NIGERIA ROAD SAFETY STRATEGY (NRSS)

2014 – 2018

2013

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His Excellency

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PRESIDENT AND COMMANDER-IN-CHIEF OF THE ARMED FORCES

FEDERAL REPUBLIC OF NIGERIA

PROF. YOMI OSINBAJO *GCON*
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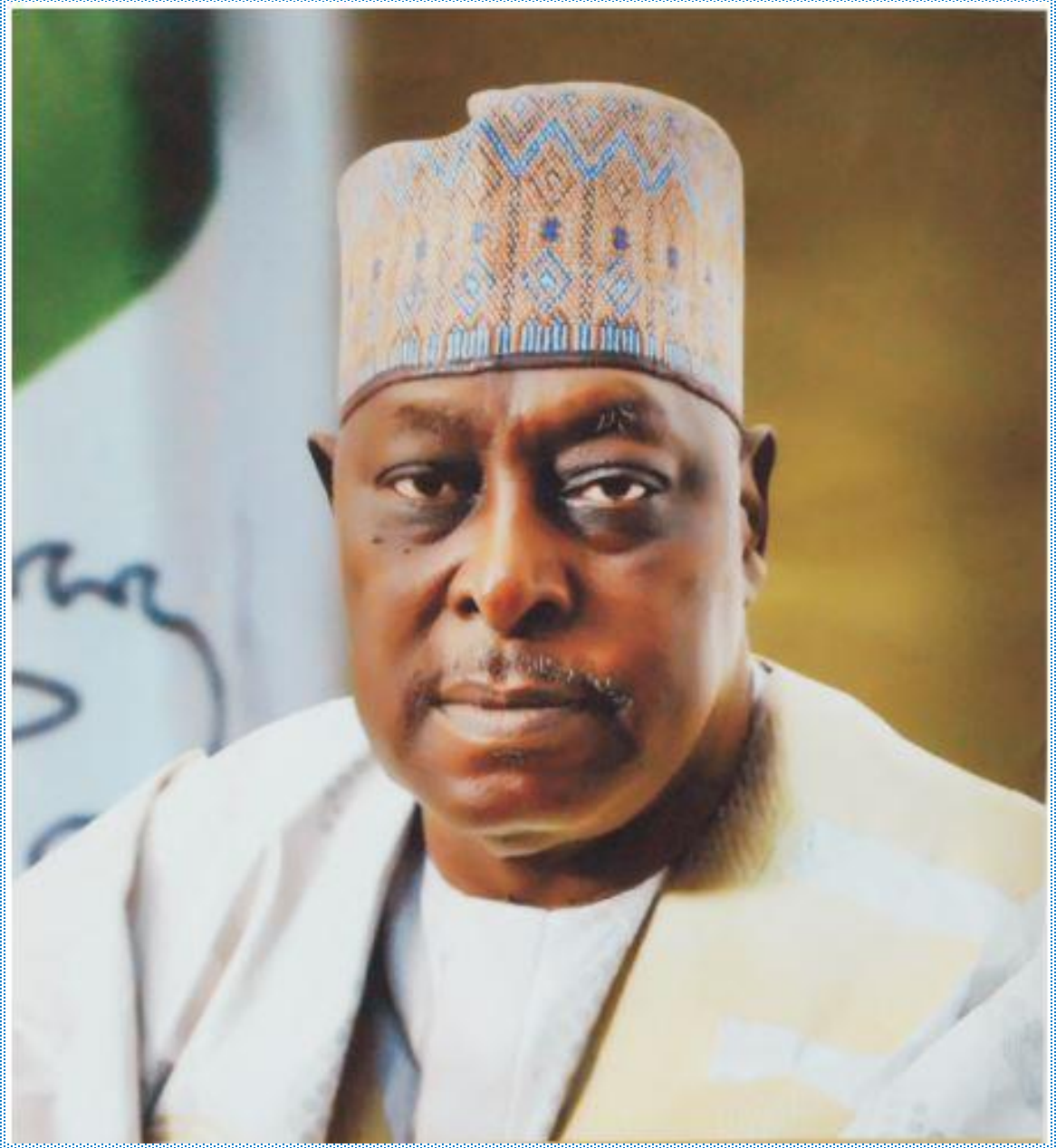


ENGR. BABACHIR DAVID LAWAL GCON
SECRETARY TO THE GOVERNMENT OF THE FEDERATION

Foreword

As we continue on our journey of Change, the Federal Government recognizes the need to reshape the nation's transportation system, which is predominantly road-driven. This heavy dependence on the road for human and cargo transport, coupled with several other factors, namely environmental, human and mechanical, are instrumental to the incidence of road crashes, resulting in countless cases of injuries and deaths.
Our vision of placing Nigeria among the top twenty economies by 2020 may not be actualised where road traffic crashes continue to threaten the nation's public health even well ahead of HIV/AIDS, Tuberculosis, Malaria and childhood diseases. For example, in 2012 alone, over 4,000 lives and an estimated US$8b were lost through road traffic crashes.

The declaration of the period 2011-2020 as a Decade of Action for Road Safety by the United Nations General Assembly is evidence of global concern for the menace of road traffic crashes, and a mandate for every member nation of the UN to put adequate measures and cohesive plan of action in place, towards addressing the scourge by the year 2020. The resolution was borne out of series of consultations, studies and reports, including the World Health Organisation (WHO) report of 2004 which warned against impending global catastrophe if concerted efforts are not made by relevant stakeholders to deal with the challenge of road traffic crashes (RTCs). The objective of the Decade of Action is to create a situation where neither death nor serious injury results from RTCs.

This administration is fully committed to the realization of this laudable objective and believes that the first step towards achieving the objective is the institutionalization of strategic planning. The Nigeria Road Safety Strategy (NRSS) is a medium term sector strategy which provides a framework for developing and applying the missing blocks required to achieve the Road Safety Vision which cuts across the safe systems approach advocated by the UN Decade of Action (2011-2020).

The NRSS encapsulates the growing national consciousness on issues of road safety, the spirit of collective responsibility and determination to reduce the level of RTCs and ensure that neither deaths nor serious injuries result from these crashes. The NRSS has the vision of a country where "Road Traffic Crash results in no death" and a goal of "reducing road traffic crash fatality rate by 35% by 2020".

The NRSS is an important, noble and timely intervention which supports the process of entrenching the culture of safe use of Nigerian highways, the impact of which includes better quality of life for citizens and the socio-economic growth of the nation as a whole. This is also consistent with our national aspiration of repositioning the country to be among the league of nations with the safest roads in the world in line with the Federal Government's Change Agenda.

Foreword

The NRSS is the end product from an all-inclusive process with stakeholders drawn from both the public and private sectors. It highlights the current road safety situation in the country; intervention strategies; road safety management; monitoring and evaluation framework; implementation cost; and key success factors/enablers for the effective implementation of the strategy.

I, therefore, implore the sub-national governments and indeed all Nigerians to see themselves as stakeholders and agents in the business of road safety, share in this joint effort and lend their support in our quest to attaining road safety and ranking among the 20 safest countries in the World by the year 2020.

Prof. Yemi Osinbajo, GCON
Vice President, Federal Republic of Nigeria

Acknowledgement

The development of the first National Road Safety Strategy (NRSS) 2016-2020 in Nigeria has been an arduous but highly inclusive task. The historic feat would not have been achieved without the unwavering support of the President, Federal Republic of Nigeria, His Excellency, MUHAMMADU BUHARI, GCFR. This public policy document is a demonstration of the responsiveness of the present Administration to addressing the occurrence of road carnage in the country. The rare support enjoyed by the FRSC from the President in the quest to create safer road system is highly appreciated.

I want to also thank the Vice President, Federal Republic of Nigeria, His Excellency, Prof. Yomi Osinbajo, GCON for his unalloyed support. Also worthy of mention are members of the Cabinet Committee under the leadership of the Minister for National Planning, Sen. Udoma Udo Udoma; the National Economic Council (NEC); the Statistician General of the Federation; and members of the Inter-Ministerial Technical Committee who contributed immensely in drafting this document.

The roles and contributions of various organizations and individuals who have assisted in no small measure in the development of the NRSS is worthy of commendation. The genuine interest demonstrated by these groups for road safety in Nigeria is unparalleled and their participation at the several workshops and submission of memoranda were instrumental to the delivery of a robust and indeed national document. These patriotic professionals and interest groups include: members of the Academia, the organized labour; Nigeria Union of journalists; Public and Private Transport Operators; Transport Unions; Nigeria Medical Association; Nigeria Society of Engineers; Nigeria Bar Association; Federal and State Ministries of Works, Transport and Health; the Judiciary, Nigeria Institute of Town Planners, Traditional Institutions, Women and Youth Groups and Non-Governmental Organizations.

Also, I would like to acknowledge individuals, the private sector and international development institutions such as the World Bank and Road Safe UK whose support, invaluable inputs and encouragement facilitated the production of this document.

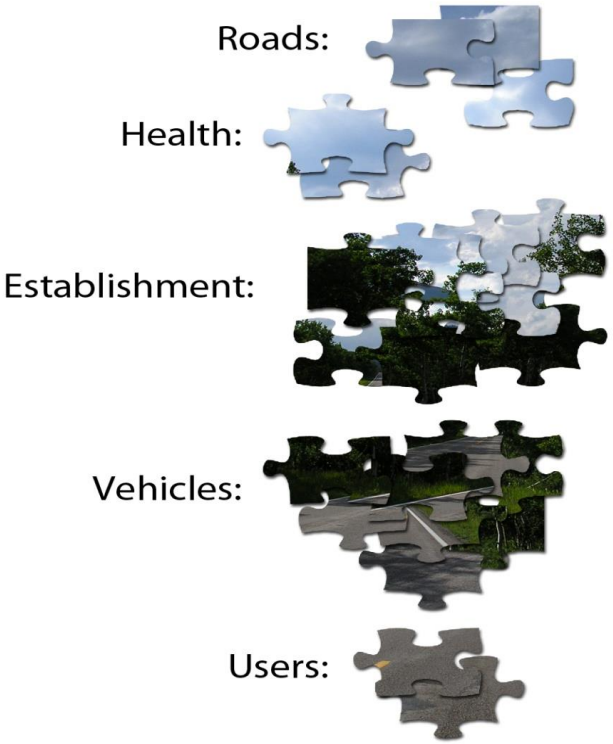
Finally, credit must be given to the FRSC team who worked tirelessly with a team of external consultants in articulating this NRSS.

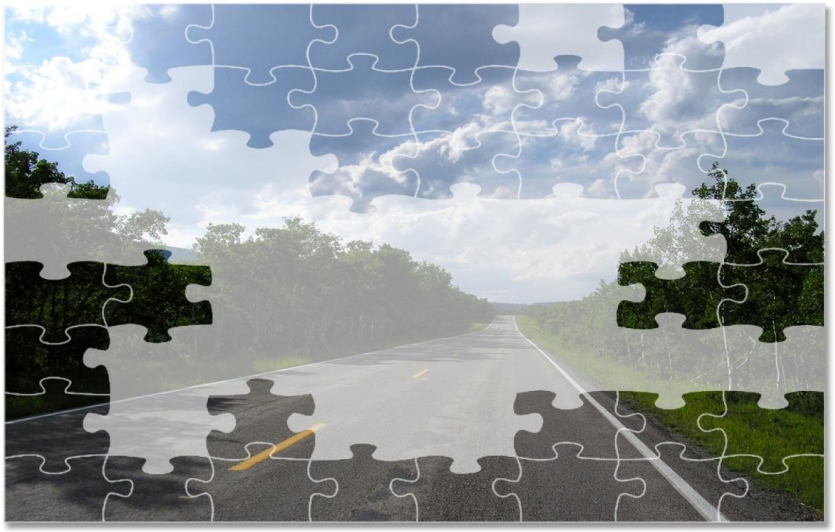
It is my hope that the implementation of this document would go a long way in creating a country where road traffic crash results in no death.

Engr. Babachir David Lawal,
Secretary to the Government of the Federation

Executive Summary

The diagnosis of the road safety situation in Nigeria reveals several distressing issues that have contributed to the current rate of road carnage resulting in the loss of over 4,000 lives and an estimated loss of US$8b in 2012 alone.





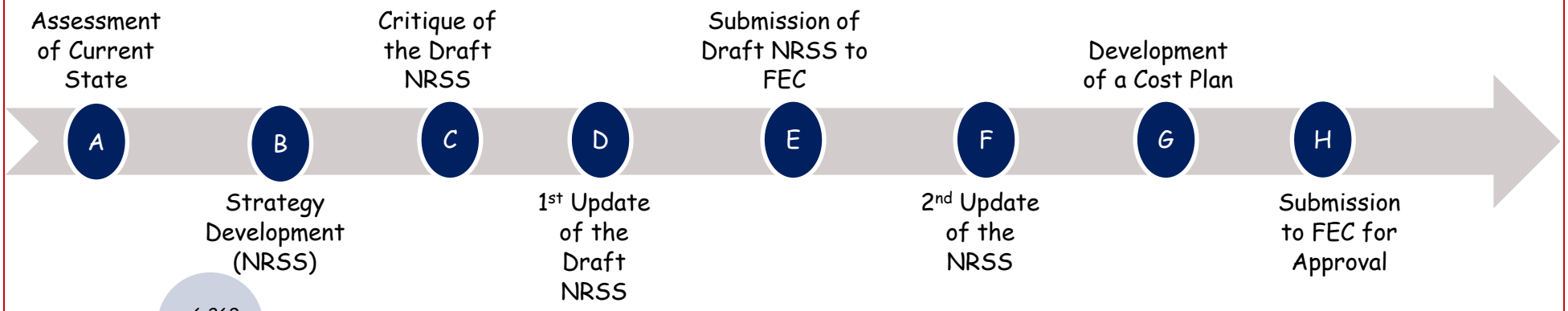
The Nigeria road safety situation, as depicted by the picture above – lacking several components required for safety on the roads.

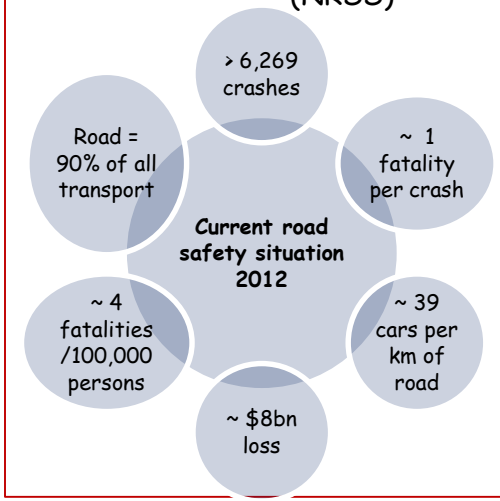
This NRSS provides a framework towards developing and applying the missing blocks required to achieve the Road Safety Vision which cuts across the safe systems approach and the five (5) pillars advocated by the UN Decade of Action (2011-2020).

With global annual records peaking at over 1.3m deaths and about 50m serious injuries resulting from road crashes (according to the WHO), the First Global Ministerial Conference on Road Safety was convened in 2009 to arrest the growing menace of unchecked and preventable consequences of road transport.

At this conference, a call was made for global action to halt or reverse the increasing trend of road traffic fatalities. This call was followed by a declaration of a decade of action on road safety (2011 – 2020) with the primary goal of reducing fatalities by a minimum of 50%.

The Nigeria Road Safety Strategy (NRSS) sums up Nigeria's response to this call and provides a clear direction towards achieving the vision for road safety – ***"a country where road crashes result in no death"***. The NRSS was developed using *the Safe Systems Approach* and through the following steps:





Nigeria Road Safety Strategy NRSS (2014 – 2018)

Nigeria Road Safety Strategy Chart

Vision	A country where Road Traffic Crash results in no death
Goal	35% Reduction in RTC fatality rate by 2018 (in comparison to deaths / 100,000 population recorded in 2012)
Purpose	Safe systems approach to road safety widely adopted in Nigeria

	Output Map	Measures	Targets	Responsibility
Outputs	A culture of personal responsibility for safe road use	Annual number of reported RTCs	~16% yearly reduction in reported RTCs	NOA, Media, FGN, SG, FRSC, NPF
	General compliance with vehicle standards → Prompt and effective emergency response	▪ Compliance levels with Vehicle standards ▪ Emergency Response time	▪ Zero case of default ▪ 30 minute reduction in average response time	FGN, SG, LG, SON, NGOs, NCS, FRSC, NPF, NESREA,
	A cohesive and efficient road safety administrative system → Improved road infrastructure for all road users	▪ Execution Success Rate ▪ Road Infrastructure Available	▪ >90% execution of initiatives ▪ 90% score in Road Infrastructure Audits	FGN, SG, LG, FRSC, NSE, NSCDC, Independent Service Providers

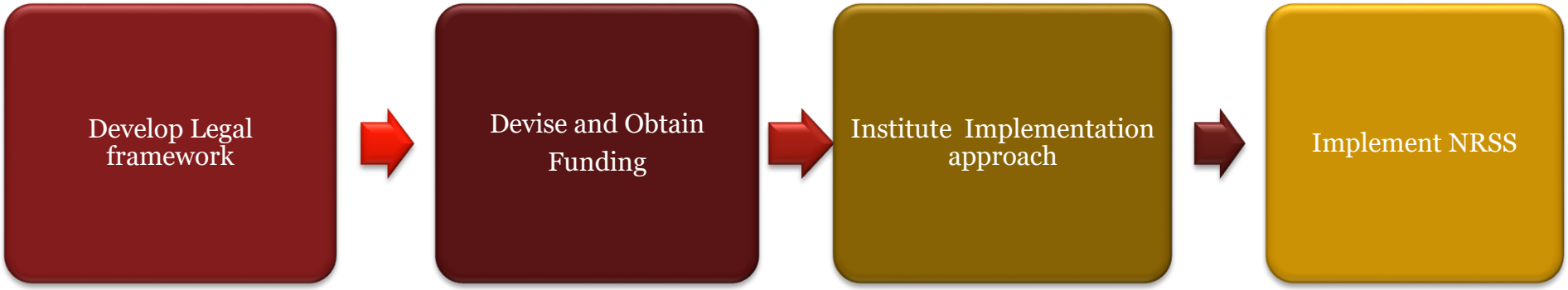
Key strategic initiatives defined include:

- Establishment of a central database of road traffic data;
- Review and upgrade road design standards;
- Promotion of the construction and maintenance of roads and the road network to meet the mobility and access needs of all users
- Capacity building for comprehensive inspection of all vehicle imports;
- Awareness campaigns on proper road use;
- Improved responsiveness to post crash emergencies; and
- Identification and deployment of funds to identified strategic activities.

Critical factors identified for the successful implementation of the strategic initiatives are the existence of:

- A Stakeholder Council comprising of principal road safety stakeholders to drive the execution of the NRSS.
- Support for the NRSS by political leaders
- Adequate funding of the NRSS.

Next steps…



Section 1

Introduction

Purpose of the document

The NRSS seeks to:

- Depict the current road safety situation;
- Articulate the desired road safety situation;
- Harmonize the different road safety efforts by:
  - ❑ Enunciating the vision, goal, purpose, outputs, targets as well as the initiatives for Road Safety in Nigeria; and
  - ❑ Developing a 5 –year plan of action towards the achievement of established targets.

Scope of the document

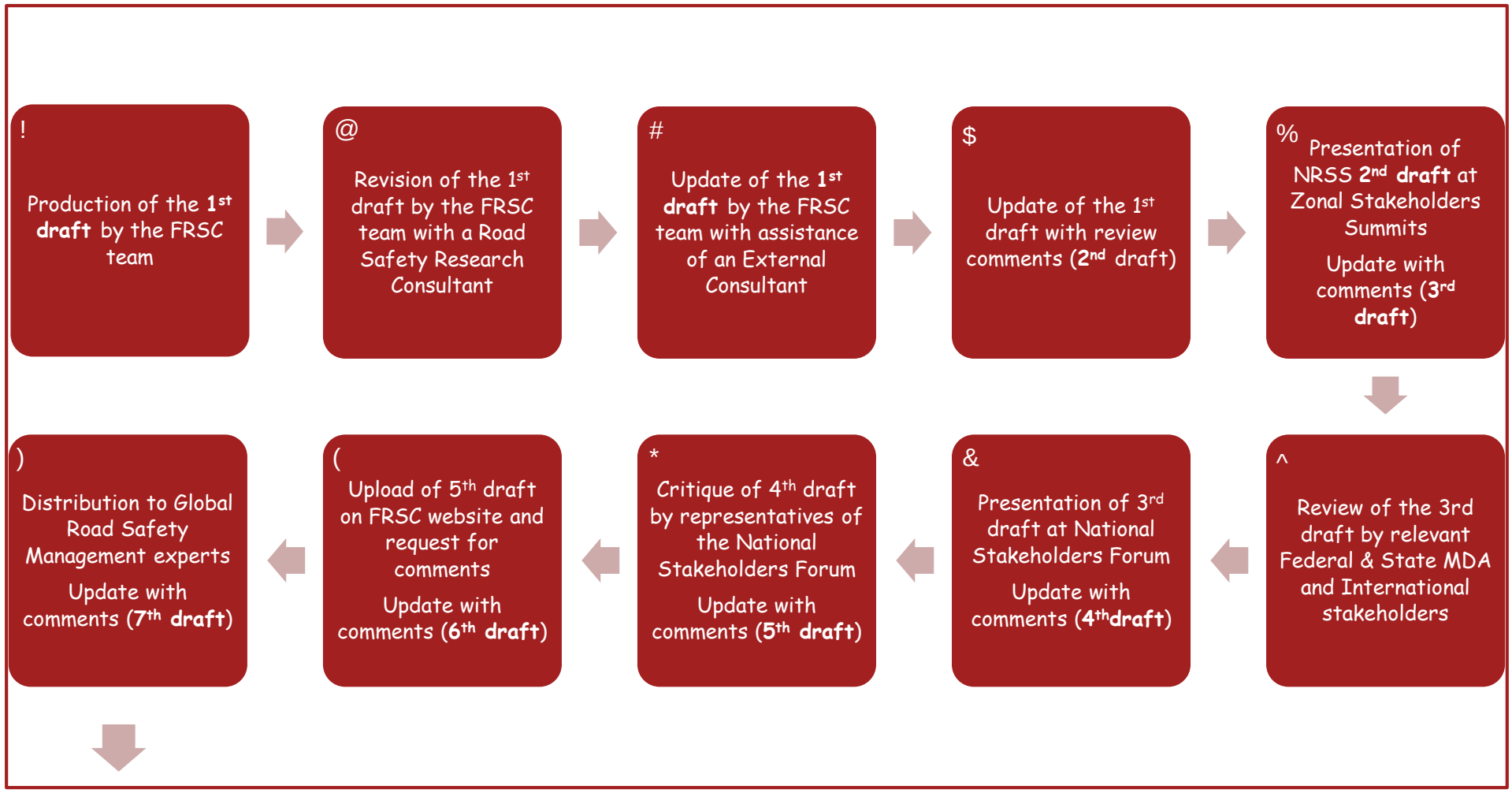
The NRSS provides an overview of current road safety management situation, communicates desired road safety management situation, proposes a framework for sustaining road safety management, highlights required intervention strategies and concludes with a recommendation of next steps towards successful implementation of this strategy.

This document is useful for parties and persons responsible for road safety management and **ALL** road users in Nigeria. This includes all relevant stakeholders comprising Federal, State and Local Governments as well as their applicable agencies, relevant private sector companies, key Non-Governmental Organisations, development partners, donor agencies, research institutions and civil society groups.

The document also seeks to address current overlaps and streamline the roles and responsibilities of all participants in order to maximize the benefits of investments in road safety management activities.

NRSS Development Process

The process adopted for the development of the NRSS was participatory and inclusive with the FRSC driving the process.



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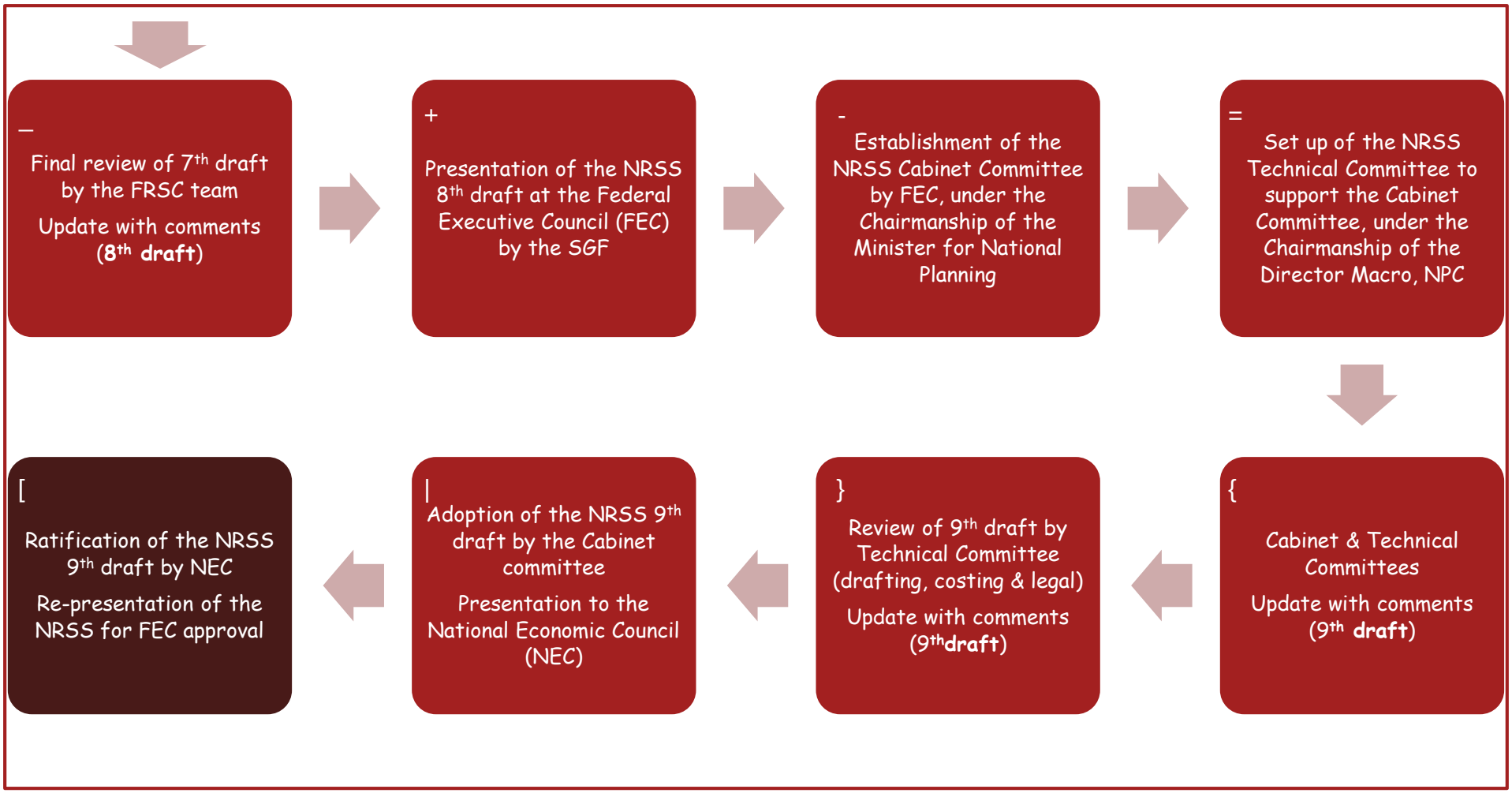


Country Highlights

The Federal Republic of Nigeria (Nigeria) is a federal constitutional republic comprising 36 states, a Federal Capital Territory (FCT) Abuja and 774 Local Government Areas.

With a total area of 923,768[a] square kilometres and human population of about 169 million[a], Nigeria is the most populous country in Africa, most populous black nation and currently the 7th most populous nation in the world.

Total road network which is estimated at 200,183[b]km (comprising 36,183km Federal, 32,000km State and 132,000km of Local roads) has earned Nigeria her rank as the country with the second largest road network in Africa as at 2012, although Km road per 100 square km is estimated at 21 as against a BRICS average of 44.

In addition, population-road ratio was estimated to be 860 persons per kilometre roadway while vehicular density stood at about 39 vehicles per kilometre roadway. However, with human and vehicular population concentrated in and around the cities, the population-road ratio and vehicular density within the urban road network is much higher and results in high traffic pressure.

The current road traffic situation began during the economic prosperity of the 1970s oil boom, a period which witnessed a substantial increase in private vehicle ownership. Motor vehicle fleet is reported to have increased by 183% between 1978 and 1987. This period was followed by the economic decline of the 1980s characterized by increasingly inadequate and poorly maintained road infrastructure [c] . The situation has further been exacerbated by a breakdown of alternative modes of transportation; currently, it is estimated that 90% of passengers and freight in Nigeria rely on the road network for transportation.

NIGERIA at 2012

Key Statistic	2012 figures	2012 Global ranking
Population	>169,645,997[a]	7 of 238
Population Growth Rate	3.2%[a]	8 of 231
Total Area	923, 768[a] sq. km	32 of 251
Road network	200,183[b] sq. km	26 of 221
Vehicle per 1,000 population	46.0[d]	114 of 150[+]
Vehicle per km of road	39.0[d]	Top 60[++]
GDP per capita	US$1,517[d]	134 of 182[+++]
Nominal GDP	US$ 257 Billion[a#]	36 of 190

[+] Ranking in comparison to other countries of the World as at 2007

[++] Ranking in comparison to other countries of the World as at 2004

[+++] Ranking in comparison to other countries of the World as at 2011

[#]Computed using exchange rate of N157.5 /$1

Figure 1: Selected key statistics of Nigeria in 2012

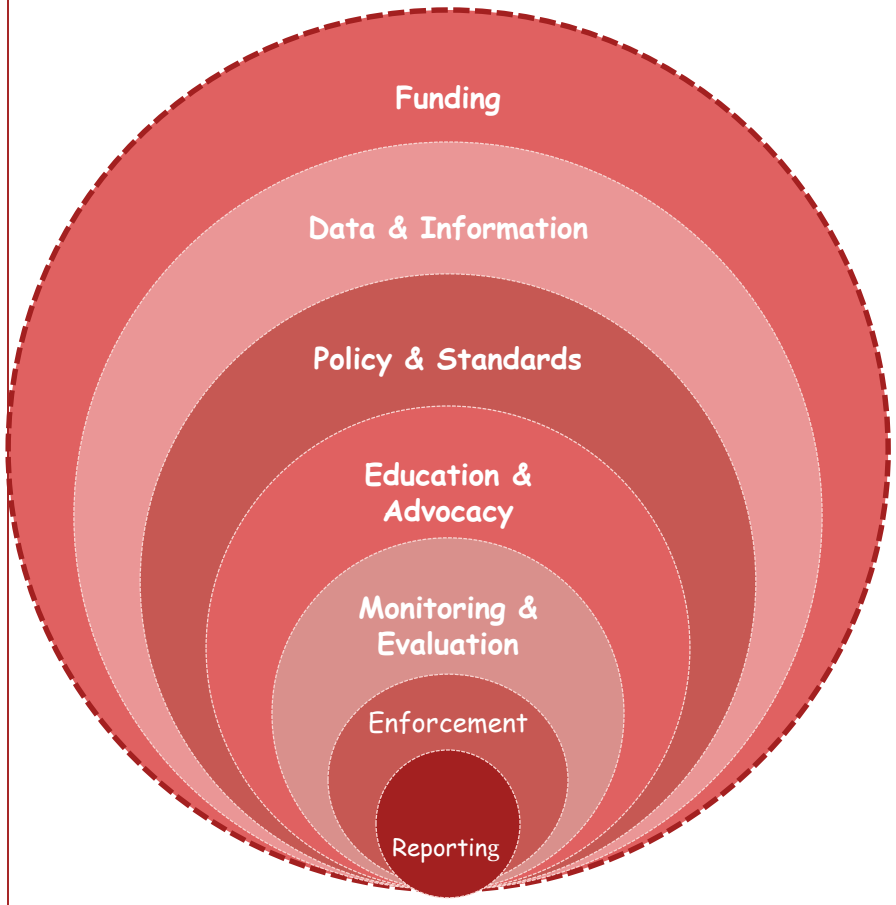
Source: a. National Population Commission (2013), PwC Analysis; b. National Bureau of Statistics (2013); c. World Bank (2002) ; d. NPC, PwC Analysis (2013);

Section 2

Overview of Road Safety Management

Elements of Road Safety Management

Road Safety Management Framework



The successes achieved to date, corroborate the fact that Road Safety can only be achieved by design – ***effective management of all elements that may affect safety on the roads.***

Road safety management elements seek to manage exposure to the risk of crashes, prevent crashes and reduce crash injury severity.

Collaboration invariably produces the best results in road safety management.

Road safety management elements entail the planning, design and supply of road infrastructure, use of the road network, the entry and exit of vehicles and the recovery and rehabilitation of crash victims, crash sites and crash vehicles.

The Road Safety Management elements therefore comprise funding, safety standards and a multitude of activities to secure compliance such as advocacy, publicity, monitoring and enforcement.

- Road Infrastructure
- Road Users
- Road Vehicles
- Post-Crash Response

Figure 5: Road Safety Management Framework

Source: PwC Analysis based on data from Accra declaration report (2007); UN Decade of Action report (2010)

Road Safety Management – Global experience

Road safety management has evolved over the last century with clear paradigm shifts

Since 1896, specific events have occurred that have changed the course of road safety management – globally, regionally and in Nigeria.

Road Safety Management has transitioned from the **prevention of collisions** (characterized by legislative enforcement over motorised carriage) of the early 1900s through to the **mastery of traffic situations** (characterized by car and road engineering) that pervaded the mid 1920s to the 1970s.

Beyond the 1970s, the approach to road safety management focused on the **control of traffic systems** until most recently when there was progression to the ***management of the entire transport system*** *with* emphasis on the sufferings of the road traffic casualties and their families as well as the cost of such road traffic crashes on individuals and the economy.

Individual country adaptations of these historical approaches abound including the 3Es approach of the UK which was hinged on **E**ngineering, **E**ducation and **E**nforcement. While this model provided a useful framework for improving road safety, it did not capture specific risks, issues and road user groups such as motorcyclists and pedestrians just as other country variations.

In 2007, African Leaders at the Road Safety Conference, recognized the successes recorded in developed climes and adopted a declaration to *mainstream* road safety management in individual countries. 37 countries, including Nigeria assented to this declaration.

The key turning point in road safety management occurred in March 2010 when the UN Global Decade of Action was endorsed by over 100 countries. The Decade of Action requires all assenting countries to make concerted efforts at reducing road crashes and fatalities by a minimum of 50% by 2020. The guiding principles underlying the Decade of Action is the development of a road transport system that accommodates human error and the vulnerability of the human body.

Road Safety Management – The Nigerian experience

With independence from British rule in 1960 came the establishment of the Traffic Police Unit of the Nigeria Police Force to perform traffic management and control functions

Nigeria's efforts at tackling the challenges of safety on the roads commenced in 1913 with the promulgation of the first transport law – the Highway (Motor Traffic) Ordinance with the main objective of *"reducing the incidents of road traffic accidents to the barest minimum"* in the Southern Protectorate.

Another Ordinance was promulgated in 1916 for nationwide applicability following the amalgamation of the Northern and Southern Protectorates in 1914. Subsequent revisions of this law occurred in 1940 and 1945 to reflect the fundamentals of the United Kingdom Road Traffic Act, 1930. Other legislations of this period include the Road Traffic Act, the Federal Highway Act and the Law of Carriage.

Despite the several revisions to the transport laws, RTC rates kept increasing prompting the Federal Government to revisit the issue of road safety with the declaration of 1974 as the National Road Safety Year and followed it up with the establishment of a Road Safety Advisory Commission under the Federal Ministry of Works and Housing. No real impact was however experienced as the Commission lacked enforcement powers.

While the Federal Government efforts stalled, some States rose to the challenge. A good example is the reaction of the Oyo State Government to the spate of RTCs along the Ife-Ibadan route with the establishment of the Oyo State Road Safety Corps through Edict 18 of 1977. The Corps was charged with the mandate of preventing RTCs through public education, enforce traffic regulations and prompt rescue of victims.

This effort was replicated at the national level with the creation of the National Road Safety Commission by the Federal Government under the Federal Ministry of Works and Housing in 1980 and in the States under the supervision of States Ministry of Transport.

New indications of the need for more concerted efforts arose from the data published by the International Roads Federation (IRF) in 1980. The report on number of persons killed per 100, 000 vehicles showed that Nigeria had one of the highest in the world at the time. This prompted the Federal Government to establish the Federal Road Safety Commission vide Decree 45 of 1988 which was later revised with the enactment of the Federal Road Safety Commission (Establishment) Act in 2007.

Road Safety Management – Journey to date

Management of road safety in reaction to the increasing spate of road traffic crashes dates several years back and approaches to road safety have witnessed remarkable progress over the years across the globe.

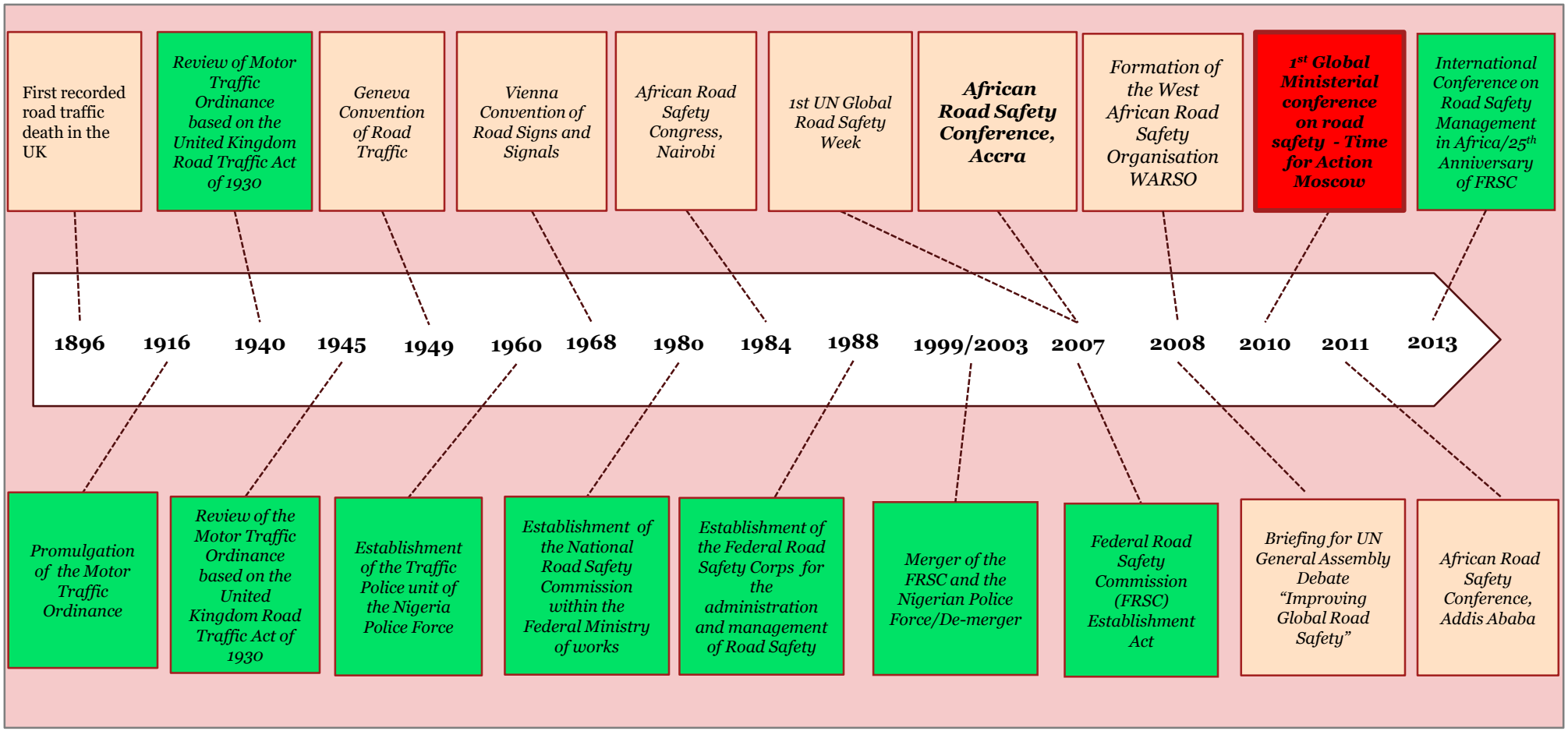


Figure 2: Key global road traffic events

Source: As Compiled by FRSC (2012)

Road Safety Management – Key global and regional messages

The key messages from the Accra Declaration and Global Decade of Action (2011-2020) Declaration are similar and ultimately seek to achieve ***safer roads***.

Accra Declaration	*Global Decade of Action Declaration*
❑ Establish an empowered Lead Agency with proper legal backing, adequate financial resources and personnel	❑ Encourage increased funding to road safety and better use of existing resources
❑ Improve collection, management and use of RTC casualty data so as to formulate evidence-based policies.	❑ Improve the quality of data collection and capacity building to address road safety.
❑ Improve road safety management by emulating good practice from within the continent	❑ Strengthen management infrastructure and capacity for technical implementation of road safety activities
❑ Harmonize national action plans at sub-regional levels (databases, regulations, infrastructure and standards)	❑ The development and implementation of sustainable road safety strategies and programmes
❑ Enforce road safety legislation particularly those related to speed control, use of helmet and enhancing visibility	❑ Monitor progress and performance on a number of predefined indicators
❑ Mainstream road safety in national transport policies, with particular attention to rural transport safety	❑ Encourage the inclusion of road safety component within road infrastructure projects
❑ Commit to educating the general public on road safety matters	❑ Strict adherence to and full implementation of the major UN road safety related agreements and conventions
❑ Set and achieve measurable targets to contribute to the goal of reducing crash fatalities by half by 2015	❑ Set ambitious yet feasible targets for reduction of road fatalities by 2020

Figure 3: Comparing the key messages in the Accra Declaration and the Global Decade of Action declaration

Source: Accra declaration report (2007); UN Decade of Action report (2010)

Current Approach to Road Safety Management

To date, the Safe System approach has provided the best means for implementing the Road Safety Management Framework

Most recent attempts at managing road safety are encapsulated in the "safe system" approach highlighted in the Accra Declaration of 2007 and subsequently the UN Decade of Action recommendation of 2010.

The **Safe System** approach to road safety management begins with the acceptance of human error and realization that RTCs cannot be completely avoided although most are preventable. It **regards the road user as the weakest link in the transport chain**, unpredictable and capable of error in spite of his level of education and access to information.

The approach therefore transfers a major share of the responsibility from road users to those who design the road transport system but does not encourage road users' abdication of own duty.

The goal of the safe system is to ensure that when crashes occur, they do not result in serious human injury or death. This is sought to be achieved by focusing on keeping the impact energies that can produce either death or serious injury below the threshold.

Key distinguishing features of the Safe Systems approach include:

- Recognition that preventive efforts notwithstanding, road users will remain fallible and crashes will occur.
- Shared responsibility among persons responsible for the design of the road transport system (to make it safe) and users of the system (with obligation to comply with the rules and constraints of the system).
- Alignment of safety management decisions with broader transport and planning decisions covering wider economic, human and environmental goals.
- Shaping interventions to achieve a long term goal, rather than relying on "traditional" models to set the limits of any long term targets.
- Consists of five (5) main cornerstones – Safe Vehicles, Safe Infrastructure (Roads and Mobility), Safe Road User Behaviour, Improved Road Safety Management (systems) and Post-crash Response and Care.

Current Approach to Road Safety Management - Summary of the Safe Systems' Cornerstones

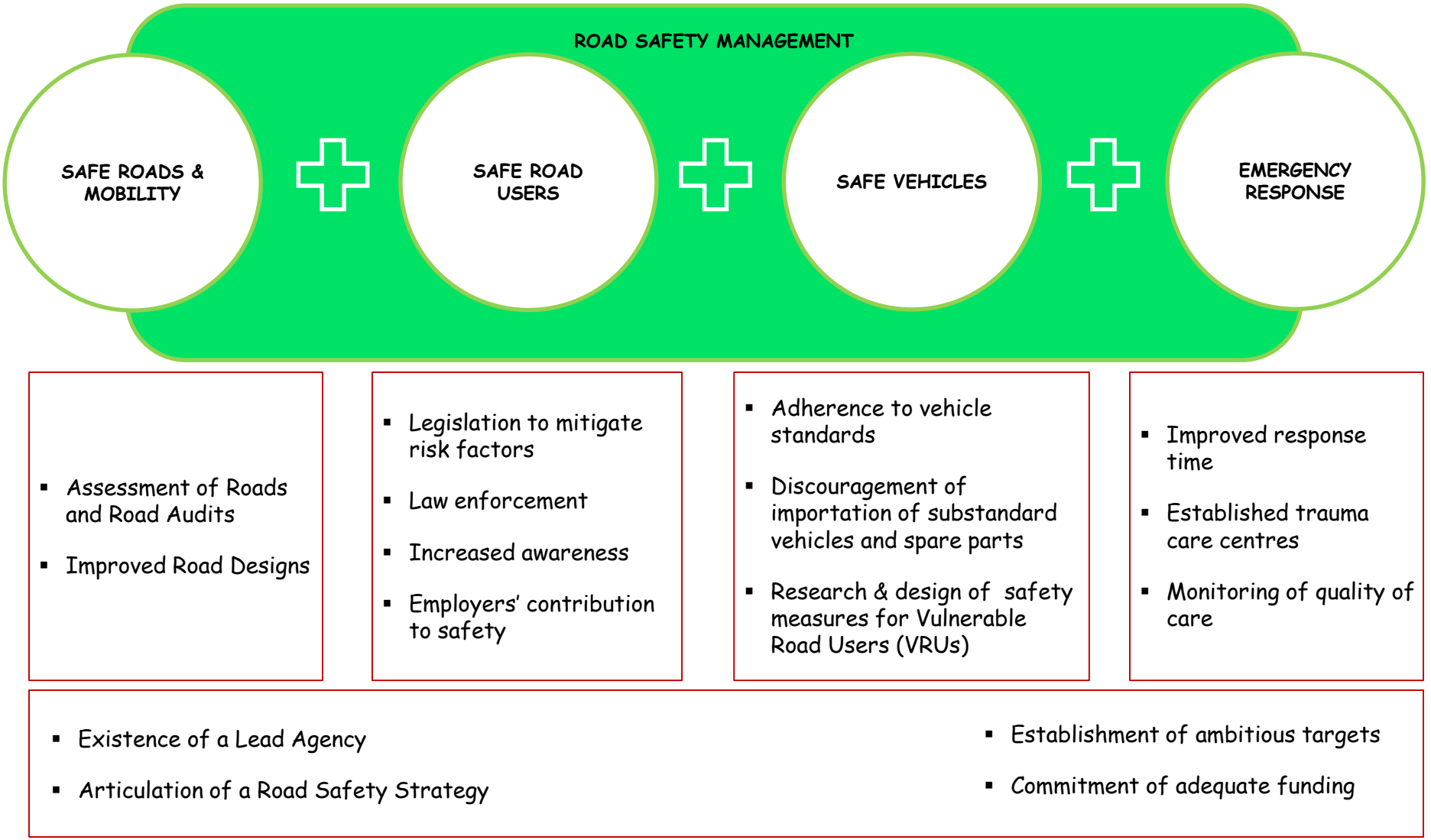
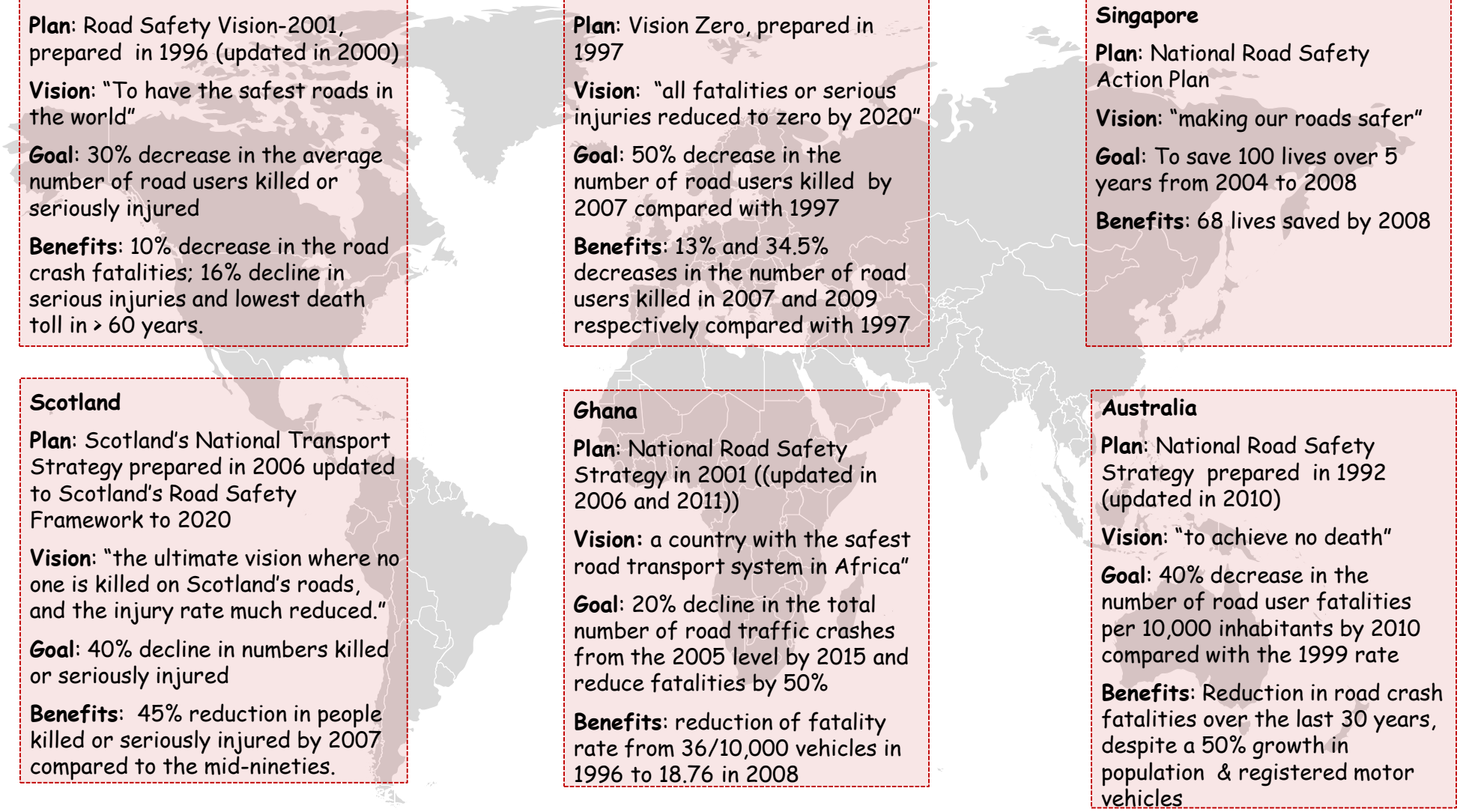


Figure 4: ***Summary of the Safe Systems' Cornerstones***

Application of the Safe Systems Approach in Selected Countries



Canada

Plan: Road Safety Vision-2001, prepared in 1996 (updated in 2000)

Vision: "To have the safest roads in the world"

Goal: 30% decrease in the average number of road users killed or seriously injured

Benefits: 10% decrease in the road crash fatalities; 16% decline in serious injuries and lowest death toll in > 60 years.

Sweden

Plan: Vision Zero, prepared in 1997

Vision: "all fatalities or serious injuries reduced to zero by 2020"

Goal: 50% decrease in the number of road users killed by 2007 compared with 1997

Benefits: 13% and 34.5% decreases in the number of road users killed in 2007 and 2009 respectively compared with 1997

Singapore

Plan: National Road Safety Action Plan

Vision: "making our roads safer"

Goal: To save 100 lives over 5 years from 2004 to 2008

Benefits: 68 lives saved by 2008

Scotland

Plan: Scotland's National Transport Strategy prepared in 2006 updated to Scotland's Road Safety Framework to 2020

Vision: "the ultimate vision where no one is killed on Scotland's roads, and the injury rate much reduced."

Goal: 40% decline in numbers killed or seriously injured

Benefits: 45% reduction in people killed or seriously injured by 2007 compared to the mid-nineties.

Ghana

Plan: National Road Safety Strategy in 2001 ((updated in 2006 and 2011))

Vision: a country with the safest road transport system in Africa"

Goal: 20% decline in the total number of road traffic crashes from the 2005 level by 2015 and reduce fatalities by 50%

Benefits: reduction of fatality rate from 36/10,000 vehicles in 1996 to 18.76 in 2008

Australia

Plan: National Road Safety Strategy prepared in 1992 (updated in 2010)

Vision: "to achieve no death"

Goal: 40% decrease in the number of road user fatalities per 10,000 inhabitants by 2010 compared with the 1999 rate

Benefits: Reduction in road crash fatalities over the last 30 years, despite a 50% growth in population & registered motor vehicles

Source: Compiled by PwC in 2012 from Strategy Documents of Selected Countries

Section 3

Current Road Safety Situation In Nigeria

An overview of the Nigerian Road Network

As at 2012, it was estimated that total road network in Nigeria was approximately 200,183 kilometres.

4% of total road network (~24% of Federal roads) are classified as **critical corridors** owing to their role in connecting the geopolitical zones within Nigeria.

These corridors also have inherent potentials for crashes based on their high traffic volume.

The FRSC adopted the corridor style of operation to promote wider coverage and effective road safety management culminating in:

- Unhindered traffic flow;
- Reduction in RTCs; and
- Reduction in emergency response time

Eliminating inherent risks on the critical corridors in Nigeria would involve a coordinated infrastructure safety assessment on these roads.

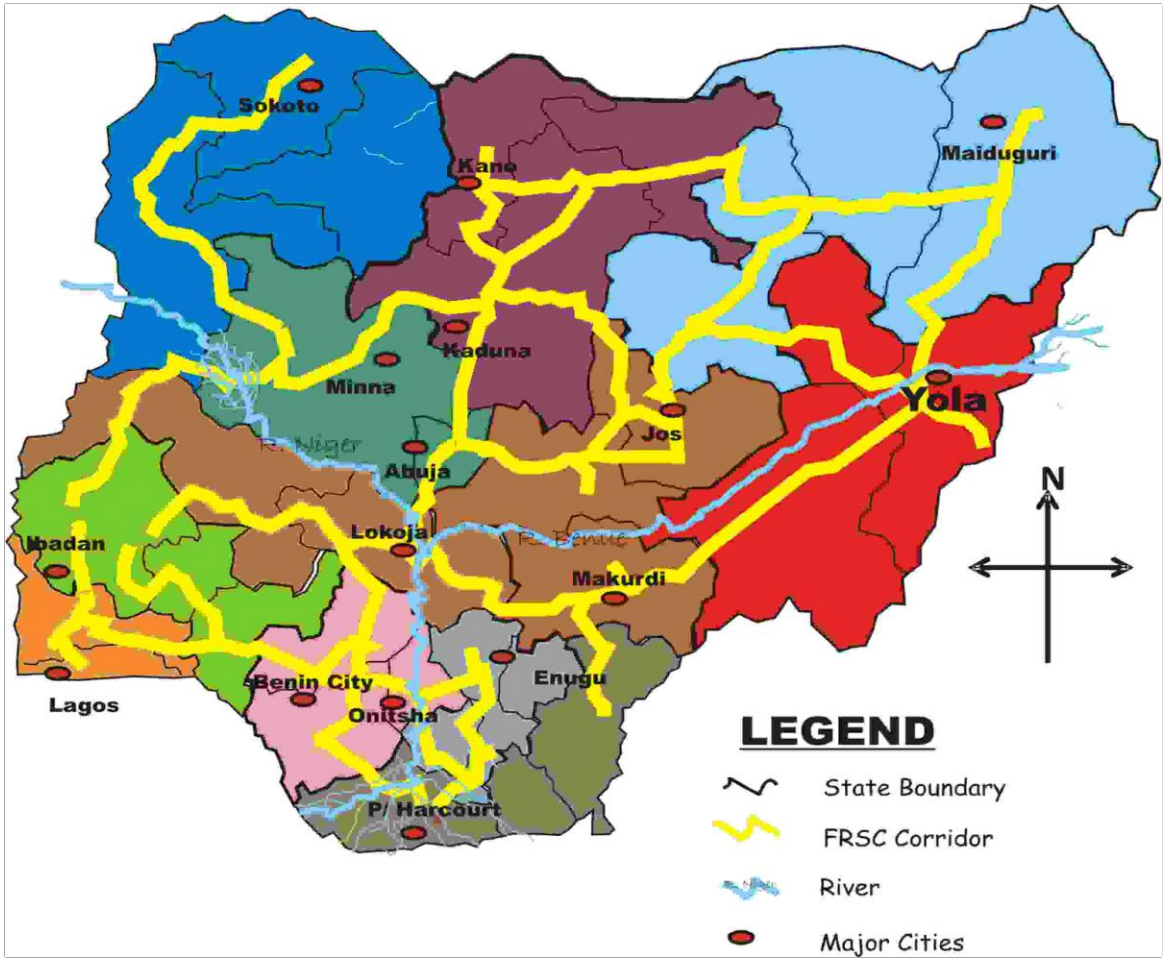


Figure 6: Map of Nigeria showing road network, critical corridor and routes
Source: FRSC (2012)

Perspectives on the state of Nigerian roads and road safety

"Nigeria's bad roads are getting worse. It was complete mayhem on the ever-busy Warri-Port Harcourt road as motorists meandered through large portions of a crumbled main arterial highway, amidst shouting and arguments over passage… Drivers trying to avoid potholes and dilapidated portions of the roads end up putting other people's lives at risk. Last month, 80 people were killed when an oil tanker exploded and caught fire in the southeast when it crashed while trying to avoid potholes

VOA News . 2009

"Every Nigerian has the right to live, and work in safety. Every Nigerian has the right to walk, ride and drive on good and safe roads. This generation should not be wasted with increasing road accidents."

The Nigerian Will. 2010

Nigeria launched the UN Decade of Action for road safety on the 11th May 2011, ushering in the long awaited United Nation action to tackle over bearing incidences of road traffic accidents, injuries and deaths".

People's Daily . 2011

"Popular Nigerian DJ, MC Loph Dies In Ghastly Road Accident"

Sahara Reporters . 2011

The newly introduced Auto-Inspector by the Lagos State Motor Vehicle Administration Agency (SMVAA) has been lauded as a device that would improve traffic flow and reduce the level of interface between traffic law enforcement officers and motorists in Lagos State

Daily Independent . 2011

Perspectives on the state of Nigerian roads and road safety

Year	Number of RTCs recorded[1]	Number Killed[2]	Number killed[1]	Number injured[1]	Number Injured[2]	Fatality rate per 100,000 population[1]	Fatality rate per 100,000 population[2]	Fatality rate per 10,000 vehicles[1]
2007	8,477	9,114	4,673	17,794	18,013	4	6	
2008	11,341	9,572	6,661	27,980	19,495	6	6	
2009	10,854	5,661	5,693	27,270	11,055	5	4	
2010	5,330	10,793	4,065	18,095	34,713	4	7	6
2011	4,765	NA	4,327	17,464	NA	4	NA	6
2012	6,269	NA	4,260	20,757	NA	3	NA	5
Average	7,839	8,785	4,947	21,560	20,819	4	6	6

Source: 1. As Compiled by FRSC (2013); 2. NBS (2013),

Table 1: RTCs and casualties by human and vehicle population (2007-2012)

The data on the perspective of road safety on Nigerian roads have been compiled from both the NBS and FRSC.

The FRSC data indicates a drop in incidence of RTCs and total casualties from 2008 up to 2011. The rise in RTC in 2012 is believed to have been occasioned by further road deterioration, and as a result of improved data collection and recording processes.

It is noted that an average fatality rate of 4 per 100,000 population was recorded by the FRSC as against 7 recorded based on NBS data up to 2010.

The UN's projected fatality rate for Nigeria in 2020 is 3.2 per 10,000 vehicles, the NRSS suggests a target of 2.5 per 10,000 vehicles for 2018 (or 50% of 5 per 10,000 vehicles recorded in 2012).

With the observed difference between FRSC data and those from other data sources (such as the NBS). it is recommended that the methodology adopted for RTC data collection be harmonized and performed by different sources (Police, Hospitals, NBS, etc.) and compared periodically and differences resolved.

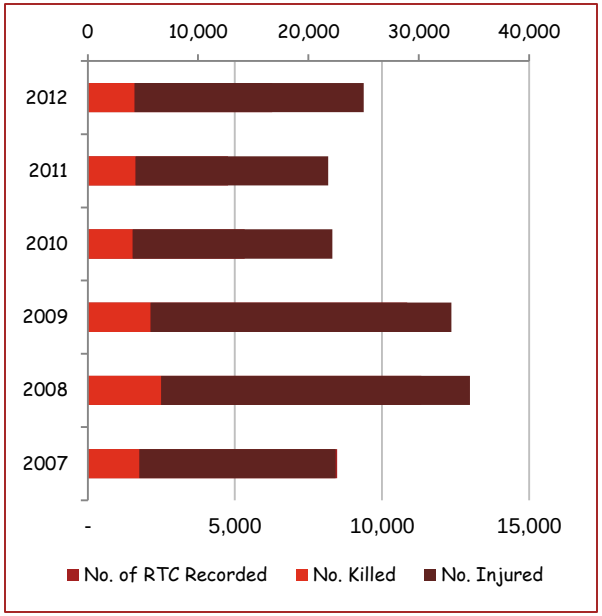


Figure 7: RTCs by Casualty Type (2007 - 2012)
Source: Compiled from FRSC (2013)

Perspectives on the state of Nigerian roads and road safety

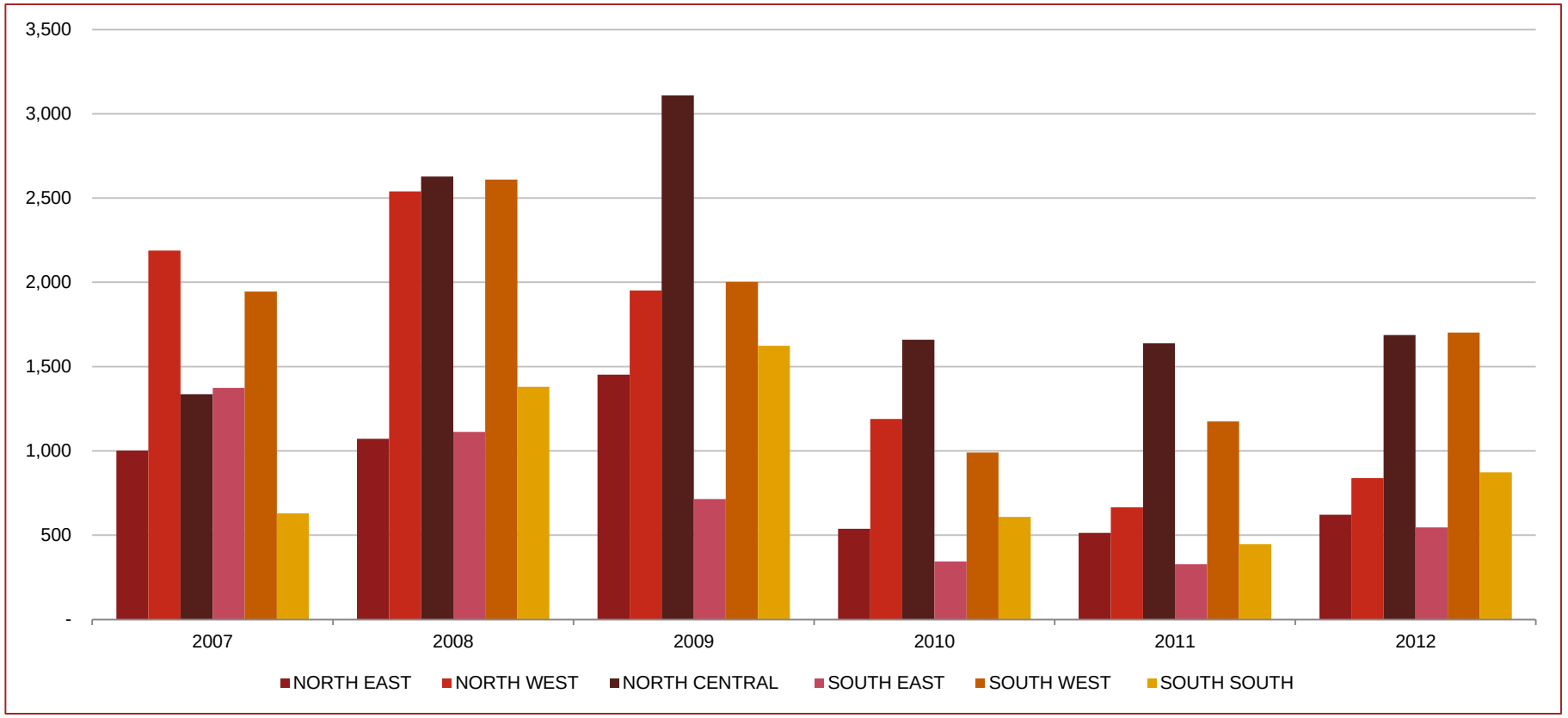


Figure 8: RTCs by geo-political zones (2007-2012) ***Source: As Compiled by FRSC (2013)***

About 50% of total RTCs and fatalities were recorded in the FCT, Kogi, Nassarawa (North Central), Kaduna (North West), Ogun (South West) and Edo (South South). The higher incidents of RTCs in these zones are due mainly to the significantly higher traffic volumes along the interstate routes within the regions, coupled with bad road conditions and road user behaviour.

Perspectives on the state of Nigerian roads and road safety

Regardless of vehicle type, any road crash can be attributed to a specific cause. Vehicle crash causative factors range through engineering defects, poor vehicle alignment, drivers' maladjustment and inadequate or absence of standard road furniture among others. The ten most prevalent causes of RTCs over a five (5) year period are shown below:

Table 2: RTCs by Causative Factors (2008-2012)

Causative Factors	2008		2009		2010		2011		2012	
	Total Crashes	Percentage	Total Crashes	Percentage	Total Crashes	Percentage	Total Crashes	Percentage	Total Crashes	Percentage
Speed Violation	2488	21.9	2681	24.7	1419	26.6	1253	27	2374	35.2
Dangerous Driving	2190	19.3	2376	21.9	878	16.5	692	15	1096	16.3
Loss of Control	631	5.6	774	7.1	508	9.5	721	15	1183	17.5
Tyre Burst	631	5.6	703	6.5	246	4.6	394	8	623	9.2
Brake Failure	477	4.2	354	3.3	249	4.7	335	7	344	5.1
Dangerous Overtaking	791	7	955	8.8	296	5.6	293	6	313	4.6
Light/Sign Violation	1277	11.3	314	2.9	188	3.5	219	5	3	0.04
Unclassified	1518	13.4	1094	10.1	301	5.6	251	5	**166**	**2.5**
Mechanically Deficient Vehicle	380	3.3	391	3.6	137	2.6	126	3	158	2.3
Route Violation	273	2.4	265	2.4	133	2.5	128	3	165	2.5
Bad Road	107	0.9	185	1.8	178	3.3	76	2	139	2.1
Obstruction / Stationary Vehicle	279	2.5	163	1.5	168	3.2	108	2	116	1.7

Source: As compiled by FRSC (2012)

"Speed violation" consistently caused the greatest proportion of RTCs over the last five (5) years, followed after by "dangerous driving" except in 2012 where "loss of control" ranked second. Intervention actions will be prescribed to address these as well as other contributory factors on the table which can be broadly categorised as faulty vehicles and use of substandard spare parts, poor road condition and insufficient road /route markings as well as reckless driving.

The table also indicates that 166 crashes (representing 2.5% of total crashes recorded in 2012) remain "unclassified". This may be attributed to the deficient data capture/analysis system due to delayed response to crash scene as well as the current high threshold of 6 deaths for crash investigation among other reasons.

Perspectives on the state of Nigerian roads and road safety

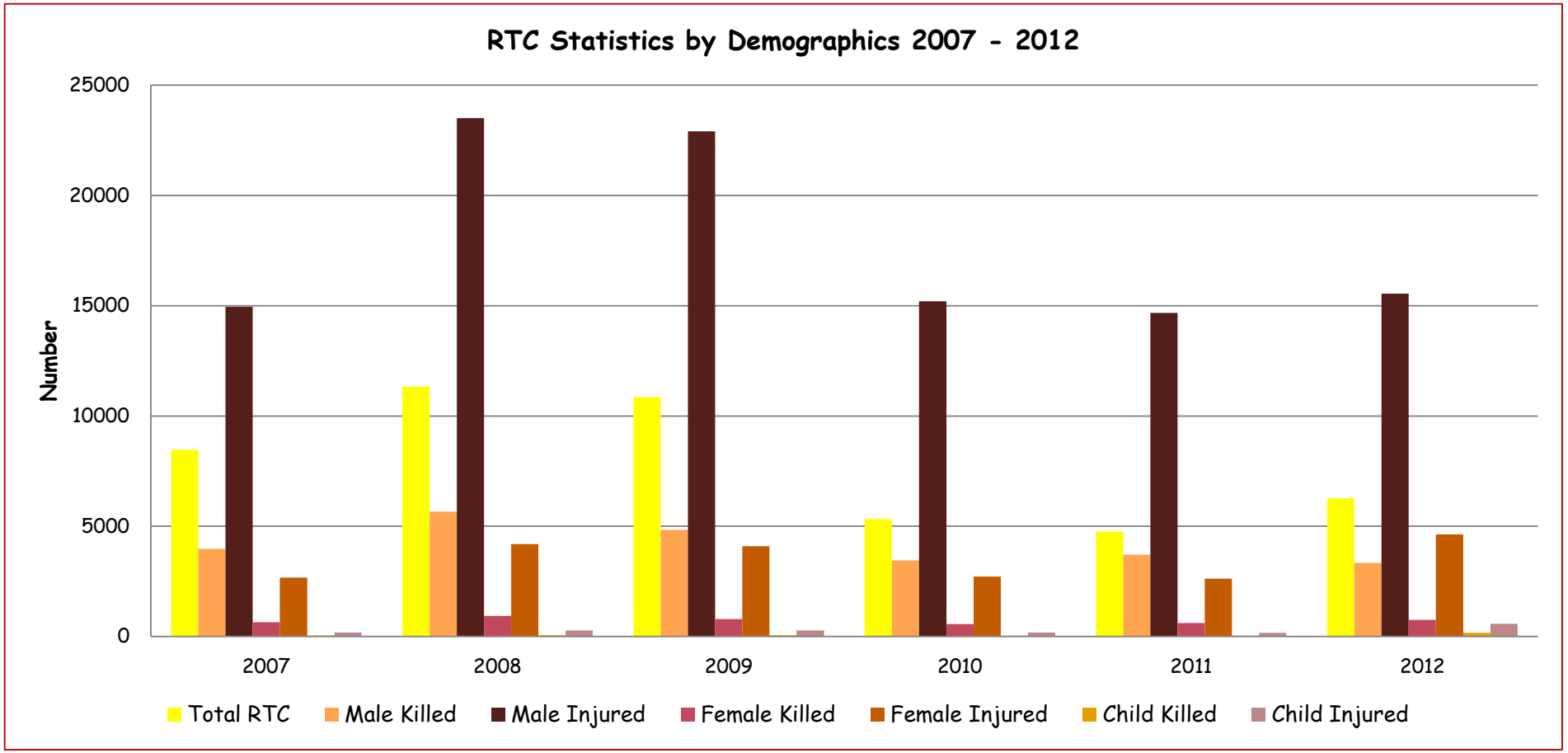


Figure 9: RTCs casualties by persons involved (2007-2012)

Ratio of casualty to RTCs is 4:1 and is split by ***1 fatality to 3 injured.*** Total casualty rate is also split by **male: female : child** ratio of **80: 18: 2**

Source: As Compiled by FRSC (2012)

Response to the road safety situation in Nigeria

In order to improve the current road and driving situation in Nigeria, the FRSC, some NGOs (Arrive Alive Road Safety Initiative, Road Safety Officers' Wives Association), Private Donors (such as UBA, Shell, Dangote) and representatives of the Global Road Safety Partnership (GRSP) collaborate under the Nigerian Road Safety Partnership (NRSP).

The NRSP provides a common platform, promotes support and coordinates data driven programmes and projects in support of the road safety action plan of the Nigerian Government.

Key response strategies to date have been driven by the FRSC and State Governments. Some of these include:

- **Creation of the Motor Vehicle Administration (MVA) Department of the FRSC in 1992.**

  The Department works with stakeholders such as the Joint Tax Board (JTB), Conference of Vehicle Inspection Officers, Motor Licensing Authorities and States Board of Internal Revenue to create an efficient MVA in the country, maintaining production of quality Number Plates for all categories of vehicles and National Driver's Licence for certified driver applicants in the country.

- **Establishment of Lagos State Traffic Management Authority (LASTMA) in 2000**

  In the wake of Nigeria's newly rediscovered democracy, Lagos State Government established its own traffic management authority to combat the traffic management challenges in the State especially with regards to road users' compliance with traffic rules and regulations.

  Following the successes achieved in Lagos State, other State Governments have established similar agencies.

- **Establishment of the Lagos State Motor Vehicle Administration Agency (MVAA) in 2007**

  The responsibilities for the Agency include issuance of Certificate of Title of a motor vehicle; issuance and renewal of all categories of Motor Vehicle and Drivers License; Learners Permit and other related matters. The Agency also reserves the right to revoke, suspend or withdraw any license granted pursuant to the provision of the enabling law.

- **Presentation of a memo to the National Councils on Works, Housing and Urban Development in 2009**

  The FRSC sought to strengthen the contribution of the States in Motor Vehicle Administration and Traffic Management by highlighting the need to establish State Agencies for the purpose of vehicle administration and requested the adoption of a Law on MVA.

Key Road Safety participants and their current activities

Responsibility for road safety has always been shared among several groups ranging between the public and private sector including:

Key Activities	Participants	Current Situation
Design, construction and maintenance of good public roads Provision of all safety components for the roads Enactment of laws and make policies on traffic matters Enforcement of Traffic Laws through Traffic Management Agencies Education, Training, Research & Development Provision of information on road safety breaches and risks Definition of standards of vehicles and drivers Recovery and rehabilitation of road crash victims		Federal, State and Local Governments are yet to adequately incorporate adequate safety components into roads design, construction and maintenance. Safety components of roads are often limited to road infrastructure while other such aspects as emergency response logistics like ambulances, tow vehicles and road side clinics are totally ignored. While road safety has been recognised as a collective task, there is little collaboration among key stakeholders. Some activities performed by participants appear to overlap resulting in conflicts, differing service levels and neglect of some road safety management areas. Examples include activities delivered by: • The FRSC, Police, VIOs and State Traffic Management Agencies in some States of the Federation • The Standard Organization of Nigeria (SON) and the National Automotive Council (NAC) in regulating standards on vehicle types permitted for importation. Rescue and primary care of road crash victims is performed by State ambulance services or more often, the FRSC which has secured a total of 58 ambulances and operates about 48 roadside clinics. Each clinic is furnished with equipment and manned by trained FRSC personnel. However, capacity issues abound in the area of required equipment and expertise especially in the area of Advanced Trauma Life Support.

Source: FRSC

Table 3: Key roles of Road Safety participants…based on existing practices

	Key Activities	FG^	SGs*	LGs	FRSC	FERMA	VIO	NGOs/ PS#	NPF
1	Policies and Legal Framework	✓	✓	✓	✓				
2	Road Traffic Management & Control		✓	✓	✓				✓
3	Construction and Management of Roads	✓	✓	✓					
4	Maintenance of Roads	✓	✓	✓		✓			
5	Road Safety Audits & Assessment	✓	✓	✓	✓	✓			
6	Enforcement of Traffic Laws		✓	✓	✓		✓		✓
7	Prosecution of Offenders		✓	✓	✓				✓
8	Vehicle Inspection & Certification				✓		✓		✓
9	Driver Testing & Licensing		✓		✓		✓		
10	Certification of Driving Schools		✓		✓				
11	Awareness and Advocacy	✓	✓	✓	✓	✓	✓	✓	✓
12	Collection of Data & Investigation	✓	✓	✓	✓	✓	✓		✓
13	Funding	✓	✓	✓				✓	
14	Provision of post crash services	✓	✓		✓			✓	

Source: As Compiled by FRSC (2012)

FG ^ – refers to all Ministries, Departments and Agencies (MDAs) of the Federal Government with the exception FRSC, NPF and FERMA

SGs* - this refers to state governments and includes state traffic management agencies, state road maintenance agencies and state ambulance services

PS# - Private Sector

Although responsibility for the enforcement of rules, response to road crashes and collection of data is shared, there's little cooperation with respect to data sharing and management. This as well as inconsistency in adopted approaches often results in loss of synergy. In addition, activities aimed at improving road safety undertaken by NGOs are often done independently.

Summary of the post-crash response and care situation

Prior to 1995, reports of hospital rejection of road crash victims were rife, patrol men and rescue marshals were compelled by both Government and private hospitals to make an advance deposit or produce staff identity card before treatment of victims could commence. This situation led to FRSC's decision to establish Road-side Clinics for the purpose of providing post crash care in order to reduce trauma, stabilize the victims and promote recovery while those with serious injuries are referred to hospitals.

In addition, a pilot programme - Emergency Ambulance Service Scheme (EASS) was launched in 2009 in the FCT, Abuja to facilitate prompt response to crash scene. This programme is gradually spreading to other parts of the country to cover all the critical corridors.

Reports of road crashes are channelled mainly through several informal and unstructured media. FRSC has designated a toll-free emergency line (122) for crash/incident reporting. The call is directed to its call centre, manned by FRSC staff on a 24x7 basis. On receipt of a distress call, the centre proceeds to locate an FRSC patrol vehicle nearest to the crash scene via the use of a vehicle tracking suite. Lagos State also has an emergency call number (767) which is routed to an emergency call centre.

The FRSC has also equally commenced implementation of the Six Fatality Threshold Investigation Plan in which inquiries are made into RTCs which result in six or more deaths.

Matrix of Gaps in the Road Safety Situation in Nigeria (based on perception)

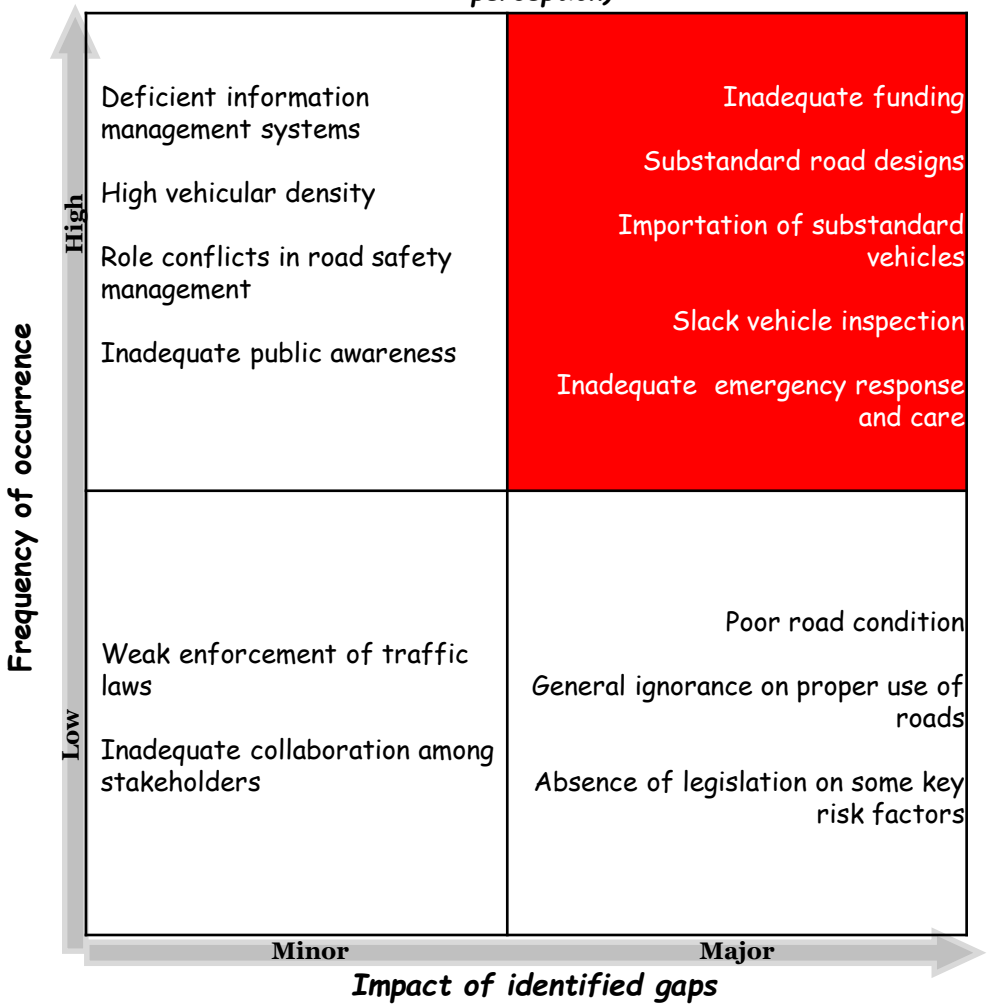


Figure 10: Gaps in Road Safety Management and their frequencies of occurrence

Source: Compiled by PwC (2012)

Section 4

Need for the NRSS

Need for the Nigeria Road Safety Strategy

Nigeria has experienced recent economic growth, especially since the introduction of economic reforms in 2008. With a GDP per capita of $1,517 and nominal GDP of $257 billion, the country in 2012 ranked 36th among the 190 IMF member countries. However, visible development of other modes of transportation is yet to be seen.

In 2011, Nigeria was included as the only sub-Saharan African country on the "3G" (Global Growth Generator) list , an indication of the potential and capacity for growth, but current infrastructure investments do not reflect the anticipated growth in population and economic activity. Expected consequences of heightened pressure on the road network will include additional challenges to road safety.

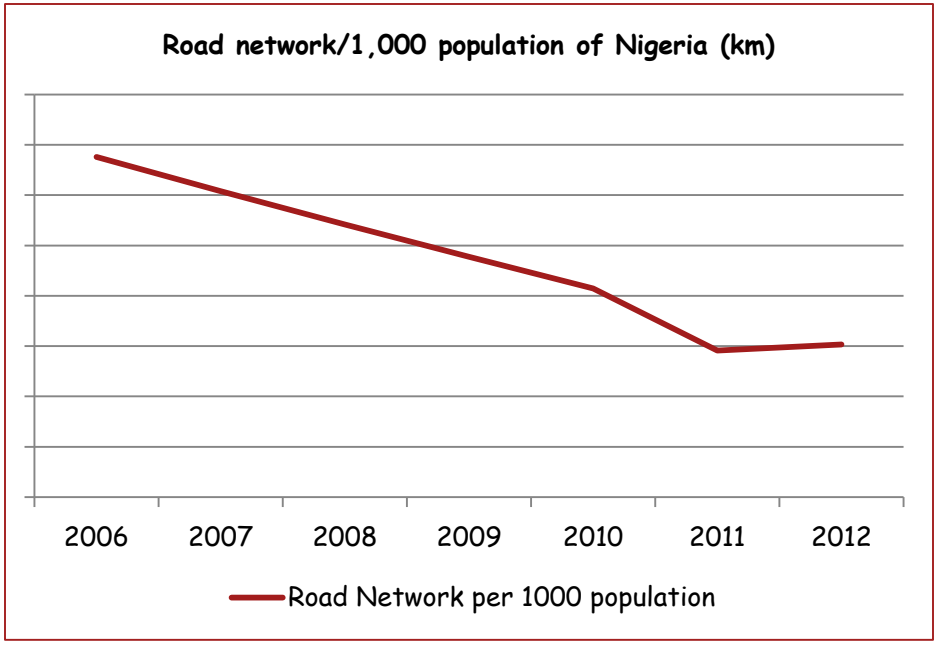


Figure 11: Ratio of Road network to Population (2006 – 2012) [1]

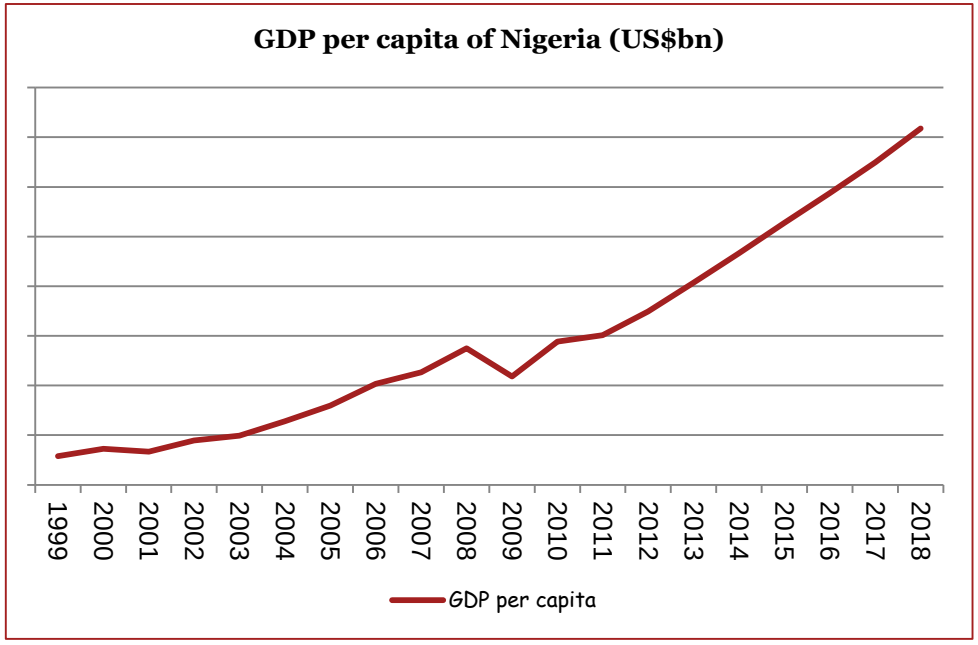


Figure 12: GDP per Capita between 2006 and 2012 [1]

Source: 1. compiled by PwC using data from BMI (2013); FRSC (2013)

Need for the Nigeria Road Safety Strategy

- **Global Imperative**

  Nigeria continues to feature in the bottom half of country rankings as a result of the frequency of Road Traffic Crashes (RTCs) which have resulted in deaths and injuries. Without concerted efforts towards addressing the problem, this trend may deteriorate further especially in light of the United Nations (2011) projection that Nigeria's population will grow to 188 million by 2015.

  Some Asian countries with teeming populations possess better fatality indices even up to 50% less Nigeria's statistics as is the case with India and Indonesia with fatality ranks below 120. Western countries are rated even better, recording less than 10 deaths per 100,000 population on average. The UK has one of the lowest with only 5.4 deaths/100,000 population while Nigeria is believed to have experienced 33.7 deaths/100,000 in 2010 according to WHO estimates. One common trait among these countries with comparatively better fatality indices is a documented road safety strategy.

  Nigeria's deplorable RTC fatality ranking (176th in 2010), also calls for a definite response to the hazards associated with road transportation in a country that is largely dependent on its road network for economic, social and physical activities.

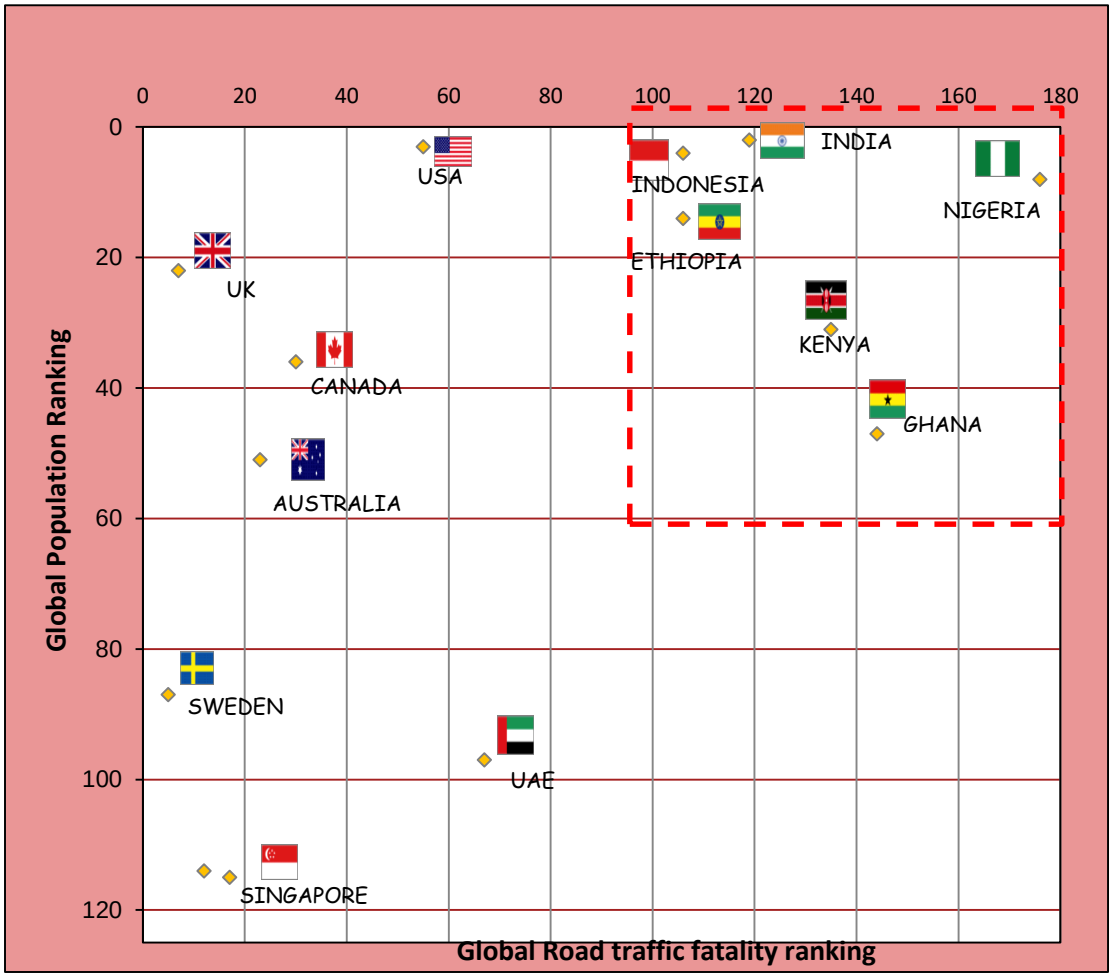


Figure 13: Matrix of Population Ranking to Road Fatality Ranking as at 2010

Countries with poor indices

Source: Compiled by PwC using data from WHO (2010), Population Reference Bureau (2010)

Complete list of country ranking included in Appendix 4 of this document

- ***Economic Imperative***

  Reports from the African Road Safety Conference in Addis Ababa[1] in 2011 suggest that Nigeria loses up to 3% of its annual GDP to RTCs; a towering ballpark amount of about 8.4 billion dollars in 2012 alone with propensity to further increase if no action is taken.

  With the continued increase in GDP, economic activities are expected to be on the rise. This will result in an increasing need to moving around for trading and other purposes. The required infrastructure will be necessary to support this anticipated economic growth.

  The NRSS seeks to bring the issue of road safety to the fore, recognizing it as a pressing issue with potentially huge economic benefits and ensuring it is ranked equitably in terms of investment and allocation of funds.

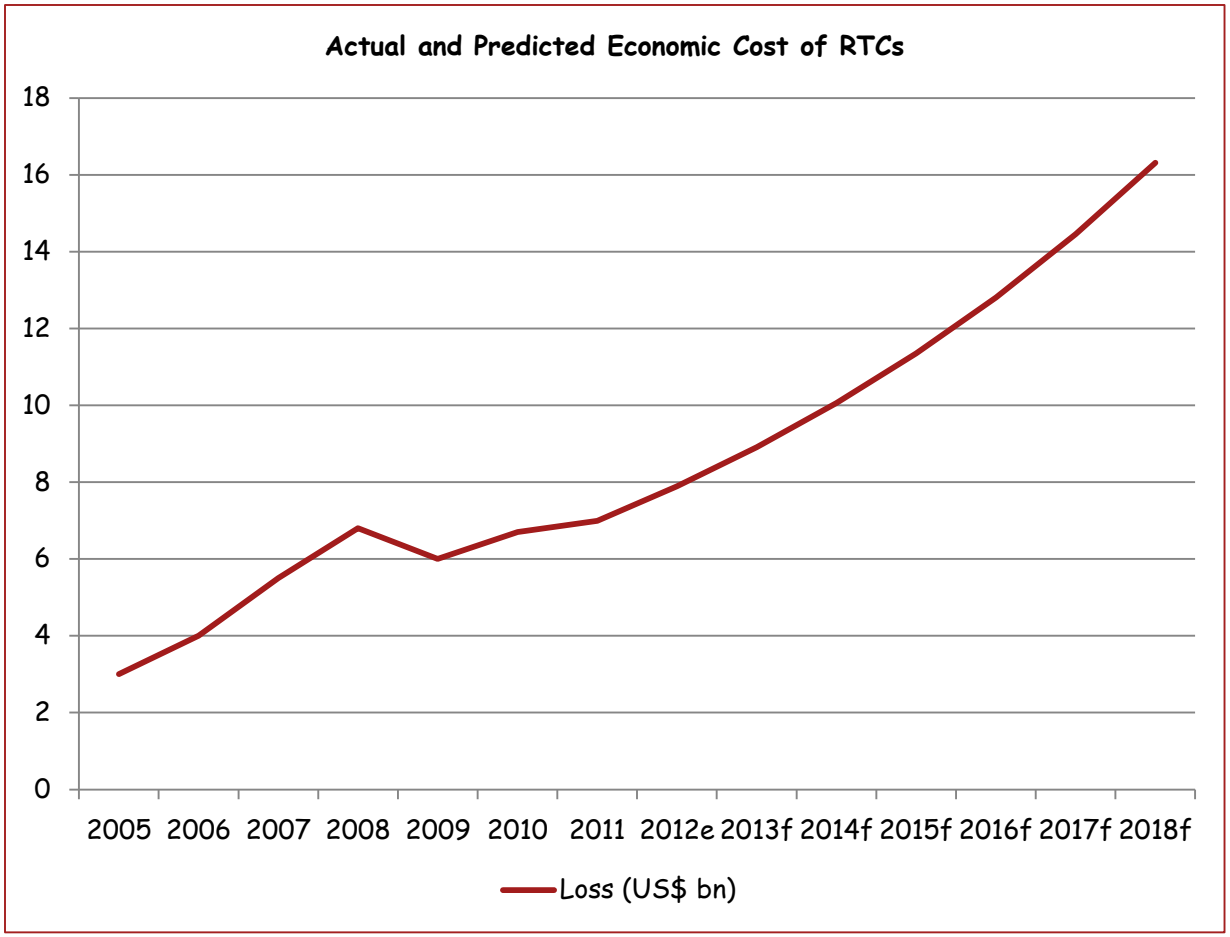


Figure 14: Economic Cost of RTCs

f = forecast
e = estimate

Source: PwC analysis based on data from BMI (2012a) ; BMI (2012b)

1. ***Second African Road Safety Conference Report (2011)***
2. ***National Planning Commission (2011)***

- ***Transformation Imperative***

  One of the Key Pillars of the Nigeria Vision 20:2020 is "Guaranteeing the productivity and well-being of the Nigerian people".

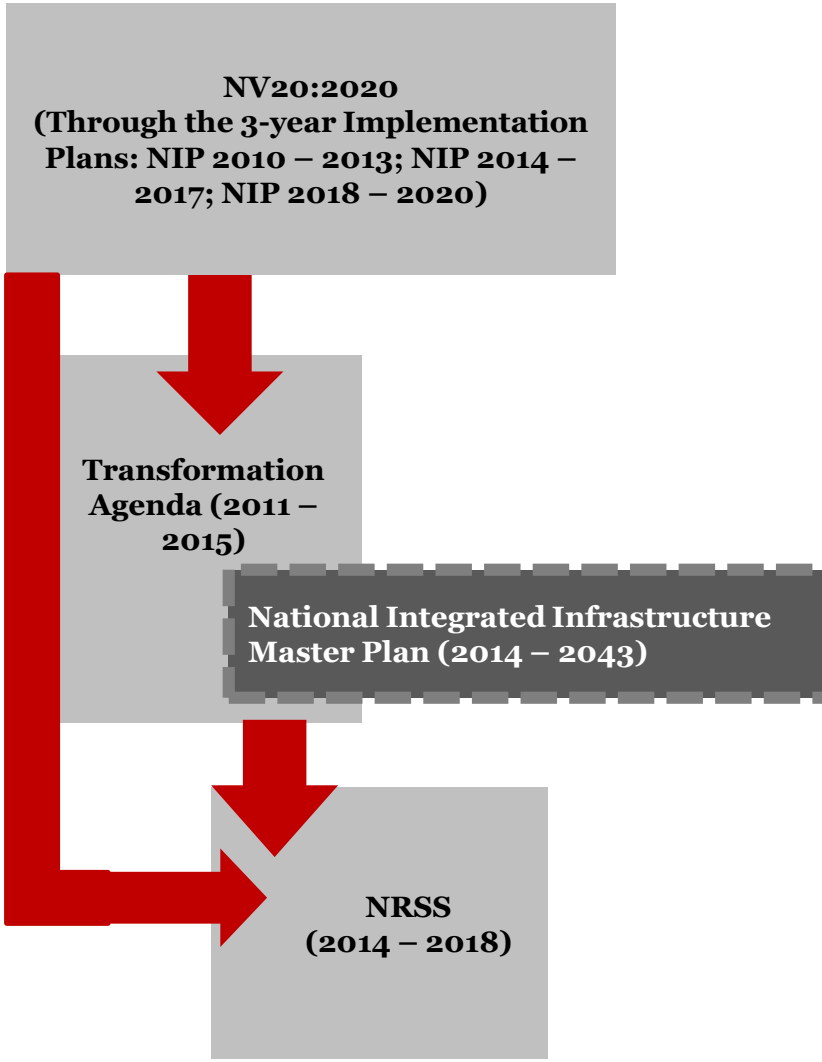
  Human existence and wellbeing, crucial to productivity, have been impacted by our predominantly "road-based" transportation system, coupled with the high incidence of road traffic crashes and the consequent countless cases of injuries and deaths.

  In light of this, the Federal Government recognises the *Increased Investments in Critical Infrastructure* as a ***Critical Policy Priority*** *among other requirements necessary to* place Nigeria among the league of top 20 countries with safe roads by year 2020.

  Under the first National Implementation Plan (1st NIP) for the NV20:2020 and Transformation Agenda, "Transportation" was identified as a key sector plagued by dismal infrastructure; the NIP set out plans to diversify the transport system and increase the road network in order to reduce road traffic volumes and the resultant incidence of road crashes. These transportation infrastructure needs have also been comprehensively captured in the National Integrated Infrastructure Master Plan (NIIMP).

  The NRSS provides a more targeted and coordinated approach for improving safety on Nigerian roads and invariably reducing road traffic crashes as it adopts a holistic system for managing all the variables that interact on the roads viz Road Users, Vehicles, the Road itself and Road (Safety) Managers.

  Adoption and implementation of the NRSS will reduce the fatality on Nigerian roads thereby permitting continued productivity of the Nigerian people.



The Nigeria Road Safety Strategy (2014–2018) is a major step towards a deliberate coherent national approach to the road safety hazards typically associated with a growing nation like Nigeria.

- ***Behavioural Imperative***

  The conduct of the typical Nigerian on issues of road safety is characterised by general complacency underscored by the flawed notion that death and serious injury are inevitable consequences of using roads. Features of road conduct in Nigeria include:

  - ❑ Widespread vandalism
  - ❑ Unethical use of road infrastructure
  - ❑ Flagrant disobedience to safety regulations such as use of helmets, seatbelts, child restraints, speed limits
  - ❑ Non cooperation with road safety enforcement organizations, policies and programmes
  - ❑ Poor road etiquette

  As government sets out to invest in the transportation network, a positive change in behaviour will enhance the impact of the interventions. As such, it is recognised that the development and efficient implementation of Nigeria's Road Safety Strategy will enhance the confidence of road users as well as road traffic enforcement organizations in the country's road transport system.

- ***Socio-political Imperative***

  There is a need for a framework on intergovernmental cooperation to deal with the challenges of road safety in Nigeria, especially given that it is an item under the concurrent legislative list. The NRSS provides an integrated and synchronised framework for road safety in the country as against a situation in which different levels of government work at cross purposes.

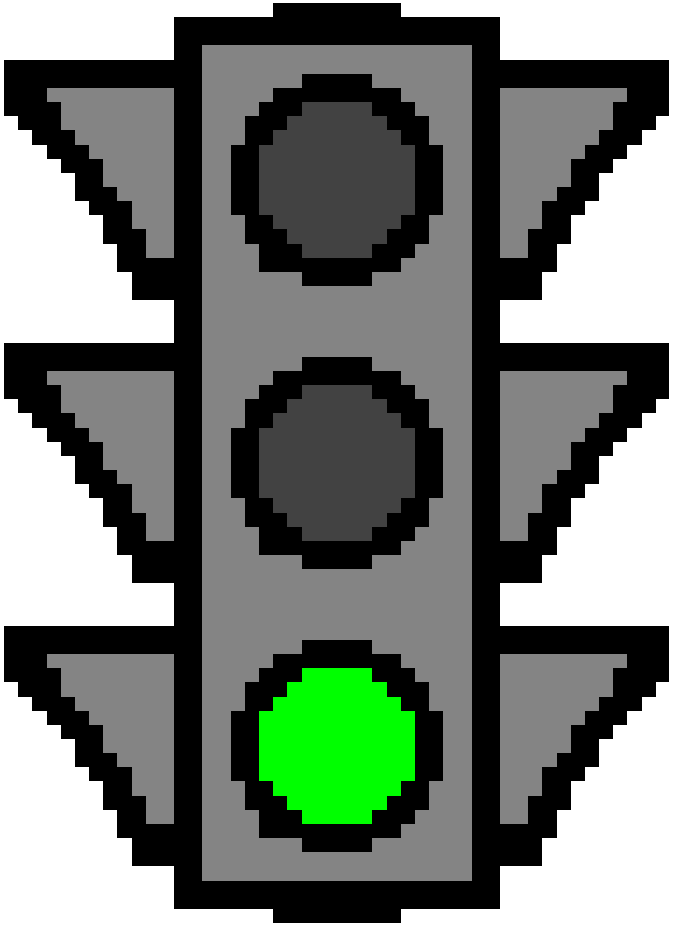
- ***National Image Imperative***

  A well developed and supported strategy will aid in dispelling the unflattering image of being listed among the countries with poor road safety indices and ultimately encourage socio-economic development.

  The NRSS comes at an opportune moment in Nigeria's history as the Federal Government seeks to develop an inter-modal, integrated and sustainable transportation system in Nigeria by 2015.

Section 5

Road Safety Intervention Strategies



The NRSS Framework

Based on the gaps identified, intervention strategies have been defined to bridge the gaps and move the country closer to achieving it's road safety vision - "Road Traffic Crash resulting in no death".

The NRSS has been developed and will be managed through a set of framework that ensures accountability, transparency and focus on Road Safety.

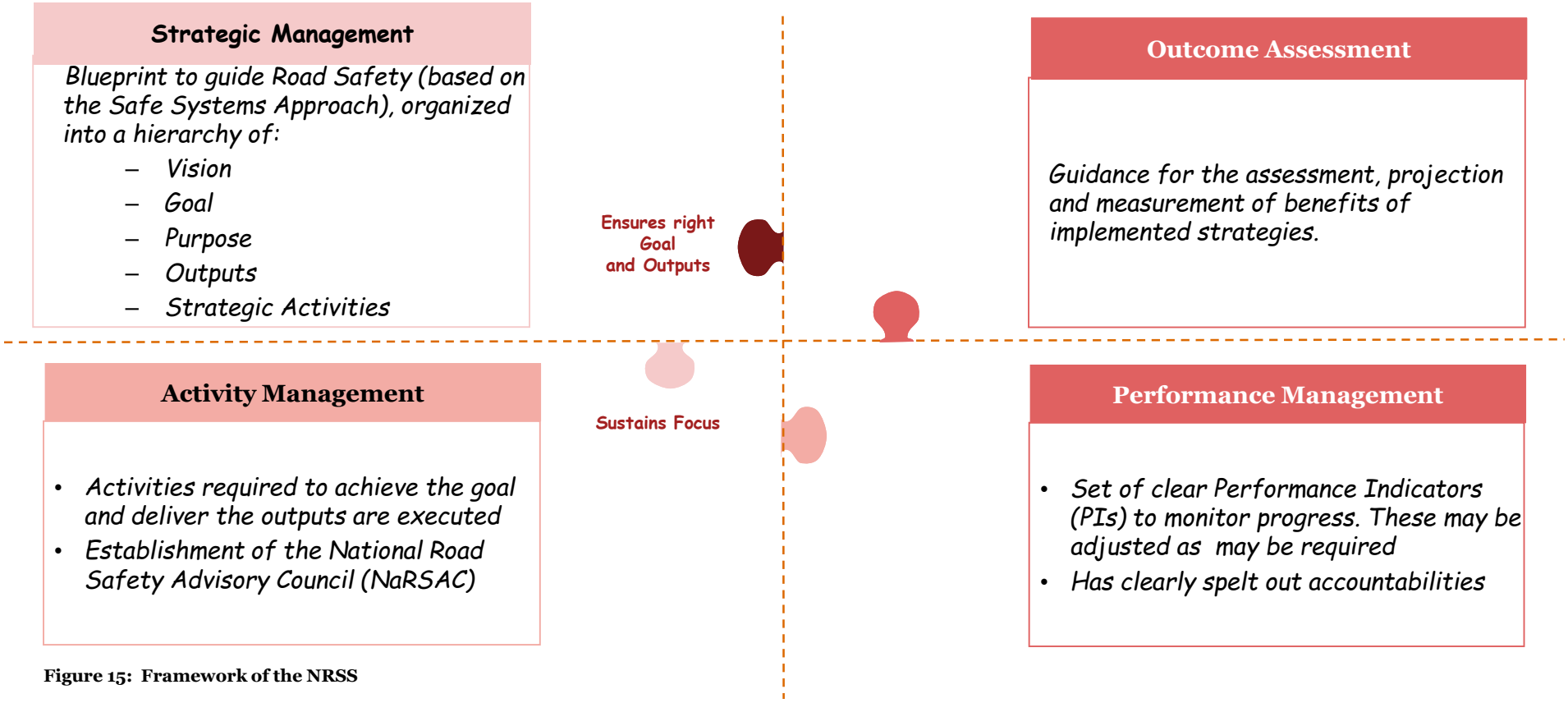


Figure 15: Framework of the NRSS

NRSS on a page

ROAD SAFETY VISION
A country where Road Traffic Crash results in no death

GOAL
Reduction in road traffic crash fatality rate by 35% by 2018 (2012 as baseline)

PURPOSE
Safe system approach to road safety management widely adopted in Nigeria

DESIRED OUTPUTS	A cohesive and efficient road safety administrative system	Improved road infrastructure for all road users	General compliance with vehicle and other road machinery standards	A culture of personal responsibility for safe road use	Prompt and effective emergency response and care
GAPS	Absence of standard template for reporting road traffic incidence	Construction of Roads without specific standards	Limited (vehicle) coverage of the RTSSS	Poor compliance with road traffic rules and regulations	Insufficient rescue ambulance and rescue equipments
	Undefined Lead Agencies for traffic administration in some states	Failure to perform safety audits on roads	Insufficient vehicle inspection centres operated by PPP	Inadequate monitoring of learners in driving schools	Poor implementation of road user insurance scheme
STRATEGIC INITIATIVES	Develop and utilize standard templates to capture and report RTCs and other relevant traffic data	Implement design standards for all road types including the provision of rest-stops, weighbridges, vehicle parking areas at regular intervals on highways.	Expand RTSSS coverage to include all commercial vehicles that ply interstate roads	Develop and implement awareness campaigns on proper road use	Provide additional medical equipment and emergency rescue ambulances
	Legislate the establishment of Motor Vehicle Administration Agencies at state levels	Conduct road safety audit and safety impact assessments	Encourage Public Private Partnership for establishment of VICs	Develop and implement training programmes based on vehicle license category	Implement road user insurance scheme to finance rehabilitation of crash victims
PERFORMANCE INDICATORS	100% utilisation of standard templates	100% compliance of newly constructed roads with defined standards	90% coverage of commercial vehicles in the RTSSS	50% decline in number of road traffic law violations	Average crash response time not exceeding 15 minutes
	Existence of motor vehicle administration agencies in all States	80% coverage of all road in AAP	Ratio of Government to privately owned VICs not more than 2:1 per State	50% decline in number of RTCs	80% achievement of scheme

Figure 16 - Summary of NRSS on a page

Strategic Activities by Road Safety Outputs

1. A cohesive and efficient road safety administrative system (Improved Road Safety Management)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
1	Establish the National Road Safety Advisory Council (NaRSAC) and Technical Working Group	2014					FGN	Existence of National Road Safety Advisory Council Existence of National Road Safety Advisory Council (NaRSAC) Technical Working Group No less than 80% achievement of NRSS
2	Sustain and Maintain a central database for motor vehicle administration for harmonization of data across agencies	2014	2015	2016	2017	2018	FRSC, NBS	Existence of central database Less than 10% variance in motor vehicle administration data among relevant agencies Harmonized traffic data among traffic agencies
3	Develop standard templates for capturing and reporting RTCs and other relevant traffic data	2014					FRSC	Existence of standard RTC data capture and reporting templates
4	Utilize standard templates to capture and report RTCs and other relevant traffic data	2014	2015	2016	2017	2018	FRSC, NPF, NBS, FMoH, SGs	100% utilisation of standard templates by all relevant agencies

Strategic Activities by Road Safety Outputs Cont'd

1. A cohesive and efficient road safety administrative system (Improved Road Safety Management)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
5	Review extant laws to eliminate role conflicts among road traffic law enforcement agencies		2015				FGN, SGs, NASS, State Houses of Assembly	Elimination of role conflicts from relevant legislations across the different agencies.
6	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalisation of certain offences such Driving Under Influence (DUI)		2015				FGN, SGs, NASS, State Houses of Assembly	Criminalisation of severe traffic rule violations such as driving under influence Inclusion of stiffer sanctions for road traffic offenses in Penal Codes 50% decline in number of road traffic law violations
7	Procure toll free lines across all existing telecommunication networks	2014	2015				FGN, NCC, GSM and CDMA operators	Existence of toll free lines across all mobile phone networks
8	Pass executive bills legislating establishment of Motor Vehicle Administration Agencies in all States	2014					SGs, State Houses of Assembly	Existence of motor vehicle administration agencies in all States
9	Develop and implement a funding plan for national road safety initiatives	2014	2015	2016	2017	2018	NaRSAC	Existence of funding plan for NRSS Minimum of 90% Implementation of the funding plan

Strategic Activities by Road Safety Outputs Cont'd

1. A cohesive and efficient road safety administrative system (Improved Road Safety Management)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
10	Identify and harness sources of funding for national road safety initiatives	2014	2015	2016	2017	2018	NaRSAC	Minimum of two (2) sources of funds for NRSS intervention initiatives
11	Review funding structure and fund sources				2017		NaRSAC	Funds available not less than 90% of required funds
12	Track disbursement and utilization of funds	2014	2015	2016	2017	2018	NaRSAC	Satisfactory audit report on road safety agencies No less than 90% compliance with approved plan
13	Perform quarterly review of progress made on NRSS by relevant agencies	2014	2015	2016	2017	2018	NaRSAC	Minimum of three (3) performance review sessions annually 7% annual reduction in RTC fatalities 80% achievement of annual NRSS goal(s)

Strategic Activities by Road Safety Outputs Cont'd

1. A cohesive and efficient road safety administrative system (Improved Road Safety Management)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
14	Institute and adopt uniform traffic law violation booking system to harmonise enforcement efforts		2015				FRSC, SGs/SMVA NPF	Existence of traffic rule violation booking system Zero incident of multiple booking for same violations
15	Review current FRSC Act to enable full enforcement of schemes to include suspension of operations or premises seal-off		2015				FGN, NASS	Occurrence of the review of the FRSC Act Existence of stronger enforcement powers in the FRSC Act
16	Improve coordination of land transport in Nigeria	2014	2015	2016	2017	2018	FMOT, SGs	Existence of land transport coordination Reduction of Road traffic density to 30vehicles/km
17	Direct hospitals to maintain and share data on RTCs with relevant agencies			2016			FMoH, SMoH	100% compliance with the directive by hospitals
18	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	FMoH, FMoW, FRSC, FMoT, FERMA, NaRSAC,	Frequency of ICT downtime during M&E activities Ratio of Planned M&E to Actual M&E Activities

Strategic Activities by Road Safety Outputs Cont'd

2. Improved road infrastructure for all road users (Safer Roads and Mobility)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
19	Install Speed (limit) signs on all highways	2014	2015				FMoW, SG, SMoW, LGs	Existence of speed (limit) signs on all highways
20	Establish the Nigeria Road Fund (NRF), to cater for periodic maintenance and safety improvements on Nigerian roads	2014					FGN, NASS	Existence of the Nigeria Road Fund 80% decline in number and/or lengths of bad roads 35% decline in RTCs due to bad roads
21	Promote the design and construction of safer roads – mobility and access	2014	2015	2016	2017	2018	FRSC, SGs, LGs, FMoW	15% increase in road network by 2018
22	Perform regular road maintenance in line with approved work schedule for various road categories	2014	2015	2016	2017	2018	FERMA, State Road Maintenance Agencies	No less than 80% performance based on maintenance plan/schedule 35% decline in RTCs due to bad roads
23	Perform road improvement works on major roads in line with findings from safety audits	2014	2015	2016	2017	2018	FMoW, FERMA, State Road Maintenance Agencies	80% decline in number and/or lengths of bad roads 35% decline in number of crashes along critical corridors

Strategic Activities by Road Safety Outputs Cont'd

2. Improved road infrastructure for all road users (Safer Roads and Mobility)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
24	Conduct road safety audit and safety impact assessments			2016			FGN, SGs, FRSC	80% coverage of all road in annual assessment programme
25	Implement 10% safety component rule on all road infrastructure projects	2014	2015	2016	2017	2018	FMoW, SGs, LGs	100% compliance with 10% safety component rule
26	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles	2014	2015	2016	2017	2018	FMOT, SGs, LGs	30% increase in number of mass transit schemes and vehicles Reduction of Road traffic density to 30vehicles/km
27	Implement design standards for all road types including the provision of rest-stops, weighbridges, vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	FMoW, SGs, LGs, FRSC, NSE, SON,	100% compliance of newly constructed roads with defined standards Existence of rest stops on highways in line with prescribed standard. 35% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians

Strategic Activities by Road Safety Outputs Cont'd

2. Improved road infrastructure for all road users (Safer Roads and Mobility)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
28	Enact a law prohibiting refuse dumping on roads and streets	2014	2015				FGN, SGs, LG, NASS, State Houses of Assembly	Existence of legislation prohibiting refuse dumping 100% compliance with legislation
29	Review designs of road construction projects to ensure suitability with approved town plans prior to award of road construction projects	2014	2015	2016	2017	2018	NITP, FGN,SGs, LGs, SMoPP&UD	100% compliance of newly constructed roads with town plans 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
30	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule		2015	2016	2017	2018	FMoW, SG, LG	100% elimination of obstructions on right of way
31	Provide designated parking areas on all roads to prevent obstructions caused by illicit parking		2015	2016	2017	2018	FMoW, SMoW, LGS	60% increase in number of designated parking areas 60% decline in road obstructions due to indiscriminately parked vehicles

Strategic Activities by Road Safety Outputs Cont'd

2. Improved road infrastructure for all road users (Safer Roads and Mobility)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
32	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date	2014	2015	2016	2017	2018	FRSC, SGs	Existence of online index detailing all relevant information
33	Develop and implement National Standards on Road Signs and Markings based on the recommendations of the Geneva Convention		2015				FMoW, FRSC, SG,	Existence of NSRSM 100% compliance with national standards across all States and FCT
34	Enact and enforce a law prohibiting road/street trading	2014	2015				FGN, SGs, NASS, State Houses of Assembly	Existence of legislation prohibiting road/street trading 100% compliance with legislation
35	Enforce legislation on control of billboards and advertisements on State highways	2014	2015	2016	2017	2018	SGs, LGs	80% decline in the number of billboards, posters and other advertisement on Federal/inter-State highways that do not meet legal standard.
36	Enact a law prohibiting social and cultural gatherings/activities on roadways	2014	2015				FGN, SGs, NASS, State Houses of Assembly	Existence of legislation prohibiting social and cultural gatherings/activities on roadways.

Strategic Activities by Road Safety Outputs Cont'd

2. Improved road infrastructure for all road users (Safer Roads and Mobility)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
37	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	2014	2015	2016	2017	2018	FRSC, NSCDC, NPF, SGs	80% decline in incidents of road and road furniture canalisation
38	Institute pre-commissioning safety impact assessment for all new road projects	2014					FMoW	100% compliance with pre-commissioning safety assessment plan
39	Institute setting up of special grant to assist states in their road safety enhancement effort	2014	2015	2016	2017	2018	FRSC	Existence of yearly grants assessable by states that meet the conditions precedent to draw down 100% compliance with grant terms

Strategic Activities by Road Safety Outputs Cont'd

3. General compliance with vehicle and other road machinery standards (Safer Vehicles)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
40	Enact a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria	2014	2015				FGN, SGs, NASS, State Houses of Assembly	Existence of a legislation mandating installation of speed limiting devices in all commercial vehicles in Nigeria.
41	Ensure that only approved vehicle types are imported into the country	2014					NCS	100% compliance with regulations 100% compliance with Vehicle type testing
42	Review existing standards for Vehicle Type Approval (VTA) covering all vehicle categories (cars, commercial vehicles, motorcycles etc) including airbags, seatbelts, maximum carbon emission, reflectors etc	2014					FMoT, FRSC, SON,NAC, NESREA, NCS	Existence of standards for all vehicle types 50% decline in RTCs due to use of substandard vehicles
43	Provide driver testing centres in major parts of the States		2015	2016	2017	2018	State Governments, FRSC	Existence of standard driver testing centres in all states of the federation 80% reduction in traffic infractions caused by unqualified drivers

Strategic Activities by Road Safety Outputs Cont'd

3. General compliance with vehicle and other road machinery standards (Safer Vehicles)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
44	Certify all driving instructors	2014	2015	2016	2017	2018	FRSC	Existence of approved list of certified driving instructors' in every state
45	Provide driving ranges and all categories of vehicles for testing of drivers in the states		2015	2016	2017	2018	State Governments, FRSC	Existence of standard driving ranges in all states 100% compliance with driver testing in states
46	Expand RTSSS coverage to include all commercial vehicles that ply interstate roads		2015				FRSC	90% coverage of commercial vehicles in the RTSSS
47	Implement recommendations from commercial fleet operator assessment		2015				FRSC	70% implementation of RTSSS programme
48	Publicise list of approved commercial vehicle operators		2015				FRSC	Existence of approved commercial vehicle operators' lists 60% Reduction in RTCs involving commercial vehicles

Strategic Activities by Road Safety Outputs Cont'd

3. General compliance with vehicle and other road machinery standards (Safer Vehicles)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
49	Establish and equip standard Vehicle Inspection Centres (VIC) and enforce thorough inspections		2015				FRSC, SGs, private sector	Existence of a minimum of 4 VICs in each State and FCT 35% decline in RTCs due to use of substandard vehicles
50	Encourage Public Private Partnership for establishment of VICs			2016			FG, SG, Private Companies	Ratio of Government to privately owned VICs not more than 2:1 per State
51	Perform technical accreditation of interested private operators of VICs			2016			FRSC	80% coverage of applicants in accreditation exercise
52	Perform thorough annual vehicle inspection prior to issuance of roadworthiness certificates	2014	2015	2016	2017	2018	SMVAA	35% decline in RTCs due to use of defective vehicles 80% decline in road traffic regulation infractions related to defective vehicles and sub standard parts
53	Train Vehicle Inspection Officers (VIOS) for effectiveness	2014	2015	2016	2017	2018	FRSC, SGs	80% of VIOs trained

Strategic Activities by Road Safety Outputs Cont'd

4. A culture of personal responsibility for safe road use (Safer Road Users)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
54	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	FMoI, SMOI, LGs, FRSC, NGOs, NOA and the MEDIA	50% decline in number of road traffic law violations 35% decline in number of RTCs
55	Develop and implement behavioural change programmes on proper (safe) road culture	2014	2015	2016	2017	2018	SGs, LGs, FRSC, NOA	Implementation of 80% of number of programmes developed
56	Enlighten road users on response to RTCs as a civic responsibility		2015				SGs, LGs, FRSC, NOA	100% increase in number of road users enlightened on response to RTCs
57	Conduct certification of registered driving schools		2015				FRSC	5% increase in the number of driving schools certified annually Ratio of certified driving schools to total registered

Strategic Activities by Road Safety Outputs Cont'd

4. A culture of personal responsibility for safe road use (Safer Road Users)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
58	Develop and implement uniform training, testing and licensing programme for all vehicle operators including drivers and motorcycle riders		2015				SGs/SMVA	Implementation 80 % of the training programmes 35% decline in number of RTCs
59	Enforce compliance with seat belt law	2014	2015	2016	2017	2018	FRSC, NPF, STMA	Ratio of unstrapped casualties to total casualties not more than 1:4
60	Enforce compliance with Driving Under Influence (DUI) laws	2014	2015	2016	2017	2018	FRSC, NPF, STMA	50% decline in incidents of DUI
61	Enact a law introducing "passenger culpability" for vehicle overload as part of traffic law violations		2015	2016			FGN, SGs, LGs, NASS, State houses of Assembly	Existence of "passenger culpability" in vehicle overload as part of infringement register 50% Reduction in incidents of overloading
62	Enforce compliance with law prohibiting overloading	2014	2015	2016	2017	2018	FRSC, NPF, STMA	50% decline in cases of overloading
63	Enforce compliance with speed limits	2014	2015	2016	2017	2018	FRSC, NPF, STMA	60% decline in speed related crashes

Strategic Activities by Road Safety Outputs Cont'd

4. A culture of personal responsibility for safe road use (Safer Road Users)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
64	Increase capacity of trying officers in conducting trials of suspected road traffic offenders through training	2014	2015	2016	2017	2018	Judiciary	80% of trying officers trained
65	Develop and implement training programmes based on vehicle license category		2015				FRSC, SGs, LGs and NGOs	50% decline in number of road traffic law violations 35% decline in number of RTCs
66	Incorporate/strengthen road safety education including First Aid administration in Primary and Secondary schools' curricula.	2014					FGN, SGs, LG, NASS, State Houses of Assembly	Existence of legislation on mandatory road safety education in primary and secondary schools Inclusion of road safety education in primary and secondary schools curricula
67	Establish additional Mobile Courts to hear cases of traffic infractions	2014	2015	2016	2017	2018	Judiciary, FRSC	20% annual increase in number of Mobile Courts Minimum of 60% of traffic infraction cases heard by Mobile Courts
68	Maintain National Traffic Offenders Register	2014	2015	2016	2017	2018	FRSC	Availability of National Traffic Offenders Register

Strategic Activities by Road Safety Outputs Cont'd

5. Prompt and effective emergency response and care (Emergency care and Response)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
69	Publicise all toll-free lines to promote awareness	2014	2015	2016			FMoI, SMOIs FRSC, Media	100% increase in number of RTC reported
70	Provide additional medical equipment and emergency rescue ambulances	2014	2015	2016	2017	2018	FRSC, FMoH, FGN, SGs, LGs, Red Cross, NEMA	Average crash response time not exceeding 15 minutes
71	Establish additional road side clinics	2014	2015	2016	2017	2018	FMoH, SMoH	Annual increase of road side clinic number by 10
72	Establish trauma care centres	2014	2015	2016	2017	2018	FMoH, SMoH	Existence of a minimum of 1 trauma care centre in each State and FCT
73	Promote crash scene information management	2014	2015	2016			FRSC, NPF	100% record of cases reported
74	Enforce the law on treatment of all road traffic crash victims before payment of hospital charges or recourse to the Police	2014					NPF, FRSC FMoH, SMoH	Zero case of hospital rejection of RTC victims

Strategic Activities by Road Safety Outputs Cont'd

5. Prompt and effective emergency response and care (Emergency care and Response)

S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
75	Train paramedics and emergency care givers on casualty handling	2014	2015	2016	2017	2018	FMoH, SMoH	80% achievement of training programme 35% decline in post RTC deaths
76	Sensitize road users on the need for timely reporting of RTCs to appropriate agencies	2014	2015				FRSC, State Governments, NOA, NGOs	100% increase in number of RTCs reported
77	Establish bilateral agreements with international stakeholders to achieve intensive emergency response services				2017		FMoH, NGOs, MoFA	Existence of bilateral agreements established Involvement of International partners in emergency response efforts
78	Implement road user insurance scheme to finance rehabilitation of crash victims		2015				NAICOM, NaRSAC	80% achievement of scheme

Strategic Activities by Road Safety Outputs Cont'd

5. Prompt and effective emergency response and care (Emergency care and Response)

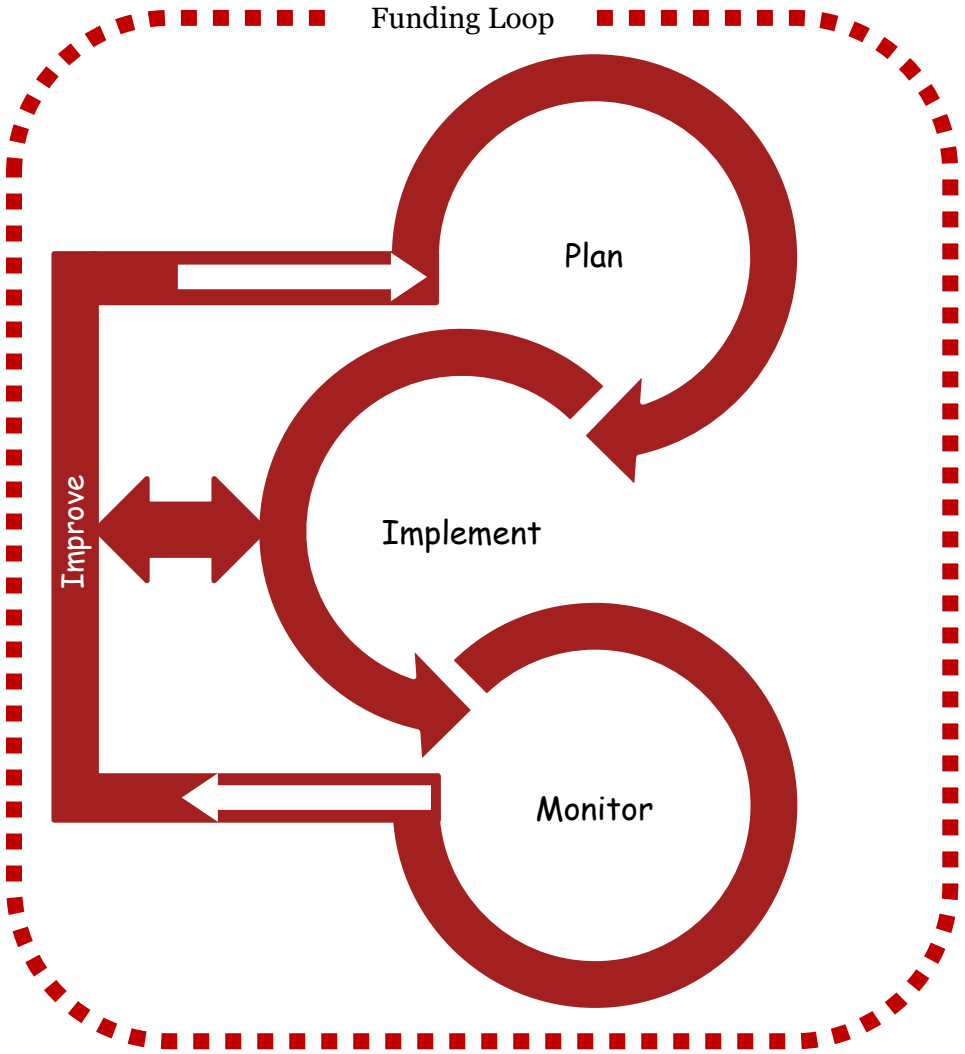
S/N	Strategic Activities	Timelines in Years					Responsibility	Performance Indicators
79	Direct hospitals to adopt the National RTC reporting format	2014					FMoH, SMoH	100% compliance with the directive by hospitals
80	Promote awareness and encourage participation of the public in the NHIS		2015	2016	2017	2018	National Health Insurance Scheme (NHIS)	20% annual increase in NHIS subscription
81	Establish and equip disaster relief camps for multiple crashes, fire or flood enabled roadside accidents	2014	2015	2016	2017	2018	FMoH	Existence of Disaster Relief Camps around every Critical Corridor

Section 6

Sustaining Road Safety Management in Nigeria

Implementation Approach

To ensure successful and wholesale implementation of the NRSS, the following approach will be adopted and driven by the NaRSAC Secretariat on road safety matters.



The approach for implementation comprise 5 steps as follows:

1. **Planning:**
   Following the adoption of the NRSS, Federal and State MDAs will update their Operational Plans (with assigned responsibilities specified in the NRSS) and Budget Envelopes (with additional cost of executing the assigned strategic activities).
2. **Funding:**
   Responsible MDAs will seek / source funding for their strategic activities with support from the National Road Safety Advisory Council (NaRSAC) and coordination by the designated NaRSAC Secretariat
3. **Implementation:**
   Responsible MDAs will execute assigned strategic activities with guidance provided by the NaRSAC Secretariat and support from stakeholders, as may be required.
   Responsibility for executing the strategic activities rests with the responsible MDAs
4. **Monitoring:**
   There will be periodic reviews of the progress of execution of the NRSS. This will be performed by existing monitoring and evaluation teams, pooled by the NaRSAC Secretariat, reviewed by the Technical Working Group (TWG) and approved by the NaRSAC.
   Monitoring and Evaluation will be based on progress along the Performance Indicators defined for the strategic activities
5. **Continuous Improvement:**
   Suggestions for improvement or updates to the NRSS may be initiated at any time during the execution and monitoring steps by any MDA via a formal request sent to the NaRSAC Secretariat. This request will be reviewed by TWG and recommended for adoption (or otherwise) to the NaRSAC. Only after ratification by the NaRSAC will the recommended improvement be adopted (in accordance with statutory requirements).

Institutional Arrangement

In view of the required management capitals, an inter-ministerial body vested with the power to steer the process of achieving the NRSS goal to be referred to as the National Road Safety Advisory Council (NaRSAC) is proposed. The Council will oversee the implementation of the NRSS with particular emphasis on:

- Harmonizing activities performed by different institutions.
- Consolidating and streamlining all regulations that have impact on safety of roads.

The Council will be assisted by a Secretariat which will be responsible for coordinating the activities of the NaRSAC and its Technical Working Group.

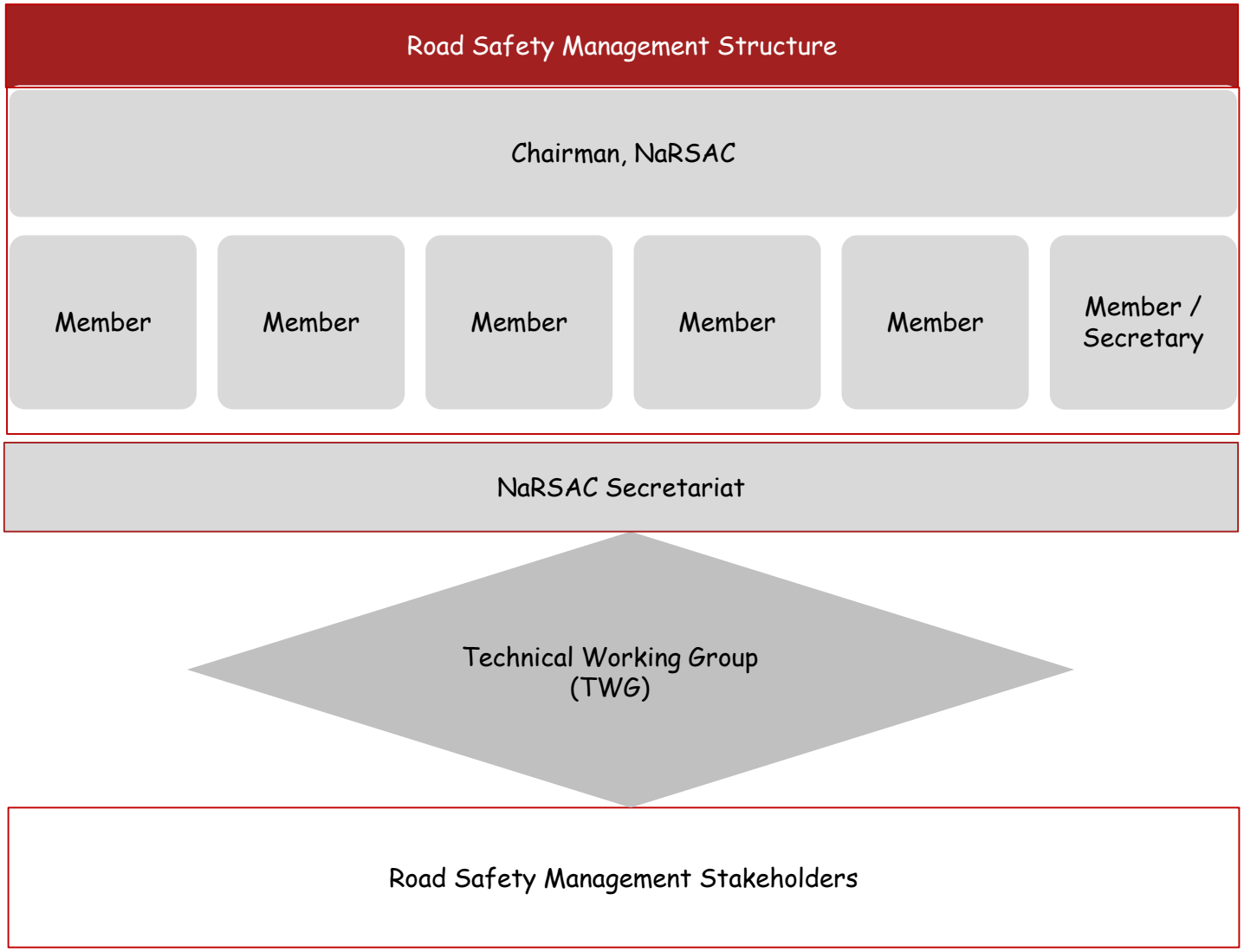


Figure 13 - Road Safety Management Institutional structure

Institutional Arrangement - NaRSAC

NaRSAC Membership

1. Vice President, Federal Republic of Nigeria – Council Chairman
2. One Governor each from the six geo-political zones – Members*
3. Secretary to the Government of the Federation – Member
4. Honourable Minister of Transport – Member
5. Honourable Minister of Works – Member
6. Honourable Minister of Health – Member
7. Honourable Minister of Justice – Member
8. Honourable Minister of Education – Member
9. Honourable Minister of Finance – Member
10. Honourable Minister of Environment - Member
11. Honourable Minister of Labour and Productivity – Member
12. Honourable Minister of Police Affairs – Member
13. Honourable Minister of Interior – Member
14. Honourable Minister of National Planning Commission - Member
15. Honourable Minister of the Federal Capital Territory - Member
16. National Security Adviser – Member
17. President, Association of Local Governments of Nigeria (ALGON)- member
18. President – The Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture (NACCIMA) – Member
19. President, Nigerian Society of Engineers - Member
20. Chairman, Federal Road Safety Commission - Member
21. Corps Marshal, Federal Road Safety Corps– Member/Secretary

NaRSAC Key Responsibilities

1. Set National Road Safety Strategy target(s)
2. Ensure co-ordination between Federal, States and Local Governments in achieving Road Safety targets
3. Drive the implementation of the NRSS via:
   a. Requests for progress reports from relevant agencies
   b. Invitation of relevant agencies to defend proposed activities and road safety efforts on a quarterly basis
   c. Evaluation of outcomes of National road safety initiatives
   d. Development of a funding plan for strategic initiatives
   e. Fund sourcing for implementation of strategic initiatives
   f. Endorsement of disbursement of pre-approved funds for strategic initiatives
   g. Monitoring of funds disbursement for strategic initiatives
4. Review monitoring and evaluation reports (as submitted by FRSC) for effective coordination of road safety programmes
5. Report to the FEC on progress made on the NRSS
6. Perform annual review of the NRSS
7. Oversee aspects that relate to road safety enforcement of 10 per cent of the National Road Fund
8. Endorse subsequent NRSS prior to submission to the FEC

Rotational Basis of 4 years per Governor

Institutional Arrangement – Technical Working Group (TWG)

TWG Membership

The TWG shall comprise mainly of:

1. FRSC - NaRSAC Secretariat
2. Federal Ministry of Works
3. Federal Ministry of Health (Focal Point on the UN Decade of Action)
4. Ministry of Interior
5. National Planning Commission
6. National Security Adviser (NSA)*
7. National Bureau of Statistics (NBS)
8. National Environmental Standard Regulatory and Enforcement Agency (NESREA)
9. Nigeria Police Force
10. State Governments/States Motor Vehicle Administration Agencies constituting State Traffic Management Agencies and Vehicle Inspection Offices

Associate members may be drawn from relevant professional institutions to include:

1. Nigerian Medical Association (NMA)
2. Nigeria Society of Engineers (NSE)
3. Nigeria Bar Association (NBA)
4. Guild of Editors
5. National Council of Women Societies (NCWS)
6. Standards Organisation of Nigeria (SON)
7. The Nigeria Institute of Town Planners (NITP)
8. Human Rights Organisations
9. Chartered Institute of Logistics and Transport (CILT)
10. The Nigeria Institute of Safety Professionals (NISP)
11. National Association of Road Transport Owners (NARTO)

TWG Key Responsibilities

1. Adopt for implementation, uniform standards on :
   a. Traffic enforcement
   b. Vehicle inspection
   c. Road signs and markings
   d. Personnel training
   e. Rescue administration
2. Make recommendations to FRSC on issues that require national regulation and standards
3. Prepare annual budget for the Nigeria Road Safety Fund
4. Submit proposals for specific intervention funding
5. Perform assigned strategic activities
6. Prepare and present progress reports on assigned strategic activities for NaRSAC's consideration
7. Conduct annual review of the NRSS
8. Mainstream assigned strategic activities into operational processes and procedures
9. Review and adopt future NRSS documents

NSA to coordinate the activities of other security agencies

Institutional Arrangement – The Secretariat

Role of the Secretariat	Key responsibilities of the Secretariat
The UN Decade of Action report stresses the importance of an accountable institutional leadership borne out of a legal authority that confers on it, the power to make decisions, manage resources and coordinate the efforts of all participating sector of government and other stakeholder groups in road safety management. Bearing this in mind therefore, a fully functioning secretariat (with focus road safety matters) plays a key role in setting and agreeing targets across the road safety partnership as well in coordinating result-focused activity among governments, the civil society and the business sector. In addition, it ensures that legislations fit designated road safety tasks, secures sustainable funding and allocation of resources for its designated responsibility and those of other groups. Furthermore, it provides high-level championing and promotion of shared responsibilities with respect to goals and targets while undertaking monitoring/evaluation of results as well as managing the process of research and knowledge transfer. To be effective, the Secretariat must play a dominant role across the key institutional management functions which form the bedrock on which road safety initiatives are built. Some of these management functions include legislative proposals; monitoring and evaluation; multi-sector coordination; independent assessment of the planning, design, operation and use of the road network, recovery and rehabilitation of crash victims; and research/ development and knowledge transfer.	1. Provide the secretariat for NaRSAC 2. Institute process for the amendment / update of the NRSS 3. Follow up with relevant authority for the approval of NRSS updates and budgets 4. Execute approved NRSS amendment or update 5. Provide support to states and relevant MDAs (as required) for the effective performance of their assigned activities 6. Conduct monitoring and evaluation (at the instance of the NaRSAC) of the performance of States and relevant MDAs along the NRSS performance indicators 7. Prepare the consolidated budget of the TWG 8. Co-ordinate proposals for specific interventions and submit to NaRSAC for approval and possible funding 9. Develop and enforce national standards on all road safety activities 10. Collate benchmark and communicate road safety data and trends

Key Success Factors and Enablers

The success of the articulated strategies is dependent on the existence of a machinery that will enable and sustain the coordinated execution of these strategies.

An effective machinery is one that takes a holistic view of road safety management and embodies the following key capitals:

- Financial Capital: A key requirement for achievement of the goal of reducing fatalities by 35% and ensuring sustainability of effective road safety management is adequate funding as recommended by the UN Decade of Action's "Safe systems". In view of this, a funding structure will be developed and distinct funding sources determined in order to avoid putting additional pressure on available financial resources that have been committed for road safety management.
- Political Capital: It is important that political leaders are sufficiently engaged to secure their support and commitment required for the implementation of the strategic initiatives of the NRSS and beyond. A positive "tone at the top" will promote widespread buy-in and enable proper oversight of the institutions responsible for performing the specific strategic actions.
- Social Capital: All citizens need to have a sense of personal involvement and demonstrate individual and collective responsibility for the attainment of the desired road safety future.
- Technical Capital: This comprises the knowledge encapsulated in the adopted road safety management approach, data collection and information management systems, infrastructure network systems and adequate power supply.

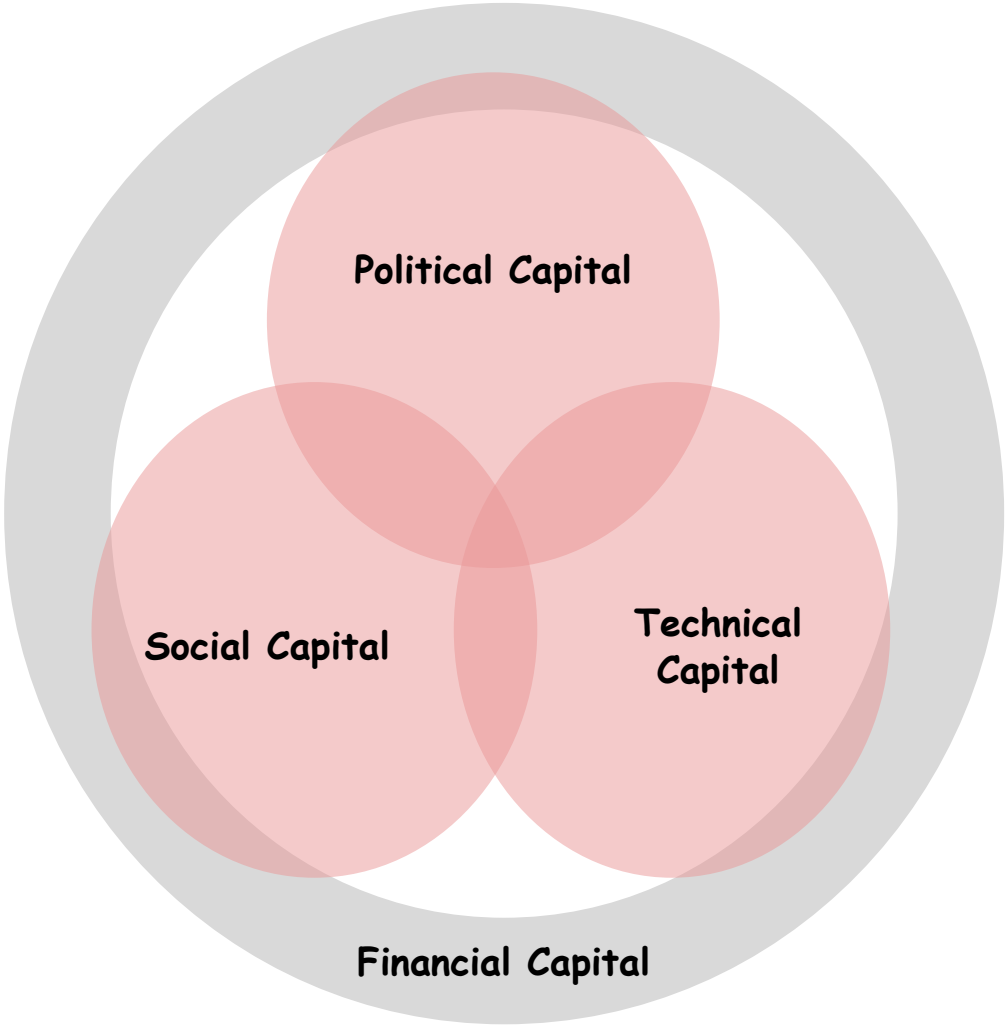


Figure 12- Key factors affecting Road Safety Management

Section 7

Monitoring and Evaluation of the NRSS

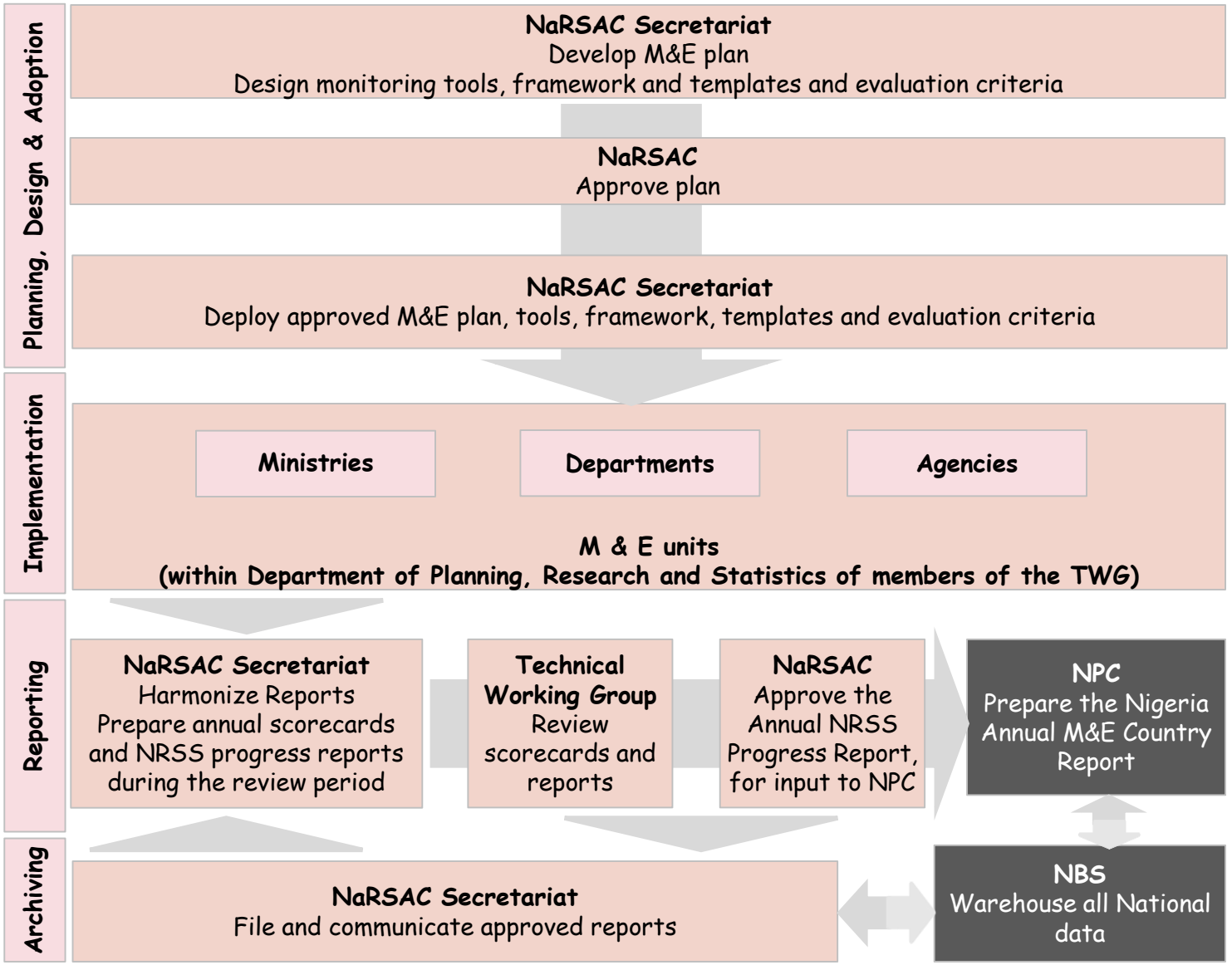
The Framework

The NRSS (2014-2018) M&E Framework is adapted from the National M&E Framework for the Nigerian Vision 20:2020.

The M&E framework is designed to enable independent fact-based assessment of achievement of the road safety goal of reducing road traffic crash fatality rate by 35% by 2018.

To facilitate the assessment of progress made targets have been determined and agreed over the five (5) year period.

M&E activities will be; driven by the NaRSAC Secretariat (as approved by NaRSAC); performed by M&E units situated in the Departments of Planning Research and Statistics (DPRS) of the various implementing institutions some of which make up the TWG; validated by the NPC and NBS.



Delivery Approach

Status of achievement of strategic objectives, targets and outcomes will be evaluated along the performance indicators (PIs) identified for each of the strategic activities which are assigned to specific agencies within government and will be disseminated to all stakeholders on an annual basis.

These PIs have been designed to adapt to the principles of ***Specificity, Measurability, Achievability, Reliability and Time-Bound (SMART);*** as well as other globally accepted standards. However, work will continue on the development of additional suitable PIs and associated data collation arrangements prior to the maiden strategy review in 2015.

Regular monitoring and evaluation of performance will be undertaken by the unit / department specified for this purpose by the relevant MDA/ implementing agency, which may be warehoused in the Department of Planning, Research and Statistics. For each year within the strategy period, individual MDAs shall establish a programme for M&E activities to be performed at intervals not exceeding 3 months at any time.

Scorecards indicating performance of each MDA along the established PIs for each strategic activity shall be prepared and submitted to the office of the Chief Executive of the MDA, for reporting to the NaRSAC secretariat as may be requested or quarterly at the minimum. These scorecards will be harmonised by the NaRSAC Secretariat into "progress reports and Scorecards".

In addition, the NaRSAC Secretariat shall prepare annual NRSS country reports reflecting progress made against the PIs for the period under review and submit same to the NPC as the report on road safety sector strategy.

Data support for performance against the PIs shall be sourced from the FRSC, National Bureau of Statistics (NBS) and other relevant agencies maintaining data on Road Traffic Administration. Where there are conflicting data, the data sourced from FRSC as the Secretariat for NaRSAC shall suffice.

Independent Review

The NPC may conduct independent assessments of performance of each implementing agency / MDA viz a viz the (annual) scorecards submitted. These assessments will entail a review of the target outputs along the five (5) safe systems' outputs.

The review will be necessitated where conflicting reports are received or the NaRSAC fails to accept received scorecards

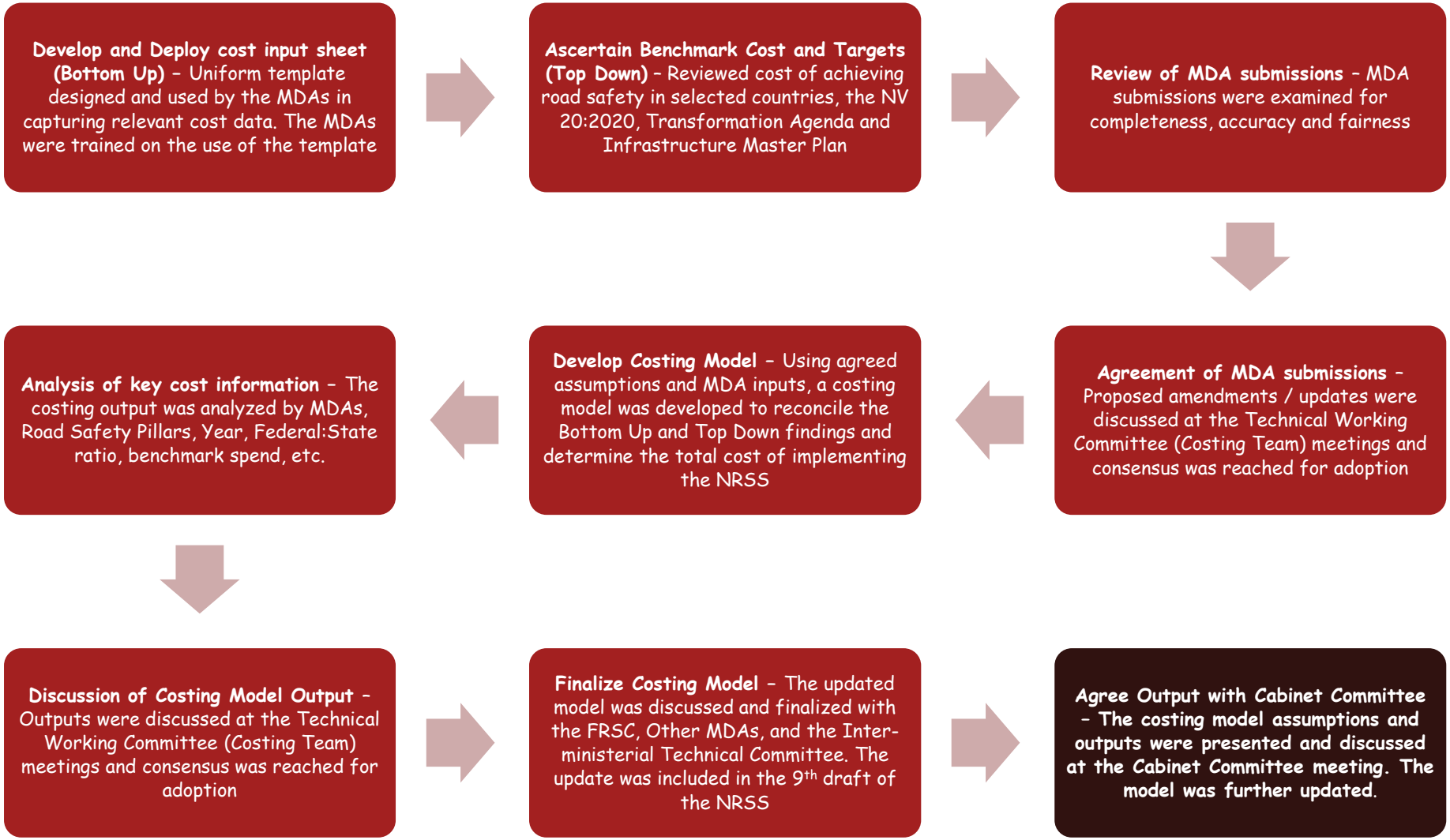
High Level Plan

SN	Task	Frequency	Due Date	Responsibility	Deliverable	Recipient(s)
1.	Measure individual MDAs performance along the Performance Indicators (PIs) specified for each strategic activity	Quarterly	3rd Wednesday of the Month following End of Quarter	M & E units within relevant MDAs	Quarterly Scorecards	NaRSAC (secretariat)
2	Collate quarterly scorecards	Quarterly	Last Friday of the Month following End of Quarter	NaRSAC Secretariat	Progress Reports	NaRSAC / TWG
3.	Perform independent assessment of each implementing agency / MDA viz a viz scorecards submitted, if required.	Ad hoc	2nd Friday following the decision taken	NPC	Independent Assessment Report	NaRSAC / FEC
4.	Review Scorecards and Independent Assessment Reports	Quarterly Review of the independent assessment report to coincide with the next quarter's scorecard	Last Friday of the quarter	TWG	NRSS progress report	NaRSAC
5	Prepare the NRSS country report	Annually	2nd Friday in April of the year following the period under review.	NaRSAC (secretariat)	Annual NRSS country report	NaRSAC / FEC

Section 8

NRSS Implementation Cost

Cost Development Process



The NRSS costing model reflects an increased focus towards road safety management and emphasizes activities that will assist in bridging existing infrastructure deficit

The incidence of RTCs and associated deaths in 2012 estimated at over 4,000 is at odds with one of the key Pillars of the Nigeria Vision 20:2020 - *"Guaranteeing the productivity and well-being of the Nigerian people"* – and is instrumental to an economic loss of >3% of GDP (forecast economic loss of over 2.45 trillion naira in 2018 alone) .

To curb the rising menace of RTCs with their resultant deaths and achieve the goal of reducing fatalities by 35% in 2018, significant investment is required to improve existing road infrastructure for mobility and safety.

A look at Government budgeted expenditure on road safety-related activities and comparative results achieved at the Federal, State and Local levels for 2010 to 2013 revealed that the estimated economic losses as a result of RTCs outweigh the estimated spend in those years.

A look at other countries with better road safety indices, further emphasized the need for increased and focused spend on road safety matters. For example, the United Kingdom with 2,278 road traffic deaths in 2010 (a target we aspire to by 2018), has a land area one-quarter the size of Nigeria, a total road network twice that of Nigeria and still spends approximately US$9Billion (~=₦1 trillion) per annum on roads/infrastructure.

A comparison of the NRSS target outcome in 2018 to outcomes achieved by selected countries with similar outputs shows that in order to achieve the goal of 35% reduction in deaths due to RTCs, the increased spend will need to be incurred on the activities defined in the NRSS,

Assumptions:

The NRSS is a national plan – cost of implementing the plan will be borne by all levels of government Federal, State and Local.

Road construction is not considered a core road safety activity. The effort to ensure that new roads constructed are safe is considered a core road safety activity.

The cost of constructing new roads and carrying out major rehabilitation of existing roads have been excluded from the costing plan.

Other assumptions were derived based on information availed by source MDAs, 11 of these assumptions considered key are set out on the next page.

Source: FRSC, Mid Term Report on Transformation Agenda, PwC Analysis

Key Costing Assumptions

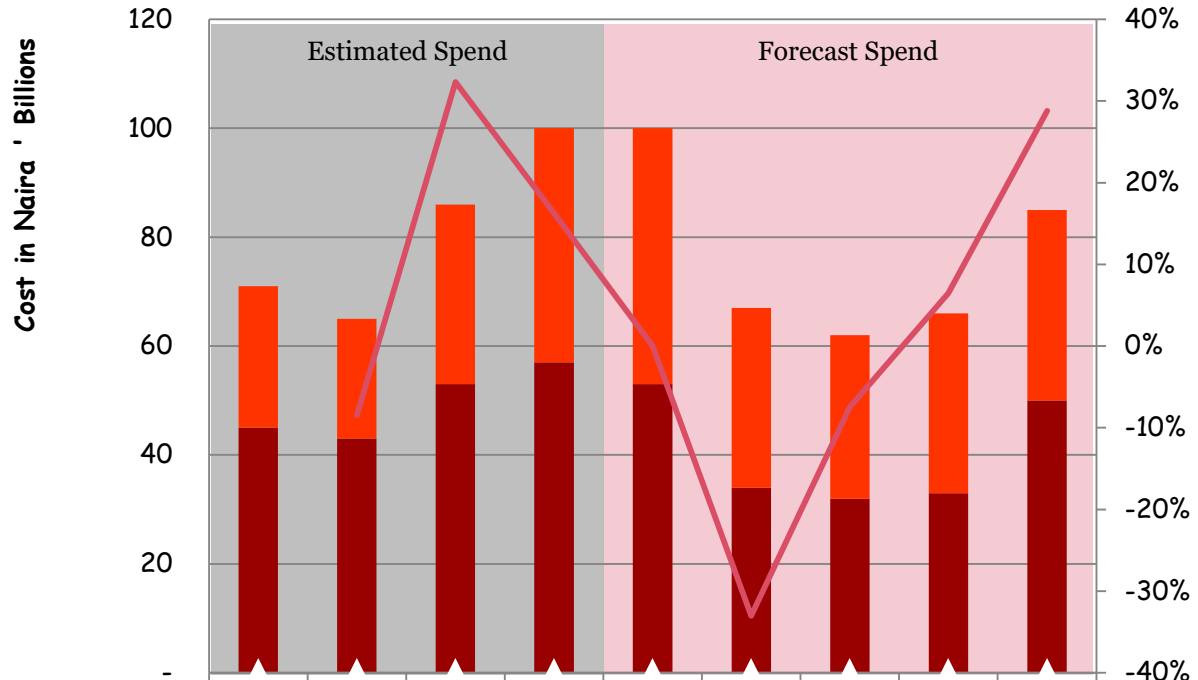
S/N	Narrative	2014	2015	2016	2017	2018	Source
1	Population (millions)	177.8	183.2	188.7	194.4	200	National Population Commission, PwC Analysis
2	Population Growth Rate (%)	3.2	3.2	3.2	3.2	3.2	National Population Commission
3	Inflation rates	9.5%	9.8%	9.9%	10.2%	10.4%	National Bureau of Statistics, PwC Analysis
4	Exchange rate (Naira / US$1)	157	154	154.06	154.12	154.18	National Planning Commission (Mid Term Report on TA), PwC Analysis
5	GDP (NGN' trillion)	48.5	53.4	58.7	64.5	71.0	National Bureau of Statistics, PwC Analysis
6	GDP growth rate	10%	10%	10%	10%	10%	National Bureau of Statistics, PwC Analysis
7	Cost of road construction per km (US$' million) – Federal and State roads	1.5	1.5	1.5	1.5	1.5	National Planning Commission (NIIMP)
8	Cost of road construction per km (US$' 000) – Local Government roads	750	750	750	750	750	National Planning Commission (NIIMP) & PwC Analysis
9	Target Road Metric for 2018 i.e. Km road per 100 sq. km of land area	22.6	23.2	23.7	24.3	25	National Planning Commission (NIIMP), PwC Analysis
10	Planned increase in road network (%)	3.30	2.85*	2.60*	3.00	3.26	PwC Analysis (to result in Road Metric for 2018)
11	Percentage of road construction costs considered for road safety (road furniture / safety components)	10%	10%	10%	10%	10%	World Bank/UN (Decade of Action)
* It is envisaged that the level of output for the period leading up to and shortly after the elections may be impacted							

Details of the economic data projections are available in Appendix 8 of this document.

Costing Summary - Spend and Growth Rate

Total cost of implementing the road safety strategy for the 5 year period (2014 to 2018) is estimated at ~ ₦382Billion ***(₦381,974,018,199).***
This is approximately 10% of the total cost of road infrastructure over the same period as contained in the NIIMP ***(~$25Billion)***

Total NRSS Costing Summary - Spend and Growth Rate



	2010E	2011E	2012E	2013E	2014F	2015F	2016F	2017F	2018F
Federal Govt (NGN' B)	26	22	33	43	47	33	30	33	35
State & Local Govt (NGN' B)	45	43	53	57	53	34	32	33	50
Total (NGN' B)	71	65	86	100	100	67	62	66	85
Total Growth Rate		-8%	32%	16%	0%	-33%	-7%	6%	29%

Source: Federal and State Budgets (2010 -2013), PwC Analysis (Based on NRSS Costing 2014 – 2018)

Notes

The high forecast spend in 2014 is as a result of the aggressive nature of implementation expected in year 1, whereas the impact of elections accounts for the drop in 2015 and 2016.

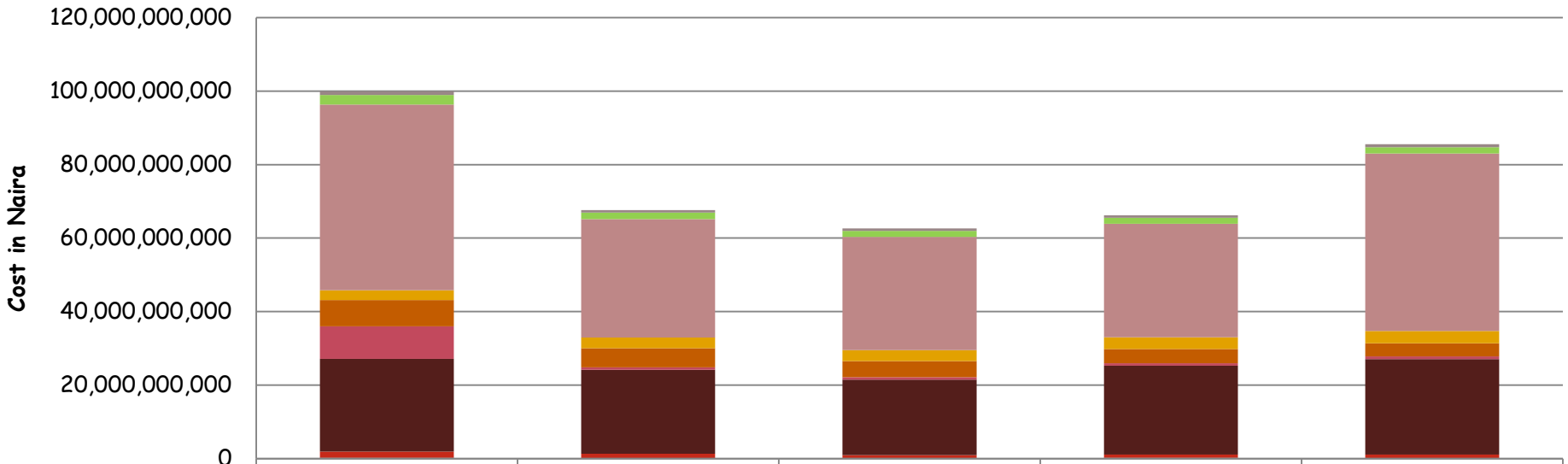
Federal Government Budget on Road Safety (Prior Years) = *Sum total of estimated budgeted spend on road safety related activities and 10% of road infrastructure spend from MoW, SURE-P, Niger Delta Ministry and the Niger Delta Development Commission (NDDC)*

Average Budget Implementation Rate of 70% was applied to the sum of available relevant budgetary allocations (based on the observed 60 and 80% budget success from available results)

State Government Spend on Road Safety *= 10% (World Bank/UN recommendation) of the total road infrastructure budgetary allocation for all States estimated at 21% of the States' capital expenditure.*

Costing Summary by MDAs

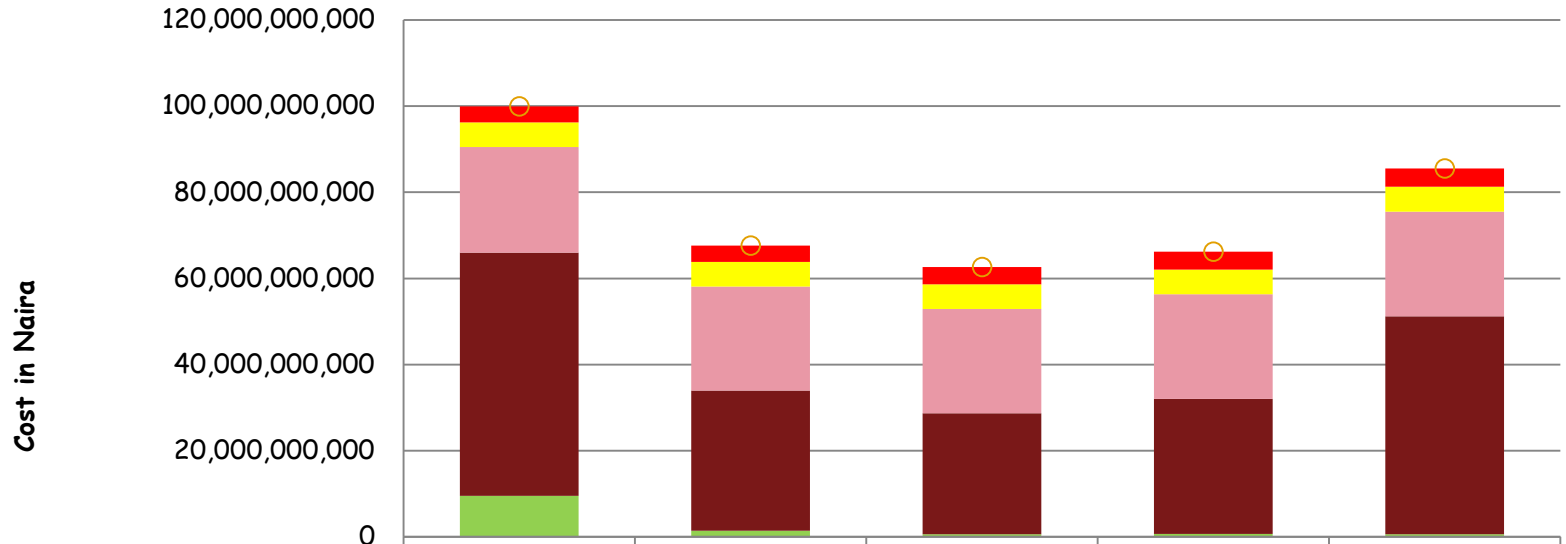
The success of the NRSS will depend on the support of all stakeholders and the ability of the State and Local Governments, FERMA and MoW to deliver their road safety activities collaboratively



	2014F	2015F	2016F	2017F	2018F
Others	989,492,286	669,861,675	619,925,175	655,561,344	847,080,491
SMVAA	2,613,664,615	1,825,545,585	1,641,094,385	1,686,832,556	1,668,722,287
State & Local Govts	50,485,134,298	32,248,761,467	30,809,073,148	30,886,433,458	48,304,480,539
MoH	2,749,490,982	2,890,639,360	3,034,580,780	3,190,460,224	3,353,604,498
FRSC	7,123,893,202	5,168,464,058	4,329,454,103	3,825,299,496	3,583,033,680
MoT	8,805,964,284	719,132,417	718,280,798	718,337,425	718,189,931
FERMA	25,284,597,319	22,806,921,779	20,546,947,841	24,197,616,824	25,978,278,697
MoW	1,722,423,013	1,191,793,865	783,487,473	889,758,385	946,458,780
NaRSAC	164,060,919	134,909,006	129,598,984	161,396,054	155,280,713
Total	99,938,720,918.46	67,656,029,212.64	62,612,442,686.74	66,211,695,765.46	85,555,129,615.49

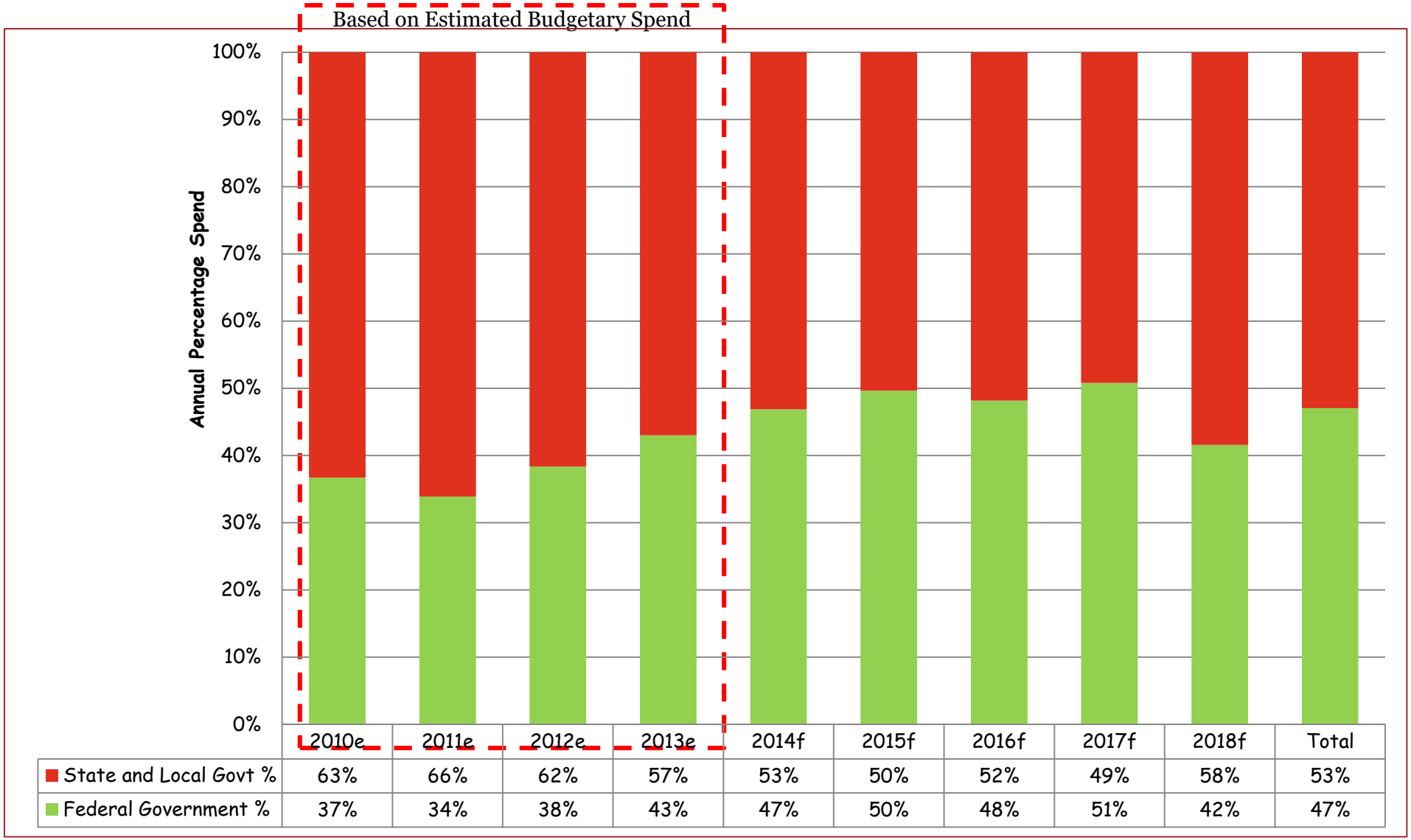
Costing Summary by Safety Pillars / Outputs / Objectives

Of the 5 safety pillars, improved road infrastructure for safety and mobility and general compliance with vehicle and other road machinery standards require the most amount of financial resources



	2014F	2015F	2016F	2017F	2018F
Prompt and effective emergency response and care	3,734,651,126	3,829,686,650	3,976,228,378	4,135,988,404	4,302,837,146
A culture of personal responsibility for safe road use	5,736,402,049	5,682,193,030	5,700,278,757	5,753,142,526	5,741,371,899
General compliance with vehicle and other road machinery standards	24,498,425,822	24,185,137,446	24,201,747,985	24,251,855,608	24,297,525,318
Improved road infrastructure for all road users	56,456,118,377	32,487,280,153	28,091,072,587	31,397,516,200	50,548,357,587
A cohesive and efficient road safety administrative system	9,513,123,545	1,471,731,933	643,114,979	673,193,027	665,037,666
Total	99,938,720,918	67,656,029,213	62,612,442,687	66,211,695,765	85,555,129,615

Costing Summary by Federal and State Governments



	2010e	2011e	2012e	2013e	2014f	2015f	2016f	2017f	2018f	Total
State and Local Govt %	63%	66%	62%	57%	53%	50%	52%	49%	58%	53%
Federal Government %	37%	34%	38%	43%	47%	50%	48%	51%	42%	47%

Source: Federal and State Budgets (2010 -2013), PwC Analysis (Based on NRSS Costing 2014 – 2018)

Costing summary - Spend vs. Expected Output

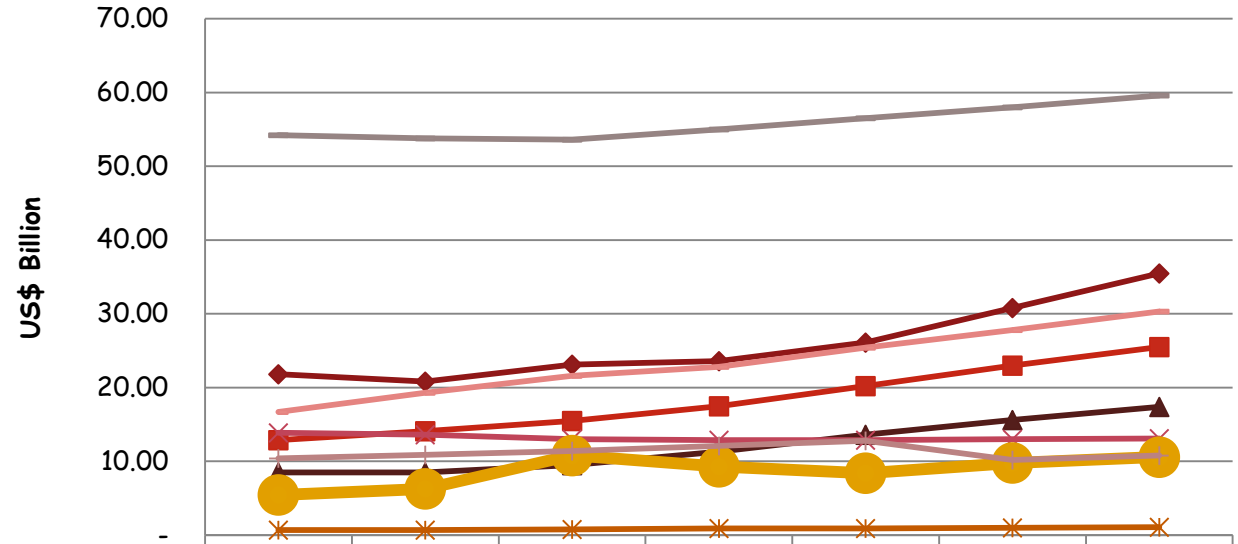
Achieving the target will require considerable increase in road safety spend in comparison to the current budgetary allocations / spend

NRSS Spend	Actual	Forecast					Note
	2012A	2014F	2015F	2016F	2017F	2018F	
Federal Government Spend (N'000)	32,997,789	46,839,922	33,581,722	30,162,275	33,638,429	35,581,926	Over 40% increase from 2012 expenditure.
State Government Spend (N'000)	53,043,869	53,098,799	34,074,307	32,450,168	32,573,266	49,973,203	Approximately 0% increase from 2012 expenditure.
Total Spend (N'000)	86,041,659	99,938,721	67,656,029	62,612,443	66,211,696	85,555,130	
YoY % growth	NA	0%	(32%)	(7%)	6%	29%	2015 and 2016 dip are based on expectation of slowdown of activities in election period

Planned Output	Actual	Planned					Note
	2012A	2014F	2015F	2016F	2017F	2018F	
Road network in Km	200,183	206,579	212,194	217,209	223,424	230,240	Cumulative growth of 15% by 2018
Km road per 100 sq. km of land area	21.7	22	23	24	24	25	Cumulative growth of 15% over the strategy period
Population to Km Road Ratio	837.65	861.1	864	869	870	870	Reduced annual increase
Vehicle to Km Road Ratio*	39	44	46	49	51	53	Reduced annual increase

** Vehicle growth rate based on CAGR (2008 – 2012) computation.*

Costing Analysis – Comparison of Infrastructure Spend US$ Billions- "BRICS" and other Countries



	2012e	2013f	2014f	2015f	2016f	2017f	2018f
Brazil	21.80	20.80	23.10	23.60	26.10	30.80	35.50
Russia	12.90	14.10	15.50	17.50	20.20	23.00	25.50
India	8.50	8.50	9.50	11.30	13.60	15.60	17.40
China	13.90	13.60	13.00	12.90	12.90	13.00	13.10
South Africa	0.70	0.70	0.80	0.90	0.90	1.00	1.10
Nigeria	5.46	6.27	10.80	9.30	8.40	9.80	10.60
Australia	10.40	10.90	11.40	12.10	12.80	10.20	10.80
Mexico	16.70	19.30	21.60	22.80	25.40	27.80	30.30
United States	54.20	53.80	53.60	55.00	56.50	58.00	59.60

Source: PwC Analysis (Based on NRSS Costing and BMI Data)

Commentary

Nigeria's kilometre of road per 100 square km of land area currently stands at 21.7km (less than half of the BRICS average of 44km).

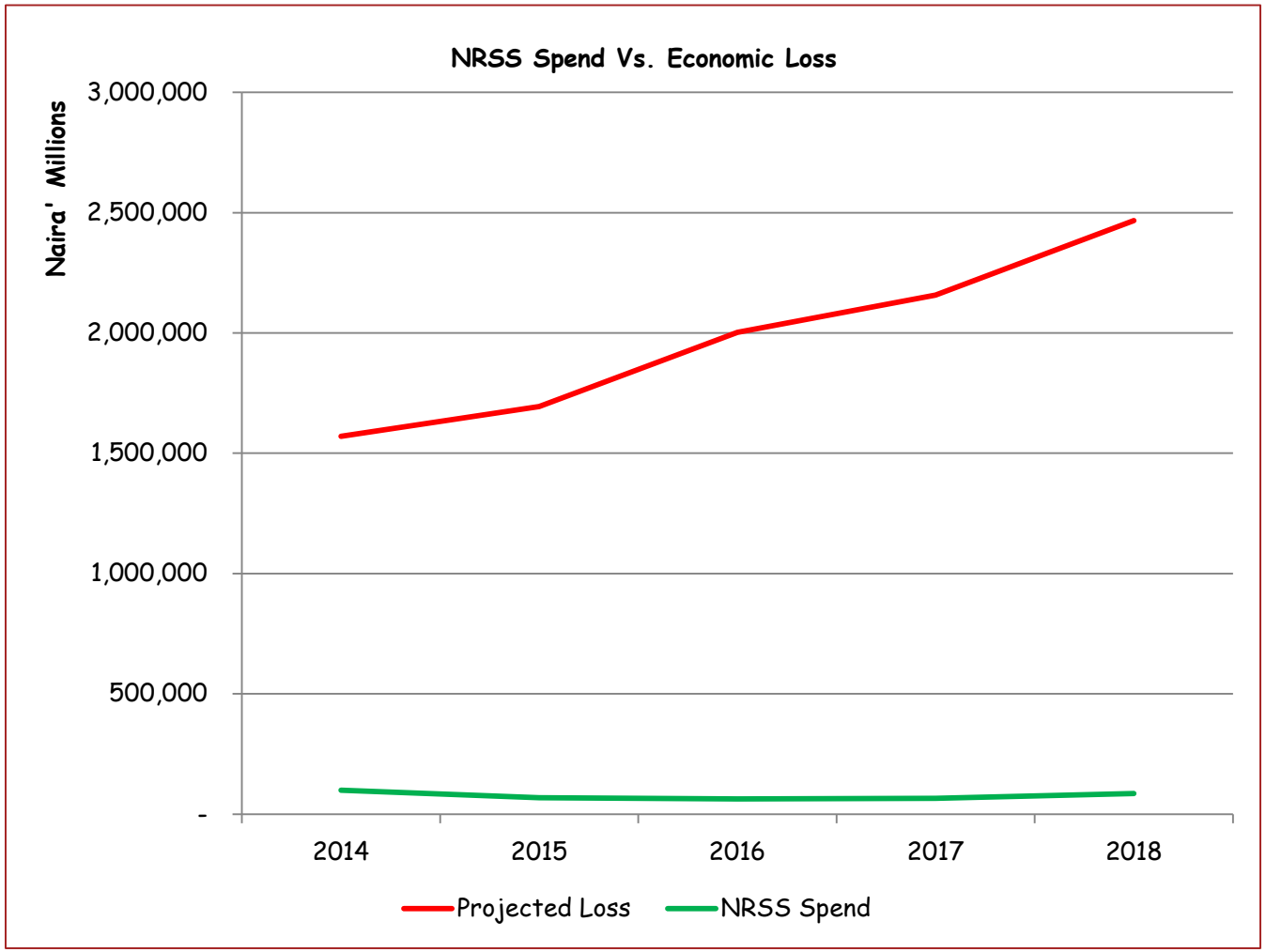
This is an indication of the huge road infrastructure deficit that exists in Nigeria currently.

This deficit requires significant and deliberate investment to be reduced.

Despite this alarming gap, only South Africa among the "BRICS" countries will spend less than Nigeria over the plan period on road infrastructure development

However, Nigeria's spend would result in the achievement of 25km road network per 100 square km of land area by the end of 2018 (~ 15% increase in road network between current year and 2018).

Costing Analysis – Comparison of NRSS Spend to Estimated Loss due to RTCs



Commentary

It is observed that the estimated cost of implementing the NRSS (less road construction) will be significantly lower than the anticipated loss (in the event that no action is taken) during the strategy period.

It is therefore imperative that for the country to avert this massive loss attributable to in action, special attention must be given to fully implementing the strategies itemised in the NRSS

A major component to reducing the projected loss is construction of roads which has been duly captured in Nigeria Infrastructure Master Plan – with a target of 31kms per 100 square km of land area by 2043 .

Source: PwC Analysis (Based on NRSS Costing and BMI Data)

Costing Analysis – Linking Planned Outputs to Expected Outcomes

The expected outcomes were derived by using benchmark country outcomes (using WHO data for outcomes) using planned output levels

Planned Output	Actual	Planned					Note
	2012A	2014F	2015F	2016F	2017F	2018F	
Road Network in km	200,183	206,579	212,194	217,209	223,424	230,240	Cumulative growth of 15% by 2018
Km road per 100 km² of land area	21.7	22	23	24	24	25	Cumulative growth of 15% over the strategy period
Population to Road Ratio	837.65	861.1	864	869	870	870	Reduced annual increase
Vehicle to Road Ratio	39	44	46	49	51	53	

Expected Outcomes (FRSC)	Actual	Expected					Note
	2012A	2014F	2015F	2016F	2017F	2018F	
Reported No. of RTCs	6,269	5,830	5,391	4,953	4,514	4,075	35% reduction in RTC
RTCs per 10,000 vehicles	8	7.4	6.9	6.3	5.8	5.2	
RTC Deaths per 100,000 persons	2.5	2.3	2.2	2.0	1.8	1.6	
Reported No. of Deaths	4,260	3,962	3,664	3,365	3,067	2,769	35% reduction in RTC deaths

Expected Outcomes (WHO)	Estimated	Expected					Note
	2010E	2014F	2015F	2016F	2017F	2018F	
RTC Deaths per 100,000 persons	33.7	27.5	24.6	21.9	19.3	16.9	RTC deaths are reducing faster than the population is increasing
Reported No. of Deaths	53,339	49,605	45,872	42,138	38,404	34,670	35% reduction in RTC deaths

FRSC's recorded data provides the premise for the establishment of a fatality rate of 1.6 death per 100,000 persons in 2018 (based on 2012 data). FRSC data is markedly different from the WHO estimates presented in the table above and provides the data used to rank Nigeria on the next page. It is noted that, most countries within the FRSC target fatality rate (1 to 5) rank among the top 15 countries and possess road ratios such as population – road ratio and Vehicle per 100,000 km of road that are significantly lower than that of Nigeria.

Costing Analysis – Country Ranking based on Outcomes (using WHO data for Nigeria)

The expected outcome of 35% reduction in RTCs using planned output levels over the plan period (using WHO data for outcomes), will change Nigeria's ranking from 176th (in 2010) to top 100 by 2018; above the BRICS countries whose road safety indices are assumed to be improving at current rates.

Benchmark Output and Outcomes

Country	Year	Population	Outputs				* Outcomes		
			Road network (km)	Km road per 100 km² of land area	Population to Road Ratio	Vehicle to Road Ratio*	Estimated Number of Deaths	RTC Deaths per 100,000 persons	Ranking RTC Deaths
United Kingdom	2018	65,105,246	451,913.54	186.80	144.07	78.60	2,278	3.7	7th
Japan	2018	126,168,156	367,229.42	100.75	3443.57	206.90	6,625	5.2	19th
Australia	2018	23,470,145	860,608.45	11.20	27.27	20.67	1,363	6	23rd
United States	2018	327,884,000	6,690,319.16	73.14	49.01	39.12	35,490	11.4	55th
Bangladesh	2018	177,330,990	22,072.05	16.96	8,034.19	45.90	17,289	11.6	57th
Mexico	2018	122,311,746	410,259.99	21.10	298.13	115.91	16,714	14.7	84th
Nigeria	**2018**	**204,900,000**	**230,240**	**25**	**870**	**53**	**34,670**	**16.9**	**101st**
Pakistan	2018	207,862,518	271,519.58	35.22	765.55	25.02	30,131	17.4	105th
Russia	2018	142,122,776	1,224,659.05	7.48	116.05	53.37	26,567	18.6	114th
India	2018	1,296,834,042	5,637,313.06	189.60	230.04	9.07	231,027	18.9	119th
China	2018	1,376,745,757	5,353,082.38	57.39	257.19	69.24	275983	20.5	132nd
Brazil	2018	218,622,311	1,780,858	21.05	122.76	37.98	36,499	22.5	147th
South Africa	2018	48,440,134	1,044,960.67	86.14	46.36	10.01	15,995	31.9	175th

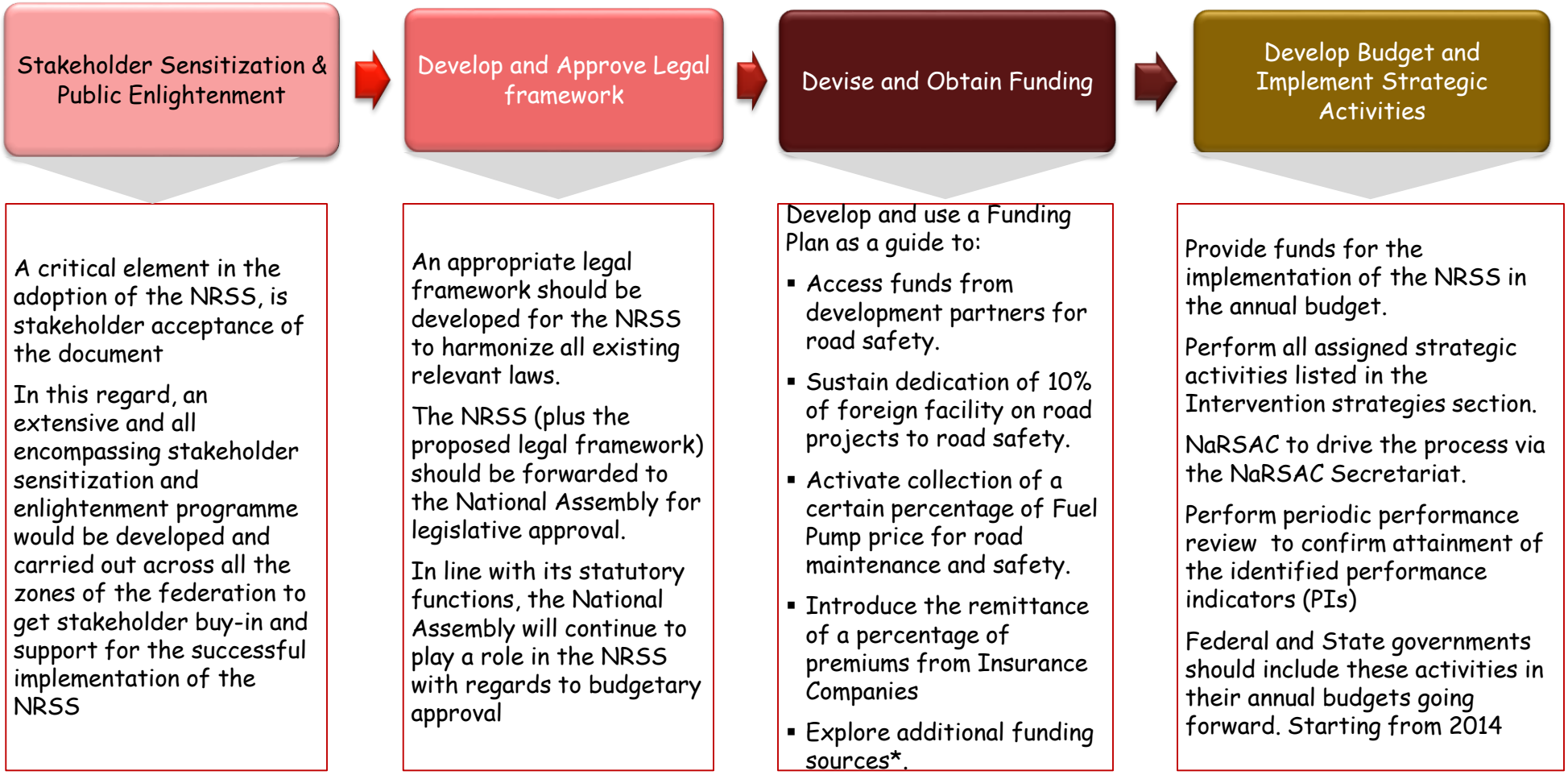
* Ranking of outcomes in comparison to other countries of the World as at 2010

Section 9

Forging Ahead

Adoption of the NRSS

Having brought to light the enormity of the road safety challenges in Nigeria and recommended strategies, it is envisaged that the NRSS will become actionable upon conclusion of the following key steps:



* Details of possible sources of funds based on experience of selected countries available on next page

Possible sources of funding

To ensure sustainability of the NRSS, a stable source of funding is required for all the strategic initiatives. As such, the NRSS considers the investment of a specified percentage of estimated annual losses (to GDP) resulting from road traffic crashes as major source of funds. Other secondary sources to be considered include a percentage of road funds, support from Multilateral Development and donor agencies.

Sources and attributes of funds considered as "Best Practice" have been identified from select countries and presented in table below.

Potential Sources	Attributes	Countries where this is being practiced
Government General Revenues (From taxes etc..)	• Simple to administer, but difficult to disaggregate safety spend which are combined with other budget figures • Government persuasion (via Loss benchmarking) required for Early stage countries	Countries with well developed safety programme e.g. UK , Sweden , Netherlands + EU and many OECD countries
Hypothecated (earmarked) Income without recourse to treasury (Potential government revenues assigned directly to road safety (e.g. traffic fines)	• Defaulters pay more • "Awakens" road safety compliance authorities who are recipients and who are permitted to appropriate same for operational/resource improvement. • Often resisted by treasury except for new offence categories or if they constitute revenue neutrality and have no impact	Used in many countries to varying degrees: • Serbia and Vietnam assign 100% of fines to road safety; • UK 100% of speed and red light cameras fines; and • West Australia 35% and Sweden 35% of parking fines. • Most apply income from personalized registration plate sales
Insurance Levies (Small levy on compulsory 3rd party insurance to fund road safety)	• Guaranteed income • Considered by Insurance companies as efforts in "loss reduction" • Easily accepted especially by Government owned insurance companies	• In use in many countries with premiums ranging from 1% -10% • Victoria, Fiji, Zambia and several others use 10%.

Source: Alan Ross (2011)

Possible sources of funding cont'd

Potential sources	Attributes	Countries where this is being practiced
Policy on safety budget based on annual losses (fixed % of estimated annual losses to GDP)	• Very simple to apply • Advocates for expenditure on safety as an investment to reduce losses	In Japan, a policy decision was reached to spend half of its annual losses, for instance 0.6% of GDP was earmarked to fund safety programs when annual losses were estimated at 1.2% GDP. Success recorded = Reduced deaths and injuries by 50% (similar to the NRSS goal for the period 2014 to 2018)
Road Funds (Road user charges from fuel, excise duties, vehicle licenses etc.)	• Potential source of significant funding • Reliable and allows for planning • Few demerits	Used in many countries to fund road safety: New Zealand is the only country to fund entire safety budget from 15% share of road fund . Others typically adopt 3-10% of fund for safety, or the road fund board makes discretionary payments annually to fund safety activities.
Multilateral Development Banks(MDBs) and Bilateral Donors (Loans and grants from development banks and aid agencies)	• Evidence of recent commitment of MDBs to additional funding for road safety • Several foreign donors thereby guaranteeing steady streams of funding	Many countries around the world e.g. Vietnam implementing a $32 million world bank funded road safety project. ADB funding regional projects in 10 countries.
General Sponsorship (Private companies providing funding for specific activities of interest to them)	• Usually small individual amounts • Can be used to supplement main funding • May target areas not covered by other funding • If government agency, there can be difficulties in accepting funding from private companies	Insurance and other private Companies often willing to fund campaigns or enforcement on particular topics of interest to them as part of their loss reduction activities

Source: Alan Ross (2011)

Safety starts with you.

Section 10

Appendices

Appendix 1
Glossary

Glossary of Terms, Acronyms and Abbreviations

Term	Definition
Motor Vehicle	For the purpose of this document, motor vehicle refers to all self-propelled, wheeled conveyances including cars, motorcycles, trucks, trailers, buses, etc.

Acronym/Abbreviation	Definition
AARSI	Arrive Alive Road Safety Initiative
AAP	Annual Assessment Programme
APEC	Asia Pacific Economic Cooperation
BMI	Business Monitor International
BRICS	Brazil, Russia, India, China, South Africa
CDMA	Code Division Multiple Access
CIA	Central Intelligence Agency
CSR	Corporate Social Responsibility
CAGR	Cumulative Annual Growth rate
DSSP	Driving School Standardisation Programme
EDSTMA	Edo State Traffic Management Agency
EKSTMA	Ekiti State Traffic Management Authority
FCT	Federal Capital Territory
FEC	Federal Executive Council
FERMA	Federal Roads Maintenance Authority
FGN	Federal Government of Nigeria
FMoH	Federal Ministry of Health
FMoI	Federal Ministry of Information
FMoW	Federal Ministry of Works

Glossary of Terms, Acronyms and Abbreviations

Acronym/Abbreviation	Definition
FRSC	Federal Road Safety Commission
GRSP	Global Road Safety Partnership
GSM	Global Systems for Mobile Communication
IMF	International Monetary Fund
iRAP	International Road Assessment Programme
JTB	Joint Tax Board
KPPP	Key priority policies, programmes and projects
KSI	Killed and Seriously Injured
LG	Local Government
LASTMA	Lagos State Traffic Management Authority
MDA	Ministries, Departments and Agencies
MoFA	Ministry of Foreign Affairs
MVA	Motor Vehicle Administration
MVAA	Motor Vehicle Administration Agency
NAC	National Automotive Council
NAICOM	National Insurance Commission
NASS	National Assembly
NBS	National Bureau of Statistics
NCC	Nigerian Communications Commission

Glossary of Terms, Acronyms and Abbreviations

Acronym/Abbreviation	Definition
NCS	Nigeria Customs Service
NESREA	National Environmental Standards and Regulations Enforcement Agency
NGO	Non-Governmental Organisation
NOA	National Orientation Agency
NPA	Nigerian Ports Authority
NPF	Nigeria Police Force
NaRSAC	National Road Safety Advisory Council
NSCDC	Nigeria Security and Civil Defence Corps
NSE	Nigerian Stock Exchange
NSRSM	National Standards on Road Signs and Markings
OYRTMA	Oyo State Road Traffic Management Authority
PI	Performance Indicator
PS	Private Sector
PwC	PricewaterhouseCoopers
RSTD	Road Safety and Traffic Department
RSTMA	Rivers State Traffic Management Authority
RTC	Road Traffic Crash
RTSSS	Road Transport Safety Standardisation Scheme
SG	State Government
SMoH	State Ministry of Health

Glossary of Terms, Acronyms and Abbreviations

Acronym/Abbreviation	Definition
SMoI	State Ministry of Information
SMoPP&UD	State Ministries of Physical Planning & Urban Development
SMoT	State Ministry of Transport
SMoW	State Ministry of Works
SMVAA	State Motor Vehicle Administration Agency
SON	Standards Organisation of Nigeria
SSATPP	Sub-Saharan Africa Transport Policy Program
STMA	State Traffic Management Authority
TV	Television
UAE	United Arab Emirates
UK	United Kingdom
UN	United Nations
USA	United States of America
VIC	Vehicle Inspection Centres
VIO	Vehicle Inspection Office
VRU	Vulnerable Road User
WHO	World Health Organisation

Glossary of Terms, Acronyms and Abbreviations

Glossary of Terms, Acronyms and Abbreviations

Appendix 2
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Appendix 3

Strategic Activities by MDAs

Federal Government – Presidency / NASS

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Establish the National Road Safety Advisory Council (NaRSAC) and Technical Working Group via an Act of Parliament	2014					Existence of National Road Safety Advisory Council Existence of National Road Safety Advisory Council (NaRSAC) Technical Working Group No less than 80% achievement of NRSS
2	Review extant laws to eliminate role conflicts among road traffic law enforcement agencies		2015				Elimination of role conflicts from relevant legislations across the different agencies.
3	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalisation of certain offences such Driving Under Influence (DUI)		2015				Occurrence of review of State Penal Code Inclusion of stiffer sanctions for road traffic offenses in State Penal Code Criminalisation of certain offenses 50% decline in number traffic law
4	Review current FRSC Act to enable full enforcement of schemes to include suspension of operations or premises seal-off		2015				Occurrence of the review of the FRSC Act Existence of stronger enforcement powers in the FRSC Act
5	Establish the Nigeria Road Fund (NRF), to cater for periodic maintenance and safety improvements on Nigerian roads	2014					Existence of the Nigeria Road Fund 80% decline in number and/or lengths of bad roads 50% decline in RTCs due to bad roads

Federal Government – Presidency / NASS

S/N	Strategic Activities	Timelines in Years					Performance Indicators
6	Conduct road safety audit and safety impact assessments			2016			80% coverage of all road in annual assessment programme
7	Enact a law prohibiting refuse dumping on roads and streets	2014	2015				Existence of legislation prohibiting refuse dumping 100% compliance with legislation
8	Review designs of road construction projects to ensure suitability with approved town plans prior to award of road construction projects	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with town plans 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
9	Enact and enforce a law prohibiting road/street trading	2014	2015				Existence of legislation prohibiting street/road trading 100% compliance with legislation
10	Enact a law prohibiting social and cultural gatherings/activities on roadways	2014	2015				Existence of legislation prohibiting social and cultural gatherings/activities on roadways.
11	Enact a law mandating the installation of speed limiting devices in all commercial vehicles in Nigeria	2014	2015				Existence of a legislation mandating the installation of speed limiting devices in all commercial vehicles in Nigeria.
12	Encourage Public Private Partnership for establishment of VICs			2016			Ratio of Government to privately owned VICs not more than 2:1 per State

Federal Government – Presidency / NASS

S/N	Strategic Activities	Timelines in Years					Performance Indicators
13	Enact a law introducing "passenger culpability" for vehicle overload as part of traffic law violation		2015	2016			Existence of "passenger culpability" in vehicle overload as part of infringement register 50% Reduction in incidents of overloading
14	Enact a law for the incorporation of road safety education including First Aid administration in Primary and Secondary schools' curricula	2014	2015				Existence of legislation on mandatory road safety education in primary and secondary schools
15	Commit adequate funding via budgetary allocations and appropriation for strategic activities including establishment of additional road side clinics, medical equipment and emergency rescue ambulances	2014	2015	2016	2017	2018	100% increase in number of Road Side Clinics 100% increase in number of ambulances and medical facilities/equipment
16	Procure toll free lines across all existing telecommunication networks	2014	2015				Existence of toll free lines across all mobile phone networks

Judiciary (Federal and State Ministries of Justice, Judicial Council)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Increase capacity of trying officers in conducting trials of suspected road traffic offenders through training	2014	2015	2016	2017	2018	80% of trying officers trained
2	Collaborate with FRSC for the establishment of additional Mobile Courts to hear cases of traffic infractions	2014	2015	2016	2017	2018	20% annual increase in number of Mobile Courts Minimum of 60% of traffic infraction cases heard by Mobile Courts

All State Governments, State Houses of Assembly, Local Governments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Utilize standard templates to capture and report RTCs and other relevant traffic data	2014	2015	2016	2017	2018	100% utilisation of standard templates by all relevant agencies
2	Review extant laws to eliminate role conflicts with Federal agencies.		2015				Elimination of role conflicts with Federal agencies
3	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalisation of certain offences such Driving Under Influence (DUI)		2015				Occurrence of review of State Penal Code Inclusion of stiffer sanctions for road traffic offenses in State Penal Code Criminalisation of certain offenses 50% decline in number traffic law
4	Enact law establishing Motor Vehicle Administration Agencies	2014					Existence of Motor Vehicle Administration Agencies in all States
5	Improve coordination of land transport in Nigeria	2014	2015	2016	2017	2018	Existence of land transport coordination Reduction of Road traffic density to 30vehicles/km
6	Install Speed (limit) signs on all highways	2014	2015				Existence of speed (limit) signs on all highways
7	Promote the design and construction of safer roads – mobility and access	2014	2015	2016	2017	2018	15% increase in road network by 2018

All State Governments, State Houses of Assembly, Local Governments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
8	Conduct road safety audit and safety impact assessments			2016			80% coverage of all road in annual assessment programme
9	Implement 10% safety rule on all road infrastructure projects	2014	2015	2016	2017	2018	100% compliance with 10% minimum safety component rule
10	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles	2014	2015	2016	2017	2018	Number of transport policies for high occupancy vehicles implemented 30% increase in number of mass transit schemes and vehicles Reduction of Road traffic density to 30vehicles/km
11	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with defined standards 50% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
12	Enact a law prohibiting refuse dumping on roads and streets	2014	2015				Existence of legislation prohibiting refuse dumping 100% compliance with legislation

All State Governments, State Houses of Assembly, Local Governments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
13	Review designs of road construction projects to ensure suitability with approved town plans prior to award of road construction projects	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with town plans 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
14	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule		2015	2016	2017	2018	100% elimination of obstructions on right of way
15	Provide designated parking areas on all roads to prevent obstructions caused by illicit parking		2015	2016	2017	2018	60% increase in number of designated parking areas
16	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date	2014	2015	2016	2017	2018	Existence of online index detailing all relevant information
17	Adopt and implement National Standards on Road Signs and Markings developed by FRSC and FMoW		2015				100% compliance with NSRSM No less than 80% score for road signs and markings in safety audits for State roads
18	Enact and enforce a law prohibiting road/street trading	2014	2015				Existence of legislation prohibiting street/road trading 100% compliance with legislation
19	Enforce legislation on control of billboards and advertisements on State highways	2014	2015	2016	2017	2018	80% decline in billboards, posters and other advertisement on State highways that do not meet prescribed standards

All State Governments, State Houses of Assembly, Local Governments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
20	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	2014	2015	2016	2017	2018	80% decline in incidents of road and road furniture canalisation
21	Enact a law prohibiting social and cultural gatherings/activities on roadways	2014	2015				Existence of legislation prohibiting social and cultural gatherings/activities on roadways.
22	Enact a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria	2014	2015				Existence of a legislation mandating installation of speed limiting devices in all commercial vehicles in Nigeria.
23	Establish and equip standard Vehicle Inspection Centres (VIC) and enforce thorough inspections		2015				Existence of a minimum of 4 VICs in all States and FCT 50% decline in RTCs due to defective vehicles
24	Create enabling legislative, regulatory and institutional environment for Public Private Partnership in vehicle inspection			2016			Ratio of Government to privately owned VICs not more than 2:1 per State
25	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	50% decline in number of road traffic law violations 35% decline in number of RTCs
26	Develop and implement behavioural change programmes on proper (safe) road culture	2014	2015	2016	2017	2018	Implementation of 80% of number of programmes developed
27	Enlighten road users on response to RTCs as a civic responsibility		2015				100% increase in number of road users enlightened on response to RTCs

All State Governments, State Houses of Assembly, Local Governments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
28	Develop and implement training programmes based on vehicle license category		2015				50% decline in number of road traffic law violations 35% decline in number of RTCs
29	Train Vehicle Inspection Officers (VIOS) for effectiveness	2014	2015	2016	2017	2018	80% of VIOs trained
30	Introduce and/or strengthen road safety education in primary and secondary schools	2014					Inclusion of road safety education in primary and secondary schools curricula
31	Provide financial support to enable purchase of additional medical equipment and emergency rescue ambulances by the SMoH			2016			100% increase in number of ambulances and medical facilities/equipment
32	Establish additional ambulance points	2014	2015	2016	2017	2018	One ambulance point within 50kms intervals Average crash response time not exceeding 15 minutes
33	Provide driver testing centres in major parts of the States		2015	2016	2017	2018	Existence of standard driver testing centres in all states of the federation 80% reduction in traffic infractions caused by unqualified drivers
34	Provide driving ranges and all categories of vehicles for testing of drivers in the states		2015	2016	2017	2018	Existence of standard driving ranges in all states 100% compliance with driver testing in states

All State Motor Vehicle Administration Agencies (SMVAA) i.e. State Traffic Management Agencies and Vehicle Inspection Offices

Note: *in the absence of SMVAA, responsibilities will be assumed by the relevant agency of the State Government*

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Adopt traffic law violation booking system developed by Lead agency for uniformity		2015				Uniformity of State violation booking system Zero incident of multiple booking for same violations
2	Perform thorough annual vehicle inspection prior to issuance of roadworthiness certificates	2014	2015	2016	2017	2018	80% decline in number of booking for defective vehicle parts 50% decline in RTCs due to use of substandard vehicles
3	Develop and implement a training, testing and licensing programme for all vehicle operators including drivers and motorcycle riders in line with the National Uniform Licensing Scheme (NULS)		2015				Existence of programmes in all federating States 80% implementation of programme 35% decline in number of RTCs
4	Automate and Maintain a database for road traffic information	2014	2015	2016	2017	2018	Availability of relevant and timely road traffic information at least 70% of the time

All State Motor Vehicle Administration Agencies (SMVAA) i.e. State Traffic Management Agencies and Vehicle Inspection Offices

Note: *in the absence of SMVAA, responsibilities will be assumed by the relevant agency of the State Government*

S/N	Strategic Activities	Timelines in Years					Performance Indicators
5	Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and Driving Under Influence	2014	2015	2016	2017	2018	50% reduction in road traffic law violations 50% decline in speed related crashes Ratio of unstrapped casualties to total casualties not more than 1:4 50% decline in DUI related crashes Proportion of RTCs caused by telephone use while driving not more than 1% 50% decline in number of RTC arising from use of telephone while driving

National Road Safety Advisory Council (NaRSAC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Develop and implement funding plan for activities specified in the NRSS	2014	2015	2016	2017	2018	Existence of funding plan for NRSS Minimum of 80% Implementation of the funding plan
2	Identify and harness sources of funds for the NRSS	2014	2015	2016	2017	2018	Minimum of two (2) sources of funds for NRSS intervention initiatives
3	Review funding structure and fund sources for the NRSS				2017		Funds available not less than 80% of required funds
4	Track disbursement and utilization of funds	2014	2015	2016	2017	2018	Satisfactory audit report on road safety agencies No less than 90% compliance with approved plan
5	Perform quarterly review of progress made on NRSS by relevant agencies	2014	2015	2016	2017	2018	Minimum of three (3) performance review sessions annually 13% annual reduction in RTC fatalities 80% achievement of annual NRSS goal(s)
6	Implement road user insurance scheme to finance rehabilitation of crash victims		2015				80% achievement of scheme
7	Create alignment and collaboration between Federal and State Governments in promoting road safety	2014					Appropriate alignment created

National Road Safety Advisory Council (NaRSAC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
8	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities

Federal Ministry of Works (FMoW), State Ministries of Works (SMoWs), Local Government Public Works Departments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Install Speed (limit) signs on all highways	2014	2015				Existence of speed (limit) signs on all highways
2	Promote the design and construction of safer roads – mobility and access	2014	2015	2016	2017	2018	15% increase in road network by 2018
3	Perform safety improvements on major roads in line with findings from safety audit e.g. Weighbridges, designated vehicle parking areas, rest stops and pedestrian bridges	2014	2015	2016	2017	2018	80% of completion of recommended action based on audit report 50% decline in number of crashes along critical corridors
4	Implement 10% safety rule on all road infrastructure projects	2014	2015	2016	2017	2018	100% compliance with 10% minimum safety component rule
5	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with defined standards 50% decline in RTCs due to poor road design 50% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians

Federal Ministry of Works (FMoW), State Ministries of Works (SMoWs), Local Government Public Works Departments

S/N	Strategic Activities	Timelines in Years					Performance Indicators
6	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule		2015	2016	2017	2018	100% elimination of obstructions on right of way
7	Provide designated parking areas on all roads to prevent obstructions caused by illicit parking		2015	2016	2017	2018	60% increase in number of designated motor parks Relocation of all identified illegal motor parks
8	Develop and implement National Standards on Road Signs and Markings based on the recommendations of the Geneva Convention		2015				Existence of NSRSM 80% compliance with national standards across all States and FCT
9	Institute pre-commissioning safety impact assessment for all new road projects	2014					100% compliance with pre-commissioning safety assessment plan
10	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities

Federal Roads Maintenance Agency (FERMA), State Road Maintenance Agencies

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Public Works programme – Preventive maintenance on roads in good and fair conditions	2014	2015	2016	2017	2018	80% performance based on maintenance plan/schedule 50% decline in RTCs due to bad roads
2	Emergency road maintenance	2014	2015	2016	2017	2018	80% decline in number and/or lengths of bad roads 50% decline in number of crashes along critical corridors
3	Pavement strengthening on selected roads	2014	2015	2016	2017	2018	80% decline in number and/or lengths of bad pavements on selected roads 50% decline in number of crashes along critical corridors
4	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities

Federal Ministry of Transport (FMoT)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Improve transport coordination and integration Nationwide (including land transport).	2014	2015	2016	2017	2018	80% achievement of nationwide transport coordination / integration; Reduce Road traffic density to 30 vehicle/km
2	Improve data collection and analysis across all modes for transport planning purposes. Improve Monitoring and Evaluation	2014	2015	2016	2017	2018	Functional transport data bank for at least 70% of the Sector
3	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles.	2014	2015	2016	2017	2018	20% increase in growth of mass transit vehicles i.e. high capacity buses of 30 persons and above annually Reduce road traffic density to 30 vehicles/km Functional Mass Transit in 80% of the major cities.
4	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities

Federal Ministry of Health (FMoH), State Ministries of Health (SMoH)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Utilize standard templates to capture and report RTCs and other relevant traffic data	2014	2015	2016	2017	2018	100% utilisation of standard templates by all relevant agencies
2	Direct hospitals to maintain and share data on RTCs with relevant agencies			2016			100% compliance with the directive
3	Provide additional medical equipment and emergency rescue ambulances for health facilities	2014	2015	2016	2017	2018	100% increase in number of road side clinics 100% increase in number of ambulances and medical facilities/equipment
4	Establish additional adequately furnished and functional Road Side Clinics	2014	2015	2016	2017	2018	Annual increase of road side clinic number by 10
5	Establish trauma care centres	2014	2015	2016	2017	2018	Establishment of at least 1 trauma care centre in each State
6	Enforce the law on treatment of all RTC victims before payment of hospital charges or recourse to the Police	2014					Zero case of hospital rejection of RTC victims
7	Train paramedics and emergency care givers on casualty handling	2014	2015	2016	2017	2018	80% achievement of training programme 35% decline in post RTC deaths

Federal Ministry of Health (FMoH), State Ministries of Health (SMoH)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
8	Establish bilateral agreements with international stakeholders to achieve intensive emergency response services	2014	2015	2016	2017	2018	Existence of bilateral agreements established Involvement of International partners in emergency response efforts
9	Direct hospitals to adopt the National RTC reporting format	2014					100% compliance with the directive by hospitals
10	Establish and equip disaster relief camps for multiple crashes, fire or flood enabled roadside accidents	2014	2015	2016	2017	2018	Existence of Disaster Relief Camps around every Critical Corridor
11	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities

National Health Insurance Scheme

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Promote awareness and encourage participation of the public in the NHIS		2015	2016	2017	2018	20% annual increase in NHIS subscription

Ministry of Foreign Affairs (MoFA)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Collaborate with other relevant agencies to establish bilateral agreements with international stakeholders to achieve intensive emergency response services				2017		Existence of bilateral agreements established Involvement of International partners in emergency response efforts

Federal Ministry of Information (FMoI), State Ministries of Information

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Partner with FRSC and SMVAA to educate road users on proper road use and conduct		2015	2016	2017	2018	50% decline in number of road traffic law violations 35% decline in number of RTCs
2	Publicise all toll free lines to promote awareness	2014	2015	2016	2017	2018	100% increase in number of RTC cases reported
3	Encourage the media to participate in the promotion of road safety awareness		2015				100% increase in number/frequency of road safety related publicity messages from the media.
4	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	50% decline in number of road traffic law violations 35% decline in number of RTCs

National Orientation Agency (NOA)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	50% decline in number of road traffic law violations 35% decline in number of RTCs
2	Develop and implement behavioural change programmes on proper (safe) road culture	2014	2015	2016	2017	2018	Existence of programme on behavioural change in road safety 50% decline in number of traffic law violations 35% decline in number of RTCs
3	Enlighten road users on response to RTCs as a civic responsibility		2015				100% increase in number of road users enlightened on response to RTCs
4	Sensitize road users on the need for timely reporting of RTCs to appropriate agencies		2015				100% increase in number of RTC reported

The Media

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Collaborate with the FMoI in creating road safety awareness including offering free road safety publicity messages as part of Corporate Social Responsibility	2014	2015	2016	2017	2018	100% increase in number/frequency of road safety related publicity / messages from the media.
2	Publicise all toll-free lines to promote awareness	2014	2015	2016	2017	2018	100% increase in number of RTC reported

The Nigeria Police Force

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Adopt the template for capturing and reporting RTCs and other relevant traffic data	2014					Uniformity of data capture and reporting sheets with prescribed templates Availability of relevant and timely road traffic and other information at least 80% of the time
2	Adopt traffic law violation booking system developed by Lead agency for uniformity		2015				Uniformity with standard traffic law violation booking system Zero incident of multiple booking for violations
3	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	2014	2015	2016	2017	2018	80% decline in incidents of road and road furniture canalisation
4	Promote crash scene information management	2014	2015	2016			100% record of cases reported
5	Enforce the law on treatment of all road traffic crash victims before payment of hospital charges or recourse to the Police	2014					Zero case of hospital rejection of RTC victims
6	Institute mechanism for periodic/regular data sharing and collaboration with relevant agencies	2014					Existence of a platform for improved access and collaboration

The Nigeria Police Force

S/N	Strategic Activities	Timelines in Years					Performance Indicators
7	Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and Driving Under Influence	2014	2015	2016	2017	2018	50% reduction in road traffic law violations 50% decline in speed related crashes Ratio of unstrapped casualties to total casualties not more than 1:4 50% decline in DUI related crashes Proportion of RTCs caused by telephone use while driving not more than 1% 50% decline in number of RTC arising from use of telephone while driving
8	Improve collaboration with relevant agencies in enforcement of road traffic laws and regulations	2014	2015	2016	2017	2018	60% decline in road infractions and traffic offences
9	Utilize standard templates to capture and report RTCs and other relevant traffic data	2014	2015	2016	2017	2018	100% utilisation of standard templates by all relevant agencies

Federal Road Safety Commission (FRSC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Sustain and Maintain a central database for motor vehicle administration	2014	2015	2016	2017	2018	Existence of central database Less than 10% variance in motor vehicle administration data among road safety management agencies
2	Develop and utilise standard templates for capturing and reporting RTCs and other relevant traffic data	2014	2015	2016	2017	2018	Existence of standard data capture and reporting templates 100% utilisation of standard templates by all relevant agencies
3	Institute a uniform traffic law violation booking system to harmonise efforts of relevant agencies	2014					Existence and adoption of a uniform traffic rule violation booking system Zero incident of multiple booking for same violations
4	Promote the design and construction of safer roads – mobility and access	2014	2015	2016	2017	2018	15% increase in road network by 2018
5	Conduct road safety audit and safety impact assessments	2014	2015	2016	2017	2018	80% coverage of all road in annual assessment programme
6	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with defined standards 50% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
7	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date	2014	2015	2016	2017	2018	Existence of online index detailing all relevant information

Federal Road Safety Commission (FRSC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
8	Develop National Standards on Road Signs and Markings (NSRSM) based on the recommendations of the Geneva Convention in collaboration with the Federal Ministry of Works		2015				Existence of NSRSM 80% compliance with national standards across all States and FCT
9	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	2014	2015	2016	2017	2018	80% decline in incidents of road and road furniture canalisation
10	Institute setting up of special grant to assist states in their road safety enhancement effort	2014	2015	2016	2017	2018	Existence of yearly grants assessable by states that meet the conditions precedent to draw down 100% compliance with grant terms
11	Review existing standards for Vehicle Type Approval (VTA) covering all vehicle categories (cars, commercial vehicles, motorcycles etc) including airbags, seatbelts, maximum carbon emission, reflectors etc	2014					Existence of standards for all vehicle types 50% decline in RTCs due to use of substandard vehicles
12	Provide driver testing centres in major parts of the States		2015	2016	2017	2018	Existence of standard driver testing centres in all states of the federation 80% reduction in traffic infractions caused by unqualified drivers
13	Certify all driving instructors	2014	2015	2016	2017	2018	Existence of approved list of certified driving instructors' in every state
14	Provide driving ranges and all categories of vehicles for testing of drivers in the states		2015	2016	2017	2018	Existence of standard driving ranges in all states

Federal Road Safety Commission (FRSC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
15	Expand RTSSS coverage to include all commercial vehicles that ply interstate roads		2015				90% coverage of commercial vehicles in the RTSSS
16	Implement recommendations from commercial fleet operator assessment		2015				70% implementation of RTSSS programme
17	Publicise list of approved commercial vehicle operators		2015				Existence of approved commercial vehicle operators' lists 60% Reduction in RTCs involving commercial vehicles
18	Establish and equip standard vehicle Inspection Centres (VIC) and enforce thorough inspection		2015				Existence of a minimum of 4 VICs in each state and FCT 50% decline in RTCs due to use of substandard vehicles
19	Perform technical accreditation of interested private operators of VICs			2016			80% coverage of applicants in accreditation exercise
20	Train Vehicle Inspection Officers for improved efficiency	2014	2015	2016	2017	2018	80% implementation of training plan
21	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	50% decline in number of road traffic law violations 35% decline in number of RTCs
22	Develop and implement behavioural change programmes on proper (safe) road culture	2014	2015	2016	2017	2018	Implementation of 80% of number of programmes developed

Federal Road Safety Commission (FRSC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
23	Enlighten road users on response to RTCs as a civic responsibility		2015				100% increase in number of road users enlightened on response to RTCs
24	Conduct certification exercise for registered driving schools		2015				5% increase in the number of driving schools certified annually Ratio of certified driving schools to total registered
25	Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and Driving Under Influence	2014	2015	2016	2017	2018	50% reduction in road traffic law violations 50% decline in speed related crashes Ratio of unstrapped casualties to total casualties not more than 1:4 50% decline in DUI related crashes Proportion of RTCs caused by telephone use while driving not more than 1% 50% decline in number of RTC arising from use of telephone while driving
26	Develop and implement training programmes based on vehicle license category		2015				50% decline in number of road traffic law violations 35% decline in number of RTCs

Federal Road Safety Commission (FRSC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
27	Collaborate with the Judiciary for the establishment of additional Mobile Courts to hear cases of traffic infractions	2014	2015	2016	2017	2018	20% annual increase in number of Mobile Courts Minimum of 60% of traffic infraction cases heard by Mobile Courts
28	Maintain National Traffic Offenders Register	2014	2015	2016	2017	2018	Availability of National Traffic Offenders Register
29	Publicise all toll free lines to promote awareness	2014	2015	2016	2017	2018	100% increase in number of RTC cases reported
30	Provide additional medical equipment and emergency rescue ambulances	2014	2015	2016	2017	2018	Average crash response time not exceeding 15 minutes
31	Provide additional towing and recovery vehicles on highways to meet target of 1 tow-truck/recovery vehicle within distance of 100km	2014	2015	2016	2017	2018	50% achievement of target
32	Promote crash scene information management	2014	2015	2016			100% record of cases reported
33	Enforce the law on treatment of all road traffic crash victims before payment of hospital charges or recourse to the Police	2014					Zero case of hospital rejection of RTC victims
34	Strengthening coordination and ICT capacity for national M&E coverage and surveillance	2014	2015	2016	2017	2018	Frequency of ICT capacity for M&E activities Ratio of Planned M&E to Actual M&E Activities
35	Sensitize stakeholders on the need for NRSS and timely reporting of RTCs to appropriate agencies	2014	2015	2016	2017	2018	Adoption and buy-in of the NRSS by all stakeholders across the Federation

Nigeria Security and Civil Defence Corps (NSCDC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Collaborate with FRSC and other enforcement agencies in enforcing violations relating to canalisation of roads & road furniture including defacement of road signs, illegal excavation and/or construction of bumps on the highways	2014					80% decline in incidents of roads and furniture canalisation

Nigerian Automotive Council (NAC), National Environmental Standards and Regulations Enforcement Agencies (NESREA)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Review existing standards for Vehicle Type Approval (VTA) covering all vehicle categories such as passenger cars, commercial vehicles, motorcycles etc including airbags, seatbelts, maximum carbon emission, reflectors etc	2014					Existence of standards for all vehicle types 50% decline in RTC crashes due to use of substandard vehicles

National Bureau of Statistics (NBS)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Sustain and Maintain a central database for motor vehicle administration for harmonization of data across agencies	2014	2015	2016	2017	2018	Existence of central database Less than 10% variance in motor vehicle administration data among relevant agencies
2	Utilize standard templates to capture and report RTCs and other relevant traffic data	2014	2015	2016	2017	2018	100% utilisation of standard templates by all relevant agencies
3	Collate and store road traffic data	2014	2015	2016	2017	2018	Availability of relevant and timely road traffic information at least 70% of the time Harmonized traffic data among traffic agencies

The Nigeria Institute of Town Planners (NITP), States Ministries of Physical Planning & Urban Development (SMoPP&UD)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Review designs of road construction project to ensure suitability with approved town plans prior to award of road construction projects	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with town plans 50% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians

Nigerian Society of Engineers (NSE)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Implement design standards for all road types including the provision of rest-stops, weighbridges, vehicle parking areas at regular intervals on highways	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with defined standards Existence of rest stops on highways in line with prescribed standard. 50% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians

National Emergency Management Agency (NEMA)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Improve collaboration and coordination with relevant agencies for emergency response activities including provision of medical equipments and ambulances	2014	2015	2016	2017	2018	Average crash response time not exceeding 15 minutes

Standards Organisation of Nigeria (SON)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	100% compliance of newly constructed roads with defined standards 50% decline in RTCs due to poor road design 35% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians
2	Collaborate with relevant stakeholders to review existing standards for VTA covering all vehicle categories including passenger cars, commercial vehicles, motorcycles etc including airbags, seatbelts, maximum carbon emission, reflectors etc	2014					Existence of standards for all vehicle types 50% decline in RTC crashes due to use of substandard vehicles

Nigeria Customs Service (NCS)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Ensure that only approved vehicles types are imported into the country	2014	2015	2016	2017	2018	100% compliance with vehicle inspection regulations 50% decline in RTC crashes due to defective vehicles
2	Collaborate with relevant stakeholders to review existing standards for VTA covering all vehicle categories including passenger cars, commercial vehicles, motorcycles etc including airbags, seatbelts, maximum carbon emission, reflectors etc	2014					Existence of standards for all vehicle types 90% compliance with vehicle standards 50% decline in RTC crashes due to use of substandard vehicles
3	Ensure interconnection between the Automated System for Customs Data - ASYCUDA and the Motor Vehicle Administration platform	2014	2015	2016	2017	2018	Seamless connectivity between ASYCUDA and the Motor Vehicle Administration platform

Nigerian Communications Commission (NCC)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Procure toll free lines across all existing telecommunication networks	2014	2015				Existence of toll free lines across all mobile phone networks

National Insurance Commission (NAICOM)

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Implement road user insurance scheme to finance rehabilitation of crash victims		2015				80% achievement of scheme

Appendix 4

Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
1	San Marino	0	0	1st
2	Micronesia (Federated States of)	2	1.8	2nd
3	Maldives	6	1.9	3rd
4	Iceland	9	2.8	4th
5	Sweden	278	3	5th
6	Andorra	3	3.5	6th
7	United Kingdom	2278	3.7	7th
8	Malta	16	3.8	8th
9	Netherlands	640	3.9	9th
10	Switzerland	327	4.3	10th
11	Norway	208	4.3	10th
12	Saint Vincent and the Grenadines	5	4.6	12th
13	Israel	352	4.7	13th
14	Germany	3830	4.7	13th
15	Denmark	258	4.7	13th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
16	Ireland	212	4.7	13th
17	Finland	272	5.1	17th
18	Singapore	259	5.1	17th
19	Japan	6625	5.2	19th
20	Spain	2478	5.4	20th
21	Tonga	6	5.8	21st
22	Kiribati	6	6	22nd
23	Australia	1363	6.1	23rd
24	Fiji	54	6.3	24th
25	Luxembourg	32	6.3	24th
26	France	3992	6.4	26th
27	Estonia	87	6.5	27th
28	Austria	553	6.6	28th
29	Guatemala	958	6.7	29th
30	Brunei Darussalam	27	6.8	30th
31	Canada	2296	6.8	30th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
32	Italy	4371	7.2	32nd
33	Slovenia	146	7.2	32nd
34	Barbados	20	7.3	34th
35	Marshall Islands	4	7.4	35th
36	Cyprus	84	7.6	36th
37	Czech Republic	802	7.6	36th
38	Cuba	872	7.8	38th
39	The former Yugoslav Republic of Macedonia	162	7.9	39th
40	Belgium	869	8.1	40th
41	Serbia	813	8.3	41st
42	Hungary	908	9.1	42nd
43	Philippines	8499	9.1	42nd
44	New Zealand	398	9.1	42nd
45	Slovakia	515	9.4	45th
46	Cook Islands	2	9.9	46th
47	Bulgaria	776	10.4	47th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
48	Croatia	456	10.4	47th
49	Bahrain	132	10.5	49th
50	Democratic People's Republic of Korea	2614	10.7	50th
51	Latvia	243	10.8	51st
52	Lithuania	369	11.1	52nd
53	Romania	2377	11.1	52nd
54	Uzbekistan	3107	11.3	54th
55	Equatorial Guinea	80	11.4	55th
56	United States of America	35490	11.4	55th
57	Jamaica	319	11.6	57th
58	Bangladesh	17289	11.6	57th
59	Dominica	8	11.8	59th
60	Poland	4509	11.8	59th
61	Portugal	1257	11.8	59th
62	Turkey	8758	12	62nd

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
63	Mauritius	158	12.2	63rd
64	Greece	1385	12.2	63rd
65	Chile	2098	12.3	65th
66	Argentina	5094	12.6	66th
67	United Arab Emirates	956	12.7	67th
68	Costa Rica	592	12.7	67th
69	Albania	408	12.7	67th
70	Papua New Guinea	892	13	70th
71	Azerbaijan	1202	13.1	71st
72	Bhutan	96	13.2	72nd
73	Egypt	10729	13.2	72nd
74	Ukraine	6121	13.5	74th
75	Bahamas	47	13.7	75th
76	Sri Lanka	2854	13.7	75th
77	Republic of Moldova	496	13.9	77th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
78	Qatar	247	14	78th
79	Republic of Korea	6784	14.1	79th
80	Panama	494	14.1	79th
81	Belarus	1384	14.4	81st
82	Central African Republic	644	14.6	82nd
83	Zimbabwe	1832	14.6	83rd
84	Solomon Islands	79	14.7	84th
85	Palau	3	14.7	84th
86	Mexico	16714	14.7	84th
87	Saint Lucia	26	14.9	87th
88	Montenegro	95	15	88th
89	Myanmar	7177	15	88th
90	Seychelles	13	15	88th
91	Colombia	7225	15.6	91st
92	Bosnia and Herzegovina	588	15.6	91st

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
93	Georgia	685	15.7	93rd
94	Peru	4622	15.9	94th
95	Nepal	4787	16	95th
96	Vanuatu	39	16.3	96th
97	Belize	51	16.4	97th
98	Samoa	30	16.4	97th
99	Kuwait	452	16.5	99th
100	Trinidad and Tobago	224	16.7	100th
101	Congo	692	17.1	101st
102	Saint Kitts and Nevis	9	17.2	101st
103	Cambodia	2431	17.2	101st
104	Togo	1037	17.2	104th
105	Pakistan	30131	17.4	105th
106	Ethiopia	14606	17.6	106th
107	Indonesia	42434	17.7	107th
108	Mongolia	491	17.8	108th
109	Morocco	5759	18	109th
110	Armenia	558	18.1	109th
111	Tajikistan	1244	18.1	111th
112	Madagascar	3805	18.4	112th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
113	Mozambique	4315	18.5	113th
114	Russian Federation	26567	18.6	114th
115	Gambia	325	18.8	114th
116	Tunisia	1974	18.8	114th
117	Honduras	1425	18.8	114th
118	Nicaragua	1085	18.8	118th
119	India	231027	18.9	119th
120	Liberia	760	19	120th
121	Bolivia (Plurinational State of)	1910	19.2	121st
122	Kyrgyzstan	1022	19.2	121st
123	Timor-Leste	219	19.5	123rd
124	Malawi	2904	19.5	123rd
125	Senegal	2421	19.5	123rd
126	Suriname	103	19.6	126th
127	Guinea	1956	19.6	126th
128	Afghanistan	6209	19.8	128th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
129	Rwanda	2118	19.9	129th
130	Cameroon	3933	20.1	130th
131	Lao People's Democratic Republic	1266	20.4	131st
132	China	275983	20.5	132nd
133	Sao Tome and Principe	34	20.6	133rd
134	Botswana	417	20.8	134th
135	Kenya	8484	20.9	135th
136	Côte d'Ivoire	4121	20.9	135th
137	Democratic Republic of the Congo	13764	20.9	135th
138	Burundi	1788	21.3	138th
139	Paraguay	1383	21.4	139th
140	Uruguay	723	21.5	140th
141	Comoros	160	21.8	141st
142	Kazakhstan	3514	21.9	142nd
143	El Salvador	1358	21.9	142nd
144	Ghana	5407	22.2	144th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
145	Lebanon	942	22.3	145th
146	Cape Verde	111	22.4	146th
147	Brazil	43869	22.5	147th
148	Gabon	338	22.5	147th
149	Sierra Leone	1323	22.6	149th
150	United Republic of Tanzania	10162	22.7	150th
151	Syrian Arab Republic	4669	22.9	151st
152	Jordan	1414	22.9	151st
153	Angola	4407	23.1	153rd
154	Mali	3544	23.1	153rd
155	Swaziland	277	23.4	155th
156	Yemen	5698	23.7	156th
157	Niger	3673	23.7	156th
158	Zambia	3117	23.8	158th
159	Benin	2119	23.9	159th
160	Viet Nam	21651	24.7	160th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
161	Saudi Arabia	6800	24.8	161st
162	Malaysia	7085	25	162nd
163	Namibia	571	25	162nd
164	Sudan	10935	25.1	164th
165	Ecuador	3911	27	165th
166	Burkina Faso	4566	27.7	166th
167	Guyana	210	27.8	167th
168	Mauritania	970	28	168th
169	Lesotho	616	28.4	169th
170	Uganda	9655	28.9	170th
171	Chad	3339	29.7	171st
172	Oman	845	30.4	172nd
173	Guinea-Bissau	472	31.2	173rd
174	Iraq	9962	31.5	174th
175	South Africa	15995	31.9	175th

Appendix 4 – Country Ranking based on WHO estimated road traffic deaths per 100,000 population (2010)

SN	Country	Modeled number of road traffic deaths	Estimated road traffic death rate (per 100 000 population)	Position
176	Nigeria	53339	33.7	176th
177	Iran (Islamic Republic of)	25224	34.1	177th
178	Venezuela (Bolivarian Republic of)	10791	37.2	178th
179	Thailand	26312	38.1	179th
180	Dominican Republic	4143	41.7	180th
181	Niue	1	68.3	181st

Appendix 5

Sector and MDAs Allocation under the Transformation Agenda (2011 – 2015)

	2012 (N'million)	2013 (N'million)	2014 (N'million)	2015 (N'million)	Total 2012-2015 (N'million)	%age share of Total
Real Sector	228,519.80	251,450.73	267,722.37	272,562.77	1,020,255.67	14.17%
- Agriculture & Rural Development	112,007.72	120,841.69	136,221.85	131,724.33	500,795.59	6.96%
- Water Resources	70,325.41	77,612.00	75,768.00	76,294.67	300,000.08	4.17%
- Commerce & Industry	14,534.90	16,156.17	16,413.36	16,975.56	64,080.00	0.89%
- Mines & Steel Development	12,901.77	14,340.87	14,569.16	15,068.20	56,880.00	0.79%
Physical Infrastructure	419,550.00	479,680.00	540,310.00	583,980.00	2,023,520.00	28.10%
- Transport	322,800.00	372,180.00	420,560.00	452,980.00	1,568,520.00	21.79%
Roads & Bridges	150,000.00	170,000.00	185,000.00	190,500.00	695,500.00	9.66%
FERMA (for Maintenance of Roads)	45,300.00	55,150.00	74,550.00	75,000.00	250,000.00	3.47%
Ports	2,750.00	2,980.00	3,210.00	2,860.00	11,800.00	0.16%
Aviation (excluding BASA Funds)	35,000.00	45,850.00	17,500.00	14,320.00	112,670.00	1.56%
Railways	89,750.00	98,200.00	140,300.00	170,300.00	498,550.00	6.92%
- Oil & Gas	18,750.00	22,500.00	24,750.00	32,500.00	98,500.00	1.37%
- Power	78,000.00	85,000.00	95,000.00	98,500.00	356,500.00	4.95%
Regional Development	229,113.71	243,315.74	193,186.77	174,922.65	840,538.87	11.67%
- Housing	41,647.71	47,615.74	54,183.24	59,537.65	202,984.34	2.82%
- Federal Capital Territory	142,466.00	105,700.00	35,600.00	4,004.00	287,770.00	4.00%
- Niger Delta	45,000.00	90,000.00	103,403.53	111,381.00	349,784.53	4.86%
Knowledge-Based & ICT	17,155.48	25,314.61	32,485.98	38,500.00	113,456.07	1.58%
Science and Technology	13,060.00	20,555.00	27,505.00	38,500.00	99,620.00	1.38%
Information Communication Technology	4,095.48	4,759.61	4,980.98	0.00	13,836.07	0.19%

Source: Transformation Agenda 2010 - 2015

	2012 (N'million)	2013 (N'million)	2014 (N'million)	2015 (N'million)	Total 2012-2015 (N'million)	%age share of Total
Human Capital Development	89,420.75	186,140.51	194,910.58	225,646.98	696,118.82	9.67%
-Education	9,850.00	100,000.00	106,500.00	128,000.00	344,350.00	4.78%
-Health	45,310.00	54,000.00	60,000.00	70,000.00	229,310.00	3.18%
- Women & Social Development	7,103.45	7,519.03	7,129.33	6,619.58	28,371.39	0.39%
- Youth Development	11,833.61	10,270.42	6,285.14	6,812.41	35,201.58	0.49%
- Labour & Productivity	15,323.69	14,351.06	14,996.11	14,214.99	58,885.85	0.82%
General Administration	50,077.42	55,986.32	57,357.45	60,841.92	224,263.11	3.11%
Defence & Security	169,846.06	188,791.21	191,796.57	198,366.15	748,800.00	10.40%
GRAND TOTAL	**1,203,683.23**	**1,430,679.12**	**1,477,769.72**	**1,554,820.47**	**5,666,952.54**	**78.71%**
Government Contribution to Bankable Projects**					911,660.00	12.66%
Funds for Other Priority Projects not Listed***					621,387.46	8.63%
Total Funds available					7,200,000.00	100%

Source: Transformation Agenda 2010 - 2015

Appendix 6
FRSC Case Study

History, Role and Responsibilities of FRSC

Although the creation of a lead agency for the management of road safety activities was recently advocated for worldwide adoption, Nigeria is twenty-four years ahead having established the Federal Road Safety Commission in February 1988 via Decree 45. The Decree was amended by Decree 35 of 1992 and subsequently codified as Laws of the Federation CAP F19 in 2004 before being replaced by the enactment of the FRSC (Establishment) Act in 2007.

The FRSC is charged with the responsibility of:

a) Making the highway safe for motorists and other road users;

b) Recommending works and devices designed to eliminate or minimize accidents on the highways and advising the Federal and State Governments including the Federal Capital Territory Administration and relevant governmental agencies on the localities where such works and devices are required; and

c) Educating motorists and members of the public on the importance of discipline on the highway.

Specific tasks of the FRSC include:

- Preventing or minimizing RTCs on the highway
- Clearing obstructions on any part of the highways
- Educating drivers, motorists and other members of the public generally on the proper use of the highways
- Designing and producing the Driver's License to be used by various categories of vehicle operators
- Determining, from time to time, the requirements to be satisfied by an applicant for a driver's license
- Designing and producing vehicle Number Plates
- Standardisation of highway traffic codes
- Giving prompt attention and care to victims of RTCs
- Conducting researches into cause of motor crashes and methods of preventing them and putting into use the result of such researches
- Determining and enforcing speed limits for all categories of roads and vehicles and controlling the use of speed limiting devices
- Co-operating with bodies or agencies or groups engaged in road safety activities or in the prevention of RTCs on the highways

Role and Responsibilities of FRSC Cont'd

Specific tasks of the FRSC include:

- Making regulations in pursuance of any of the functions assigned to the Corps by or under this Act
- Regulating the use of sirens, flashers and beacon lights on vehicles other than Ambulances and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other than Ambulances and vehicles belonging to the Armed Forces, Nigeria Police, Fire Service and other Para-Military Agencies
- Providing roadside and mobile clinics for the treatment of RTC victims free of charge
- Regulating the use of mobile phones by motorists
- Regulating the use of seat belts and other safety devices
- Regulating the use of motorcycle on the highway
- Maintaining the validity period for drivers licenses which shall be three years subject to renewal at the expiration of the validity period
- Performing such other functions as may, from time to time, be assigned to the Corp by the Commission

Activities of the FRSC can be broadly categorised into five areas:

Achievements of FRSC

RTCs incidence and number of associated deaths and injuries have witnessed consistent decline since the establishment of the FRSC.

Other significant achievements of the FRSC are listed in table below:

ROAD SAFETY ACTIVITY	PRE- FRSC	FRSC ACHIEVEMENTS
Drivers Licensing & Certification	• Uncoordinated and inconsistent certification programmes across the country • Several cases of multiple licensing • Difficulty in implementing sanctions such as suspension/ withdrawal of license for bad conduct	• Upgraded the National Uniform Licensing Scheme (NULS) • Implementation of the NULS • Standardization of driving schools nationwide through the DSSP • Introduction of improved regulations for licensing of commercial drivers • Training of Convoy drivers nationwide
Number Plate & Vehicle Registration	• Absence of a central data base on motor vehicle registration • Uncoordinated vehicle registration across the country	• Expansion of production plants and centres for processing of new drivers' licenses and number plates • Secured US grant for capacity building in drivers testing and Vehicle Licensing
Road User Education & Enlightenment	• Low public awareness on safe road use • Highway code developed in 1972 based on the British Highway Code but not widely used	• Improved awareness resulting from regular publications and enlightenment programmes • Revision of the Highway Code in 1988; translated into local languages • Transformation of the Highway code in 2008

Achievements of FRSC cont'd

ROAD SAFETY ACTIVITY	PRE- FRSC	FRSC ACHIEVEMENTS
Enforcement of Traffic Laws	• Absence of harmonised traffic laws in the country • Random enforcement of road traffic laws	• Harmonisation of road traffic laws into National Road Traffic Regulation in 1997 reviewed in 2004 • Regular highway patrol nationwide • Automation of the penalty point enforcement system through the road traffic offenders data manager
Post Crash Rescue	• Absence of road side clinics and help areas • Limited ambulance services • Inadequate personnel for rescue • Ineffective national emergency call service	• Establishment of 48 Road Side Clinics. A total of 12,591 Out of 17,464 RTC victims in 2011 were treated in FRSC roadside clinics • Possession of 58 Ambulance services . • Regular highway patrol • Acquisition of toll free number "122" deployed for RTC reporting • Achieved improved response to crash victims with introduction of the Zebra Ambulance services and Road Side Clinics. Average response time to RTC is 30 minutes • Training and retraining of paramedics conducted in partnership with the Usman Dan Fodio University, Sokoto State

Achievements of FRSC cont'd

ROAD SAFETY ACTIVITY	PRE- FRSC	FRSC ACHIEVEMENTS
Research & Data Management	• Absence of RTC-related research • Poor collation of RTC records • Unavailability of RTC data	• Comprehensive central database on drivers and motor vehicle information • Automation of the penalty point enforcement system through the road traffic offenders data manager • Routine data collection on RTCs • Introduction of Business Intelligence and planning processes for evidence-based decision making • Satellite based tracking of patrol vehicles and ambulances • Investigation of all crashes resulting in the death of six or more victims • Training of FRSC staff on road crash investigation
Collaboration and Partnership	Absence of Domestic & International Partnerships	• Introduction of Volunteerism in Road Traffic Management • Receipt of technical assistance from World Bank, RSDT, AARSI and acquisition of patrol equipments • Assent to UN Decade of Action on Road Safety • Improved communication between government and NGOs • Secured US grant for capacity building in drivers testing and vehicle licensing

Achievements of FRSC cont'd

ROAD SAFETY ACTIVITY	PRE- FRSC	FRSC ACHIEVEMENTS
Road Management	• Highways dominated by low capacity roads • Highways littered with abandoned vehicles • Absence of formal road safety audits	• Regular highway patrol • Improved clearing of obstructions on highways • Periodic Road Safety Audits conducted
Fleet Management	• Absence of a policy framework on fleet management	• Establishment of Road Transport Safety Standardisation Scheme for the administration of fleet operators • Introduction of the School Bus Policy with full enforcement commencing 2012

Other achievements include:

- Expansion in command administration with the establishment of new unit commands bringing the total to 175 Unit Commands Nationwide;
- Full implementation of the Public Procurement Act;
- Completion of system audit preparatory to attaining ISO 9001QMS certification;
- International recognition as Lead Agency in road safety management as highlighted in the World Bank Country Capacity Report;
- Improved service delivery leading to award of National Productivity Merit Award;
- Chairmanship, GPA – PRI; and
- Membership on West Africa Road Safety Organisation

Limitations of FRSC

Regardless of its numerous achievements, FRSC has been plagued with such challenges as:

Funding - Recent improvement in Government funding notwithstanding, finance remains a constraint in executing road safety projects and programmes . Within the past decade of budgetary appropriation only 7.5% of the total budget was invested on roads while 0.38% was for road safety management activities.

Dearth of Manpower and operational equipment - Equipment such as handheld devices for Blood Alcohol Content (BAC) testing are grossly inadequate. In addition, manpower requirements especially in the areas of traffic regulation and compliance monitoring are yet to be addressed.

Poor legislative support -There are no legislations on the establishment of State Motor Vehicle Administrative Agencies. On the other hand some legislations are not enforceable such as those prohibiting road side trading or street/highway hawking.

Public apathy – There is a general lack of interest on the part of road users towards policies and programmes of FRSC.

Role overlaps - Responsibility of the FRSC often overlaps with other agencies leading to distrust and poor collaboration among agencies charged with road safety.

Appendix 7
Costing Details

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system	1	Utilize standard templates to capture and report RTCs and other relevant traffic data	Utilize templates agreed upon and developed by FRSC	121,533,900	121,833,600	121,989,000	122,299,800	122,577,300	610,233,600
	2	Enact law establishing Motor Vehicle Administration Agencies	Drafting and sponsoring of the bill by the state government to the HoA	202,556,500	203,056,000				405,612,500
	3	Review extant laws to eliminate role conflicts with Federal agencies	Review of extant laws to eliminate role conflicts with Federal agencies	202,556,500	203,056,000				405,612,500
	4	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalization of certain offences such as Driving Under Influence (DUI)	Review of extant laws to incorporate stiffer sanctions for traffic law violations	202,556,500	203,056,000				405,612,500
			Sub Total	**729,203,400**	**731,001,600**	**121,989,000**	**122,299,800**	**122,577,300**	**1,827,071,100**

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	1	Conduct road safety audit and safety impact assessment	Conduct road safety audit of existing and new road projects	1,958,377,422	1,944,873,780	1,937,949,438	1,968,237,691	1,990,941,273	9,800,379,605
	2	Enact a law prohibiting refuse dumping on roads and streets	Drafting and sponsoring of the bill by the state government to the HoA	202,556,500	203,056,000				405,612,500
	3	Adopt and implement National Standards on Road Signs and Markings developed by FRSC and FMoW	Install the new standard road signs on existing roads without the signs	607,669,500	609,168,000	609,945,000	611,499,000	612,886,500	3,051,168,000
			Implement road markings for existing roads without the markings	17,196,631,335				17,344,268,868	34,540,900,204
	4	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles	Promote mass transit system through sensitization and awareness programmes	81,022,600	81,222,400	81,326,000	81,533,200	81,718,200	406,822,400
	5	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date	Develop and maintain an online index to provide information on the condition of all roads	1,114,060,750	101,528,000	101,657,500	101,916,500	102,147,750	1,521,310,500
	6	Enforce legislation on control of billboards and advertisement on State highways	Quarterly initiative to enforce the legislation on control of bill boards advertisement	169,490,520	169,908,480	170,125,200	170,558,640	170,945,640	851,028,480

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	7	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road-signs illegal excavation and construction of bumps on the highways.	Campaign against abuse and canalisation of road signs, and illegal excavation / construction of bumps on the highways	405,113,000	406,112,000	203,315,000	203,833,000	204,295,500	1,422,668,500
	8	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule	enforce the right of way rule and remove all obstructions from the highway	169,490,520	169,908,480	170,125,200	170,558,640	170,945,640	851,028,480
	9	Enact and enforce a law prohibiting road/ street trading	Enact law prohibiting street trading	202,556,500	203,056,000				405,612,500
			enforce law prohibiting street trading	194,454,240	106,716,487	58,640,710	32,305,167	17,837,298	409,953,901
	10	Enact a law prohibiting social and cultural gatherings/activities on roadways		202,556,500	203,056,000				405,612,500
			Sub Total	**22,503,979,388**	**4,198,605,627**	**3,333,084,048**	**3,340,441,838**	**20,695,986,669**	**54,072,097,570**

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 3: General compliance with vehicle and other road machinery standards	1	Establish and equip standard Vehicle Inspection Centres (VIC) and enforce thorough inspections	Establish fully equipped VICs in the states	4,861,356,000	4,873,344,000	4,879,560,000	4,891,992,000	4,903,092,000	24,409,344,000
			Training of staff on vehicle inspection	405,113,000	406,112,000	406,630,000	407,666,000	408,591,000	2,034,112,000
	2	Create enabling legislative, regulatory and institutional environment for Public Private Partnership in vehicle inspection	Carry out stakeholder workshop and sensitization on need for PPP in vehicle inspection	202,556,500	203,056,000	203,315,000	203,833,000	204,295,500	1,017,056,000
	3	Provide driver testing centres in major parts of the States	Provide driver testing centres in major parts of the States	9,722,712,000	9,746,688,000	9,759,120,000	9,783,984,000	9,806,184,000	48,818,688,000
	4	Provide driving ranges and all categories of vehicles for testing of drivers in the states	Provide driving ranges and all categories of vehicles for testing of drivers in the states	8,507,373,000	8,528,352,000	8,539,230,000	8,560,986,000	8,580,411,000	42,716,352,000
			Sub Total	**23,699,110,500**	**23,757,552,000**	**23,787,855,000**	**23,848,461,000**	**23,902,573,500**	**118,995,552,000**

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 4: A culture of personal responsibility for safe road use	1	Introduce and/or strengthen road safety education in primary and secondary schools	Include road safety education in school curriculum and train select teachers on road safety education	405,113,000	406,112,000	406,630,000	407,666,000	408,591,000	2,034,112,000
	2	Develop and implement behavioural change programmes on proper (safe) road culture	Develop/review/update behavioural change programme/plan	202,556,500	203,056,000	203,315,000	203,833,000	204,295,500	1,017,056,000
			Conduct training/sensitization programmes for drivers focusing on behavioural change	303,834,750	304,584,000	304,972,500	305,749,500	306,443,250	1,525,584,000
			Conduct safety trainings for school children and other members of the public	405,113,000	406,112,000	406,630,000	407,666,000	408,591,000	2,034,112,000
	3	Enlighten road users on response to RTCs as a civic responsibility	enlightenment campaigns of road users on response to RTCs	405,113,000	406,112,000	406,630,000	407,666,000	408,591,000	2,034,112,000
	4	Develop and implement awareness campaigns on proper road use		1,012,782,500	1,015,280,000	1,016,575,000	1,019,165,000	1,021,477,500	5,085,280,000
	5	Develop and implement training programmes based on vehicle license category		202,556,500	203,056,000	203,315,000	203,833,000	204,295,500	1,017,056,000
			Sub Total	**2,937,069,250**	**2,944,312,000**	**2,948,067,500**	**2,955,578,500**	**2,962,284,750**	**14,747,312,000**

State Governments, State Houses of Assembly, Local Governments

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 5: Prompt and effective emergency response and care	1	Establish additional ambulance points	Establish standard ambulance points in deficient areas in the state	534,749,160	536,067,840	536,751,600	538,119,120	539,340,120	2,685,027,840
	2	Provide financial support to enable purchase of additional medical equipment and emergency rescue ambulances by the SMoH	Provide grants to SMOHs to purchase medical equipment and ambulances	81,022,600	81,222,400	81,326,000	81,533,200	81,718,200	406,822,400
			Sub Total	**615,771,760**	**617,290,240**	**618,077,600**	**619,652,320**	**621,058,320**	**3,091,850,240**
		Grand Total		**50,485,134,298**	**32,248,761,467**	**30,809,073,148**	**30,886,433,458**	**48,304,480,539**	**192,733,882,910**

State Motor Vehicle Administration Agencies (SMVAA)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system	1	Adopt traffic law violation booking system developed by Lead agency for uniformity	Printing of booking sheets and other logistics	-	203,056,000	-	-	-	203,056,000
Objective 2: Improved road infrastructure for all road users	2	Automate and maintain a database for road traffic information	Establishment of an automated database for road traffic information in each state	1,012,782,500					1,012,782,500
			cost of maintaining a central database for road traffic information in the states	202,556,500	203,056,000	203,315,000	203,833,000	204,295,500	1,017,056,000
Objective 4: A culture of personal responsibility for safe road use	3	Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and driving under influence	enforcement of compliance with all traffic laws and regulations within the states	1,114,746,515	1,135,155,185	1,153,138,385	1,197,633,356	1,178,413,087	5,779,086,527
	4	Develop and implement a training, testing and licensing programme for all vehicle operators including drivers and motorcycle riders in line with the National Uniform Licensing Scheme (NULS)	Develop training, testing and Licensing programme/plan	81,022,600	81,222,400	81,326,000	81,533,200	81,718,200	406,822,400
			Conduct training for staff that will be responsible for facilitating the trainings for the public and provide learning materials	202,556,500	203,056,000	203,315,000	203,833,000	204,295,500	1,017,056,000
		Grand Total		**2,613,664,615**	**1,825,545,585**	**1,641,094,385**	**1,686,832,556**	**1,668,722,287**	**9,435,859,427**

National Road Safety Advisory Council (NaRSAC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system	1	Develop and implement funding plan for activities specified in the NRSS	Develop funding plan for road safety initiatives through stakeholders consultations and engagements	10,949,000	0	0	0	0	10,949,000
			Drive the implementation of the NRSS funding plan	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	27,488,000
	2	Identify and harness sources of funding for national road safety initiatives	Identify and harness sources of funding for national road safety initiatives	358,220,347	318,359,731	300,586,791	332,052,783	352,520,791	1,661,740,444
	3	Review funding structure and fund sources for the NRSS	Reviewing of the funding structure through stakeholders participation	0	0	0	27,545,000	0	27,545,000
	4	Track disbursement and utilization of funds	conduct annual financial audit of accounts of funded road safety initiatives	0	16,464,000	16,485,000	16,527,000	16,564,500	66,040,500
	5	Perform quarterly review of progress made on NRSS by relevant agencies	Monitoring and evaluation for effective performance and coordination of funded road safety programmes	32,847,000	32,928,000	32,970,000	33,054,000	33,129,000	164,928,000
	6	Create alignment and collaboration between Federal and State Governments in promoting road safety	Create alignment and collaboration between Federal and State Governments in promoting road safety	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	27,488,000
	7	Implement road user insurance scheme to finance rehabilitation of crash victims	Implement road user insurance scheme to finance rehabilitation of crash victims	1,094,900	1,097,600	1,099,000	1,101,800	1,104,300	5,497,600
		Grand Total		**414,060,247**	**379,825,331**	**362,130,791**	**421,298,583**	**414,361,591**	**1,991,676,544**

Ministry of Works (MoW)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	1	Install speed (limit) signs on all highways	Installation of signs	625,187,900	313,364,800	0	0	0	938,552,700
	2	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	Development of the revised Design standards document; Implementation of the new Highway Infrastructure safety components	43,796,000	0	0	0	0	43,796,000
	3	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule	Establish the Right of Way boundaries; Development of Resettlement Plans; Public Enlightenment campaigns & Stakeholders consultation; Removal of the obstructions in phases.	1,053,439,113	878,429,065	783,487,473	889,758,385	946,458,780	4,551,572,816
		Grand Total		1,722,423,013	1,191,793,865	783,487,473	889,758,385	946,458,780	5,533,921,516

Federal Roads Maintenance Agency (FERMA)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	1	Emergency road maintenance	Direct Labour works for Patching of Potholes.	3,501,903,851	3,031,829,543	2,764,081,707	3,203,611,507	3,483,805,394	**12,483,328,152**
			Direct Labour works for Shoulder Reinstatement.	734,656,002	965,997,760	439,600,000	1,137,057,600	1,082,214,000	**3,624,869,360**
			Direct Labour Works for Washout Reinstatement	273,725,000	515,872,000	384,650,000	460,552,400	552,150,000	**1,913,224,400**
			Minor Maintenance Repairs	2,357,581,843	2,041,114,372	1,860,858,870	2,156,762,904	2,345,397,444	**8,404,133,590**
			Maintenance/ Repairs Street lighting installations	234,308,600	510,384,000	746,221,000	605,990,000	426,259,800	**2,288,854,800**
	2	Pavement strengthening on selected roads	General Maintenance Repairs on roads (including drainage work, asphalt laying, shoulder works etc.)	3,997,824,975	3,461,181,227	3,155,516,357	3,657,290,045	3,977,163,510	**14,251,151,139**
			Special Repairs of Failed Sections on Carriageway and Asphalt Overlay.	14,184,597,049	12,280,542,876	11,196,019,907	12,976,352,368	14,111,288,549	**50,564,203,699**
		Grand Total		**25,284,597,319**	**22,806,921,779**	**20,546,947,841**	**24,197,616,824**	**25,978,278,697**	**118,814,362,460**

Ministry of Transport (MoT)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system	1	Improve coordination of land transport in Nigeria	Sensitization on Safety issues in transport sector	32,847,000	32,928,000	32,970,000	33,054,000	33,129,000	**164,928,000**
			Stakeholder engagement on safety issues	38,321,500	38,416,000	38,465,000	38,563,000	38,650,500	**192,416,000**
			Construct concrete block wall and pedestrian bridge on Lagos-Ibadan rail section	1,016,067,200	-	-	-	-	**1,016,067,200**
			Construct concrete block wall, pedestrian bridge, communication and signalling on Idu-Kaduna rail section	7,071,652,528	-	-	-	-	**7,071,652,528**
	2	Improve data collection and analysis across all modes for transport planning purposes	Conduct Time Data Series- vehicles survey along Lagos/Seme-Ibadan-Ilorin-Kontagora-Kaduna-Zaria-Kano/Katsina	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	**82,464,000**
			National Transport Survey and Projection	72,253,556	71,548,417	69,870,798	68,275,425	66,652,931	**348,601,126**
Objective 2: Improved road infrastructure for all road users	3	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles	Provide a platform for the States, Local Govts. and private operators to key into model inter/intra bus services through the role of FMoT	547,450,000	548,800,000	549,500,000	550,900,000	552,150,000	**2,748,800,000**
			Provide platform for training the respective segments of transport operators e.g. drivers, mechanics, finance officers, transport managers and sundries at our respective Transport Training Institutes	10,949,000	10,976,000	10,990,000	11,018,000	11,043,000	**54,976,000**
		Grand Total		**8,805,964,284**	**719,132,417**	**718,280,798**	**718,337,425**	**718,189,931**	**11,679,904,854**

Ministry of Health (MoH)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system		Direct hospitals to maintain and share data on RTC cases with relevant agencies	Develop/agree template with FRSC and other relevant agencies and ensure compliance through monitoring	39,416,400	39,513,600	39,564,000	39,664,800	39,754,800	197,913,600
Objective 5: Prompt and effective emergency response and care		Establish bilateral agreements with international stakeholders to achieve intensive emergency response services		80,119,745	84,348,365	88,663,583	93,333,919	98,222,847	444,688,459
		Provide additional medical equipment and emergency rescue ambulances for health facilities		480,718,473	506,090,189	531,981,500	560,003,512	589,337,082	2,668,130,756
		Establish trauma care centres	Establish trauma centres	908,023,782	955,948,134	1,004,853,945	1,057,784,412	1,113,192,265	5,039,802,539
		Establish additional adequately furnished and functional Road Side Clinics	Establish additional roadside clinics	347,185,564	365,509,581	384,208,861	404,446,981	425,632,337	1,926,983,324
		Enforce the law on treatment of all RTC victims before payment of hospital charges or recourse to the Police	Carry out nationwide monitoring exercises to ensure compliance	39,416,400	39,513,600	39,564,000	39,664,800	39,754,800	197,913,600
		Train paramedics and emergency care givers on casualty handling		373,892,145	393,625,702	413,763,389	435,558,287	458,373,286	2,075,212,810
		Establish and equip disaster relief camps for multiple crashes, fire or flood enabled roadside accidents		427,305,309	449,857,946	472,872,445	497,780,900	523,855,184	2,371,671,783
		Strengthening coordination and ICT capacity for national M&E coverage and surveillance		53,413,164	56,232,243	59,109,056	62,222,612	65,481,898	296,458,973
		Grand Total		**2,749,490,982**	**2,890,639,360**	**3,034,580,780**	**3,190,460,224**	**3,353,604,498**	**15,218,775,844**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 1: A cohesive and efficient road safety administrative system	1	Sustain and Maintain a central database for motor vehicle administration	Establishment of a central database for MVA	125,913,500	-	-	-	-	125,913,500
			cost of maintaining the central database for MVA	-	10,976,000	10,990,000	11,018,000	11,043,000	44,027,000
			Maintaining call / data centre and software	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	82,464,000
	2	Develop and utilise standard templates for capturing and reporting RTCs and other relevant traffic data	Develop standard template for capturing RTCs and other traffic data	5,474,500	-	-	-	-	5,474,500
			Develop standard templates for reporting RTCs and other relevant data	5,474,500	-	-	-	-	5,474,500
			Sensitize Stakeholders on the development and use of the RTCs templates	16,423,500	10,976,000	10,990,000	11,018,000	11,043,000	60,450,500
			Train and retrain FRSC staff in all the field commands on the appropriate use of the new templates	26,277,600	21,073,920	21,100,800	21,154,560	21,202,560	110,809,440
			Coordinate and collaborate with other agencies on the use of the template	10,949,000	10,976,000	10,990,000	11,018,000	11,043,000	54,976,000
	3	Institute and adopt a uniform traffic law violation booking system to harmonise efforts of relevant agencies	Develop and maintain a uniform booking system through stakeholders consultative forums and engagements	16,423,500	-	-	-	-	16,423,500
			Sensitize stakeholders on the use of the uniform booking system	16,423,500	14,421,147	12,679,072	11,175,842	9,873,185	64,572,746
			Produce and distribute the uniform booking sheets	-	32,928,000	32,970,000	33,054,000	33,129,000	132,081,000
			Train and retrain FRSC staff on the use of the uniform booking system	-	72,606,240	72,698,850	72,884,070	73,049,445	291,238,605
			Sub Total	**239,783,100**	**190,421,307**	**188,903,722**	**187,849,472**	**186,947,690**	**993,905,291**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	1	Institute special grant to assist states in their road safety enhancement effort	Set aside special grant to cater for states that meet specific requirements	21,898,000	21,952,000	21,980,000	22,036,000	22,086,000	109,952,000
	2	Conduct road safety audits and safety impact assessments on all roads	Develop and produce standard guidelines for road safety audit and safety impact assessment of roads	14,233,700	-	-	-	-	14,233,700
			Stakeholders sensitisation programmes for the adoption and utilisation of the guidelines	19,708,200	19,756,800	19,782,000	19,832,400	19,877,400	98,956,800
			Procure 12 unit 4x4 Hilux van with full communication gadgets for the 12 zonal commands of the FRSC	118,249,200	-	-	-	119,264,400	237,513,600
			Training, certification and retraining of FRSC staff in road safety audit	22,452,567	22,507,934	22,536,644	22,594,062	22,645,328	112,736,534
			Conduct road safety audit of existing and new road projects	300,804,743	324,770,879	345,866,085	370,146,105	395,810,691	1,737,398,504
	3	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date	Develop online index for condition of highways	54,745,000	-	-	-	-	54,745,000
			Maintenance of online index	-	16,464,000	16,485,000	16,527,000	16,564,500	66,040,500
			Capacity development in highway inspections, road condition surveys and risk rating	10,864,145	11,435,483	12,022,572	12,655,863	13,318,809	60,296,872
			Purchase of 6 units ARRB Hawkeye 2000 for the 6 geo-political regions of the country	52,555,200	-	-	-	-	52,555,200
			conduct of highway inspections / road condition surveys and risk rating of the roads	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	82,464,000

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 2: Improved road infrastructure for all road users	4	Develop National Standards on Road Signs and Markings (NSRSM) based on the recommendations of the Geneva Convention in collaboration with the Federal Ministry of Works	Stakeholders participatory programme on the review and development of a uniform road signs and markings manual using consultancy services	19,708,200	19,756,800	19,782,000	19,832,400	19,877,400	98,956,800
			Develop/Review National Standard on Road signs and markings	10,949,000	10,976,000	10,990,000	11,018,000	11,043,000	54,976,000
			Sensitisation programmes for major stakeholders including manufacturers of road signs	54,745,000	54,880,000	54,950,000	55,090,000	55,215,000	274,880,000
	5	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	Campaign against abuse and canalisation of roads signs, and illegal excavation / construction of bumps on the highways	19,708,200	19,756,800	10,856,362	5,980,770	3,302,282	59,604,413
			Arrest and prosecution of road traffic signs vandals in conjunction with other agencies (Legal fees)	10,949,000	10,976,000	6,031,312	3,322,650	1,834,601	33,113,563
	6	Provide additional towing and recovery vehicles on highways to meet target of 1 tow-truck/recovery vehicle within distance of 100km	Procure 343 units of tow-truck/recovery vehicle	3,864,415,532	2,655,773,947	1,827,851,819	1,317,519,406	942,262,243	10,607,822,947
			Sub Total	4,612,409,188	3,205,470,643	2,385,618,794	1,893,081,655	1,659,666,153	13,756,246,433

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 3: General compliance with vehicle and other road machinery standards	1	Sponsor the enactment of a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria	Institute and sponsor a bill for a law on the installation of speed limiting devices in all commercial vehicles in Nigeria	10,949,000	-	-	-	-	10,949,000
			Sensitisation programmes on the installation of speed limiting devices in all commercial vehicles	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	82,464,000
	2	Review existing standards for Vehicle Type Approval (VTA) covering all vehicle categories (cars, commercial vehicles, motorcycles etc.) including airbags, seatbelts, maximum carbon emission, reflectors etc.	Stakeholders participatory programmes on the review and development of standards for vehicle type approval for Nigeria	21,898,000	-	-	-	-	21,898,000
			Publish vehicle type approval standards	10,949,000	-	-	-	-	10,949,000
	3	Expand RTSSS coverage to include all commercial vehicles that ply interstate roads	Assessment and registration of all commercial vehicles that ply interstate roads	60,766,950	48,733,440	42,846,440	37,766,566	33,364,495	223,477,892
	4	Implement recommendations from commercial fleet operator assessment	Enforcement of compliance with set standards on fleet operations in Nigeria	21,898,000	15,366,400	11,821,372	9,117,351	7,047,803	65,250,926
			Prosecution of violators	19,708,200	19,756,800	15,198,906	11,722,308	9,061,462	75,447,676

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 3: General compliance with vehicle and other road machinery standards	5	Publicise list of approved commercial vehicle operators	Publication of lists of approved commercial vehicle operators	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	**27,488,000**
	6	Establish and equip standard vehicle Inspection Centres (VIC) and enforce thorough inspection	Establishment of 7 model vehicle inspection centres one in each of the geopolitical zone of the country and Abuja	306,572,000	-	-	-	-	**306,572,000**
			Training of staff on vehicles inspection	10,949,000	10,976,000	10,990,000	11,018,000	11,043,000	**54,976,000**
	7	Perform technical accreditation of interested private operators of VICs	Carryout assessment and technical accreditation of private operators of vehicle inspection centres and encourage private participation	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	**82,464,000**
	8	Train Vehicle Inspection Officers (VIOs) for effectiveness	Selection and training of Vehicle Inspection Officers from the states	32,847,000	32,928,000	32,970,000	33,054,000	33,129,000	**164,928,000**
	9	Certify Driving Instructors	Assessment and certification of driving instructions	21,898,000	21,952,000	21,980,000	22,036,000	22,086,000	109,952,000
			Sub Total	**556,756,650**	**188,128,640**	**174,271,718**	**163,277,226**	**154,382,261**	**1,236,812,495**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 4: A culture of personal responsibility for safe road use	1	Develop and implement awareness campaigns on proper road use	Develop and review a plan for awareness campaign on proper use of the road considering key safety concerns	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	**27,488,000**
			Carry out awareness campaigns through radio jingles, TV programmes, motor park rallies, and the print media on Driving Under Influence, Use of phone while driving, use of seat belt, over speeding etc.	21,898,000	21,952,000	21,980,000	22,036,000	22,086,000	**109,952,000**
	2	Develop and implement behavioural change programmes on proper (safe) road culture	Develop/review/update behavioural change programme/plan	5,474,500	-	-	-	-	**5,474,500**
			Conduct training programmes for drivers focusing on behavioural change	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	**82,464,000**
			Conduct safety trainings for school children and other members of the public	98,541,000	98,784,000	98,910,000	99,162,000	99,387,000	**494,784,000**
	3	Enlighten road users on response to RTCs as a civic responsibility	Enlightenment and training of the public on how well to respond to RTCs as a matter of civic responsibility	43,796,000	-	-	-	-	**43,796,000**
	4	Conduct certification exercise for registered driving schools	conduct certification and recertification of registered driving schools	20,255,650	20,305,600	20,331,500	20,383,300	20,429,550	**101,705,600**
	5	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalisation of certain offences such as DUI	Draft and sponsor a bill for the review of extant laws to incorporate stiffer sanctions for traffic law violations and criminalisation of some offences	10,949,000	-	-	-	-	**10,949,000**
	6	Enforce compliance with seat belt law	Weekly special patrols with focus on seat belt	8,211,750	8,232,000	8,242,500	8,263,500	8,282,250	**41,232,000**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 4: A culture of personal responsibility for safe road use	7	Enforce compliance with Driving Under Influence (DUI) laws	Purchase of breathalysers	13,138,800	13,171,200	13,188,000	13,221,600	13,251,600	**65,971,200**
			Weekly special patrols with focus on Driving Under Influence	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	**82,464,000**
	8	Sponsor the enactment of a law introducing "passenger culpability" for vehicle overload as part of traffic law violations	Draft and sponsor a bill for enactment into law introducing passenger culpability	10,949,000	-	-	-	-	**10,949,000**
	9	Enforce compliance with law prohibiting overloading	Purchase of 200 unit of 4X4 Hilux, double cabin with all the gadgets	394,164,000	395,136,000	395,640,000	396,648,000	397,548,000	**1,979,136,000**
			Purchase of 100 Toyota Avensis cars	85,402,200	85,612,800	85,722,000	85,940,400	86,135,400	**428,812,800**
			Production of non -security documents for enforcement	27,372,500	27,440,000	27,475,000	27,545,000	27,607,500	**137,440,000**
			Fuelling and maintenance of operational and patrol vehicles	143,872,255	135,721,228	130,089,769	126,825,323	124,472,006	**660,980,581**
			Maintenance of national traffic offenders register	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	**27,488,000**
	10	Enforce compliance with speed limits	Purchase of 150 units of power bikes	108,395,100	108,662,400	108,801,000	109,078,200	109,325,700	**544,262,400**
			120 units operational vehicles (Toyota Corolla)	112,993,680	113,272,320	113,416,800	113,705,760	113,963,760	**567,352,320**
			Purchase of 500 unit of vehicle mounted radar guns	11,824,920	11,854,080	11,869,200	11,899,440	11,926,440	**59,374,080**
			Purchase of 500 unit s of vehicle mounted speed cameras	10,730,020	10,756,480	10,770,200	10,797,640	10,822,140	**53,876,480**
			Purchase of 500 unit mobile radios	9,854,100	9,878,400	9,891,000	9,916,200	9,938,700	**49,478,400**
			Purchase of 500 units of walkie talkie	5,912,460	5,927,040	5,934,600	5,949,720	5,963,220	**29,687,040**
			Purchase of 250 units of Digital camera	2,299,290	2,304,960	2,307,900	2,313,780	2,319,030	**11,544,960**
			Regular / Festive Special patrols	109,490,000	109,760,000	109,900,000	110,180,000	110,430,000	**549,760,000**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 4: A culture of personal responsibility for safe road use	11	Develop and implement training programmes based on vehicle license category	Develop training curriculum based on drivers license categories	5,474,500	-	-	-	-	**5,474,500**
			Conduct training of drivers license applicants based on license categories in all Drivers License Centres in Nigeria	13,138,800	13,171,200	13,188,000	13,221,600	13,251,600	**65,971,200**
	12	Establish additional Mobile Courts to hear cases of traffic infractions	Organise and conduct periodic mobile courts in all commands	26,277,600	26,342,400	26,376,000	26,443,200	26,503,200	**131,942,400**
			Sub Total	**1,344,211,125**	**1,262,188,108**	**1,257,993,469**	**1,257,602,663**	**1,257,815,096**	**6,379,810,461**

Federal Road Safety Commission (FRSC)

Objectives	SN	Strategic Activities	Implementation Activities/Tasks	Estimated Expenditure 2014 (N)	Estimated Expenditure 2015 (N)	Estimated Expenditure 2016 (N)	Estimated Expenditure 2017 (N)	Estimated Expenditure 2018 (N)	Total Expenditure 2014-2018 (N)
Objective 5: Prompt and effective emergency response and care		Publicise all toll-free lines to promote awareness	Publicising all toll-free lines to promote public awareness through media	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	27,488,000
		Provide additional medical equipment and emergency rescue ambulances	Equip at least 3 zebra points or accident roadside clinics / help areas on each of the 18 FRSC Operational road corridors in the country with medical equipment	53,212,140	53,343,360	53,411,400	53,547,480	53,668,980	267,183,360
			Purchase of 100 unit of ambulances	172,994,200	173,420,800	173,642,000	174,084,400	174,479,400	868,620,800
			Train FRSC rescue operations staff in all commands	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	82,464,000
			Kitting of rescue staff	26,277,600	26,342,400	26,376,000	26,443,200	26,503,200	131,942,400
		Promote crash scene information management	Purchase of cordoning tapes, traffic cones, flash lights etc.	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500	82,464,000
			Crash scene investigation and analysis	16,423,500	16,464,000	16,485,000	16,527,000	16,564,500.	82,464,000
			Purchase of 5 units faro focuse 3D scanner and training of crash investigators on the use of the equipment	49,270,500	-	-	-	-	49,270,500
		Enforce the law on treatment of all road traffic crash victims before payment of hospital charges or recourse to the Police	Prosecution of hospital / health centres that violate or refuses to treat victims	8,759,200	8,780,800	8,792,000	8,814,400	8,834,400	43,980,800
		Sensitize road users on the need for timely reporting of RTCs to appropriate agencies	Media sensitisation programmes for all road users on response to crash	5,474,500	5,488,000	5,495,000	5,509,000	5,521,500	27,488,000
			Sub Total	**370,733,140**	**322,255,360**	**322,666,400**	**323,488,480**	**324,222,480**	**1,663,365,860**
		Grand Total		**7,123,893,202**	**5,168,464,058**	**4,329,454,103**	**3,825,299,496**	**3,583,033,680**	**24,030,144,540**

Appendix 8

Multi-year Macroeconomic Projections

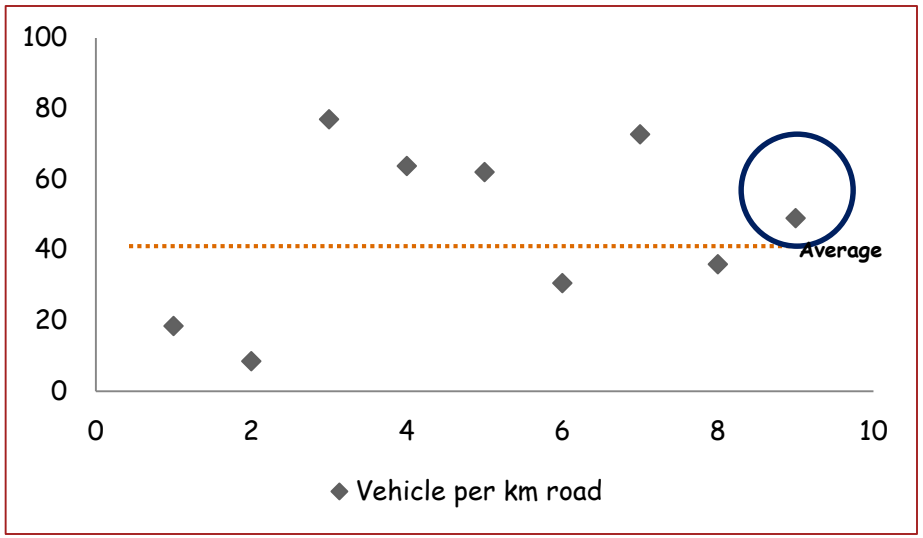
Year	Population '000,000	GDP per capita ($)	Exchange rate	Nominal GDP in Naira
2012	169.6	1,517	157.5	40,544,100,000,000
2013	175.0	1,580	159.5	44,103,895,870,000
2014	180.7	1,711	157	48,533,466,540,000
2015	186.5	1,859	154	53,398,003,380,000
2016	192.4	1,980	154.06	58,677,936,840,000
2017	198.6	2,109	154.12	64,545,730,520,000
2018	204.9	2,247	154.18	71,000,303,580,000
2019	211.5	2,398	154	78,100,333,930,000
2020	218.3	2,555	154	85,910,367,330,000
2021	225.2	2,725	154	94,501,404,060,000
2022	232.5	2,903	154	103,951,544,470,000

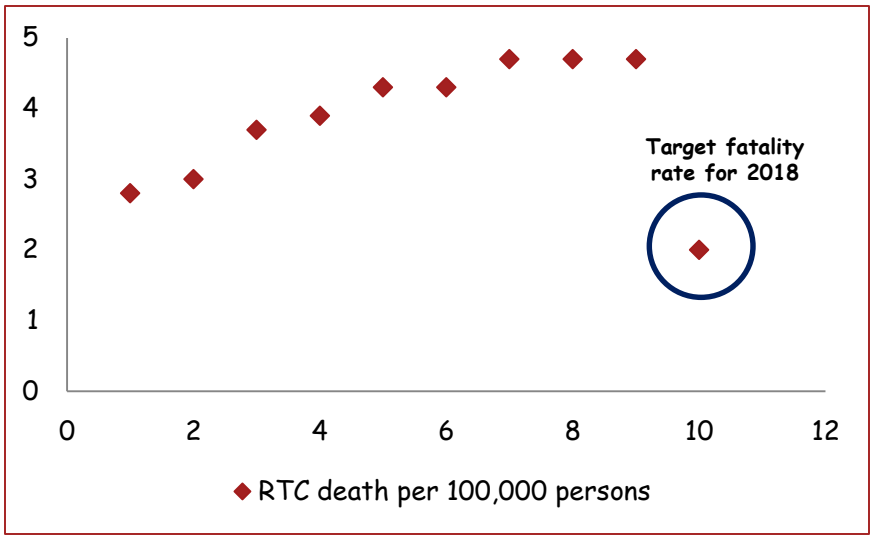
Source: National Population Commission, National Bureau of Statistics, PwC Analysis

Appendix 9

Output/Outcome Comparisons of Other Countries

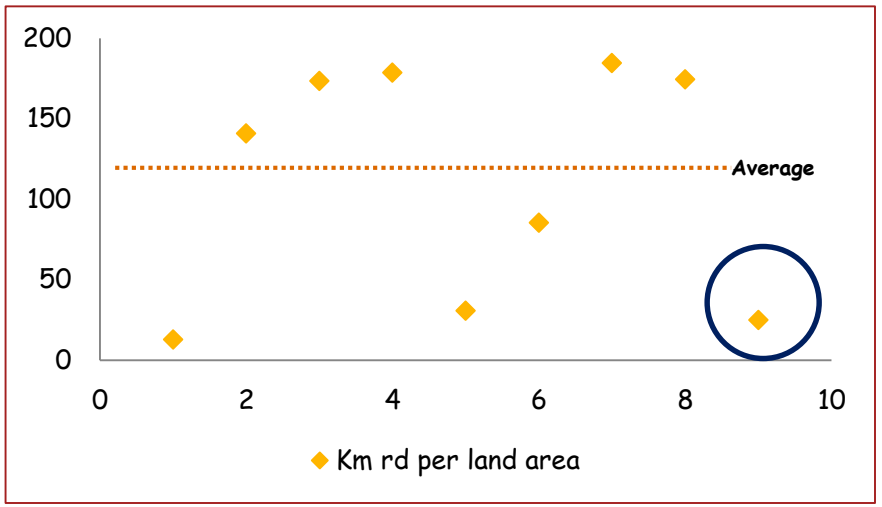
Comparative Analysis of Road Density Indices for Select Countries in 2010, and Nigeria





Commentary

- *While the cost of fully implementing the NRSS is a sum of N2 trillion it should be noted that Nigeria will still lag behind the average indices computed for benchmark countries with fatality rates of less than 5 per 100,000 people.*
- *For example, vehicle per km road is forecast to drop to 49 although the average computed for the benchmark countries is 46.*
- *It is therefore pertinent to remark that adequate provision needs to be made for funding the strategic initiatives towards minimising variance from plan with respect to Road Traffic Crashes and associated deaths.*



Source: PwC Analysis (based on BMI data)

Nigeria at 2018

Costing Analysis – Linking Planned Outputs to Expected Outcomes

The expected outcomes were derived by using benchmark country outcomes (using WHO data for outcomes) using planned output levels

Country			Outputs					Outcomes			
	Population	GDP (US$)	GDP ranking	GDP per Capita Rank	Road network (km)	Km road per 100 km² of land area	Population to Road Ratio	Vehicle to Road Ratio*	Ranking RTC Deaths	RTC Deaths per 100,000 persons	Reported Number of Deaths
Burkina Faso	16,468,714	9,209,288,383	128th	155th	15271.6	5.58	1078.39	12.64	155th	27.7	4,566
Croatia	4,418,000	59,472,449,336	64	46th	29333	52.42	150.62	57.21	47th	10.4	456
Cyprus	1,103,647	23,132,450,331	91st	34th	12483	135.10	88.41	47.00	36th	7.6	84
Finland	5,363,352	235,257,894,737	35th	16th	78161	25.72	68.62	42.00	17th	5.1	272
Georgia	4,452,800	11,638,236,643	119th	119th	19109	27.50	233.02	36.13	93rd	15.7	685
Greece	11,315,508	292,304,602,599	32nd	30th	116960	90.74	96.75	60.38	63rd	12.2	1385
Guatemala	14,388,929	41,340,507,361	76th	114th	11500.7	10.73	1251.14	84.94	29th	6.7	958
Jordan	6,047,000	26,425,379,367	89th	93rd	7100	8	851.69	140.50	140th	22.9	1414
Mexico	113,423,047	1,035,273,542,953	14th	58th	371936	19.13	304.95	83.84	84th	14.7	16714

Source: WHO Data (2010), PwC Analysis.

Costing Analysis – Linking Planned Outputs to Expected Outcomes

The expected outcomes were derived by using benchmark country outcomes (using WHO data for outcomes) using planned output levels

Country			Outputs					Outcomes			
	Population	GDP	GDP ranking	GDP per Capita Rank	Road network (km)	Km road per 100 km^2 of land area	Population to Road Ratio	Vehicle to Road Ratio*	Ranking RTC Deaths	RTC Deaths per 100,000 persons	Reported Number of Deaths
Netherlands	16,615,394	774,657,894,737	16th	11th	137347	407.20	120.97	63.71	9th	3.9	640
New Zealand	4,367,800	141,547,603,427	51st	24th	94277.3	35.80	46.33	32.97	42nd	9.1	398
Norway	4,889,252	417,752,649,007	24th	4th	93509	30.73	52.29	30.54	10th	4.3	208
Pakistan	173,593,383	176,477,528,502	46th	142nd	262256	34.02	661.92	11.61	104th	17.4	30131
Panama	3,516,820	26,777,100,000	87th	68th	15137.1	20.36	232.33	30.67	79th	14.1	494
Poland	38,183,683	469,781,791,045	20th	51st	406122.1	133.50	94.02	50.51	59th	11.8	4509
Romania	21,438,001	164,435,979,735	47th	66th	82718	35.96	259.17	60.78	52nd	11.1	2377
Singapore	5,076,700	213,154,518,683	42nd	19th	3377	482.43	1503.32	223.49	17th	5.1	259
Switzerland	7,824,909	552,224,618,427	19th	6th	71456	178.64	109.51	61.98	10th	4.3	327
Ukraine	45,870,700	136,418,622,767	52nd	110th	169496.2	29.26	270.63	46.75	74th	13.5	6121

Source: WHO Data (2010), PwC Analysis.

Costing Analysis – Linking Planned Outputs to Expected Outcomes

The expected outcomes were derived by using benchmark country outcomes (using WHO data for outcomes) using planned output levels

Country			Outputs					Outcomes			
	Population	GDP	GDP ranking	GDP per Capita Rank	Road network (km)	Km road per 100 km^2 of land area	Population to Road Ratio	Vehicle to Road Ratio*	Ranking RTC Deaths	RTC Deaths per 100,000 persons	Reported Number of Deaths
Brazil	194,946,470	2,143,035,333,258	7th	59th	1,580,964	18.69	123.31	41	136	23	36,499
Mexico	113,423,047	1,035,273,542,953	14th	63rd	371,936	19.13	304.95	83.84	84	16	17,301
Australia	22,065,300	1,139,200,538,111	13th	9th	825,500	10.75	26.73	18.57	23	6	1,363
Moldova	3,562,062	5,813,013,916	139th	134th	12,837	39.07	277.48	43.38	77	25	10,935
Bolivia	9,929,849	19,649,724,656	99th	132nd	80,488	7.43	123.37	11.31	120	19	1,910
Iraq	32,030,823	81,112,411,282	61st	126th	41,716	9.60	767.83	81.29	163	32	9,962

Source: WHO Data (2010), PwC Analysis.

NIGERIA ROAD SAFETY STRATEGY (NRSS)

2014 – 2018