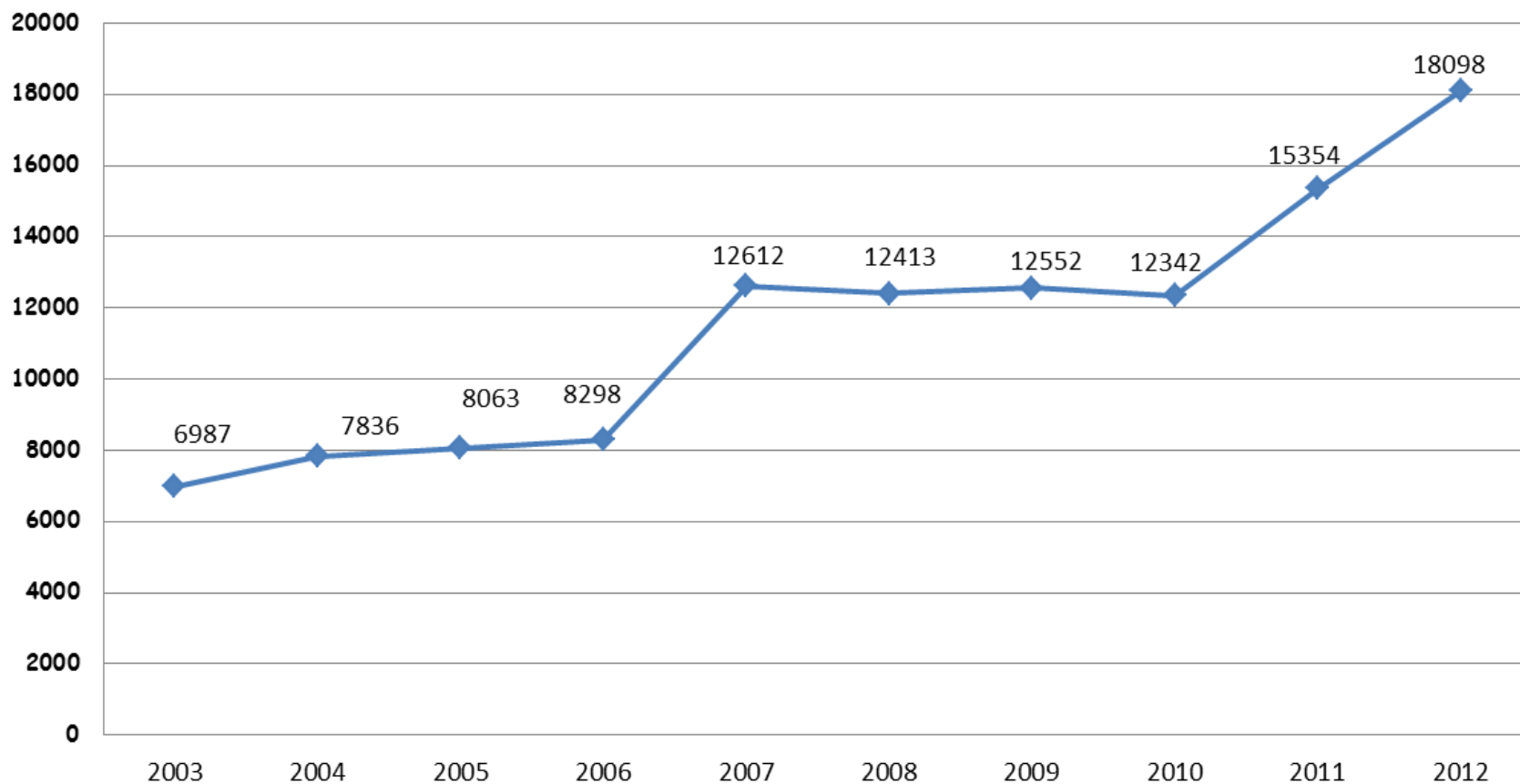
25-year history

- Created by decree in 1988
- Long history = experience + corporate memory
- Merger-Demerger with the Police
- Strengthened considerably after 2007



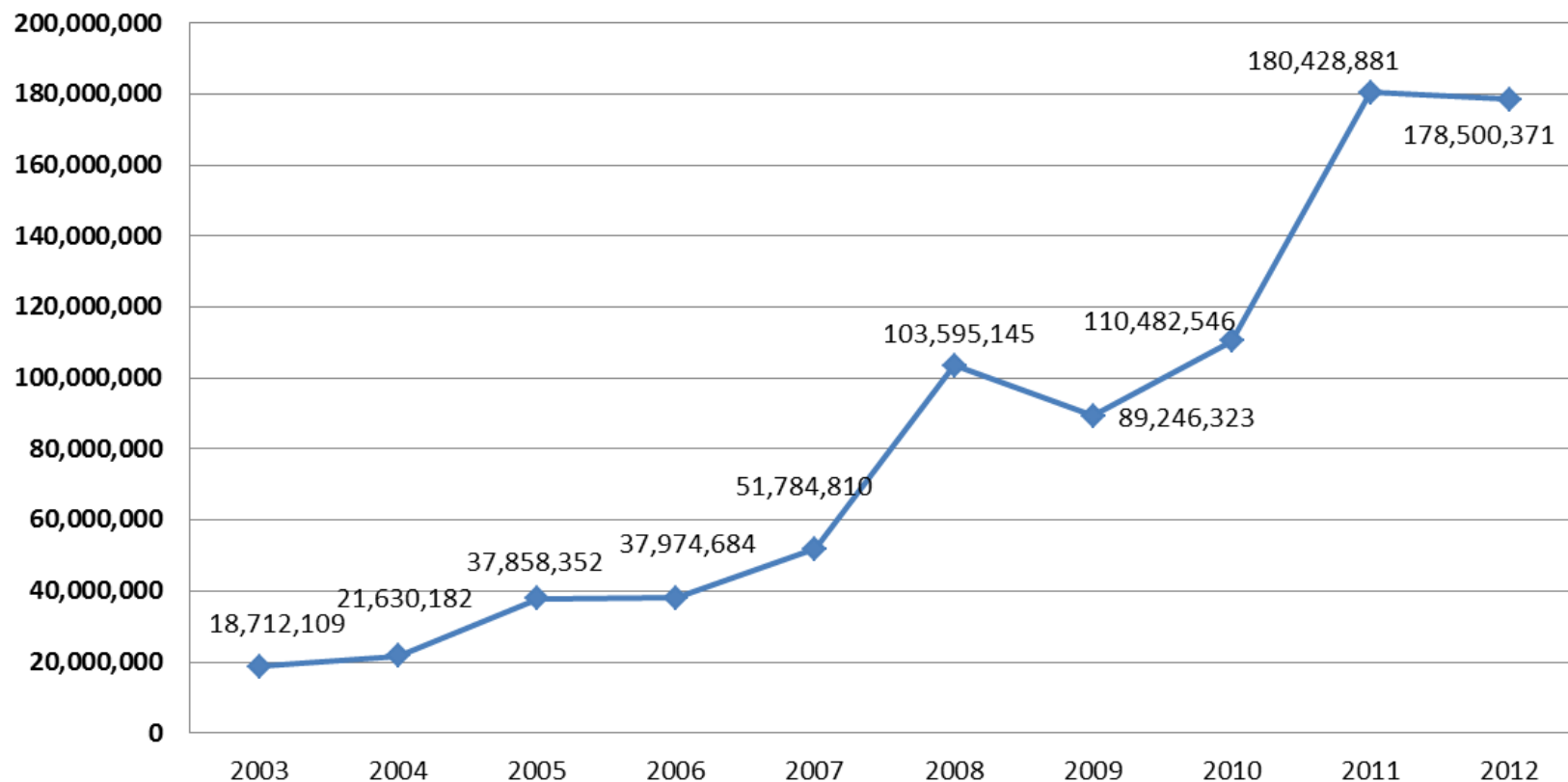
Human Resources (excl. special marshals)

Staff strength 2003-2012



Funding (population 170 million, 2012)

Budgetary allocations 2003-2012



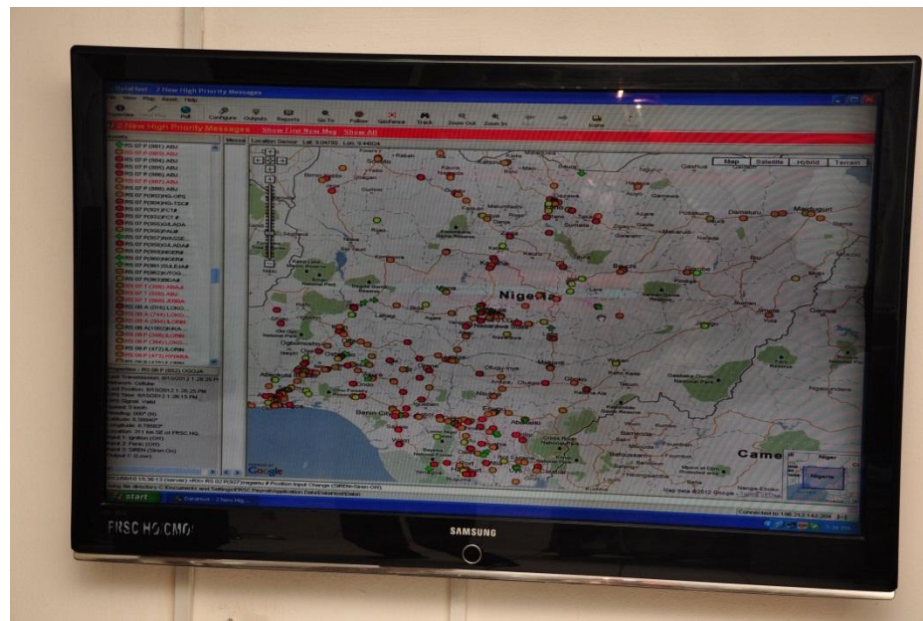
Dedicated personnel

- Voluntary, engaged personnel
- Not a low-status job
- Long employment periods
- Corporate memory
- Substantial staff numbers
- Regular Marshals (15,000+)
- Special Marshals (15,000 +)
- Youth Clubs



Data collection and analysis

- Data is collected for a large number of parameters
- Compiled and analyzed centrally
- New technology applied
- Driver license monitoring and management system
- Tracking of FRSC's own fleet and units for management and effectiveness



Weekly 'Dashboard Report'

EXECUTIVE SUMMARY OF ACTIVITIES OF MVA,OPS AND CMRS - WEEK 32/2012																				
MVA					OPERATIONS					CMRS										
ZONE		NVIS		NDL		OFFENDERS		OFFENCES		RTC CASES		VEHICLES		CASUALTY				TOTAL INVOLVED		
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	(r)	(s)	(t)	(u)
	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32	WK 31	WK32
RS1 KAD	1422	2929	264	284	748	858	818	902	10	6	13	8	11	8	49	12	14	21	74	
RS2 LAG	0	0	1019	1513	3024	3246	3642	4070	13	9	24	11	7	7	35	13	52	36	94	
RS3 VOLA	12	0	72	100	304	322	334	332	3	4	5	6	3	3	1	13	1	7	5	
RS4 JOS	901	41	161	276	326	531	347	582	9	24	14	39	20	22	35	82	5	42	60	
RS5 BEN	2200	1429	73	152	787	525	875	1002	11	19	14	30	15	18	10	52	34	98	59	
RS6 PHC	364	0	279	386	630	1082	701	1166	4	5	7	5	12	1	15	17	3	6	30	
RS7 ABJ	0	900	427	689	1341	1325	1448	1438	8	19	13	40	1	31	15	64	21	67	37	
RS8 ILO	0	0	69	188	963	880	1006	922	14	9	20	16	6	9	35	29	53	72	94	
RS9 ENJ	3800	0	226	424	1286	1281	1362	1327	10	8	15	10	3	1	41	11	42	11	86	
RS10 SOK	590	370	21	50	284	388	296	208	1	5	1	8	0	9	0	20	2	20	2	
RS11 OSH	0	0	118	173	2214	1876	2412	2063	18	13	27	24	9	6	47	38	54	42	110	
RS12 BAW	39	4	68	155	42	20	49	22	4	4	9	4	1	8	23	22	38	17	62	
Government (Loc)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
GOVT (States)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
GOVT (F6)	65	284	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
MIL/P/MIL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DIPLOMAT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NEW NDL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
REPLACEMENT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL	9,395	5,957	2,797	4,390	11,949	12,534	13,290	14,034	105	125	162	201	88	123	306	373	319	439	713	935

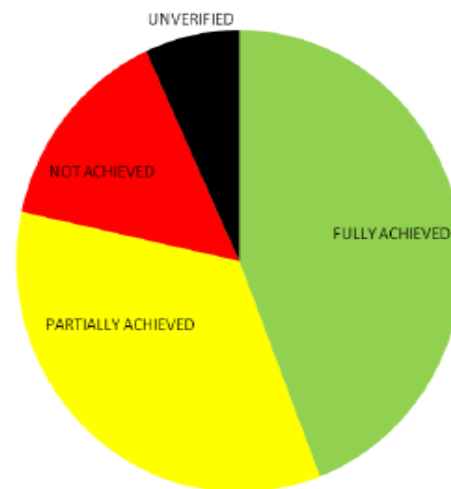
Commercial
bus crash

Data utilization and transparency

- Numbers and trends are reported regularly/weekly
- Data used for performance monitoring and targeting of interventions
- Strong basis for monitoring, evaluation and planning
- Transparent evaluations
- Drive to improve performance

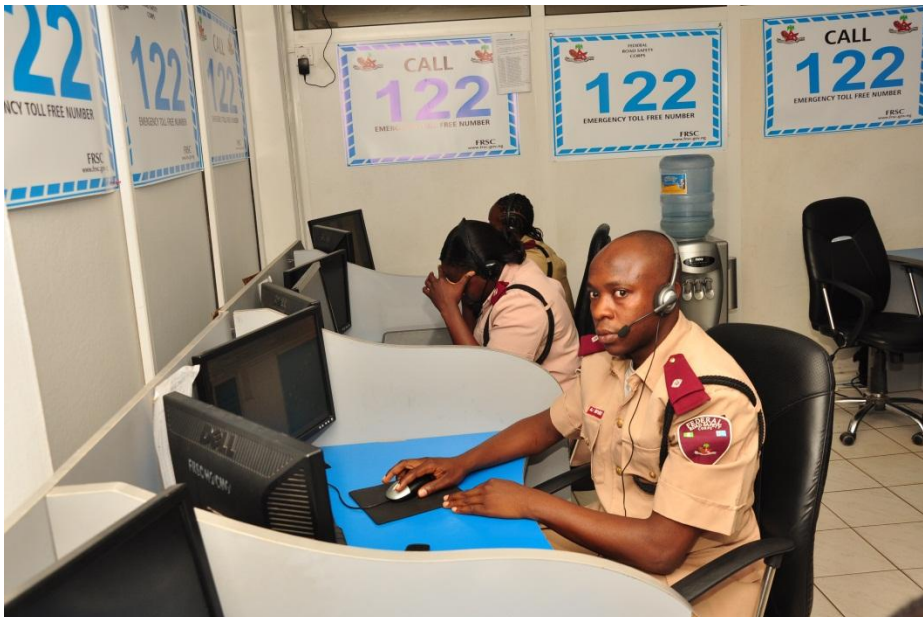


**HALF YEAR 2012 STRATEGIC OBJECTIVES ACHIEVEMENT STATUS
FOR DEPTS, COS & RSHQ UNITS**



Call Center

- Common, simple emergency number
- Call center open 24/7
- Toll-free calls
- Toll-free assistance



Ambulance Units, Emergency Wards and Roadside Clinics

- 'Zebra's: Field based units close to accident-prone roads
- Personnel stand-by 24/7
- Max. response time 30 minutes
- Roadside clinics supplement existing emergency wards



Licensing and Enforcement

- Biometric measurements of licence applicants
- Security coded number plates
- Systematic use of data to guide enforcement activities
- RoadPOL review in May 2010 to enhance performance



Visions for future capacity building

- New training academy

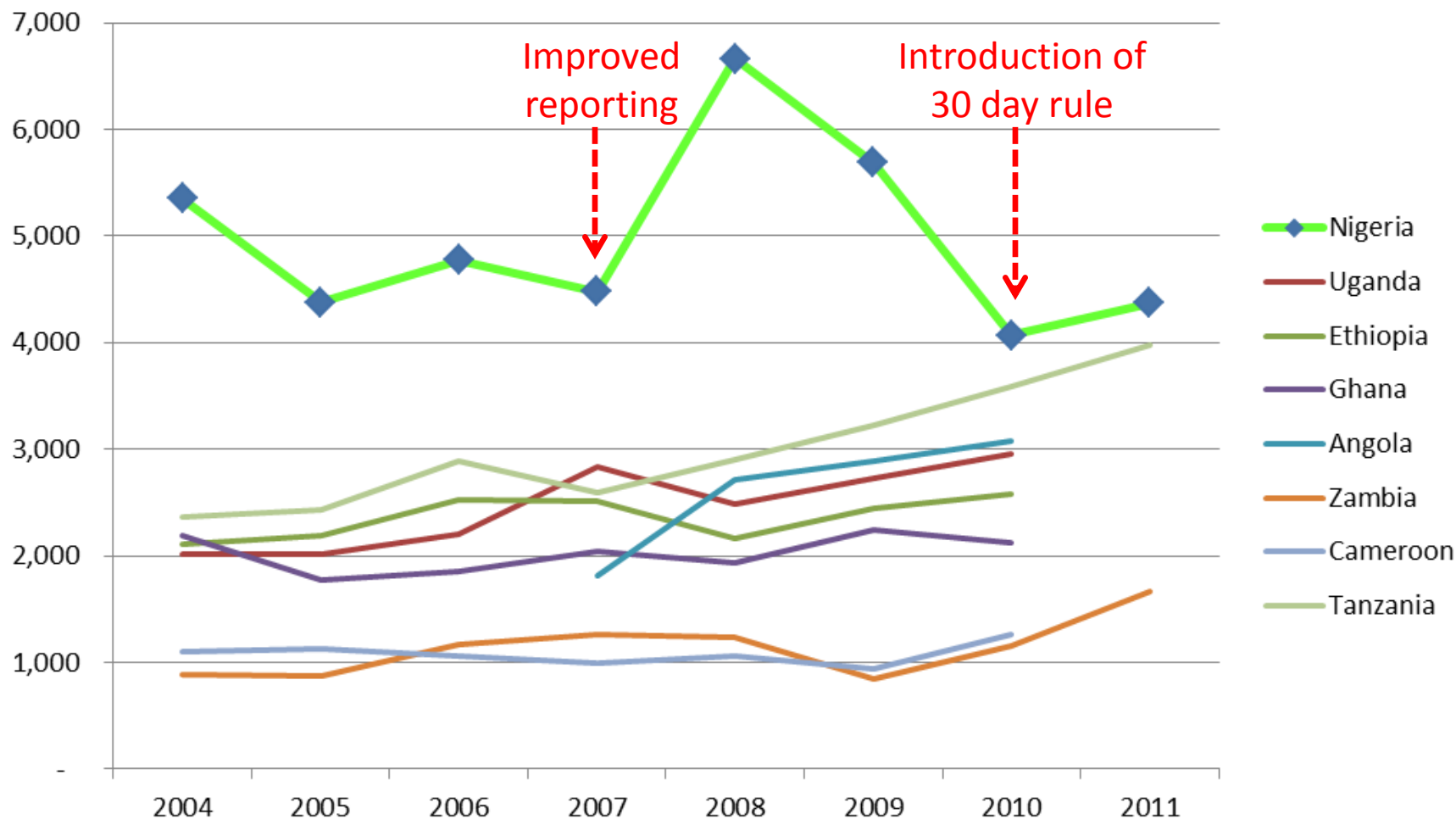
AERIAL VIEW OF THE FRSC ACADEMY UDI



Communication with decision-makers on the highest level

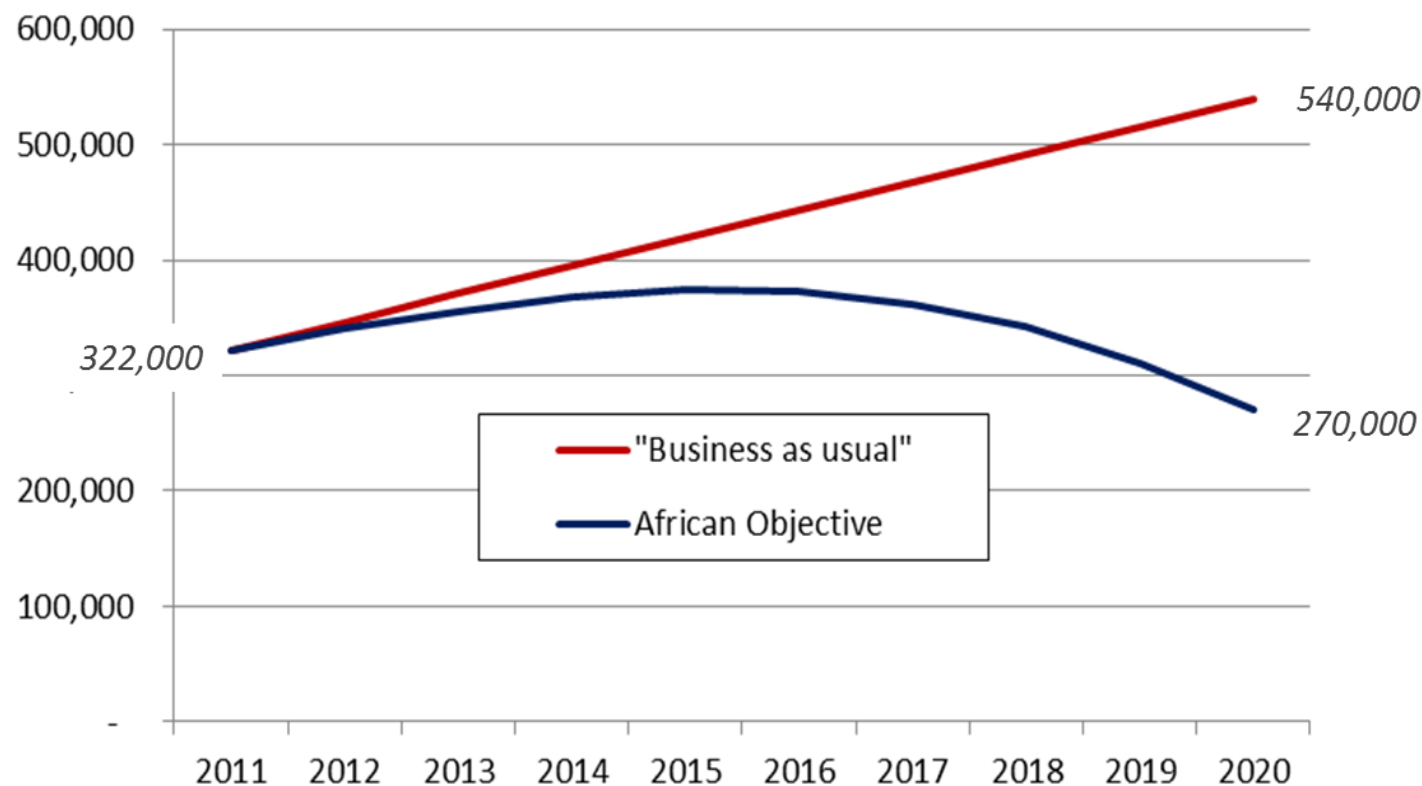


The trend in road fatalities



African Road Safety Policy Framework 2011 - 2020

Road fatalities and severe
injuries in Africa / Year



Summary: Good practices from FRSC

- A dedicated implementing agency
- Considerable human resources, earmarked budget
- Major functions within all 'Five Pillars of road safety'
- Corporate memory
- Collects and analyzes data
- Utilizes data for planning and performance monitoring
- Applies new technology to enhance performance
- Transparent evaluations to identify weaknesses
- High priority to 'Pillar No.5 - Emergency services'
- Is taking responsibility for development of the road safety sector, nationally and regionally
- **Political support / flair / courage**

The FRSC's overall mandate

- Has filled in the gap for a formal Lead Agency
- No formal mandate for FRSC to monitor and evaluate other agencies and stakeholders
- Need for a **National Road Safety Advisory Council** expressed in new Nigeria Road Safety Strategy 2012-2016
- Umbrella for all road safety stakeholders with sufficient mandate to monitor and evaluate

Road Safety Program

Phase 1

Intervention Strategies - NRSS at a glance

ROAD SAFETY VISION

A country where Road Traffic Crash results in no death

GOAL

Reduction in road traffic crash fatality rate by 50% (2011 as baseline)

PURPOSE

Safe system approach to road safety management widely adopted in Nigeria

ROAD SAFETY OUTPUT 1

A cohesive and efficient road safety administrative system

Establish National Road Safety Advisory Council (NaRSAC)

Establish a database for road traffic records
Review existing laws to reduce stakeholders role conflicts
Develop and implement funding plan

Existence of NaRSAC

Existence of Road Safety Database

Elimination of Role Conflicts

Existence of road safety funding plan

ROAD SAFETY OUTPUT 2

Improved road infrastructure for all road users

Define design standards for road types
Perform Safety Assessment on Roads
Establish Nigeria Road Safety Fund (NRSF)
Implement 10% safety rule on all road infrastructure projects

100% compliance with road design standards

No less than 90% score on safety assessment

Existence of NRSF

Framework for vehicle and road use by road type

ROAD SAFETY OUTPUT 3

General compliance with vehicle and other road machinery standards

Ensure proper destination inspection for all vehicle types
Review existing Vehicle Type Approval standards
Expand RTSSS coverage
Encourage Public Private Partnership (PPP) for establishment of vehicle inspection centres

100% compliance with approved standards

90% coverage of commercial vehicles included in the RTSSS

Number of private vehicle inspection centres

ROAD SAFETY OUTPUT 4

A culture of personal responsibility for safe road use

Develop awareness campaigns on proper road use
Conduct certification exercise for all driving schools

Review laws to stiffen sanctions for offences

Enforce compliance with all traffic regulations

50% decline in number of traffic law violations

5% annual increase in number of certified driving schools

60% decline in speed related crashes

ROAD SAFETY OUTPUT 5

Prompt and effective emergency response and care

Advertise toll free lines to promote awareness

Provide medical equipment and emergency rescue ambulances

Train paramedics and emergency care givers on casualty handling

Implement road user insurance scheme

50% increase in number of RTCs reported

Average crash response time not more than 15 minutes

Ratio of in-crash to post-crash deaths

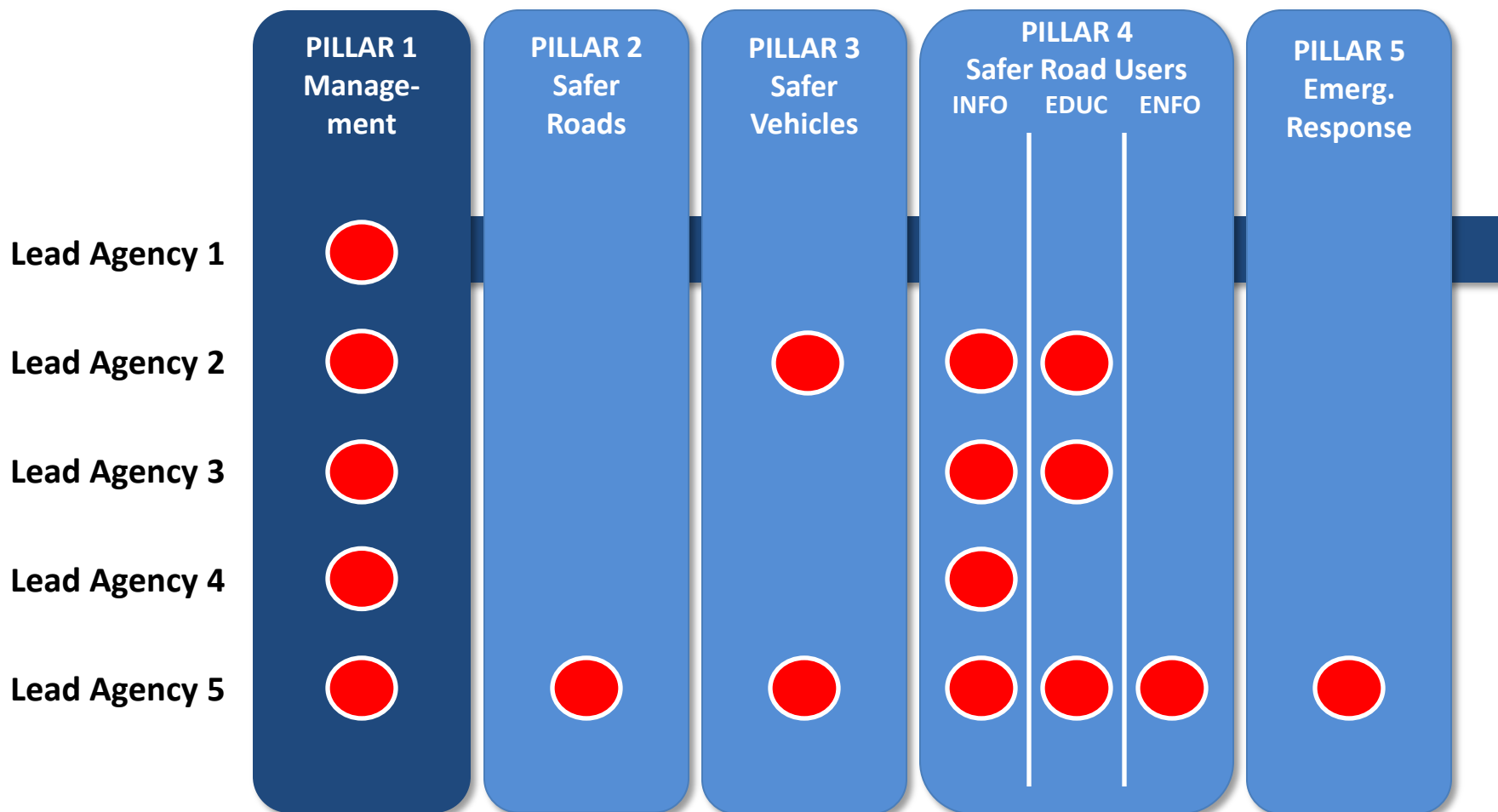
Other issues in NRSS 2012-2016

- Need for digitalized Accident Information System
- Coordination and interfaces (e.g. FRSC/Police)
- Sustainable funding mechanism (NRSF)
- Design standards
- Road safety audits
- Need for 24/7 enforcement operations
- Develop FRSC tactics for awareness creation and public relations

Opportunities for the FRSC

- Increased attention to road safety
- New accident data system can enhance targeted efforts
- Clear strategy (NRSS) with relatively few gaps to close
- Follow up on external studies and recommendations (RoadPOL, RSMCR, communication study and strategy)
- Drive and competence to close the gaps
- Capacity to absorb and utilize additional resources
- Stand-alone safe corridors project to enhance cooperation between all stakeholders

The role of Lead Agencies in practice



Thank you