



THE IMPLEMENTATION OF THE NIGERIA ROAD SAFETY STRATEGY AND ROAD TRAFFIC CRASHES: AN EVALUATION

By

**Kayode Yekeen Olagunju
Study Group One
SEC 40, 2018**

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By

**KAYODE YEKEEN OLAGUNJU, (PhD)
ASSISTANT CORPS MARSHAL
Senior Executive Course (SEC) 40, 2018
National Institute, Kuru**

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CERTIFICATION

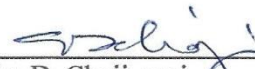
Name of Participant: Kayode Yekeen Olagunju

Course No: Senior Executive Course (SEC) 40, 2018

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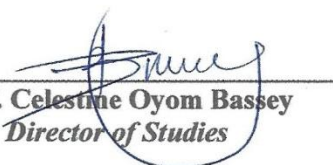
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Signed: 
AVM HC Okpala, psc (+), fdc (+)
Study Group One Directing Staff

Signed: 
Dr. Ibrahim D. Choji, mni
Supervisor

Date: 25 Oct 18

Date: 25.10.2018

Signed: 
Prof. Celestine Oyom Bassey
Director of Studies

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Signed:.....

Date:..... 25/10/18

Witness Name:..... CP David Akewi

Address:..... Nigeria Police, Force Hq., Abuja

Occupation:..... Police Officer

Signed:.....

Date:..... 25/10/18

Sign:.....

Prof. Celestine Oyom Bassey

Director of Studies

Sign:.....

Mr. Jonathan Juma Mela, mni

Ag. Director General

Date:..... 25-10-2018

Date:..... 25/10/2018

DEDICATION

This work is dedicated to the two great women in my life, my late wonderful mother Mrs Oyebola Olagunju-Olajuyigbe and my sweetheart Oluseun Omolara Olagunju. Mama did her best as she toiled day and night to raise me and my siblings. we remain eternally grateful to this great woman. Rest in Peace, Mama Iyabo. And to my beautiful and loving wife, thanks for all the care and understanding. I honestly appreciate your efforts in raising our children, the Ds, Damola, Damilola, Demilade and Daniel.

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LIST OF ABBREVIATIONS

AU	-	African Union
CILT	-	Chartered Institute of Logistics and Transport
CILT	-	Chartered Institute of Logistics and Transport
DCM	-	Deputy Corp Marshal
DUI	-	Driving Under the Influence of Alcohol
ECOWAS	-	Economic Community of West African States
EU	-	European Union
FCT	-	Federal Capital Territory
FEC	-	Federal Executive Council
FGD	-	Focus Group Discussion
FRSC	-	Federal Road Safety Corps
FMoH	-	Federal Ministry of Health
FMoT	-	Federal Ministry of Transportation
FMPWH	-	Federal Ministry of Power, Works and Housing
GDP	-	Gross Domestic Product
ITF	-	Industrial Training Fund
KII	-	Key Informants Interview
MDA	-	Ministries, Departments and Agencies
MDT	-	Motor Traffic Division
NaRSAC	-	National Road Safety Advisory Council
NARTO	-	National Association of Road Transport Owners
NASS	-	National Assembly
NBA	-	Nigeria Bar Association
NBS	-	National Bureau of Statistics
NCE	-	Nigeria Certificate of Education
NCWS	-	National Council of Women Societies
NEC	-	National Economic Council
NESREA	-	National Environmental Standard Regulatory and Enforcement Agency
NHIS	-	National Health Insurance Scheme
NISP	-	Nigeria Institute of Safety Professionals
NITP	-	Nigeria Institute of Town Planners
NMA	-	Nigerian Medical Association
NPC	-	National Population Commission
NRSC	-	National Road Safety Commission
NRSS	-	National Road Safety Strategy
NSA	-	National Security Adviser
NSE	-	Nigeria Society of Engineers
NSRSM	-	National Standards on Road Signs and Markings
NTSA	-	National Transport and Safety Authority
OECD	-	Organisation for Economic Cooperation and Department

OND	-	Ordinary National Diploma
OSRSC	-	Oyo State Road Safety Corps
PPP	-	Public Private Partnership
PwC	-	Price Waterhouse Coopers
RTC	-	Road Traffic Crash
RTSSS	-	Road Transport Safety Standardisation Scheme
SAN	-	Senior Advocate of Nigeria
SON	-	Standard Organisation of Nigeria
SPSS	-	Statistical Package for the Social Sciences
TWG	-	Technical Working Group
UK	-	United Kingdom
UN	-	United Nation
UNECA	-	United Nations Economic Commission for Africa
USA	-	United States of America
VIO	-	Vehicle Inspection Office
WARSO	-	West African Road Safety Organisation
WHO	-	World Health Organisation

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ABSTRACT

The Nigerian government put in place the Nigeria Road Safety Strategy (2014-2018) in line with the mandates of the United Nations General Assembly Resolution 64/255 and the African Road Safety Charter to reduce Road Traffic Crashes in the country. However, there has not been an appraisal of the performance of the Strategy in realising the set targets. It is against this background that the study evaluated the implementation of the Strategy towards reduction of RTCs in Nigeria. The objectives of the study are to evaluate the state of implementation of the NRSS, determine whether the implementation of the Strategy has led to reduction of RTC, identify the challenges of implementing the Strategy; and make appropriate recommendations and implementation strategies towards effective implementation of the NRSS. In order to achieve the objectives, two sets of questionnaires were administered. One for institutions and stakeholders involved in the implementation of the strategies for rating on the level of implementation of initiatives assigned to them. The second questionnaire was for the rating of performance of initiatives by road users. A sample size of 1,537 was considered and the country's six geopolitical zones were adopted with one state from each zone randomly picked. Results obtained from the analysis revealed that only few of the Institutions charged with the implementation of the NRSS performed slightly above average (50%), the bulk were average while many of the institutions were below average. The level of implementation of the NRSS is low in the states as about half of the states recorded not more than 40%. Over 60% of the sampled road users rated NRSS performance in RTC reduction above average. It was also revealed that though the NRSS led to reduction in RTC fatalities, the targeted 35% reduction in 2018 translated to 31.5% in June 2018 at the stated expected 7% annual reduction rate was not met. Only a 20% reduction in RTC fatalities was achieved as at June 2018. The major challenges militating against successful implementation of the Strategy include: funding, ineffective data management and low level of collaboration among institutions charged with road safety issues. The study recommends among others that the Federal Government of Nigeria should extend the expiry date of the NRSS from 2018 to 2020, the Minister of Budget and National Planning should periodically monitor and evaluate the implementation of the NRSS, Governments at all levels should improve funding of road safety related activities and also make efforts to attract funding for road safety activities outside government budgetary appropriations. The study did not appraise the adequacy or otherwise of the initiatives or strategic activities of the NRSS and this should be an area for further research.

CHAPTER ONE

INTRODUCTION

1.1 Background to the Study

Road Traffic Crash (RTC) has become one of the leading causes of deaths in the world. At least 1.25 million road users die annually through RTCs globally and additional 20 to 50 million others injured with some resulting in disabilities. On estimates, RTCs cost nations about 3% of the Gross Domestic Product (GDP). RTC may become the seventh major cause of fatalities by 2030, except sustained actions are put in place (WHO, 2015, 2018).

The rate of road crashes is also high in Africa as they cost about 2% of GDP. The victims are mostly the vulnerable road users, which are pedestrians, cyclists and motorcyclists. These constitute largely young people who are in the productive brackets of the economy. RTC takes a heavy toll on the member states' economies and have also adversely impacted on the social lives on the continent (African Union, 2016). Many people in their productive ages are lost to avoidable crashes on the continent's roads daily. A lot of resources are lost on the highways through RTC while huge resources are also committed to treatment of injured victims and burial of the dead. There are also heavy social impacts on the families and relations of the victims, especially those of the dead.

In Nigeria, road transportation is the most commonly used, mainly for its relative effectiveness, affordability and availability in the entire country,

covering both rural and urban environments (Fanola, 2017). The utility of the road transport has however attracted negative consequences which include heavy traffic congestion and road crashes. The WHO records for 2013, revealed that Nigeria had 20.5 deaths/100,000 population, compared to countries like the United Kingdom 2.9, Sweden 2.8, Australia 5.4, Belgium 6.7, and Angola 7.6 (WHO, 2017).

In response to the global health and development burden of the RTC, the United Nations General Assembly in March 2010 adopted Resolution 64/255 which declared 2011-2020 as the Decade of Action for Road Safety. The Resolution called on all member states to implement clearly stated measures to stabilise and then reduce the forecast level of road fatalities globally by 2020. One of the specific objectives is developing and implementing sustainable road safety strategies and programmes (WHO, 2010:3). Activity three of the Decade of Action for Road Safety specifically calls for development of a national strategy (at a cabinet or ministerial level) and to be coordinated by the lead agency (WHO, 2011).

In the same vein, the African Union through the African Road Safety Charter which provides a policy framework for improving road safety in the continent in Article 2(a) calls on member states to “facilitate the formulation of comprehensive Road Safety Policies at country level”. Article 4(b), also tasks each member state national road safety lead agency to among others be

responsible for the “formulation and co-ordination of the implementation of the Road Safety Strategies (AU, 2016).

In line with the global and regional mandates, the Federal Road Safety Corps (FRSC) spearheaded the formulation of the Nigeria Road Safety Strategy (NRSS) 2014-2018 with the goal of reducing RTCs in Nigeria.

1.2 Statement of the Research Problem

Nigeria recorded over 356,082 deaths and 1,239,984 injured persons, hence a total of 1,596,066 casualties through a total of 1,134,760 road traffic cases on her roads between 1960 and 2017 (FRSC, 2017). The National Bureau of Statistics (2018) also revealed that additional 2,623 road users died and 16,903 others were injured in a total of 5,008 RTC cases in the first half of 2018. The country loses about 2% of its GDP on RTCs. The impact of the crashes includes, loss of human resources, drain on the national economy, as well as trauma and shock, among others, with negative effects on national development (Ajenge, 2013).

Despite several efforts, Nigeria keeps recording high death tolls on the roads. The huge losses of human and material resources on the nation's roads, many of which are also in bad conditions could have been mitigated if the country had earlier put in place National Road Safety Strategies that are properly implemented to meet the objectives of reduction of RTCs. However, no NRSS was in place until 2014.

The Nigerian Government in collaboration with all the state governments, through the National Economic Council approved the NRSS (2014-2018) as a Roadmap for safer road culture in Nigeria. The NRSS according to Osinbanjo (2017), encapsulated the increasing national concern on road safety issues, which engendered a collective responsibility and the great determination to reduce RTCs and ensure that no deaths nor serious injuries result from road crashes. The Strategy sets a major target of 35% reduction of RTC fatality rate by 2018. Other targets and initiatives include a 7% yearly reduction in reported RTCs, improvement on the emergency response time and compliance level on vehicle standards and road infrastructure, establishment of central road traffic database, improved public education on road safety, review and upgrade of design standards, capacity building, enhanced funding and efficient road safety administrative system. The level of implementation of the initiatives and also, the performance of the NRSS in meeting the set targets have not been ascertained. It is against this backdrop that the NRSS is evaluated.

1.3 Research Questions

The study seeks to consider the following questions:

- a. What is the current state of implementation of the NRSS?
- b. What is the effect of implementation of the NRSS on the RTCs?
- c. What are the challenges to the implementation of the NRSS?

- d. What recommendations and implementation strategies can be proffered to ensure effective implementation of the NRSS in order to meet its target of reducing road traffic crashes in Nigeria?

1.4 Aim and Objectives of the Study

1.4.1 Aim

The aim of the study is to evaluate the implementation of the NRSS and effect on RTC in Nigeria.

1.4.2 Objectives

The specific objectives of the study are:

- a. Evaluate the current state of implementation of the NRSS;
- b. Determine the effect of NRSS on RTCs;
- c. Identify the challenges of implementing the NRSS; and
- d. Make appropriate recommendations and implementation strategies towards effective implementation of the NRSS to reduce road traffic crashes in Nigeria.

1.5 Scope of the Study

The research is narrowed specifically to the evaluation of the implementation of NRSS in relation to RTCs. The study was limited to evaluating the implementation of the NRSS for the five – year period (2014-2018). The study covered virtually all the agencies involved in the

implementation of the initiatives of the NRSS as well as the 36 states and the Federal Capital Territory (FCT). The assessment of the implementation and some specific road safety activities by road users in all the six geo-political zones of Nigeria, focusing on one state in each of the zones was covered.

1.6 Limitations of the Study

The limitations of this research were the unavailability/unwillingness of some stakeholders to provide information and data for the study. This limitation was mitigated with secondary data. The institutions, organisations and key stakeholders were also asked to do self-rating on their performances on the responsibilities or activities assigned to them in the NRSS which is highly subjective. The administration of questionnaires to road users for assessment of implementation of key initiatives of the Strategy was used to mitigate the effect. Also, the experience of the researcher as a management staff of the lead road safety agency, the FRSC which is also coordinating the implementation of the Strategy, helped in resolving some of the limitations.

1.7 Significance of the Study/Policy Relevance

The study provides the Federal and state governments a good platform for the assessment of performance of assigned responsibilities of all the Ministries, Departments and Agencies of governments as well as the States, FCT and other stakeholders in achieving the goal and objectives of the Strategy. These will assist stakeholders to take stock on their performances, identify existing gaps

and also guide in putting in place a new Strategy as the present one expires. The outcome of the research will also provide veritable information to the FRSC on ways of improving its coordination and other activities geared towards reduction of RTCs in Nigeria. It can also provide scholars, the United Nations and African Unions and other international organizations a window to benchmark the Nigerian performance on the global targets on the Decade of Action for Road Safety.

1.8 Conceptual Clarifications

Two concepts need clarification to better situate the study. These are: Road Safety Strategy; and Road Traffic Crashes.

1.8.1 Nigeria Road Safety Strategy

Road Safety according to Collins (2018) implies the avoidance of danger on the road. Anything that impedes safety and security on the road will not promote road safety. This study considers Road Safety as a situation of no accident or crash or relatively low crashes. Freedman (2013) explained Strategy to mean a high-level plan meant to achieve certain goal(s) under condition of uncertainty. Simandam (2018) stated that Strategy involves setting goals, as well as determining action to achieve the goals and also, mobilising resources to execute the actions. Road Safety Strategy in the context of this study involves measures put in place with clearly defined goals, objectives, and targets to achieve reduction of Road Traffic Crashes. The focus is the Nigeria Road

Safety Strategy put in place for a period covering 2014-2018. The NRSS is available on <https://frsc.gov.ng/nrss2016.pdf> (NRSS, 2016).

1.8.2 Road Traffic Crashes

“A Road Traffic Crash is an incident, involving at least one moving vehicle that may or may not lead to injury, which occurs on a public road.” (WHO, 2006). Adopted as Road Traffic Crash for this study is collision of a moving vehicle with another vehicle(s), a pedestrian, motorcyclist, cyclist, or stationary object such as road furniture, trees, poles, building, or any form of obstructions in a road environment. It could also be a lone crash such as when a vehicle summersault. RTC could result in loss of lives, injuries or property damage.

1.9 Theoretical Framework

Three relevant theories for the Study are the Chamberlain Theory of Strategy, Systems and Functionalist Theories. The Chamberlain Theory of Strategy concerns the development of Strategies while the Systems and Functionalist Theories deal with interrelationship of the component parts to produce an outcome.

1.9.1 Chamberlain Theory of Strategy

The Chamberlain's Theory of Strategy was postulated by Geoffrey Chamberlain in 2010 and was based on the work of Alfred D. Chnadler Jr, Kenneth R. Andrews, Henry Mintzberg and James Brian Quinn. It deals with development of Strategy. He treated strategy construct as a combination of four

factors which are: What Strategy is, the forces that shape Strategy, the processes that form Strategy and the mechanisms by which Strategy can take effect.

Chamberlain (2011) stated that Strategy is basically about the concept of Strategy construct and what it stands for and that analysis and comparison of strategies depend on the focus. He identified seven postulations which include: Strategy operates in a bounded domain, has single and coherent focus, consists of a basic direction and a broad path and it can be deconstructed into elements. Also identified was that each component of a strategy is a single coherent concept and essential thrusts which imply a specific channel of influence and that each Strategy's constituent elements are formed either deliberately or emergently.

He also identified another factor that shapes Strategy. These are forces that led to the emergence of the strategy and they could be internal, external and the stakeholders. The third factor is the processes that form Strategy and they are majorly in sequential processes. The fourth factor is on the mechanisms by which Strategy can take effect and entity's environment. The environment can be influenced, in two ways; the rational approach which consists of the economic forces and the social approach dependent on economic and psychological forces.

A major disadvantage of the Chamberlain theory of Strategy is that the processes are not always as sequential as propounded. The major strength is

suitability of the theory in different disciplines and professions. Its advantage also lies in the recognition of component units involved in the emergence of strategies and the environmental influences. These are inherent in the evolution of the Nigeria Road Safety Strategy.

The relevance of the theory to the study is that development of the NRSS is with a single and coherent focus, which is to reduce crashes on Nigerian roads as also identified by the theory. It also consists of a basic direction and a broad path being different ways and techniques in achieving the reduction of crashes. The evolution of the NRSS also have internal, external and Shareholders influences. The formation had different processes that are as well sequential in nature while economic and psychological impacts were also considered

1.9.2 Systems Theory

Systems Theory is a widely used interdisciplinary theory which originated from the General Systems Theory developed by an Austrian biologist Karlwig Von Bertalanffy in 1950. Bertalanffy (1956) defined a System as a set of units with relationships among them while White (1985) believed that though the units are important, it is the linkages or relationships among the units that make a System possible and that the systemic nature of phenomena is accounted for by relationships rather than by attributes themselves.

Mitchell (1999) considered a system as an array of parts, which are interrelated and ultimately define the character and functionality of the system. He also confirmed that there are interactions among the system components at all levels which determine the smooth operation or the breakdown of the system. A unit consisting of several parts will work well, if each part of the unit functions satisfactorily. If on the other hand, any part of the component malfunctions, a system failure will occur.

Relating this to this study, the three components making the road traffic system are the Road (Environment), the Vehicle (Mechanical) and the Road Users (Human) and the three factors are operationally related in Road Safety or causation of Road Traffic Crashes. Gbadamosi (2002) posited that, defect in any of the three main components could lead to the malfunctioning of others and consequently lead to system failure which in turn could result in RTC. RTCs result from actual failure of the road users, the vehicle or the fixed facilities to discharge properly their respective functions in the traffic system (Matson, 1955).

The three components operate independently and interactively to cause crashes, hence the strategies to reduce RTC are woven around ensuring that there is no breakdown in the interactions among the components. Hughes, Anund and Falkmer (2016) observed that the “components of the road safety system comprise the constituent parts which alone, or in combination, cause road crashes.” Small and Runji (2014) stated that “within a system approach, an

effective road safety management practice addresses road safety as a production process with three interrelated elements: *institutional management functions* that produce *interventions* that in turn lead to *results*.” Strategies which identify cost-effective interventions to be prioritised, funded and properly implemented are put in place and transformed into improved safety results.

The relevance and adoption of the System Theory to the study is based on the fact that major modifiable interrelated factors that could lead to unhealthy outcomes (RTC) and initiatives that could mitigate them have been identified and properly captured in the NRSS. The Strategy is now a “System” that has given responsibilities to each Unit, this time to MDAs and other stakeholders. If each unit performs its responsibilities, the NRSS would have become a success and RTC would have reduced in Nigeria. The shortcoming of the theory is in its inability to consider the extent of performance of each component unit. However, the interrelationship of the component parts to produce an outcome is a major advantage that provides relevance for the study.

1.9.3 Functionalist Theory

The functionalist theory is a spin-off from Systems Theory. It is based largely on the works of Herbert Spencer, Emile Durkheim, Talcott Parsons, and Robert Merton. According to functionalism, society is a system of interconnected parts that work together in harmony to maintain a state of balance and social equilibrium for the whole. The functionalist highlights the

interconnectedness of society by focusing on how each part influences and is influenced by other parts.

Merton (1957) identified Manifest and Latent Functions as the broad categories of functions affecting the outcomes of inputs. The intended and commonly consequences are regarded as the Manifest functions. These are noticed in every office especially where an assignment was given and carried with expected consequences. On the other hand, the unintended and often hidden consequences are termed the Latent functions. The consequences of leaving an assignment or responsibility undone, for example may not be intended and the implications may not be open. Until the medium and long-term assessment is done, those hidden consequences may not become glaring and this is a major disadvantage of the theory.

The implementation of the Nigeria Road Safety Strategy requires that each Institution or Stakeholder involved carries out some specific activities which contribute to the realisation of the goal of the NRSS which is RTC reduction. Different institutions which form the components perform different functions which eventually affect the whole in terms of the general outcomes that affect the society. It is this strength of interconnectedness of different components in resulting in outcomes that provides the relevance for the Study. The study adopted the three theories.

1.10 Methodology

1.10.1 Research Strategy

The study employed a mixed method of both the qualitative and quantitative research in the sourcing of primary data and its analysis. It is a descriptive research.

1.10.2 Research Design

A Cross-sectional Design is adopted for the study which involved collection of data on several indicators or specified targets of the NRSS on the implementation of the Strategy by different institutions and stakeholders within the period 2014-2018. This to determine the current situation in terms of implementation of the NRSS

1.10.3 Population

The estimated population of Nigeria at 198,000,000 (NPC, 2018), was considered as the population size since virtually everyone uses the road anyway.

1.10.4 Sampling and Sample Size

Multi-stage sampling method was adopted for this study. Based on the NPC (2018) estimated population of Nigeria at 198,000,000 and using the Research Advisors (2016), Sampling Table, at 2.5% margin of error and 95% confidence level, a sample size of 1,537 was considered. This is for the population bracket 1,000,000 -300,000,000 which accommodates all road users in Nigeria. The country's six geopolitical zones were adopted and one state from each zone was randomly picked. The 2018 population estimates from the

2006 census were then used to allocate the questionnaire as reflected on Table 1.1 below.

Table 1.1 Questionnaire Distribution on Geo-Political Zone Based on 2018 Population Projection

S/ N	One State from each Geo-Political Zone	Geo-Political Zone	2006 Population	Annual growth rate	2018 Population Projection	Questionnaire Distribution	Valid Questionnaire
1	Lagos	South-West	9,013,534	3.2%	13,233,175	429	402
2	Kaduna	North-West	6,066,562	3.1%	8,800,353	285	275
3	Rivers	South-South	5,185,400	3.4%	7,797,840	253	215
4	Bauchi	North-East	4,676,465	3.4%	7,032,500	228	212
5	Anambra	South-East	4,182,032	2.8%	5,852,079	190	180
6	Kogi	North-Central	3,278,487	3.0%	4,699,151	152	145
	Total		32,402,480		47,316,098	1537	1429

Sources: National Population Commission (2018) and Researchers Field Work, 2018

The state capital and one other local government headquarters outside the capital and in another senatorial district in each state were then purposively chosen. Half of the questionnaires in each state were administered in each town through a systematic random sampling whereby the first adult road user met in the 5th house of the five longest streets in the town was considered in the survey.

1.10.5 Method of Data Collection

Survey Method was used in combination with the Key Informants Interview (KII), Focus Group Discussion (FGD) and Secondary Sources.

A. Survey Method

Survey method was used in this study. Questionnaire instrument for the survey were designed and administered. Two sets of questionnaires were designed and administered. These were for the Stakeholders and the Road Users.

i. The Stakeholders' Questionnaire

The Strategic activities of the Federal Government and its Ministries, Departments and Agencies (MDAs) as well as other arms of government- the National Assembly and Judiciary as well as those of the States and other key stakeholders such as professional bodies and associations as provided in the NRSS were extracted into questionnaires. The United Nations Economic Commission for Africa approach in assessing African countries' implementation state of the African Road Safety Action Plan was adopted. Lisinge (2015), while assessing performance across different pillars of Action Plan explained that Structured Questionnaires were administered to country representatives to rate the extent to which their countries had implemented activities in the Plan.

In a similar vein, questionnaires were administered on twenty-three (23) key stakeholders. (See Appendixes 11a and b). Questionnaires containing activities of the states including those of the Houses of Assembly were also administered in the 36 states of the country and to the Federal Capital Territory Administration. The MDAs, institutions, professional groups, states and other stakeholders were asked to rate the performance of the roles or activities

assigned to them in the NRSS on the scale of one to five with one being the least and five the most in terms of implementation. The questionnaires also elicited other information on the implementation of the Strategy (Appendixes 11a, 12 and 13).

ii. Road Users' Questionnaire

The Road Users Questionnaire was designed and administered to collate information from the road users who are the direct beneficiaries of the benefits of the NRSS. Efforts were made to have a sample size that was representative enough based on the population of the country and the randomly selected states in the six geo-political zones of the country (**See Appendix 10**).

B. Key Informant Interviews (KII)

KII, using the Interview Schedule Instrument, were conducted on Chief Executive/Directors or schedule officers/representatives of ten (10) major institutions/stakeholders involved in the execution of the NRSS. These included the Corps Marshal of the FRSC, the agency that spearheaded the development and coordinating the NRSS implementation and the Director, Infrastructure Development, Ministry of Budget and National Planning who chairs on behalf of the Minister, Budget and National Planning, the Technical Working Group (TWG) which comprised the key stakeholders responsible for the implementation of the Strategy. Appendix 1 is a picture of the Key Informant Interview with the Director, Infrastructure Development, Ministry of Budget and National Planning.

Others interviewed included the Director, Road Transport and Mass Transit Operations of the Federal Ministry of Transportation (FMoT) who is in charge of policies on road transportation and Mass Transit for the country; the Country Director and Focal person on Decade of Action on Road Safety; the representatives of the Nigerian Society of Engineers and former Director of Highways, Federal Ministry of Works, Power and Housing , the National Council for Women Societies; the National Bureau of Statistics; the Nigeria Police Force; Chartered Institute of Logistics and Transport and Kwara state, one of the six states representing the Geo-political zones on the TWG.

C. Focus Group Discussion (FGD)

FGD was also conducted with members of the TWG on 29/06/18. Those involved in the FGD included the Director of Infrastructure Development of the Ministry of Budget and National Planning; the representative of the Commissioners of Transport in Anambra, Delta and Kwara states; the Country Director and Focal Person on UN Decade of Action and representatives of the Federal Ministries of Health and Interior; FRSC, National Security Adviser Office and NPF. Others were the representatives of the National Bureau of Statistics, National Council of Women Societies (NCWS), Standard Organisation of Nigeria (SON) and Chartered Institute of Logistics and Transport (CILT). Appendix 2 is the picture of the FGD.

D. Secondary Data

Data from secondary sources were collected through review of books, journals, official publications, policy documents, unpublished works, workshop seminar and conference papers as well as online publications.

1.10.6 Data Analysis and Presentation

The analytical tool, the Statistical Package for the Social Sciences (SPSS) and Microsoft Excel Program were deployed for data analysis. The data were analysed and presented in form of frequency tables, graphs, percentages and charts guided by research questions. The qualitative data were analysed descriptively.

1.11 Organisation of the Study

The study is organised into five chapters. Chapter one is the background to the study, statement of the research problem, research questions, the aim and objectives and scope of the study. Others include, limitations, significance of the study/policy relevance, conceptual clarifications, methodology and organisation of the study. Chapter two is the literature review. Chapter three dealt with the historical and policy context of the study. Chapter four is data presentation and analysis. Chapter five is the conclusion, recommendations and implementation strategies.

CHAPTER TWO

LITERATURE REVIEW

2.1 Preamble

This chapter covered the review of relevant literature on Road Traffic Crashes (RTC) at the global, regional and national levels. It also appraised the variations in effects in developed, low and middle-income countries. It examines the efforts on reducing road fatalities through the National Road Safety Strategies. The chapter reviewed the literature on the RTC situation in Nigeria and the implementation of the Nigeria Road Safety Strategy with a view to identifying the existing gap that this study attempted filling.

2.2 General Review

2.2.1 Road Traffic Crashes

The desire of people to move between activity areas, at reasonable costs and time, with some level of safety and comfort make transport one of the most important activities in any society or economy (Hoyle and Knowles, 1992). Every road user has the goal of arriving the destination safely. However, this has not always been the case as many trips are truncated due to road traffic crashes, many of which are fatal. The Royal College of Surgeons (2018) revealed that the first road traffic fatality occurred on the 17th August in 1896 at the Crystal Palace, London in the United Kingdom when one Bridget Driscoll, a 44-year-old woman was hit by a car while walking on the road. The car was on a speed of 4 miles per hour. However, the first fatal car accident, leading to

death of an occupant, involved one Henry Lindfield, a businessman who on the 12th February 1898 in Purley, Surrey, UK crashed his car into a tree. He died a few hours later in Croydon Hospital. Since the period, several RTCs had occurred globally, resulting in deaths of millions of people.

Globally, at least 1.2 million people are lost to road crashes annually which makes RTC the ninth leading source of fatalities and predicted to be seventh by 2030. It is the main cause of death among young people in the 15-29 years age bracket. Additionally, up to 50 million road users sustain varying degrees of non-fatal injuries through RTC on world's roads yearly, with some of the injuries attracting disabilities. A lot of the victims of RTC are living with long term adverse health consequences (WHO, 2011 and 2015).

WHO (2011 and 2015) also found out that the low and the middle-income countries are worse hit in terms of RTC debilitating effects, as their economies grow rapidly with increased motorisation and attendant road traffic fatalities. About 90% of deaths from RTCs occur in these countries though they account for only 54% of the global vehicle population. The RTC death rates in these countries are more than double those in high-income countries. While the global rate for road traffic fatalities is 17.4 per 100,000 population, it is 24.1 per 100,000 population for the low-income countries, 18.4 for the middle-income countries and 9.2 for the high-income countries. So, it is twice as high for the low and middle-income countries as in the high-income countries. RTCs have

posed a public health problem and have also become a developmental issue in these countries where between 3 and 5% of the GDP are lost to RTCs.

Ajenge (2013) disclosed that developing countries lose an estimated huge value of about \$100 billion annually to RTCs, which is almost twice the amount received as foreign loans and aids. Alder (1987) attributed the increase in RTC in developing countries to factors such as; narrow road pavements; dusty road shoulders; poor geometric alignment of roads; large number of slow moving animal-driven vehicles on the roads and road users not educated on road usage. Other factors include; inexperience and reckless driving; poor vehicle maintenance and overloading of vehicles. The author suggested emphasis on human factors such as adopting education strategies rather than on engineering solution in tackling the RTC problem in developing countries. Garba (2009) also considered road safety education as key in traffic safety. He believed road users education would enhance safety on the roads.

Solagberu (2008) revealed that Africa and Asia account for 90% of road traffic deaths even though motorisation is just about 40%. While death rates are falling in high-income countries, they are on the rise in Africa. European Commission (2015) informed that RTCs claim about 300,000 fatalities and over 5 million persons are injured annually in Africa, with dire socioeconomic consequences on the families, health systems, poverty reduction and development. The European Union (2015) identified some factors responsible for the high RTC rates in Africa as;

the state of the road infrastructure and vehicles, the insufficient deployment of modern traffic management systems, the inadequate legal and regulatory framework, the weak enforcement of safety measures, the lack of trained staff, the widespread improper behaviour of road users, the insufficient public awareness (EU, 2015)

Addo-Ashong (2014) observed that “the African road safety crisis is not only escalating at an alarming rate, it is a major development issue, and a growing contributor to fatalities, next to malaria and HIV/AIDS.” Small and Runji (2014) also noted that “Africa is currently experiencing the highest per capita rate of road fatalities in the world.” In the same vein, WHO (2015) posited that Africa faces the highest risk of road traffic deaths in the world with 26.6 road traffic fatality per 100,000 population as compared with the global average of 17.4 and the lowest value of 9.3 posed by the Europe. The African Union (2016) also identified the high rate of RTC in the African region as it puts the cost at nearly 2% of GNP which it considered as a heavy toll with a significant adverse socioeconomic impact on the continent.

2.2.2 Global National Road Safety Strategies

According to the Australia Government (2015), the National Road Safety Strategy represents the commitment of government at all levels to “an agreed set of national goals, objectives and action priorities; setting out a path for action to reduce fatal and serious injury crashes on the roads”. Becky et.al. (2005) proposed nine component frameworks for developing, comparing and evaluating road safety strategies. He identified Vision, Objectives, Targets and

Action Plan as the analytical frameworks for strategy formulation. He considered Monitoring and Evaluation, Research and Development, Quantitative Modelling, Intuitional Framework and Funding as the essential components for implementation.

Becky et.al (2005) examining the implementation of National Road Safety Strategies in Australia, California USA, Great Britain, Japan, New Zealand and Sweden between 1991 and 2000 revealed that total crashes, fatality rates in the parameters: per 1 million population; per 100,000 vehicles; per 1000 km of road and per 100 million vehicle-km had general downward trends. The author attributed the reductions to the successful implementation of the National Road Safety Strategies. The National Road Safety Strategy 2001-2010 in Australia met the set target of 40% reduction in fatalities by 2010.

The Australian Government (2005) also disclosed that the implementation status report of her National Road Safety Strategy 2011-2020 in Australia for example, as at 2015 revealed 19.6% reduction in number of crashes from head-on-crashes, 23.2% reduction in number of deaths from single-vehicle-crashes, 22.3% decrease in number of deaths from intersection crashes, 24.4% decrease in number of deaths from crashes on metropolitan roads, 17.2% reduction in deaths from crashes on regional roads while fatalities from remote roads was reduced by 6.7%.

In California, USA, Becky et.al (2005) further stated that though the actual death rate per 100 million vehicle-km fell from 2.90 in 1998 and 1999

and rose again to 1.96 in year 2000, the overall Highway Safety Plan goal of reducing the death rate to fewer than 0.62 was not met. In Great Britain, the 1987 adopted target of reducing road casualties by one-third of the average for 1981-85 were all lower than the target from 1993 through 2000 (Department of Transport, Local Government and the Regions, 2002). The 2000 target to cut the number of fatalities within 24 hours of crash occurrence to below 9000 was achieved, hence the Sixth Fundamental Traffic Safety Programme was quite effective.

EU (2015) noted that the objective of the Czech Republic National Road Safety Strategy 2011-2020 “is to reduce by 2020 the number of persons killed in road traffic to the average of European countries and further to reduce by 40% the number of seriously injured.” ITF (2014) also identified some National Road Safety Strategies and their visions and targets. The Austrian Road Safety Strategy 2011-2020 has the national vision of “becoming one of the five safest countries in Europe” with the target of 50% fatality reduction and 20% reduction in injury accidents by 2020 based on the average for the years 2005-2010. Canada with Road Safety Strategy 2011-2015 had the vision: “rethink road safety to make Canada’s roads the safest in the world with the targets to achieve downward trends in fatalities and serious injuries.” Denmark’s National Action Plan 2013-2020 has the vision “towards zero” and target to reduce RTC fatalities by 2020 with 2010 as baseline.

The ITF (2014) also reviewed other case studies such as the European Union Road Safety Orientations 2011-2020 with the vision “towards zero and 50% reduction of fatalities by 2020 and the year 2010 serving as the baseline. France also had 50% fatality reduction by 2020 as the target. Germany Road Safety Programme 2011-2020 has the target of -40% fatalities by 2020. Greece’s Strategy also covering the period 2011-2020 with the vision “to develop a road safety culture” targets 50% reduction in fatalities at the end of the year 2020.

The Netherlands has the vision “sustainable safety” targets not more than 500 fatalities by 2020. Norway Road Safety Strategy 2014-2024 has vision zero with the target of reduction of fatalities by 2024 and not more than 500 fatalities and serious injuries by 2024. Spain has the ambitious target of maximum 220 deaths from RTC by 2020 and 25% reduction in severely injured between 2007 and 2020. The United States had set a target of less than 1.02 fatalities per 100 million vehicle miles travelled in 2014 (ITF, 2014).

Many countries in Africa have not developed their National Road Safety Strategies while many of the Strategies are still in draft forms. Bezabeh (2013) disclosed that African countries have various issues of priority, hence, road safety has not been a compelling issue to draw governments’ commitment. The author further revealed that though 64% of the African countries have road safety policy and 76% already established lead agencies on road safety, the lead agencies in most countries do not possess the right capacity. Bezabel (2013)

further revealed that in about 50% of the countries, there is no comprehensive multi-sectoral road safety action plans with time bound and specific measurable targets. The report also showed that even in countries where there are national road safety plans/programmes, they are not translated into achievable and measurable targets, as there is insufficient allocation of financial and human resources to have any meaningful impacts.

UNECA (2015) appraised the implementation status of the African Road Safety Action Plan (2011-2020) at its mid-term and noted that five of the Six Pillars also tallied with the Five Pillars of the UN Decade of Action. The Five Pillars of the UN Decade are the same with the NRSS Pillars or activities. The appraisal was based on the weighting of responses provided by country representatives on implementation of the initiatives under four broad classifications of “Fully Implemented”, “In Progress”, “Insignificant” and “No Response”.

The UNECA report rated Nigeria second behind Ghana as haven fully implemented 75.8% of the total initiatives. The report also stated that most countries including Nigeria performed poorly on Pillar Five, the Post-Crash Response. The report identified sustainable funding, ineffective data management, inadequate capacity of Road Safety Agencies/Organisations, weak national collaboration and lack of political champions as major challenges of Road Safety Management in Africa.

The African countries that have released their National Road Safety Strategies include Ghana, Morocco and South Africa. Mathiasen and Bro (2001) disclosed that the Government of Ghana established a National Road Safety Commission (NRSC) to develop, promote and coordinate the country's National Road Safety Strategy which was meant to create a platform for concrete, sustainable RTC reduction. Ghana actually had the first national strategy for a period between 2001 and 2005 had a target of 5% reduction in road deaths by 2005. The second Strategy for 2006-2010 aimed at further 15% fatalities reduction.

Mills (2011) disclosed that the third National Road Safety Strategy (2011-2020) in Ghana provided the blue print for road safety interventions and for road safety related statutory institutions, to achieve the desired positive change in road safety. Mills (2011) further informed that the National Road Safety Strategy III 2011-2020 would enable Ghana to realise the country's vision of making "Ghana, a country with the safest road transportation system in Africa". The broad objective of the National Road Safety Strategy III (NRSS III) was to "halt the unacceptable levels of road traffic fatalities and injuries by 2015." The Strategy according to the then Ghanaian President is thereafter, "to assist in reduction of the fatalities by 50% by end of 2020 as recommended in the United Nations Global Plan for Decade of Action for Road Safety 2011-2020." (NRSS III, 2011).

Morocco also established a new National Road Safety Strategy 2017-2026, after the expiration of her 2004-2013 strategy. The aim of the new strategy according to OECD (2017) is development of responsible road behaviour and a safe road system. The Strategy focuses on pedestrians, motorcycles, single vehicle crashes, children and professional transport. El Othmani (2018) believed the Strategy which targets reduction of road fatalities by 25% by 2021 and another 20% by 2026 would enhance road safety situation in the north African country.

The Department of Transport in South Africa, also developed National Road Safety Strategy 2016-2030 for the country. The Vision of the Strategy is to “ensure safe and secure roads”. The vision is to be realised through promotion of responsible road user behaviour, provision of safe road infrastructure, ensuring safe vehicles and delivering quality road safety management. The Strategy seeks to reduce road fatalities by 50% by 2030 from 2010 baseline. The South Africa Department of Transport (2011) noted that previous road safety strategies did not achieve the whole set targets as they had negligible impacts on crash reduction over the years. The reasons adduced for the failure of the strategies in meeting the targets include the broadness of the strategies as priority was not given to “quick fix” solutions and non-sufficient allocation of required human and financial resources. Majority of the initiatives of the 2006 Strategy were not fully implemented hence, no appreciable reduction of RTC fatalities

Kenya initiated the National Road Safety Action Plan 2015-2020 under the auspices of the National Transport and Safety Authority (NTSA). The vision of the country's Road Safety Strategy is "to enable Kenya to become a regional leader in the field of road safety." The target is to achieve a 50% reduction in road deaths by 2020 in line with the target of the Decade of Action (NTSA, 2015). A new National Road Safety Action Plan 2018-2023 according to NTSA (2018) was launched in June, 2018.

The review of the literature has brought to the fore the global burden and debilitating effects of RTC on the socio-economic activities of nations and the people. It also reflected the global efforts through the UN Decade of Action for Road Safety 2011-2020 and the continental crusade of reducing fatalities on the road particularly the mandates to all member states to develop and implement National Road Safety Strategies. Several countries had put in place the National Road Safety Strategies with different visions but with the same goal of reduction of fatalities though with varying targets.

2.3 Specific Review

2.3.1 The Nigeria Road Safety Strategy

Osinbajo (2017) stated that the NRSS is the country's "spirit of collective responsibility and determination to reduce the level of RTC". He believed that the first step towards achieving the objective of the Decade of Action is the institutionalisation of strategic planning. The Strategy according to the nation's Vice President "provides a framework for developing and applying missing

blocks required to achieve the national Road Safety Vision which cuts across the Safe Systems approach aimed at improving road safety situation in the country.” He revealed that the “NRSS would assist in achieving the Nigeria’s 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.”

Fanola (2018) posited that the multi-sectoral nature of the Strategy allows a comprehensive approach to reduction of RTCs in Nigeria. He noted that the implementation structure of the NRSS which comprises the National Road Safety Advisory Council (NaRSAC), the highest organ and the Technical Working Group (TWG) which serves as its operational arm provides platforms for coordinated implementation of road safety initiatives nationwide. He reiterated the goal of the NRSS which is to reduce RTC fatalities by 35% by 2018.

Todt (2017) noted Nigeria’s significant steps to accomplish the UN global target to stabilise and half the forecast road fatalities by 2020 through the adoption and implementation of the Nigeria Road Safety Strategy in line with the global requirements. The UN Secretary General’s Special Envoy on Road Safety believed a conscientious implementation of the NRSS would make Nigerian roads safer. He advocated collaboration of all stakeholders for better road safety culture in Nigeria.

The formulation of the NRSS to reduce road crashes and fatalities in Nigeria is a good initiative. Implementation of the NRSS is expected to have positive effects on road safety situation in the country.

2.4 Gap in Literature

The literature on RTCs and the global, African and Nigerian efforts at reducing road fatalities, especially through the implementation of National Road Safety Strategies has been expansive. However, the literature is largely on the enormity of the crashes, the debilitating effects on socioeconomic aspects and formulation of strategic plans. Different authors have provided a lot of opinions and proffered various solutions and approaches to issues of Road Traffic Crashes and reduction strategies. The authors all agreed that RTC has become a major cause of fatalities and injuries globally and has become health and global burden.

Most of the authors identified the risks of using the road and agreed that efforts are needed at different levels, involving all stakeholders to reduce RTC, especially in low and middle-income countries that are worse hit. These countries with about 54% of the global vehicle population account for 90% of the deaths from RTCs in the world. Nigeria belongs to this group of countries. Many of the authors also acknowledged that certain strategies including the Nigeria Road Safety Strategy (2014-2018), which emanated from the UN and African Union mandates, have been put in place to address the problem of RTC.

Studies have also shown that committed execution of Road Safety Strategies has led to reduction of road fatalities in countries like Australia, Japan, Great Britain, Sweden and New Zealand. The review of the literature also identified the recent National Road Safety Strategies formulated by some countries with the visions and goals of the Strategies clearly stated. As observed by Hughes, Anund and Falkmer (2016) that there has not been assessment of any cause and effect relationship between recent types of strategies and the desired outcomes in most countries, a search through the literature has also confirmed that there had not been any evaluation of the NRSS in Nigeria.

It is on this observed shortcoming that this study attempted to bridge the knowledge gap by empirically evaluate the Nigeria Road Safety Strategy (2014-2018) in the reduction of Road Traffic Crashes in Nigeria.

CHAPTER THREE

HISTORICAL DEVELOPMENT OF ROAD TRAFFIC ADMINISTRATION AND THE NATIONAL ROAD SAFETY STRATEGY IN NIGERIA

3.1 Preamble

This Chapter considers the historical and policy context of the study. The historical development of Road Traffic and Safety Management in Nigeria was also traced from the pre-colonial era to the present period. The UN Decade of Action for Road Safety which targeted reducing the forecast rates of RTC by 50% by 2020 and the African Road Safety Charter developed to improve road safety situation in the African continent as they relate to the emergence of the NRSS are also discussed. The FRSC efforts in spearheading the development and the evolution of the Nigeria Road Safety Strategy (2014-2018) are also addressed.

3.2 Historical Context of Road Traffic and Safety Management in Nigeria

The first step in the administration of road traffic laws to mitigate crashes in the country can be traced to the enactment of the Motor Traffic Ordinance of 1913 in the southern protectorate. After the merging of the Northern and Southern protectorates in 1914, the National Motor Traffic Ordinance came into existence in 1916. (Balogun, 2006). A major feature of the Ordinance is the placement of traffic management responsibilities and Motor vehicle administration under the Directorate of Works while that of motor licensing was

placed under the jurisdiction of the colony's Finance Officer. These laws were further reviewed in 1940 and 1945 in line with the English Road Traffic Acts of 1930. In order to tackle inefficiency in the discharge of these responsibilities coupled with increasing vehicular population and corresponding upsurge in RTC, the Road Traffic Act which brought to fore the Vehicle Inspection Office was promulgated on the 1st of January 1949 (Ogunsanya, 2004).

Femi (2013) however, noted that due to inadequate skilled manpower, dearth in operational equipment and weak institutional capacity, the VIO could not effectively execute her mandate of motor vehicle administration and traffic management. In 1995, in order to further enhance road safety administration, the Motor Traffic Division (MTD) was created under the Nigeria Police Force. Subsequently, the MTD took charge of vehicle inspection activities. Also, motor licensing and traffic control came under the purview of the MTD as police duties. This arrangement however did not translate into RTC reduction. The Federal Government after independence in 1960, then established Traffic Police, a unit dedicated to properly man the road, instil discipline and road etiquette (Odekunle 2006).

The first constitutional effort in road safety administration took place in 1958 when the Nigerian Constitution recognized road safety management as a shared responsibility. The Constitution conferred powers on Regional governments to create their own traffic laws and agencies. (Mfon, 2013)

In 1972, Nigerian Army, concerned with the increasing RTC fatalities involving their officers and men, organised a one-week road safety campaign to sensitize her personnel and the general public on the need to be road safety conscious. This raised the level of awareness on the need to institutionalise road safety and traffic management culture. The Army effort prompted the Central Government in the same year to publish the first Nigeria Highway Code as a guide for road users. In 1974, the Military Government established the National Road Safety Commission (NRSC). However, lack of legal authority to enforce traffic laws and regulations hindered the effectiveness of the NRSC (Ogunsanya, 2004).

In order to give road safety matters legal backing, the Federal Government promulgated some legislative acts which included the Federal Highway Declaration Order of 1971, Federal Highway Amendment Act 1973 and Road Traffic Accident Act of 1976. There were also State Traffic Laws of 1976. The legislations were all geared towards reducing deaths on the roads.

The then Brigadier General Jembewon military administration of Oyo State worried by high incidences of crashes in the state, particularly on the Ibadan –Ife road, in 1977 created vide Edict 18 the same year, the Oyo State Road Safety Corps (OSRSC). The significant impact of the agency improved road safety situation and traffic management in the state. The institutional arrangement led to reduction of RTC in the then Oyo state, comprising the present Oyo and Osun states.

The recorded success by the OSRSC resulted in its replication in Anambra, Lagos, Kano and Ogun states between 1979 and 1982. However, in 1983, the Federal government banned the operations of the aforementioned traffic management agencies on federal roads for security and political reasons (Wilson, 2006). The ban served as the death knell for the agencies as most of the crashes and traffic problems occurred on trunk roads that belong to the Federal Government. The agencies were immediately paralysed and subsequently scrapped. The number of RTCs continued to soar with the adverse implications on safety of lives, properties and economy at large. This impelled the establishment of the FRSC through decree 45 of 1988 by the Federal Military Government.

3.2.1 Federal Road Safety Commission: The Lead Agency for Road Safety Administration in Nigeria

The FRSC which is the Nigeria's lead agency in road safety administration was created on the 18th of February 1988 by the military government of Gen. Ibrahim Babangida. Through decree 45 of 1988 which was later amended by decree 35 of 1992. The Federal Road Safety commission (Establishment) Act, 2007 was later promulgated by the National Assembly to repeal and replace the decree and better reposition the agency.

The Corps was created to address the incessant road traffic crashes and issues bordering on road traffic and safety management in Nigeria. The mandates of the Organisation as specified in FRSC Act (2007) include: Making

the highway safe for motorists and other road users; Clearing of obstructions on the road; Providing prompt assistance to victims of RTC; Recommending works and devices designed to eliminate or minimise accidents on the highways and advising the relevant authorities where such works and devices are required; and Educating motorists and members of the public on safe road use.

As part of the efforts to reduce the rate of RTC in Nigeria and in line with the UN Decade of Action for Road Safety and African Charter on Road Safety, the FRSC spearheaded the development of the Nigeria Road Safety Strategy 2014-2018 which is a medium-term plan on road safety management.

3.3 Road Traffic Crashes in Nigeria

In Nigeria, Road Transportation accounts for about 80% of mobility needs. The non-expansive nature of the waterways and the near current low capacity of the rail system coupled with the expensiveness of air travels have led to overreliance on the road. The political and socio-economic developments following Nigeria's independence encouraged the growth of the transportation sector as the country engaged in massive construction of roads (Oyeyemi, 2003, 2011). Chidoka (2013) disclosed that Nigeria has the largest road network in West Africa and the second largest south of the Sahara, having a total length of 193,394 km. The massive network notwithstanding, the increase in population as well as the vehicles on the road led to upsurge in vehicular movements and corresponding increase in road traffic crashes and fatalities (Oyeyemi, 2011)

Nigeria's Road Traffic Crash records showed that at least 356,082 lives were lost on the roads between the country's year of independence, 1960 and 2017 (See Appendix 6). Additional 1,134,760 persons were injured, hence a total of 1,596,066 casualties were recorded in a total 1,134,760 road traffic cases (FRSC, 2017). The National Bureau of Statistics (2018) also disclosed that additional 2,623 road users died and 16,903 others were injured in a total of 5,008 RTC cases between January and June 2018. Nigeria had a high RTC fatalities with a record of 20.5 deaths per 100,000 population in 2013 as compared to United Kingdom 2.9, Sweden 2.8, Australia 5.4, Belgium 6.7 and Angola 7.6 (WHO, 2017). This was even a drop from the earlier value of 33.7 deaths per 100,000 population in 2010 (NRSS, 2017 and Oyeyemi, 2015). According to Oyeyemi (2015) at least one in four RTC fatalities in Africa are recorded on Nigerian roads.

The FRSC (2017) revealed that in 2016, a total of 9,694 RTCs were recorded out of which 2,638 were fatal, 5,633 were serious cases and 1,423 minor cases. Reporting non-fatal or property damaged-only crashes are still low in Nigeria. The report also showed that five deaths were recorded in every 10 crashes. The major causes of RTC in the country are speed-related, accounting for over 50% of the total causes. In 2016, Speed Violation topped the list with 33.9% of the total identified factors, then the Loss of Control with 15.4% and Dangerous Driving with 8.5%, hence the three speed induced factors contributed 57.8% of the identified causal factors. A total of 15,682 vehicles

crashed with cars accounting for 34% followed by motorcycles with 20% and mini-buses with 20%. Also recorded crashed were 8,876 (56.6%) commercial vehicles, 6,521 (41.6%) private vehicles and Government vehicles and others making up the remaining less than 2%. The report also showed that between 75 and 79% of the victims of RTC on Nigerian roads are males (FRSC, 2017). The high male casualties recorded in 2016 is in line with Gbaanador's (2007) assertion that males, who are often the bread winners for the family, are the most casualties of the menace of RTC.

Aderamo (2012) disclosed that, in Nigeria, the age group mostly affected by the scourge of RTC is between 16 and 25 years, considered as the mobile members of the society. The group is considered to be actively engaged in either educational pursuits or in the production sector. Falae (1989) highlighting the debilitating effects of RTC posited that it is not likely that there exists any family in Nigeria that has not lost family members to RTC.

FRSC (2017) disclosed that from 1960 to 2017, a total of 1,134,760 RTC occurred on Nigerian roads resulting in 356,082 persons killed and 1,239,984 other road users were injured. A total of 1,596,066 casualties were recorded. However, there are several unreported cases that are not captured in the official records See Fig. 3.1 and Appendix 6 for RTCs trends in Nigeria.

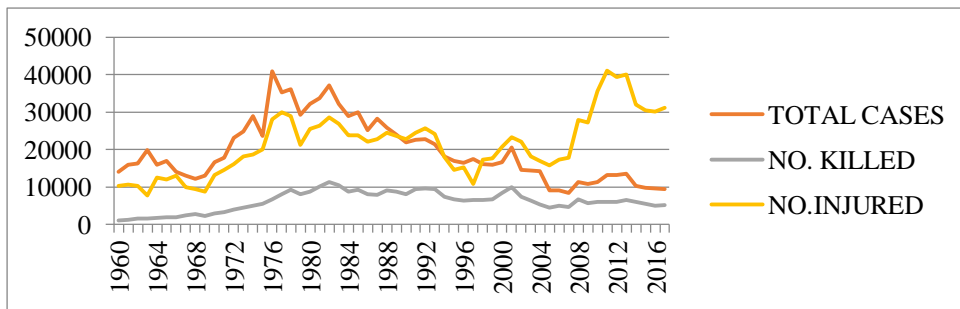


Figure 3.1: Nigerian Road Traffic Crash Trends (1960-2017)

Source: FRSC

A look at the last five decades showed that the decade 1978-1987 recorded the highest number of crashes and fatalities of 312,773 and 92,173 respectively. However, the highest injuries occurred in the decade of 2008-2017 with 335,251 figures. Figure 3.2 and Table on Appendix 7 depict the RTC in the five decades.

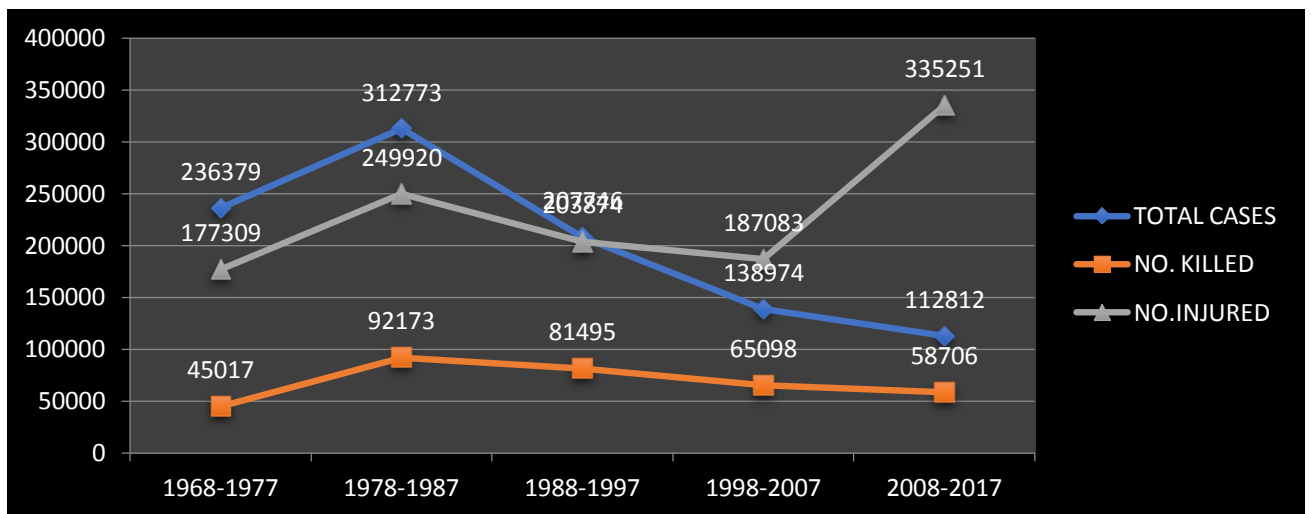


Figure 3.2: Road Traffic Crash Trends in Nigeria in the last Five Decades.

In the decade 1968- 1977, a total number of 236,379 RTC cases were recorded which resulted in deaths of 45, 017 persons and injury to 177,309 people. The next decade (1978-1987) witnessed an upward trend with 312,773 representing an increase of 32 per cent from the previous decade. Similarly, the

number of persons killed increased from 45,017 to 92,173 indicating a 105 per cent per cent increment while the number of persons injured also increased to 249,920 which is 41 per cent increase.

Afolabi and Kolawole (2017), attributed the high incidences of RTCs and resultant fatality in the country between 1960 and 1987 to population explosion, increased level of motorisation and lack of positive road safety culture. On his own part, Ezenwa (1986), observed that lack of a lead agency in road safety management amongst other causal factors such as poor road safety habits, defective road designs and conditions, poor vehicle standards and inadequate road user education and enlightenment were responsible for the high rate of road crashes experienced between 1970 and 1980.

The decade 1988-1997, which was the first decade after the establishment of the FRSC, witnessed a major reduction in RTCs. Total crashes came down from 312,773 to 207,746 reflecting a decline of 32 per cent. Similarly, fatalities dropped by 12 cent from 92,173 to 81,495 and number of persons injured also declined from 249,920 to 203,874 persons signifying 18 per cent reduction. Furthermore, between 1998 and 2007, a further decline in the rate of crashes was recorded. The total cases of road crashes reduced from 207,746 in the previous decade to 138,974 which was a 49 per cent reduction. In the same vein, fatality declined from 81,495 to 65,098 indicating a 20 per cent reduction while the total number of persons injured also reduced by 8 per cent (from 203,874 to 187,083).

In the last decade (2008- 2017), a significant decline was further witnessed in the trend of road crashes in Nigeria. A comparative analysis with the preceding decade revealed that a total of 112,812 crashes was recorded with resultant fatalities of 58,706 deaths and injury of 335,251 persons. The percentage change over this period in road crashes and fatality showed a reduction of 23 and 10 per cent respectively. However, 79 per cent increase was recorded for total number of persons injured. This could be as a result of overloading of vehicles and the use of trucks meant for conveyance of goods being used for passenger movements exposing more people to risks of road crashes

Agbebor and Osabuohien-Irabor (2016), posited that the decline in trend of RTCs recorded from 1990 to 2015 was occasioned by the creation and activities of the FRSC. They identified factors responsible for better road safety culture as, sustained efforts of the Corps on effective road user education and enlightenment, traffic law enforcement, standardisation of fleet operations and driving school activities and improved driving licence system, amongst others. Notwithstanding, Abayomi (2016) noted that the current rate of crashes in the country is still high, therefore, the FRSC and other stakeholders should step up their efforts for safer motoring in the country.

3.4 United Nations Decade of Action for Road Safety

Concerned about the global health burden and developmental problems associated with the RTC, the United Nations General Assembly on 2nd March,

2010 through Resolution 64/255 declared 2011-2020 as the Decade of Action for Road Safety. The Resolution tasked all member states to come up with and implement clearly stated measures with a view to stabilising and subsequently reduce the forecast level of road fatalities around the globe by 2020 (PIARC, 2011). The five pillars or key areas of focus are: Road Safety Management, Road Infrastructure, Vehicle Safety, Road User Behaviour and Post-Crash Care. WHO (2010) identified the guiding principles as the application of the “Safe System” approach which targets developing transport system that is able to accommodate human errors and take into consideration the susceptibility of the human body.

The Road Safety Management pillar mandates the development of multi-sectoral-partnerships and creation or designation of road safety lead agency for each member state. The agency is expected to have the capacity to develop and coordinate the delivery of national road safety strategies. The FRSC as the lead agency on road safety predated the declaration of the Decade of Action for Road Safety as it has been in existence since 1988.

It is the view of the UN that RTC can be prevented through a well-funded lead agency on road safety and a national plan or strategy with measurable targets. A key specific objective of the Decade of Action for Road Safety is developing and implementing sustainable road safety strategies and programmes to tackle the menace of RTC (WHO, 2010:3). Activity three of the Decade specifically calls for development of a national strategy (at a cabinet or

ministerial level and to be coordinated by each country's lead agency on road safety (WHO, 2011). In response, several nations released or updated their National Road Safety Strategies (OECD, 2014). The UN tasked all member states, other collaborators and stakeholders to ensure improvement in road safety which will result in reduced road fatalities.

Olagunju (2011) believed that bringing out plans of action and making concerted efforts to implement measures woven around the five pillars of the Decade of Action are result-oriented ways of improving road safety globally. Ki-moon (2011) called on "Member States of the UN, international agencies, civil society organisations, businesses and community leaders to ensure that the Decade leads to real improvements." Nigeria activated the Decade of Action on Road Safety in Abuja on 19th April, 2010 (FRSC, 2010).

3.5 African Road Safety Charter

The African Union on 31st January, 2016 at the 26th Ordinary Session of the Assembly, held in Addis Ababa, Ethiopia adopted the African Road Safety Charter. The Charter "serves as a policy framework for road safety improvement in Africa". This was in response to, among others, the UN Resolution on Decade of Action for Road Safety. The Conference of African Ministers for Transport had earlier in November 2011 in its Second Ordinary Session in Luanda, Angola adopted the Africa Action Plan for the Road Safety Decade of Action 2011-2020. This was subsequently adopted by the 20th Ordinary Session of the Executive Council (AU, 2016).

The Charter recognised the multi-sectorial dimension of road safety and the need for better and closer collaboration among the key stakeholders. The identified sectors include transport, education, police, infrastructure, health and law enforcement. The goal is to enhance road safety situation in Africa as the Charter acknowledged the “inordinately high rate of road crashes in Africa”. The Charter also identified most victims of RTC in the region as pedestrians, cyclists and motorcyclists and largely young people. The main objectives of the Charter are to:

- a. Serve as a policy framework for Road Safety improvement in Africa;
- b. Serve as an advocacy tool and instrument for Road Safety improvement on the Continent aimed at facilitating the creation of an enabling environment to drastically reduce road traffic crashes (AU, 2016).

One of the key objectives of the Charter is reflected in Article 2(a) which calls on member states to facilitate the “formulation of comprehensive Road Safety Policies at country level”. The Charter in Article 4(b) tasks each member state national road safety lead agency to among others be responsible for the “formulation and coordination of the implementation of the road safety strategies (AU, 2016).

Small and Runji (2014) observed that the African Road Safety Charter has set road safety management as the first duty of Contracting States, along with the creation and institutional strengthening of road safety lead agencies. They also observed that the charter also encourages regional collaboration as presently demonstrated in the Economic Community of West African States

(ECOWAS) which presently has the West African Road Safety Organisation (WARSO).

3.6 Development of the Nigeria Road Safety Strategy

The NRSS sums up Nigeria's response to the global concern on the growing menace of preventable road crashes and the attendant injuries and deaths. It is a medium-term strategy made to reverse the trend of road traffic fatalities. It has a single focus as explained by the Chamberlain theory of Strategy, which is RTC fatality reduction. The Vision of the NRSS is to lead to a country where RTC results in no death. The Goal is a reduction in RTC fatality rate by 35% by 2018 using the 2012 RTC records as the baseline. The purpose is to see the Safe System Approach to road safety management widely adopted in Nigeria (NRSS, 2017).

NRSS (2017) revealed that the Strategy is based on Five Strategic Activities which are related to the Five Pillars of the UN Decade of Action for Road Safety. These are:

- a. Improved Road Safety Management through a cohesive and efficient road safety administrative system;
- b. Safer Roads and Mobility through Improved road infrastructure for all road users;
- c. Safer Vehicles through General compliance with vehicle and other road machinery standards;
- d. Safer Road Users through a culture of personal responsibility for safe road use and
- e. Emergency Care and Response through Prompt and effective emergency response and care.

The NRSS is designed as a multi-sectoral approach in nature and it is developed in such a way that specific roles are assigned to different agencies of government and key stakeholders with the National Road Safety Advisory Council (NaRSAC) as the umbrella body ensuring proper coordination through target setting and evaluation.

Oladele (2018) revealed that the history of the NRSS started on February 13, 2012, when the Planning Advisory Unit of the FRSC was assigned by the agency management to develop a Strategy on road safety in Nigeria. It was initially tagged “The National Road Safety Strategy” (NRSS). The Management then constituted a committee, chaired by the then Deputy Corps Marshal DCM Operation now the current Corps Marshal, Dr. Boboye Oyeyemi and the Head Project Implementation Office, Corps Commander Clement Oladele as the Secretary. The team comprising of the representatives of the Departments/Offices of the Policy, Research and Statistics, Safety Engineering, Special Marshals and Partnership, Planning and Advisory Unit and Operations also included the then Research Consultant, Professor Bamidele Badejo and the former World Bank/FRSC Consultant Dr. Terry Mene. The Price Waterhouse Coopers (PwC) consultants led by Mary Iwelumo, were brought in to work with the Committee.

Several countries’ road safety strategies were also reviewed and used in further development of the NRSS. FRSC then forwarded to each of the Corp’s stakeholders both within and outside the country for their inputs. Stakeholders’

meetings were then held in April, 2012 in Enugu, Osogbo, Lagos, Abuja, Lafia, Yola, Damaturu, Owerri, Uyo, Kano, and Sokoto to have the buy-in of a wide range of relevant individuals, organisations and individuals in the six geopolitical zones of the country (See Appendix 8a). The draft Strategy was further discussed by representatives of various Ministries, Departments and Agencies and the States at a National Stakeholders' Summit convened in Abuja. The resulted draft was then uploaded to the FRSC website to further accommodate inputs from members of the public (Oladele, 2018)

The updated draft was forwarded to the Global Road Safety Management Expert for review and subsequently circulated to other international road safety experts for more inputs. The draft Strategy was then submitted to the Secretary to the Government of the Federation for presentation to the Federal Executive Council (FEC) for their consideration and approval. The FEC then constituted an Inter-Ministerial Committee with the Minister of National Planning appointed as the Chair to review the Strategy. Ministers of Finance, Internal Affairs, Police Affairs, Federal Capital Territory, Justice, Works, Transportation, Health, Environment, as well as the National Security Adviser, Director General of Bureau for Public Procurement were all members of the Review Committee. The Office of the Secretary to the Government of the Federation provided the Secretariat.

The Inter-Ministerial Committee constituted a Technical Committee comprising representatives from the various MDAs directed by the Federal

Executive Council to review the draft copy submitted for the approval of the Federal Executive Council. The FEC then presented the reviewed Strategy to the National Economic Council (NEC) for their inputs and subsequent approval. The NEC comprise the State Governors while the Vice President, Federal Republic of Nigeria is the Chairman. It is important to note that the NEC meeting had been scheduled twice for 17 December, 2015 and Thursday 28 January, 2016, before the NRSS was eventually approved and endorsed by the National Economic Council at her 66th meeting held on Thursday 21 April, 2016. Table 3.3 shows the activities and dates in the development of the NRSS.

The clean copy of the NRSS document was forwarded to the Vice President, Professor Yemi Osibanjo SAN, GCON for his signature. NaRSAC was inaugurated by His Excellency, the then Acting President, Prof. Yemi Osinbajo on 16 February 2017 at the Council Chambers, Presidential Villa, Abuja (as depicted in Appendix 3-Picture of members) while TWG was inaugurated on 3 August, 2017 by the Minister for Budget and National Planning, Senator Udoma Udo Udoma. Appendix 4 is the picture of the TWG inauguration.

NaRSAC is composed of the Vice President, Federal Republic of Nigeria (Chairman); a Governor from each of the six geo-political zones; the Secretary to the Government of the Federation, Ministers of Transport, Power, Works and Housing, Health, Justice and Education. The other Ministers on the Committee are those of Finance, Environment, Labour and Productivity, Interior, Budget

and National Planning and Federal Capital Territory. The Office of the National Security Adviser (ONSA), Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture (NACCIMA) and Presidents, Nigerian Society of Engineers and the Association of Local Governments of Nigeria, are also members. The Chairman, Federal Road Safety Commission is also a member while the Corps Marshal, FRSC serves as Member/Secretary. See Appendix 8b.

The Governor of Lagos State represents the South West Zone on NaRSAC while the Governor of Anambra State represents the South-East Zone. Other governors on the Council are; the Governors of Delta State (South-South Zone), Kaduna State (North-West Zone), Gombe State (North-West Zone) and Kwara State (North-Central Zone). Appendix 8b is on composition of NaRSAC. NaRSAC responsibilities include target setting; coordination of activities at all levels of governance; monitoring and evaluation; briefing the FEC; development of funding plans, overseeing the disbursement of the 10% accruable for road safety enforcement from the National Road Fund and endorsement of pre-approved funds for initiatives.

The Technical Working Group (TWG) is the technical group facilitating the implementation of the Strategy. The TWG responsibilities include adoption of implementation standards on traffic enforcement, road signs and markings, vehicle inspection, rescue administration and personnel training. The group also make recommendations to FRSC on issues requiring national regulations and setting of standards; budgeting for the Nigeria Road Safety Fund and also

prepare proposals for specific intervention funding. It also reviews and adopts future NRSS for NaRSAC considerations.

Membership of the TWG includes Minister, Budget and National Planning as Chairman; Representatives of the Federal Ministries of Power, Works and Housing, Health, Interior, Transport and Budget and National Planning. Other members include representatives of the National Security Adviser, National Environmental Standard Regulatory and Enforcement Agency, National Bureau of Statistics, Nigeria Police Force, State Governments/States Motor Vehicle Administration Agencies constituting State Inspection Offices and FRSC /NaRSAC Secretariat. The focal person on Decade of Action and the representative of the Standard Organisation of Nigeria are also members. Associate members are drawn from relevant professional institutions. See Appendix 8c for the full membership of TWG.

The NRSS (2017) has a 35% reduction in RTCs by 2018. Other targets and initiatives include 7% yearly reduction in RTCs, improved emergency response time and better vehicle conditions through compliance with standards. Others include, improved road infrastructure, establishment of central road traffic database and enhanced public education on road safety. Improving funding of road safety activities at all levels is also one of the targets of the Strategy.

CHAPTER FOUR

NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: DATA PRESENTATION AND ANALYSIS

4.1 Preamble

This Chapter is an evaluation of the implementation of the Nigeria Road Safety Strategy (2014-2018) towards achieving the goals of reduction of RTCs in Nigeria. It considered the state of implementation of the Strategy. The Chapter also appraised the NRSS on the set targets for reduction of RTC fatalities in Nigeria and presented the challenges militating against the implementation of the NRSS.

The Chapter also presents the analysis of data on the implementation of the Strategy both at the Federal and State levels. The road users who are the direct beneficiaries of the NRSS were also captured in the analysis as their perceptions on the implementation of the key initiatives of the Strategy are also presented. The obtained primary data from field survey were analysed using percentages and frequency distribution. The analysis of each research questions are presented using tables, graphs and charts with a view to providing graphical aid for their interpretations.

4.2 Questionnaires of Response Rates

Two sets of questionnaires were administered: the first set of questionnaire was for Institutions that were given responsibilities under the NRSS while the Road Users' questionnaire was meant for the road users to rate the performances on key initiatives of the NRSS.

4.2.1 Institutions' Questionnaire

A total of 97 institutions were identified and questionnaires were administered to them to rate their performances on the strategic activities assigned to them. The institutions were; the Presidency, National Assembly, Ministries, Departments and Agencies (MDAs), the 37 State Governments and the State Houses of Assembly charged with some initiatives on the NRSS. Appendix 11b contains the list of institutions at the national level that completed the institutional questionnaire. Only one questionnaire representing just 1% of the administered questionnaire was not retrieved hence a 99% response rate was achieved. This encouraging response shows how important the institutions considered the subject. Table 4.1 below is on the analysis of the response rate by the surveyed institutions.

Table 4.1: Analysis of Response Rate by the Institutions charged with Implementation of the NRSS

Questionnaire	Total Distributed	Total Retrieved	Total Not Retrieved
FGN/MDAs/NASS	23	22	1
State Governments	37	37	0
State Houses of Assembly	37	37	0
Total	97	96	1
Percentage	100%	99%	1%

4.2.2 Road Users' Questionnaire

The questionnaire was administered on 1,537 respondents. Out of the figure 1,429 representing 93% were retrieved. The high response rate underscores the importance attached to the issue at stake by the respondents.

Table 4.2 below represents the summary of the questionnaire administered and those retrieved.

Table 4.2: Analysis of Response Rate for Road Users

Questionnaire	Frequency	Percentage
Retrieved	1429	93%
Not Retrieved	108	7%
Total Distribution	1537	100%

4.3 Demographic Analysis of the Road User Respondents

The demographic characteristics of the respondents (road users) in terms of age, sex, educational qualification and road users' categories are examined. Table 4.3 below shows the demographic distribution of the respondents. On the Age, 42% of the respondents constitutes the highest are in the 28-37 age bracket while those that are 58 and above constitute 2% the least. The analysis revealed that 67% of the respondents were males.

In terms of the educational qualification, those possessing Nigeria Certificate of Education (NCE) and Ordinary National Diploma (OND) certificates constituted 30% while those with Higher National Certificates and university first degree constituted 30% of the respondents. A total of 94 respondents representing 7% of the surveyed had no formal education. On the road users' categories, Drivers, Passengers and Pedestrians accounted for 49%, 32% and 19% respectively. The Demographic analysis revealed that a broad spectrum of road users was captured in the survey which makes the data representational enough on the subject under investigation.

Table 4.3 Demographic Distribution of the Respondents (Road Users)

	Variables	Frequency	Percentage
Age	18-27	225	16%
	28-37	595	42%
	38-47	429	30%
	48-57	149	10%
	58 & Above	31	2%
	Total	1429	100%
Sex	Male	963	67%
	Female	466	33%
	Total	1429	100%
Educational Qualification	No Formal Education	94	7%
	Primary Six Certificate	292	20%
	NCE/ND	461	32%
	HND/BSC	434	30%
	Post Graduate	148	10%
	Total	1429	100%
Road Users Categories	Drivers	698	49%
	Passengers	455	32%
	Pedestrians	276	19%
	Total	1429	100%

4.4 Empirical Analysis of Field Data

The analysis of the field data is presented in this Section based on the Research Questions.

4.4.1 What is the state of implementation of the NRSS?

In order to effectively answer this question, the implementation statuses on the strategic activities or initiatives of the NRSS were considered. The initiatives were grouped under the five pillars in the Strategy. Each of the five pillars of the NRSS, which is also in line with the five pillars of the UN Decade of Action on Road Safety and the nationwide overall accomplishment status of the activities were considered. (See Appendix 16). Further, the performance of

each Institution forming the Stakeholders for the implementation of the initiatives of the NRSS at the National (including the MDAs and the National Assembly) as well as the States including their Houses of Assembly were analysed and so presented. Also, in this Section, the Road Users perception on the implementation of the NRSS and key initiatives of the Strategy to provide a comprehensive status of implementation of the NRSS was also considered.

A. Implementation Status on Pillar One: Improved Road Safety Management

Pillar One has a total of 18 activities. Figure 4.1 below represents the implementation status of initiatives in Pillar One. Only one of the activities which is the establishment of the NaRSAC and TWG for the implementation of the Strategy is fully implemented. Six of the initiatives have 80% implementation level. These include Maintenance of Database for the Motor Vehicle Administration, adoption of Standard templates for the collection of RTC Data, Review of the Overlapping Laws, Review of Funding Structure, Tracking disbursement of funds and Coordination of Land transport.

Nine of the initiatives were implemented at 60% level. These are Stiffer Penalties for traffic laws, Use of Standard RTC templates, Establishment of Motor Vehicle Administrations (MVA) in all states, Development of Funding Plans for NRSS, Harnessing of Funding Sources for NRSS, Quarterly Review of Progress, Review of FRSC Act, Sharing of Data and Strengthening Coordination. Only two of the initiatives are on 20% implementation level.

These are procurement of toll free lines and Uniformed Traffic Laws. (See Appendix 16A)

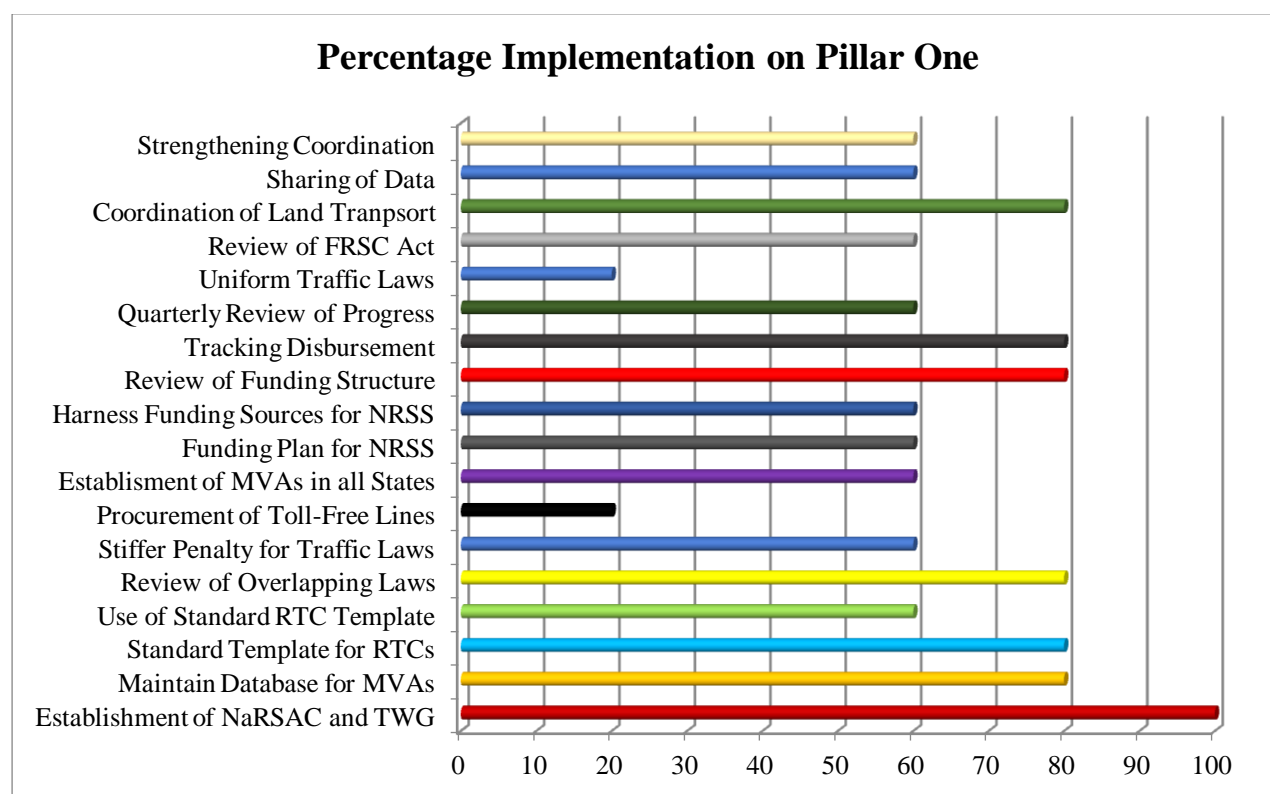


Figure 4.1: Implementation Status on Pillar 1: Improved Road Safety Management

The analysis revealed that only 5.26% of the initiatives were fully implemented, 31.59 % had 80 % level, and 47.37% of the initiatives were implemented on 60% level. Only two of the 19 initiatives in Pillar one had less than 60% implementation. So, pillar One of the NRSS has been substantially implemented.

B. Implementation Status on Pillar Two: Safer Roads and Mobility

Pillar two has 21 initiatives with many stakeholders expected to perform certain responsibilities for the realisation of the goal of safer roads and mobility. None of the initiatives is fully implemented as shown in Figure 4.2. Two of the

initiatives have 80% implementation status. These are: Conduct Road Safety Audit (RSA) and Safety Impact Assessment. Four of the initiatives, that is, the Establishment of the National Road Safety Fund (NRF), Promotion of Mass Transit, Prohibition of Street Trading and Provision of Social Gathering on the Roadway have been implemented to a 60% level. Nine initiatives have been implemented to a 40% level. These are: Installation of Speed (Limit) Sign, Promotion of Design for Safer Roads, Regular Maintenance, Maintenance based on RSA, Implementation of 10% Safety Components, Prohibition of Refuse Dumping on the Roads, Removal of Markets on the Roadways, Provision of Designated Parking and Arrest of Road Furniture Vandals.

On the average, Pillar two has been implemented to about 50% level and initiatives on Road Design Standards, Review of Design Standards and Design and Implementation on Road Signs and Markings that are key to the realisation of the Safer Roads and Mobility objective have been poorly implemented with just 20% level. This makes significant reduction of RTC difficult to achieve. (See Appendix 16B)

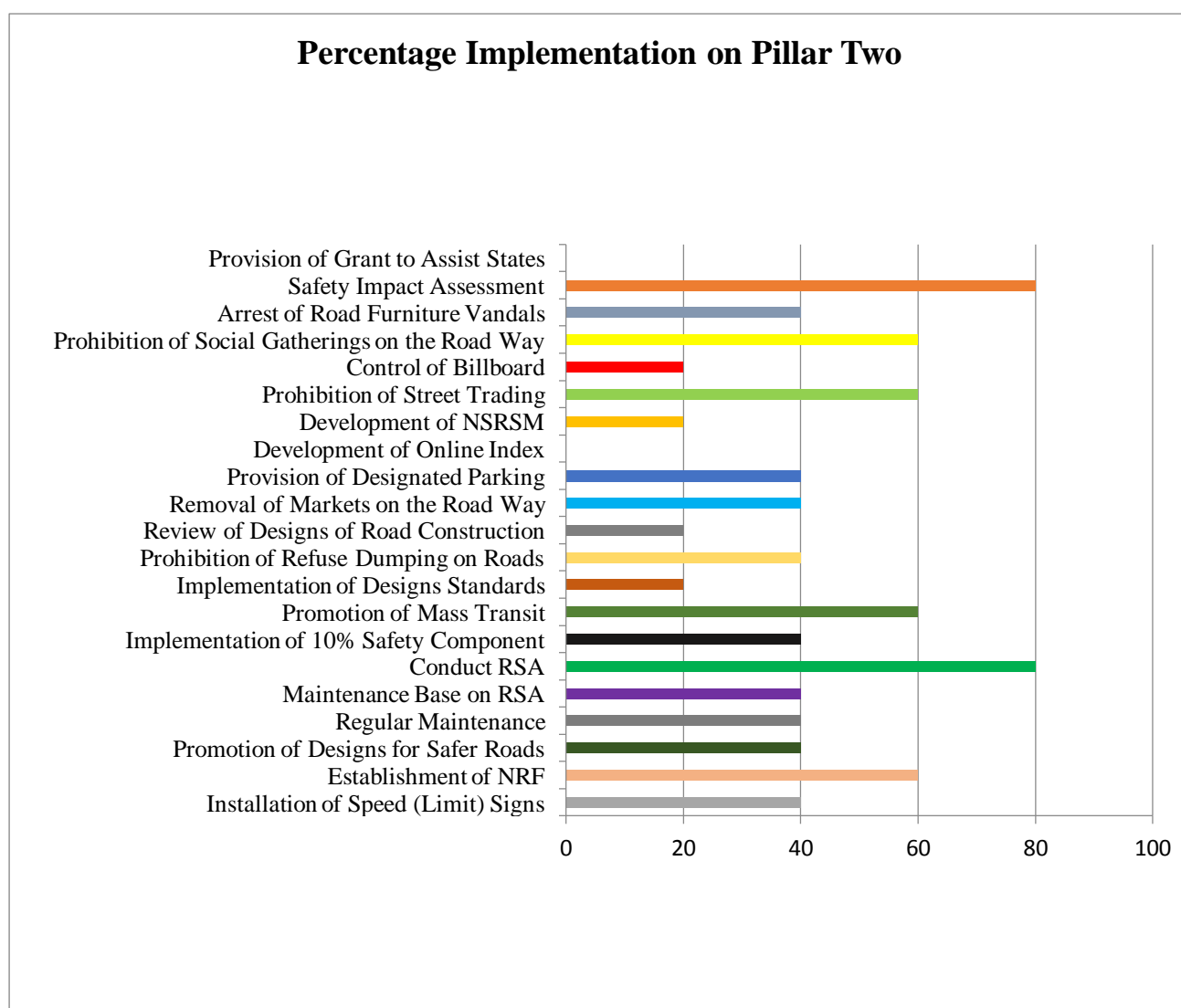


Figure 4.2: Implementation Status on Pillar 2: Safer Roads and Mobility

C. Implementation Status on Pillar Three: Safer Vehicles

There are 14 initiatives on Pillar Three, none of them have been fully implemented. As shown on figure 4.3 five initiatives: Ensuring Only Approved Vehicle Types are imported to the Country, Certification of Driving Instructors, Expand Road Transport Safety Standardisation Scheme (RTSSS) Coverage, Implementation of Fleet Operators Assessment and Publicise Approved List of Commercial Vehicle Operators have been implemented to 80% level. Four of the initiatives were implemented to 60% level. These are: Training of Vehicle

Inspection Officers for Effectiveness, Speed Limiting Devices Installation in Vehicles, Provision of Drivers Testing Centers and Encouragement of Public Private Partnership (PPP) on Vehicle Inspection Centers. Two initiatives, Provision of Driving Ranges and Establishment and Enforcement of Standard Vehicle Testing Centers/Enforcement through Inspections were implemented to a 40% level.

One initiative, Accreditation of interested Private Centers on Vehicle Inspection Centers was implemented to 20% level. Two initiatives were not implemented at all. These are Review of Existing Standards on Vehicle Standards for all Vehicle Categories and Ensuring Thorough Vehicle Inspection before Insurance of Road Worthiness Certificates. Figure 4.3 depicts the implementation status on the third pillar. The level of implementation on Pillar Three is about 50%. Key initiatives such as provision of driving ranges, vehicle inspection centers and review of existing standards on vehicle inspections were poorly or not implemented at all and these could have a draw back on realising the objective of Safer Vehicles in Nigeria. (See Appendix 16C)

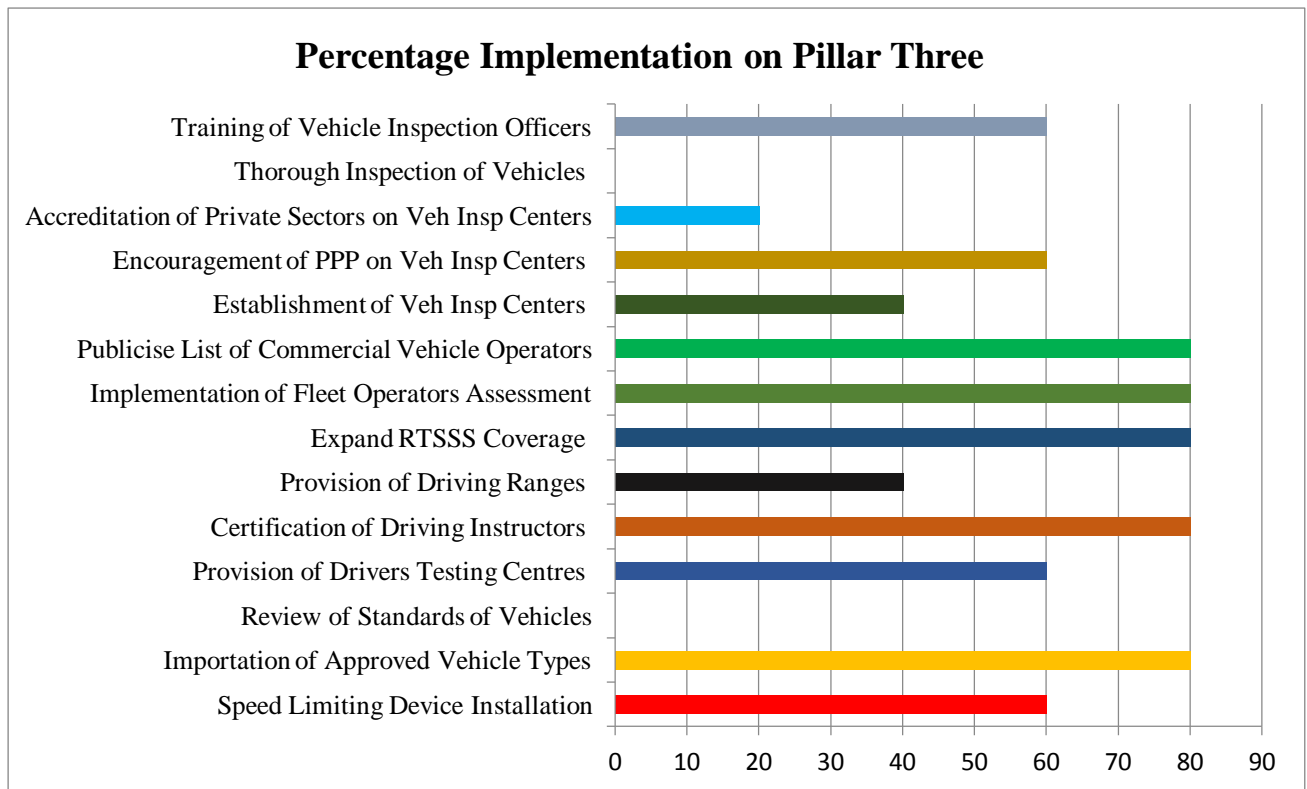


Figure 4.3: Implementation Status on Pillar 3: Safer Vehicles

D. Implementation Status on Pillar Four: Safer Road User

As reflected on figure 4.4, Pillar Four comprised 14 initiatives. Only Certification of Registered Driving Schools is fully implemented. Establishment of Additional Mobile Courts and Maintenance of the National Traffic Offenders Register have been implemented to 80% level. There are also two initiatives implemented to 60% level. These are: Enforcement on Compliance on Seatbelt law and Incorporation of Road Safety Education including First Aid Administration in Primary and Secondary Schools' Curricula. Figure 4.4 represents the status of implementation on the fourth pillar.

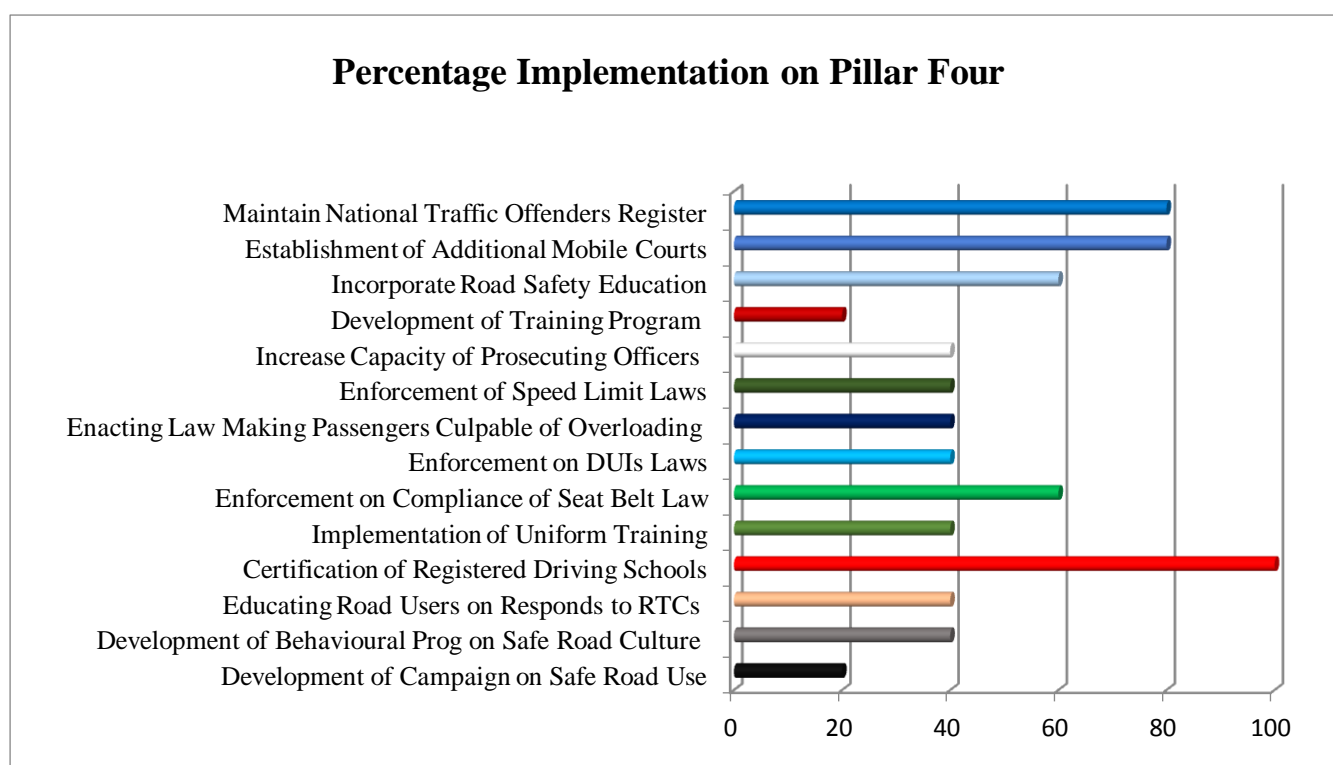


Figure 4.4: Implementation Status on Pillar 4: Safer Road Users

Seven initiatives which include Development of Behavioural programmes on Safe Road Culture, Educating Road Users on Response to RTC as Civil Responsibility and Development and Implementation of Uniform Training, Testing and licensing programmes for all Vehicle Operators had 40% implementation level. Others in this category are; Enforcement of Compliance on Driving Under the Influence of Alcohol (DUI) Laws, Enactment of a Law-making Passengers Culpable of Overloading of Vehicles as part of Traffic Laws Violation, Enforcement of Speed Limit Laws and Increase Capacity of Prosecuting Officers of Traffic Law Violations.

There are two initiatives with 20% implementation status. These are; Development and Implementation of Campaigns on Safe Road Use and Development of Training Programmes based on Vehicle Licence Category. Though all the fourteen initiatives in Pillar Four were being implemented, the level of implementation is low as the average is about 40% implementation level. The low implementation level on pillar dealing with evolving safer road users is a serious dent on effort to reduce RTC in Nigeria. (See Appendix 16D)

E. Implementation Status on Pillar Five: Emergency Care and Response

Pillar Five comprised twelve initiatives and none of the initiatives was implemented to 80% level. Five of the initiatives had 60% implementation level. These are: Enforcement of the Laws on Treatment of All RTC Victims, Establishment of the Bilateral Agreement with International Stakeholders to Achieve Intense Emergent Response Services, Directives to Hospitals to Adopt the National RTC Reporting Format, Promotion of Awareness and Encouragement of Participation in National Health Insurance Scheme (NHIS) and Establishment of Disaster Relief Camp for Multiple Crashes, Fire or Flood Roadside Accidents all had 60% implementation status. Figure 4.5 shows the implementation status on the 5th Pillar.

Five of the initiatives had 40% level of implementation. These include: Establishment of Additional Roadside Clinics, Establishment of Trauma Care Centers and Sensitisation of Road Users on the Need of Timely Reporting of

RTCs to Appropriate Agencies. Others are: Implementation of Road Users Insurance Scheme to Finance the Rehabilitation of RTC Victims and Publicising All Emergency and Toll-Free Lines. (See Appendix 16E)

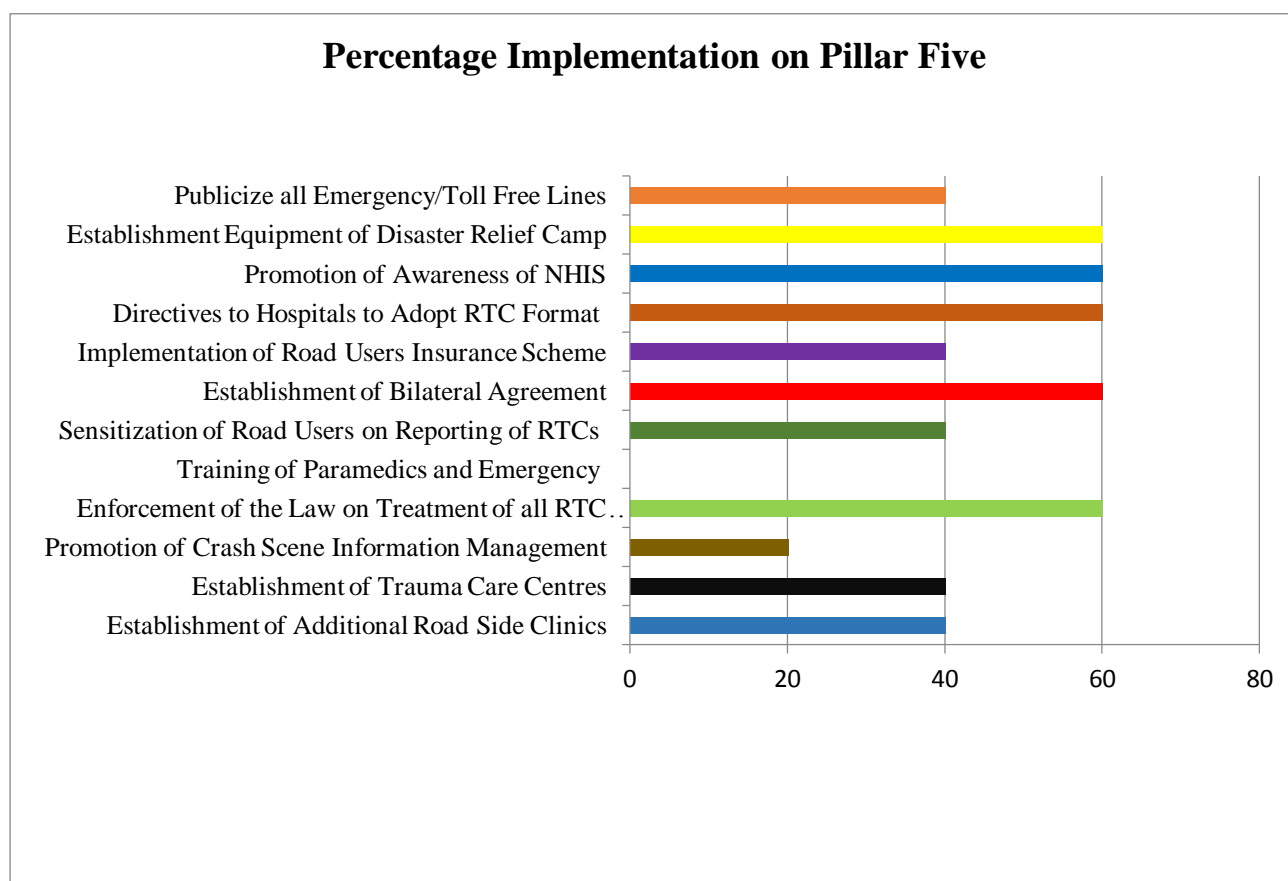


Figure 4.5: Implementation Status on Pillar 5: Emergency Care and Response

Only Promotion of Crash Scene Information Management initiative had 20% level of implementation. Training of Paramedics and Emergency Care Givers on Casualty Handling had no meaningful implementation. The low level of implementation which is below average on Pillar Five safety of lives of crashed victims is poor and this increases fatalities from RTC.

F. Level of Overall Accomplishments of Activities of the Five Pillars

There are 81 initiatives on the NRSS. Only two of the initiatives had 100% implementation, 15 initiatives with 80% level, 25 initiatives had 60% level and 24 activities with 40% level of implementation. It was also discovered that 10 of the initiatives were implemented at 20% level while 5 initiatives were not implemented at all. Table 4.4 shows the level of accomplishments of the initiatives. This shows that the NRSS has not been substantially implemented as only 17 out of 81 initiatives representing 20.99% were implemented beyond 80%. Also, 42 of the 81 initiatives representing about 51.85% of the initiatives have been implemented at about 60% and above level. (See Appendix 16A-E).

The overall accomplishment level is about 57% which tallies with the average score of 3 out of 5 of members of the TWG at the Focus Group Discussion (FGD). The non-substantial implantation of the NRSS had negative effect on realisation of the overall goal of the Strategy in terms of reduction of RTCs.

Table 4.4: Level of Overall Accomplishments of Activities/Initiatives

Number of Activities	Percentage of Accomplishment
2	100%
15	80%
25	60%
24	40%
10	20%
5	0%
Total	

G. Implementation Status of Activities of the Five Pillars by Key Institutions (Stakeholders)

Key Institutions charged with implementation of the NRSS were identified and the level of implementation on the five pillars collated. Table 4.5 is on the performance of the institutions. The Presidency had 80% implementation on Pillars One, Two and Four while it recorded 60% performance level on Pillars Three and Five. The National Road Safety Advisory Council (NaRSAC) had 60% performance level and 40% on Pillar Five. The National Assembly recorded 80% performance level in the assigned initiatives in Pillars One to Four.

The performance of various Federal Ministries assigned specific roles as reflected on Table 4.5 revealed that not much has been done. The coordinating agency, FRSC also recorded implementation statuses of 60, 40 and 60 % levels on Pillars One, Two and Three respectively and 80% levels on Pillars Four and Five. It was discovered that few of the institutions charged with the implementation performed slightly above average, the bulk were average while some of the institutions were below average in terms of implementation of the initiatives of the NRSS. The implication of this is that the average level of implementation has affected the realisation of the overall goal of reduction of RTC in Nigeria.

Table 4.5: Implementation Status of activities by key Stakeholders

Ministries Departments and Agencies	Pillar 1	Pillar 2	Pillar 3	Pillar 4	Pillar 5
Federal Government of Nigeria (Presidency)	80%	80%	60%	80%	60%
National Road Safety Advisory Council (NaRSAC)	60%	*NA	NA	NA	40%
Federal Ministry of Information (FMOI)	NA	NA	NA	40%	60%
Federal Ministry of Works (FMOW)	80%	60%	NA	NA	NA
Federal Ministry of Housing (FMOH)	40%	NA	NA	NA	60%
Federal Ministry of Justice (FMOJ)	NA	NA	NA	80%	NA
Federal Ministry of Transport (FMOt)	100%	80%	0%	NA	NA
Ministry of Foreign Affairs (MFA)	NA	NA	NA	NA	100%
National Assembly (NASS)	80%	80%	80%	80%	
Federal Road Safety Corps (FRSC)	60%	40%	60%	80%	80%
Nigeria Custom Service (NCS)	NA	NA	80%	NA	NA
Nigeria Security and Civil Defence Corps (NSCDC)	NA	80%	NA	NA	NA
National Environmental Standards and Regulations Enforcement Agency (NESREA)	NA	NA	0%	NA	NA
National Insurance Commission (NAICOM)	NA	NA	NA	NA	NA
National Orientation Agency (NOA)	NA	NA	NA	60%	40%
Federal Roads Maintenance Agency (FERMA)	60%	40%	NA	NA	NA
National Emergency Management Agency (NEMA)	NA	NA	NA	NA	60%
National Health Insurance Scheme (NHIS)	NA	NA	NA	NA	60%
National Bureau of Statistics (NBS)	100%	NA	NA	NA	NA
Nigeria Society of Engineer (NSE)	NA	20%	NA	NA	NA
Standards Organisation of Nigeria (SON)	NA	NA	NA	NA	NA
Nigeria Police Force (NPF)	60%	40%	NA	80%	60%

*NA – Not Applicable

H. Levels of Implementation by the States of the Federation and the Federal Capital Territory (FCT)

The levels of implementation of the NRSS by all the States of the Federation and the Federal Capital Territory were also accessed. Abia, Imo and Sokoto States had 80% implementation levels, the highest. The states with about 60% level of implementation were Bauchi, Cross River, Ebonyi, Edo, Ekiti, Enugu, FCT, Gombe, Jigawa, Kogi, Ondo, Osun, Rivers and Yobe states. The following states recorded about 40% implementation level of the initiatives;

Adamawa, Bayelsa, Benue, Delta, Kaduna, Katsina, Kebbi, Kwara, Lagos, Niger, Oyo, Plateau, Taraba and Zamfara states. Borno, Kano, Nasarawa and Ogun states had about 20% implementation level.

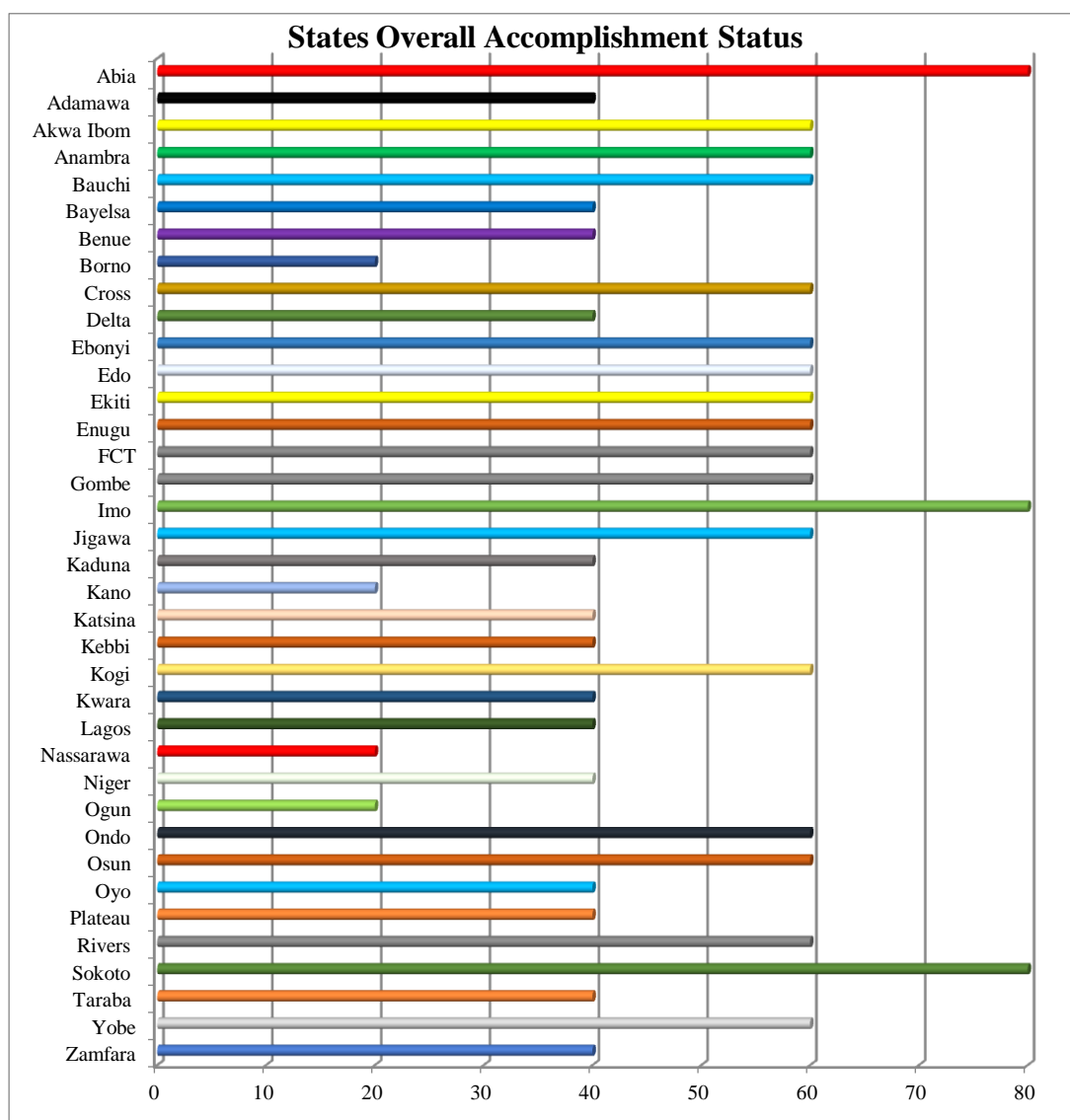


Figure 4.6: State Overall Accomplishment Status

The level of implementation of the NRSS is low in the states as about half (18) of the states recorded not more than 40% implementation level and none beyond 80% level. The low implementation levels in the State is a clog in the full realisation of the goal of the NRSS.

I. Road Users Perception of the Implementation Status

Road Users, the direct beneficiaries of the benefits of implementation of the NRSS assessment of the implementation status was also gauged through their ratings of some key initiatives of the Strategy.

I. Level of Awareness on NRSS

It was discovered that only 54% of the respondents were aware of the existence of the NRSS which means a lot of people were not cognizant of several initiatives on road safety as contained in the Strategy. Figure 4.7 shows that 46% of the respondents were not aware of the existence of the Strategy which means more awareness campaign is required. Onyilo had also identified this low awareness and called for better sensitisation of the public on the Strategy (Onyilo, E. Personal Interview, 28th June, 2018)

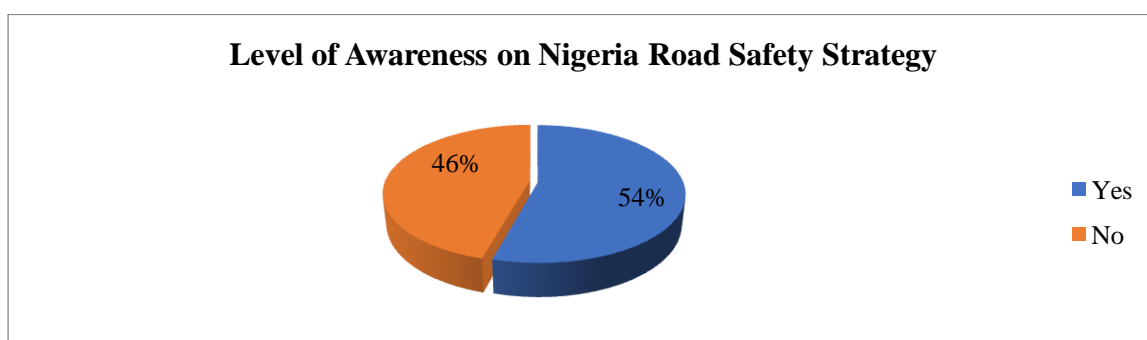


Figure 4.7: Level of Respondents Awareness on NRSS.

II. Rating of the NRSS Vis-à-vis Reduction in RTC

Figure 4.8 shows 21 % of the total 1429 respondents rated NRSS as a Strategy put in place to reduce RTC in Nigeria as Very Good. Also, 581 of the respondents representing 41% rated the Strategy as Good while 25% rated it Average.

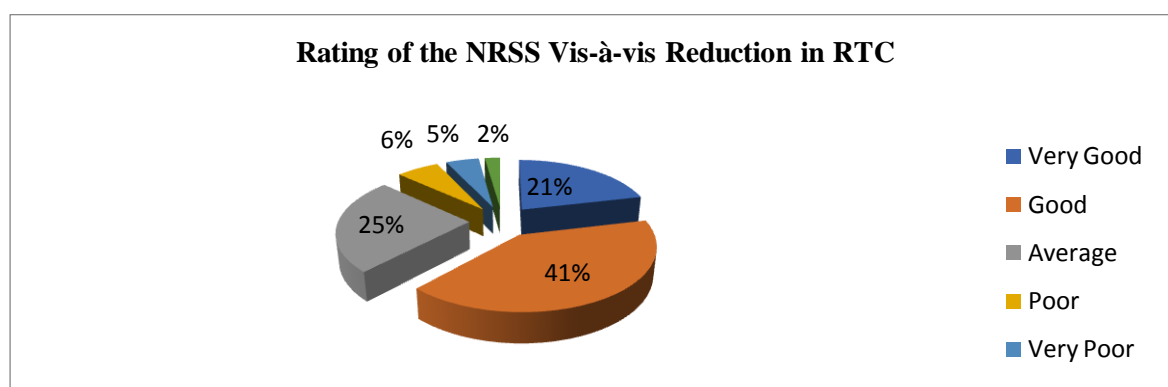


Figure 4.8: Rating of the NRSS by Respondents

Only 6% of the respondents rated it poor while 5% scored the Strategy as Very Poor and 2% claimed they did not know. The 41% of the respondents' rating of Good is in consonance with the rating of the overall implementation status of the Strategy which is above average.

III. Performance of FRSC and Other Traffic Agencies in RTC Reduction

Figure 4.9 shows that 16% of the respondents scored the FRSC and other Traffic Agencies in RTC reduction "very good" while 32% rated their performance as "average". The Survey also revealed that 13% of the respondents believed the agencies performed poorly, 4 % rated the performance as "very poor" and 1% claimed they did not know. The 66% above average rating is an indication that the public believes the Law Enforcement Agencies

implementation of the NRSS is satisfactory. This is also in line with the good rating of the initiatives on enforcement by the relevant stakeholders earlier.

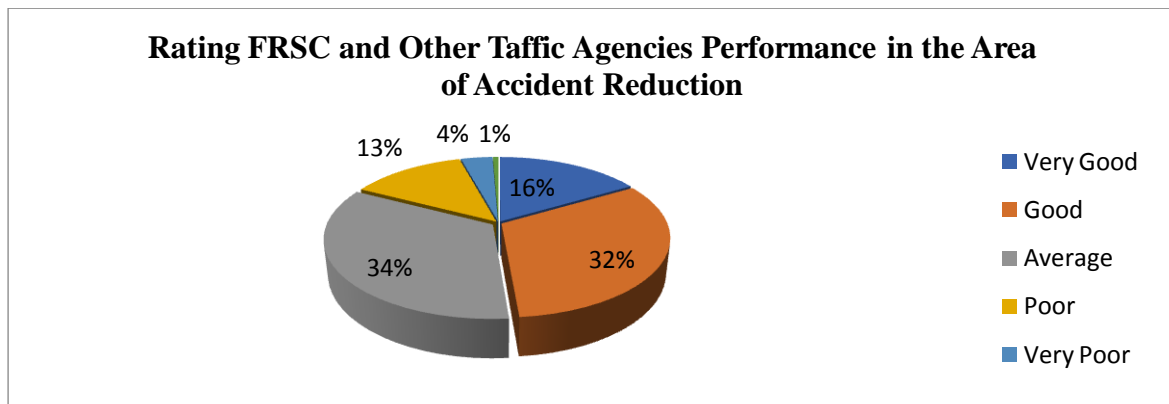


Figure 4.9: Performance of FRSC and Other Traffic Agencies in RTC Reduction

IV. Road Users Perception on Design, Construction and Maintenance of Roads

As reflected in Figure 4.10 below, only 2% of the respondents rated governments efforts on designs, constructions and maintenance of roads 5 out of 5 while 5% rated the performance 4 and 12% gave 3 out of the 5. A total of 454 respondents of representing 32% rated 2 scores while 449 representing 31% rated the performance just 1 score.

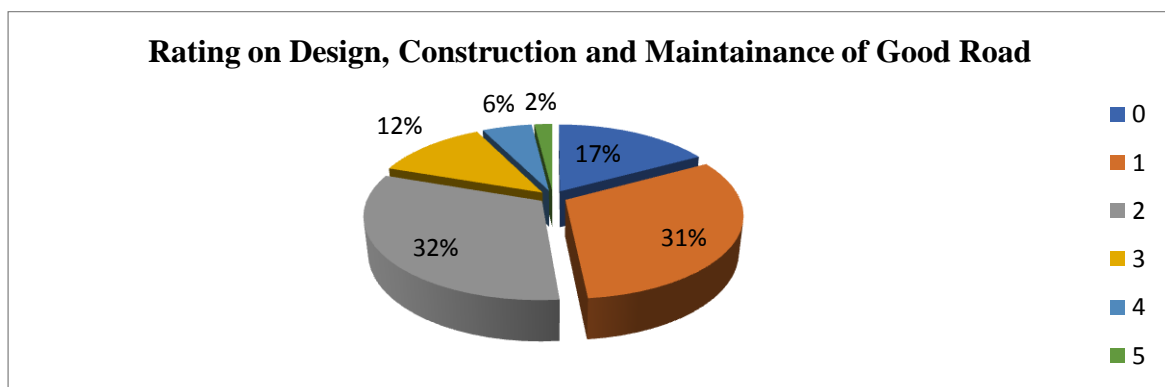


Figure 4.10: Road Users Perception on Design, Construction and Maintenance of Roads

As many as 17% of the respondents rated the government performance on designs, construction and maintenance zero. The low rating on design, construction and maintenance of road is also in tandem with the less than 40% scores on the ratings of initiatives on same by institutions or stakeholders. Poor conditions of the roads and inadequate road furniture have positive correlations on RTCs.

V. Governments' Performance on Road Users' Education

It was observed from Figure 4.11 that 337 representing 24% rated on 1 score while 478 of the total respondents representing 33% rated 2 scores on the performance of government in the area of road user's education. Also, 22% rated the performance 3 while 10% each gave 4 and 0 scores. Only 1% believed the governments had done so well to deserve the maximum rating of 5 scores.

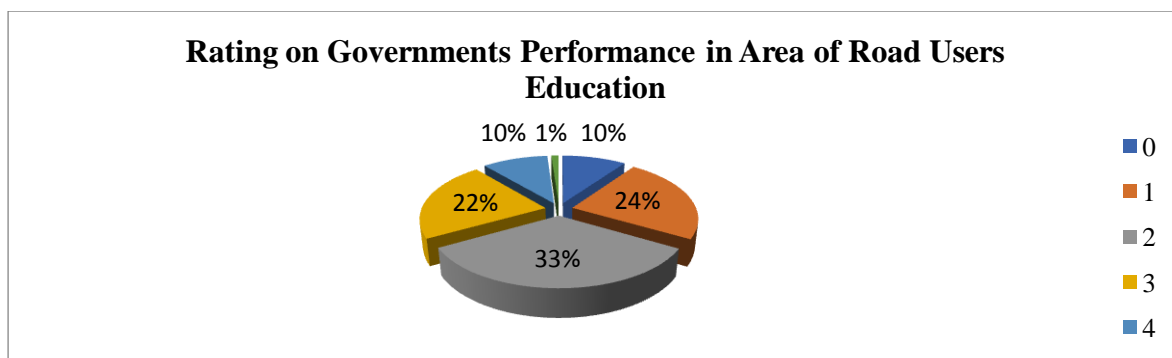


Figure 4.11: Governments Performance on Road Users Education

The road users' low rating on road user's education is also in agreement with that of the Institutions/Stakeholders where just 20% implementation status

was recorded. Inadequate education of road users does not enhance road safety or reduction of RTC.

VI. Governments' Performance in Emergency/Rescue of Victims of RTC

The rating of FRSC and other agencies of governments on Emergency/Rescue of RTC victims is very low. Figure 4.12 shows that 322 representing 23% of the respondents rated the activity 1 while 494 others representing 35% rated it 2. The analysis further revealed that 21% gave 3 score, 8% rated 4 and 6% gave 5 scores. The figure for zero and did not know was given by 7% of the respondents. The low road user's rating is in agreement with below average rating of Pillar Five by the Institutions charged with the initiatives of the NRSS. This low rating implies increased fatalities of RTC victims

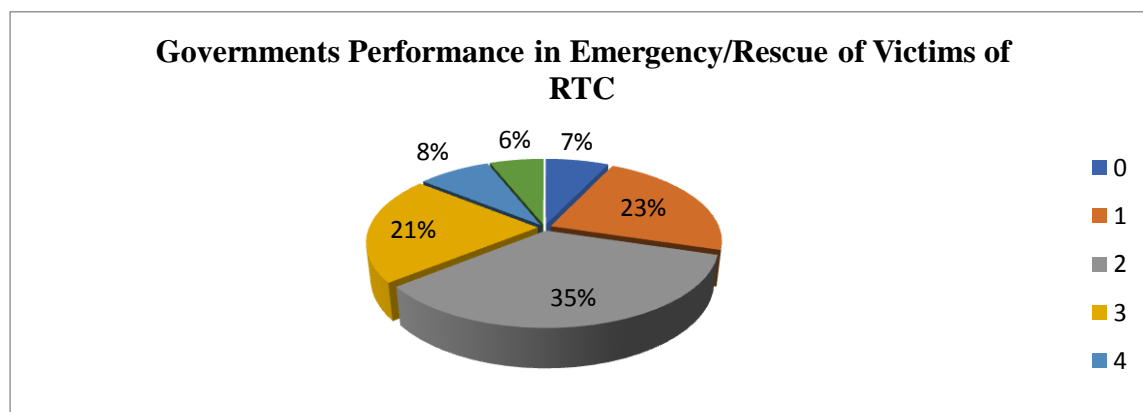


Figure 4.12: Governments' Performance in Emergency/Rescue of Victims of RTC

VII. Performance of FRSC and other Traffic Agencies on Enforcement of Traffic Laws

The highest number of respondents, 30% rated the performance of FRSC and other Traffic Agencies 2 while 24% rated their performance 3. Figure 4.13

revealed that 23 % of the respondents rated the performance 1. This implies that the level of government performance in the area of enforcement of traffic laws is low and this may not have strong influence on RTC reduction in the Country.

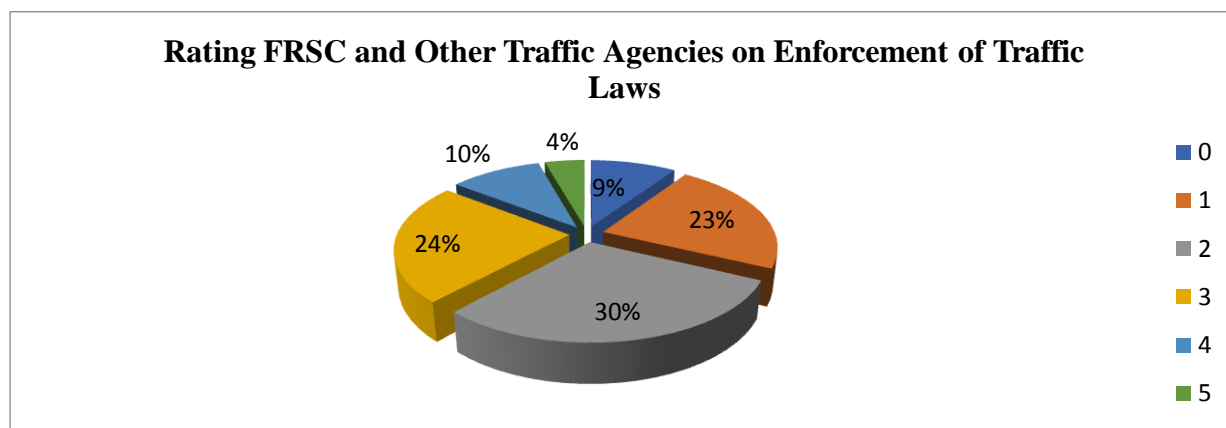


Figure 4.13: Performance of FRSC and other Traffic Agencies on Enforcement of Traffic Laws

VIII. Capability of NRSS to Improve Road Safety in Nigeria

On the capability of the NRSS to improve Road Safety in Nigeria, 585 of the respondents representing 41% believed that NRSS is capable while 28% claimed that the Strategy is not capable of improving road safety. A high figure of 31% said they did not know if the NRSS could result in reduction of RTC in the country. The high figure of respondents not knowing whether NRSS could improve road safety in Nigeria could be linked to the low level of awareness of the public on the NRSS as it was earlier revealed that as high as 46 % of the respondents claimed ignorance of the NRSS.

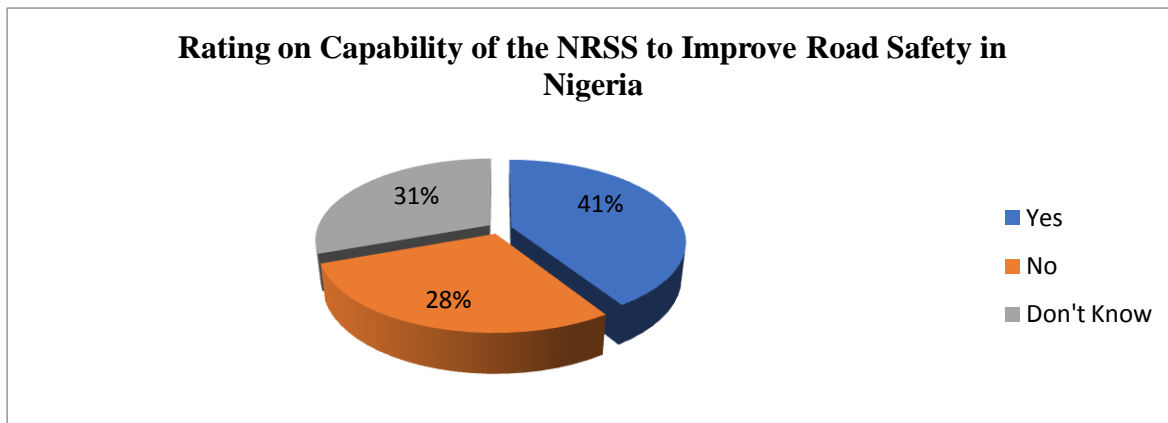


Figure 4.14: Capability of NRSS to Improve Road Safety in Nigeria

4.4.2 Has the implementation of the NRSS led to reduction of RTC?

A 35% reduction in RTC fatality rate was set as a target in the NRSS with 2012 fatality figure of 6092 and 4 fatality per 100,000 Population as the baseline. The Strategy sets a 35% reduction in fatality by 2018 when the life span of the NRSS expires with a yearly target of 7% fatality reduction rate. Tables 4.6 and 4.7 below reveal that a 20% reduction in RTC fatality was achieved as at Mid-Year 2018 as against the set target of 35%. Also, 32% reduction was achieved on Total number of reported cases of crash while a 21% reduction was achieved for People Injured in Road Traffic Crashes. Appendix 5 is a picture of a crash scene on Nigerian road with FRSC team on rescue activity.

Table 4.6: Road Traffic Crash Status (2012-2017)

Year	Total Cases	Change	Killed	Change	Injured	Change	Total Casualty	Change
2012	13262		6092		39348		45440	
2013	13583	2%	6544	7%	40057	2%	46601	3%
2014	10380	-24%	5996	-8%	32063	-20%	38059	-18%
2015	9734	-6%	5440	-9%	30478	-5%	35918	-6%
2016	9694	0%	5053	-7%	30105	-1%	35158	-2%
2017	9383	-3%	5121	1%	31094	3%	36215	3%
2018 (Jan-Jun)	5008	-1%	2623	-4%	16903	-0.2%	19256	-1%
TOTAL	71044	-32%	36869	-20%	220048	-21%	256917	-22%

Table 4.7. Road Traffic Crash Status (2012-2017) in per 100,000 Population

Year	Total Cases	Change	Killed	Change	Injured	Change	Population	Total Cases Per 100,000 Population	Fatality Rate Per 100,000 Population	Injury Rate Per 100,000 Population
2012	13262		6092		39348		167000000	8	4	24
2013	13583	2%	6544	7%	40057	2%	171000000	8	4	23
2014	10380	-24%	5996	-8%	32063	-20%	176000000	6	3	18
2015	9734	-6%	5440	-9%	30478	-5%	181000000	5	3	17
2016	9694	0%	5053	-7%	30105	-1%	185000000	5	3	16
2017	9383	-3%	5121	1%	31094	3%	190000000	5	3	16
2018 (Jan-Jun)	5008	-1%	2623	-4%	16903	-0.2%	190000000	3	1.4	9

The road users also believed the NRSS had led to reduction of RTC in Nigeria. A total of 303 respondents representing 21% believed Very Strongly that the NRSS has succeeded in reducing RTC in Nigeria. Another 646 of 1429 of the total respondents representing 45% believed Strongly while 24% opted for average in terms of NRSS reducing RTC. The other 5 and 4 % chose Poor and Very Poor respectively. The remaining 1% claimed they did not know. Figure 4.15 depicts the road user's perception. Though the NRSS has led to

reduction of RTC, the set target was however not met. This could be as a result of certain challenges that militated against the implementation of the Strategy.

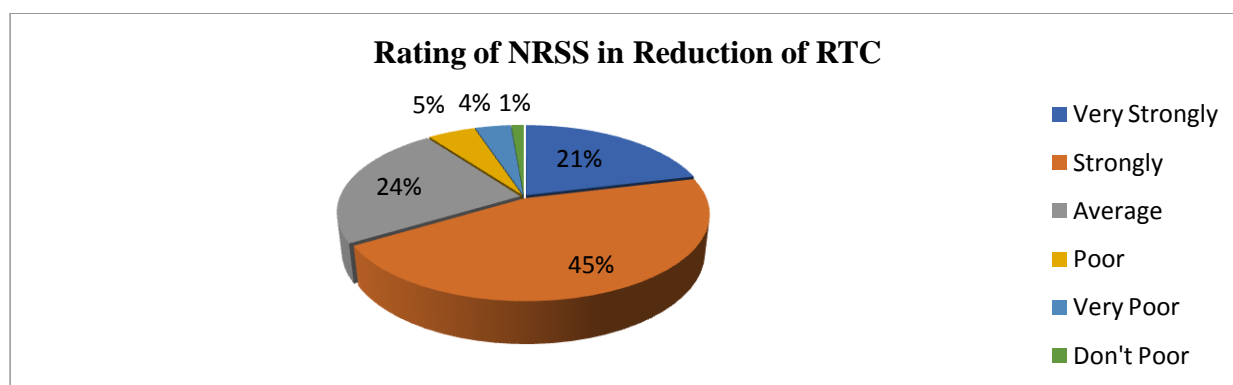


Figure 4.15: Road Users' Perception on the Performance of the NRSS on Reduction of RTC

4.4.3 What are the challenges affecting the implementation of the NRSS?

Certain Challenges militating against the implementation of the NRSS were identified and discussed below.

A. Long Period of Developing NRSS

Developing NRSS took a period of five years, from the FRSC Management Inception Report in February, 2012 to the time of the Inauguration of NaRSAC and endorsement of the document by the then Acting President, Professor Yemi Osinbajo on the 16th of February, 2017. There are several stages involved in bringing to forth the NRSS as reflected in Appendix 8. These stages included conducting zonal and national summits in April, 2012, sharing the document with the Global Road Safety Expert in May 2012, presentation to the Federal Executive Council (FEC) in February, 2013, establishment of the NRSS Committee by FEC in February, 2013, presentation to and ratification of the

NRSS by the National Economic Council (NEC) in April, 2016, Constitution of NaRSAC and endorsement of NRSS document by the Vice President (then Acting President) on 16 February, 2017. The Technical Working Committee for the implementation of the NRSS was inaugurated on 3rd August, 2017.

The development processes cut into the life span of the Strategy. Though the NRSS is for 2014-2018, over three years was lost before the final endorsement and setting up the Implementation Committee. This late endorsement delayed coordinated implementation of the initiatives in the Strategy. The NRSS has only been partially implemented and hence the inability to meet the set target of RTC reduction. Few months to the end of the life span of the NRSS in December 2018, a new Strategy is yet to be put in place and with the long process of developing a new one, there could be a gap between the current and new Strategy creating problem for the implementation of some of the initiatives.

B. Inadequate Funding

The TWG Chairman, Engineer Garba Halidu, Director, Infrastructure Development, Ministry of Budget and National Planning and Chairman, Technical Sub-Committee, Dr Anthonia Ekpa, Director, Road Transport and Mass Transit Administration of the Federal Ministry of Transportation in Key Informant Interviews identified Funding as the main challenge to the implementation of the NRSS. This was also collaborated by the Corps Marshal FRSC, Boboye Oyeyemi in an interview. Halidu, Ekpa, Ibeanusi and Oyeyemi

agreed in Key Informant Interviews that inadequate funding of the initiatives of the NRSS at all levels of Government affected implementation of the Strategy. They further stated that there was also no fund allocated for TWG making coordination of activities and implementation of the initiatives difficult. (Halidu, Ibeanusi, Personal Interviews, 28th June, 2018), (Ekpa, Personal Interview 06/07/18) and (Oyeyemi, B.O. Personal Interview 06/06/18)

Analysis of budgetary provisions for the Country's lead agency on Road Safety and coordinating agency for the implementation of the NRSS, the FRSC and the three of the Ministries central to the implementation of the Strategy, the Ministries of Health, Transport and Power, Works and Housing also confirmed the funding challenge. There was no significant increase in the Budget of FRSC between 2013 and 2017 as reflected in Appendix 9A. The N30,187,276,254 allocated in 2014 was 2% reduction from the allocated N30,794,596,715 in 2013. The budget increased by 8% to N32,738,177,299 in 2015 and again dropped to N30,693,265,509, a 6% reduction in 2016. The highest of N34,793,265,509 was achieved in 2017 but the value of Naira dropped to about N350 to a dollar in 2017 from about N150 to a Dollar in 2014. Most of the logistics requirement of the Agency are based on foreign exchange values. Release of approved fund is also a major challenge.

The budget of the Federal Ministry of Health steadily declined from N285,017,692,092 in 2012 to N250,062,891,182 in 2016 with Capital

Allocation dropping from N60, 920,219,699 in 2012 to N28,650,342,984 in 2016. (See Appendix 9B). The Ministry of Power, Works and Housing responsible for roads and other infrastructural developments in the country also had their budget reduced from N325,751,521,178 in 2012 to N61,904,818,992 in 2015, same with the Capital from N274,048,380,308 in 2012 to N26,605,000,000 in 2015 as reflected in Appendix 9C. There was however a great increase of the total allocation to N456,936,811,218 in 2016 which was due to the merging of the Ministries of Works, Power and Housing. The budget of the Ministry of Transport also had similar situation from N54,350,596,573 to N17,560,812,531 in 2015 as shown in Appendix 9D. There was an increase to N202,341,802,282 in 2016 as the Aviation Ministry was merged with the Transport Ministry.

It was revealed during the Focus Group Discussion (FGD) with members of the TWG on the 28th of June 2018, that funding challenge is not only limited to the Federal as the situation is the same in other government establishments and at all levels of government. Inadequate funding of the activities of the NRSS affects realisation of the goal of the Strategy.

C. Non-Availability of Adequate and Credible Data

It was also revealed during the FGD with TWG members that credible data for effective planning was not adequately available. There are multiple sources of data which are substantially different on similar subjects and harmonisation of data has not been quite successful. The non-availability of

single credible data on related issues is a clog to successful implementation of many of the initiatives. Nuhu Alli of the National Bureau of Statistics in KII believed the present effort of the National Crash Report Information System (NACRIS) will help in harmonising data on RTC nationwide and called on all relevant agencies to key into it. See Appendix 14.

D. Low Level of Collaboration among the Stakeholders

The level of synergy among the MDAs and other Stakeholders involved in the execution of the NRSS is also low as there sometimes exist rivalry and distrust rather than collaboration. Ilori recognised the need for better collaboration for a successful implementation of the Strategy. This has also affected the implementation of the NRSS (Ilori, A., Personal Interview, 28/06/18). See Appendix 14

E. Inadequate Manpower and Development

Ekpa identified inadequate manpower development to acquire the right competences for the implementation of the NRSS as a major factor in the implementation of the Strategy. She called for the improvement of the manpower activities especially from the next generation of administrators to take over from the retiring ones for meaningful continuation of the implementation of the Strategy and other government policies (Ekpa, A. Personal Interview, 06/07/18)

F. Poor Infrastructural Base

Successful implementation of the NRSS is largely dependent on strong infrastructural base which Halidu, Ibeanusi and Anaduaka believed was not in existence. Infrastructures such as good and standard roads and furniture and modern health facilities to aid implementation of the NRSS are not adequately in existence. (Halidu, G, Ibeanusi, S. and Anaduaka, O. Personal Interviews, 28th June, 2018)

G. Low Coordination

As at June 2018, NaRSAC has not met after inauguration on 16 February, 2017 while TWG has only met five times since their inauguration on 3rd August, 2017 and these have affected coordination of the implementation of the Strategy.

H. Apathy at the Lower Level of Governance

Interaction with the members of the TWG during the FGD revealed that many of the states in the country had not key into the implementation of the NRSS and there was practically nothing happening at the local government level in terms of implementation. This apathy at the lower level of governance has reduced the effectiveness of the NRSS in achieving the set goals.

I. No Proper Monitoring and Evaluation

Another main challenge identified during the FGD is the lack of proper monitoring and evaluation of the implementation of the initiatives of the NRSS. The mechanism for the M&E to ensure the implementation of the goals to meet the set target is not yet in place.

J. Road Users' Identified Challenges

The road users surveyed also identified Poor Road Safety Culture with 18% of the collated perceived challenges, Funding (17%), Lack of Focus (15%), Inadequate Manpower Issues (11%), Lack of Political Will (10%) and Lack of Coordination (10%) as the key challenges facing the implementation of the NRSS.

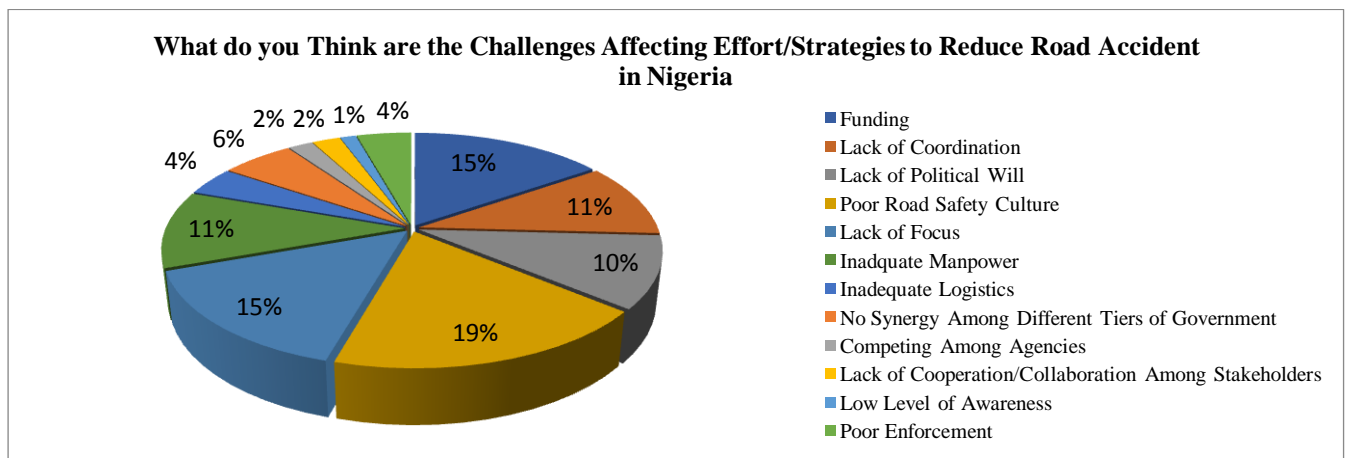


Figure 4.16: Challenges Affecting Effort/Strategies to Reduce Accident in Nigeria

The identified Challenges served as clog in the wheel of progress to effective implementation of NRSS and realisation of its stated goal of 35% in RTC fatality reduction in Nigeria.

4.5 Discussion of Findings

The Study made several findings based on the research questions. Paramount among the findings was that the NRSS which has five pillars like the UN Decade of Action on Road Safety has not been substantially implemented as the Overall performance is just about 57%. This is contrary to the findings of UNECA (2015) mid-term appraisal of the implementation of the African Road

Safety Charter that Nigeria had 75.8% implementation status. It should be noted however that the African Road Safety Charter had five of its six pillars tailored to the UN Decade which the NRSS also adopted. the sixth being Cross-Cutting issues.

The variation in obtained implementation status could be due to the fact that the UNECA report considered only the status based on weighted classification of number of initiatives “fully implemented”, “in progress”, “insignificant” and “no response”. The report did not attach any concrete value to actual level of implementation which was the method adopted for this study. This Study also considered and consolidated the ratings of virtually all the institutions charged with implementation of the initiatives different from the opinions of countries’ representatives adopted by UNECA in its survey. It should also be noted that the UNECA report was in 2015 and less than a year in the implementation of the NRSS. The UNECA report and this Study however agreed that pillar five on Emergency Response was the least implemented of the pillars.

In line with the Systems and Fundamental Theories adopted for this Study, the performances of different institutions and Stakeholders in the implementation of different components of the NRSS have bearings on the general performance of realising the goal of the Strategy. It was discovered that few of the Institutions charged with the implementation of the NRSS performed slightly above average (50%), the bulk were average while many of the

institutions were below average. This accounted for the consolidated average score of 57% performance on implementation of the Strategy.

A major finding was that though the NRSS led to reduction in RTC fatalities, the targeted 35% reduction in 2018 which is expected to have yielded 28% reduction by 2017 at the stated expected 7% annual reduction rate was not met. Only a 16% reduction in RTC fatalities was achieved as at 2017. This is also in tandem with the earlier positions of Becky, et.al (2005) on the appraisal of the California Highway Safety Plan adopted in 1987. The author observed that though the actual death rate per 100 million vehicle-km fell from 2.90 in 1998 and 1999 and rose again to 1.96 in year 2000, the overall Highway Safety Plan goal of reducing the death rate to fewer than 0.62 was not met. Also, as observed by UNECA (2015), funding, ineffective data management, inadequate capacity of Agencies/Organisations and weak national collaboration were major challenges on road safety. Additionally, identified were lack of synergy or collaboration among institutions charged with road safety issues, apathy on road safety at lower levels of governance, lack of focus, poor infrastructural base to support road safety, low manpower development and lack of proper monitoring and evaluation of implementation of the initiatives as challenges to the implementation of NRSS in Nigeria.

The findings of this study have substantially filled the existing gaps that arose from the lack of in-depth appraisal of the implementation of the NRSS which it is believed will lead to improved road safety in Nigeria.

4.6 Summary of Key Findings

The study, based on data analysis and in line with the research questions, has 29 key findings which are presented below.

4.6.1 The State of Implementation of the NRSS

The major findings on the state of Implementation are:

- a. Pillar One of the NRSS has been substantially implemented as only two of the 19 initiatives in Pillar one had less than 60% implementation.
- b. On the average, Pillar two has been implemented to just about 50% level as key initiatives on Road Design Standards, Road Signs and related matters that are key to the realisation of the Safer Roads and Mobility objective have been poorly implemented with just 20% level.
- c. There are 14 initiatives on Pillar Three, none of them have been fully implemented while the implementation status for pillar is about 50%
- d. Though all the fourteen initiatives in Pillar Four were being implemented, the level of implementation is low as the average is about 40% level.
- e. There is low level of implementation, which is below average (less than 50%) on Pillar Five on safety of lives of crashed victims.

- f. The NRSS has not been substantially implemented as the Overall implementation level is about 57%.
- g. It was discovered that few of the Institutions charged with the implementation of the NRSS performed slightly above average (50%), the bulk were average while many of the institutions were below average.
- h. The level of implementation of the NRSS is low in the states as about half (18) of the states recorded not more than 40% implementation level and none beyond 80% level.
- i. Over 60% of the respondents rated NRSS above average, that is Very Good and Good as a Strategy to reduce RTC in Nigeria
- j. Over 66% of the total 1429 respondents rated the performance of FRSC and other Law Enforcement in RTC reduction above average.
- k. About 63% of the respondents rated the governments low on the design, construction and maintenance of roads.
- l. It was also revealed that as many as 67% of the respondents believed the government has performed below average on road users education.
- m. The rating of FRSC and other agencies of governments on Emergency/Rescue of RTC victims is very low as 58% of the respondents gave not more than 2 out of 5 (40%).

- n. The performance of FRSC and other agencies in terms of enforcement of traffic laws was rated low as only 14% of the respondents rated the rated their efforts above 3 from the maximum of 5.
- o. On the capability of the NRSS to improve Road Safety in Nigeria, 585 of the respondents representing 41% believed that NRSS is capable.

4.6.2 Effect of the NRSS on RTC Reduction

On the whether the implementation of the NRSS has led to RTC reduction, the following findings were made:

- a. A 20% reduction in Road Traffic Crash fatality was achieved as at mid-year 2018 as against the set target of 31.5% in June 2018 (a target of 35% was set for 2018 with annual rate of 7%).
- b. Also, 32% reduction was achieved on Total number of reported cases of crash while a 21% reduction was achieved for People Injured in Road Traffic Crashes.
- c. The road users also believed the NRSS had led to reduction of RTC in Nigeria as a total of 303 respondents representing 21% believed Very Strongly and another 45% believed Strongly.
- d. The non-substantial implementation of the NRSS had negative effect on realisation of the overall goal of the Strategy in terms of reduction of RTCs.

4.6.3 The Challenges Affecting the Implementation of the NRSS

The Challenges highlighted below were identified.

- a. It took a long period of over five years to develop the NRSS which cuts into the life span of the Strategy. Though the NRSS is for 2014-2018, over three years was lost before the final endorsement and setting up the Implementation Committee.
- b. This late endorsement of the NRSS delayed coordinated implementation of the initiatives in the Strategy.
- c. Funding as the main challenge to the implementation of the NRSS.
- d. Credible data for effective planning was not adequately available as multiple sources of data are also not harmonised.
- e. The level of synergy among the MDAs and other Stakeholders involved in the execution of the NRSS is also low as there sometimes exist rivalry and distrust rather than collaboration.
- f. Inadequate manpower development to acquire the right competences for the implementation of the NRSS was a major challenge in the implementation of the Strategy.
- g. Infrastructures such as good and standard roads and furniture and modern health facilities to aid implementation of the NRSS are not adequately in existence.
- h. Low level of coordination as NaRSAC has not met after inauguration on 16 February, 2017 while TWG has only met five

times since their inauguration on 3rd August, 2017 and these have affected coordination of the implementation of the Strategy and

- i. Many of the States in the Country had not keyed into the implementation of the NRSS and there was practically nothing happening at the local government level in terms of implementation.
- j. Lack of Proper Monitoring and Evaluation (M&E) of the implementation of the initiatives

CHAPTER FIVE

CONCLUSION, RECOMMENDATIONS AND IMPLEMENTATION STRATEGIES

5.1 Conclusion

The overdependence on the road sector in Nigeria has resulted in negative consequences which include heavy traffic congestion and road crashes. Road traffic crash is a major concern in the country as many lives are lost with many others sustaining injuries on the nation's roads on daily basis. In response to the global and regional mandates for all countries to develop sustainable and implementable measures to tackle the menace of RTCs, Nigeria developed the Nigeria Road Safety Strategy (2014-2018).

The study evaluated the implementation of the Strategy in achieving the goal of reducing road fatalities in Nigeria. The Strategy adopted the multi-sectoral approach in the implementation as different institutions of governments at all levels and other Stakeholders were assigned the responsibilities of handling specific initiatives. It was discovered that the NRSS had not been substantially implemented as the overall accomplishment level is about 57%. The NRSS has been implemented for just about a year as the five-year long period of developing the document cut into life span of the Strategy. Though the Strategy is for 2014-2018, the implementation Committee, TWG was constituted in August, 2017 after the approval of the Strategy in February 2017.

It was discovered that few of the Institutions charged with the implementation of the NRSS performed slightly above average (50%), the bulk

were average while many of the institutions were below average. The level of implementation of the NRSS is low in the states as about half (18) of the states recorded not more than 40% implementation level and none beyond 80% level. Over 60% of the sampled road users rated NRSS performance in RTC reduction above average. Also, over 66% of the respondents rated the performance of FRSC and other Law Enforcement in RTC reduction above average. About 63% of the respondents rated the governments low on the design, construction and maintenance of roads. It was also revealed that as many as 67% of the respondents believed the government has performed below average on road user's education. The rating of FRSC and other agencies of governments on Emergency/Rescue of RTC victims is very low as 58% of the respondents gave not more than 2 out of 5 (40%). There has also not been proper monitoring and evaluation of the implementation of the NRSS initiatives

It was also revealed that though the NRSS led to reduction in RTC fatalities, the targeted 35% reduction in 2018 translated to 31.5% in June 2018 at the stated expected 7% annual reduction rate was not met. Only a 20% reduction in RTC fatalities was achieved as at June 2018. The major challenges militating against successful implementation of the Strategy include: funding, ineffective data management, low level of collaboration among institutions charged with road safety issues, apathy on road safety at lower levels of governance, lack of focus, poor infrastructural base to support road safety and

low manpower development. However, these challenges are surmountable with proper policy measures and implementation strategies as proffered below.

5.2 Recommendations and Implementation Strategies

Recommendation One

The Federal Government of Nigeria should extend the expiry date of the NRSS from 2018 to 2020.

Implementation Strategies

- i. The Chairman of NaRSAC (Vice President, Federal Republic of Nigeria) to seek the approval of the Federal Executive Council and National Economic Council for two-year extension of the life span of the NRSS to give more time for implementation and also to coincide with the terminal date of the UN Decade of Action 2020 not later than last quarter of 2018
- ii. NaRSAC to identify the strategic activities/initiatives that are not yet carried out or implementation ongoing and provide new timelines for their implementation, not later than the first quarter of 2019.
- iii. TWG to commence implementation of the extension not later than second quarter of 2019.

Recommendation Two

The Minister of Budget and National Planning should periodically monitor and evaluate the implementation of the NRSS.

Implementation Strategies

- i. The Minister of Budget and National Planning to direct the Director of Monitoring and Evaluation in the Ministry to create M&E Templates that will take cognisance of the goals and targets enshrined in the NRSS not later than last quarter of 2018
- ii. The Director, M&E to periodically monitor and evaluate the initiatives using the template not later than first quarter of 2019
- iii. The Director M&E to periodically submit the report to TWG for consideration of the recommendation not later than the third quarter of 2019.

Recommendation Three

Governments at all levels should improve funding of road safety related activities.

Implementation Strategies

- i. The Minister of Budget and National Planning to raise budgetary provisions for FRSC and other institutions charged with road safety responsibilities not later than the last quarter of 2018.
- ii. The National Assembly to approve improved budgetary allocations for the FRSC and road safety related activities in the Appropriation Bill not later than the first quarter of 2019.

- iii. The State Commissioners for Economic Planning or as may be appropriate to raise budgetary provisions for road safety related activities not later than the last quarter of 2018.
- iv. The State Houses of Assembly to approve improved budgetary allocations for road safety related activities not later than first quarter of 2019.

Recommendation Four

Governments should make efforts to attract funding for road safety activities outside government budgetary appropriations.

Implementation Strategies

- i. The President, Commander in Chief to accede to the Bill establishing the National Road Fund passed by the National Assembly and forwarded to him in August 2017, not later than the fourth quarter of 2018.
- ii. The Minister of Power, Works and Housing to commence coordination of the implementation of the National Road Fund Act which will attract additional funding of NRSS initiatives not later than the first quarter of 2019.
- iii. The Corps Marshal FRSC to liaise with the UN Road Safety Trust Fund and other donor agencies to attract funding for some of the road safety initiatives not later than the second quarter of 2019

- iv. The state Governors to reach out to private sectors and donor agencies to assist in funding road safety activities in their states not later than the second quarter of 2010

Recommendation Five

The Corps Marshal, Federal Road Safety Corps should create and coordinate a credible Databank for road safety planning and administration in Nigeria.

Implementation Strategies

- i. The Corps Marshal FRSC to commence coordination of building a credible databank on road safety related matters for the country not later than the first quarter of 2019.
- ii. The Corps Marshal to liaise with the World Bank to expedite action on the National Road Traffic Data Management System sponsored by the Bank as part of the efforts to evolve single credible RTC database for Nigeria not later than the first quarter of 2019.
- iii. The DG NBS to commence collaborating with the Corps Marshal FRSC in coordinating the National Crash Report Information System put in place to harmonise RTC data nationwide not later than first quarter 2019.

Recommendation Six

The Chief Executives/Heads of institutions charged with the implementation of the NRSS should embark on human capacity building to acquire the relevant competences required for the implementation of the NRSS.

Implementation Strategies

- i. Heads of all relevant institutions and stakeholders to identify existing competency gaps existing for the implementation of the NRSS not later than the first quarter 2019.
- ii. The Heads of institutions and stakeholders to identify the organisations that could offer training to fill the competency gaps not later than the second quarter of 2019.
- iii. The Heads of MDAs and other stakeholders to ensure that only qualified hands are recruited and deployed to fill the gaps.

Recommendation Seven

The government at all levels should improve the conditions of road infrastructure nationwide.

Implementation Strategies

- i. The Minister, Power, Works and Housing to provide budgetary inputs for improvement on road infrastructure to the FEC for inclusion in the 2019 budget proposal not later than first quarter of 2019.

- ii. The President, Commander in Chief, Federal Republic of Nigeria to present the inputs as part of the 2019 the 2020 Budget proposal not later than third quarter 2019.
- iii. The Chairman NaRSAC (Vice President of Nigeria) who is also Chairman National Economic Council to encourage the States to replicate the Federal Government actions not later than third quarter of 2019.
- iv. The National Assembly and the State Houses of Assembly to appropriate funds for the repairs of the roads not later than fourth quarter 2019.
- v. The Minister and State Commissioners for Works to commence massive repair of road infrastructure nationwide not later than first quarter of 2020.
- vi. The President, Commander in Chief, Federal Republic of Nigeria to accede to the Bill establishing the Federal Road Authority meant to improve road conditions and management in the country, passed by the National Assembly and sent to his office in August, 2018, not later than the first quarter of 2019.

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APPENDIXES

APPENDIX 1



Appendix 1: Key Informant Interview with Dir. Infrastructure Development,
Ministry of Budget and National Planning Arc. Isa Garba Halidu on 28-06-2018

APPENDIX 2



Appendix 2: Focus Group Discussion with TWG Members on the 29-06-2018

Source: Researcher's Field Work (2018)

APPENDIX 3



Appendix 3: His Excellency, the Vice President, Prof. Yemi Osinbajo with other members of NaRSAC during the inauguration on 16 February, 2017 Source: FRSC

APPENDIX 4



Figure 4: Hon. Minister of Budget and National Planning & Chairman of TWG, Sen. Udo Udoma, Hon. Minister of State of Budget and National Planning, Dr. Zainab Ahmed with the Corps Marshal, FRSC, Dr. Boboye Oyeyemi during the inauguration of the TWG on the 3rd August, 2017.

Source: FRSC

APPENDIX 5



Appendix 5: A Road Traffic Crash Scene on Nigerian Road

Source: Researcher's Album (2018)

Appendix 6. Trends of Road Traffic Crashes in Nigeria (1960- 2017)

YEAR	TOTAL CASES	CHANGE	KILLED	CHANGE	INJURED	CHANGE	TOTAL CASUALTY	CHANGE
1960	14130	0%	1083	0%	10216	0%	11299	0%
1961	15963	13%	1313	21%	10614	4%	11927	6%
1962	16317	2%	1578	20%	10341	-3%	11919	0%
1963	19835	22%	1532	-3%	7771	-25%	9303	-22%
1964	15927	-20%	1769	15%	12581	62%	14350	54%
1965	16904	6%	1918	8%	12024	-4%	13942	-3%
1966	14000	-17%	2000	4%	13000	8%	15000	8%
1967	13000	-7%	2400	20%	10000	-23%	12400	-17%
1968	12163	-6%	2808	17%	9474	-5%	12282	-1%
1969	12998	7%	2347	-16%	8804	-7%	11151	-9%
1970	16666	28%	2893	23%	13154	49%	16047	44%
1971	17745	6%	3206	11%	14592	11%	17798	11%
1972	23187	31%	3921	22%	16161	11%	20082	13%
1973	24844	7%	4537	16%	18154	12%	22691	13%
1974	28893	16%	4992	10%	18660	3%	23652	4%
1975	23651	-18%	5552	11%	20132	8%	25684	9%
1976	40881	73%	6761	22%	28155	40%	34916	36%
1977	35351	-14%	8000	18%	30023	7%	38023	9%
1978	36111	2%	9252	16%	28854	-4%	38106	0%
1979	29271	-19%	8022	-13%	21203	-27%	29225	-23%
1980	32138	10%	8736	9%	25484	20%	34220	17%
1981	33777	5%	10202	17%	26337	3%	36539	7%

1982	37094	10%	11382	12%	28539	8%	39921	9%
1983	32109	-13%	10462	-8%	26866	-6%	37328	-6%
1984	28892	-10%	8830	-16%	23861	-11%	32691	-12%
1985	29978	4%	9221	4%	23853	0%	33074	1%
1986	25188	-16%	8154	-12%	22176	-7%	30330	-8%
1987	28215	12%	7912	-3%	22747	3%	30659	1%
1988	25792	-9%	9077	15%	24413	7%	33490	9%
1989	23987	-7%	8714	-4%	23687	-3%	32401	-3%
1990	21934	-9%	8154	-6%	22786	-4%	30940	-5%
1991	22546	3%	9525	17%	24508	8%	34033	10%
1992	22864	1%	9620	1%	25759	5%	35379	4%
1993	21459	-6%	9454	-2%	24146	-6%	33600	-5%
1994	18204	-15%	7440	-21%	17938	-26%	25378	-24%
1995	17030	-6%	6647	-11%	14561	-19%	21208	-16%
1996	16442	-3%	6364	-4%	15290	5%	21654	2%
1997	17488	6%	6500	2%	10786	-29%	17286	-20%
1998	16138	-8%	6538	1%	17341	61%	23879	38%
1999	15865	-2%	6795	4%	17728	2%	24523	3%
2000	16606	5%	8473	25%	20677	17%	29150	19%
2001	20530	24%	9946	17%	23249	12%	33195	14%
2002	14544	-29%	7407	-26%	22112	-5%	29519	-11%
2003	14364	-1%	6452	-13%	18116	-18%	24568	-17%
2004	14274	-1%	5351	-17%	16897	-7%	22248	-9%
2005	9062	-37%	4519	-16%	15779	-7%	20298	-9%
2006	9114	1%	4944	9%	17390	10%	22334	10%
2007	8477	-7%	4673	-5%	17794	2%	22467	1%
2008	11341	34%	6661	43%	27980	57%	34641	54%
2009	10854	-4%	5693	-15%	27270	-3%	32963	-5%
2010	11385	5%	6052	6%	35691	31%	41743	27%
2011	13196	16%	6054	0%	41165	15%	47219	13%
2012	13262	1%	6092	1%	39348	-4%	45440	-4%
2013	13583	2%	6544	7%	40057	2%	46601	3%
2014	10380	-24%	5996	-8%	32063	-20%	38059	-18%
2015	9734	-6%	5440	-9%	30478	-5%	35918	-6%
2016	9694	0%	5053	-7%	30105	-1%	35158	-2%
2017	9383	-3%	5121	1%	31094	3%	36215	3%
TOTAL	1134760		356082		1239984		1596066	

Appendix 7: Road Traffic Crash Trends in Nigeria in the last Five Decades.

YEAR	TOTAL		NO.	%	NO.INJURED	%
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	CASES	CHANGE %	KILLED	CHANGE	CHANGE	
1968-1977	236,379		45,017		177,309	
1978-1987	312,773	32	92,173	105	249,920	41
1988-1997	207,746	-34	81,495	-12	203,874	-18
1998-2007	138,974	-49	65,098	-20	187,083	-8
2008-2017	112,812	-23	58,706	-10	335,251	79
TOTAL	1008684		342489		1112605	

Source: Computed from FRSC Records

Appendix 8a: National Road Safety Strategy (2014-2018)

Development Process and Dates

S/N	ACTIVITY	DATE
1	Inception Report by the FRSC team.	February, 2012
2	Zonal Stakeholders Summits	
	i. Enugu	04/04/2012
	ii. Osogbo	02/04/2012
	iii. Lagos	04/04/2012
	iv. Abuja	02/04/2012
	v. Lafia	04/04/2012
	vi. Yola	04/04/2012
	vii. Damaturu	02/04/2012
	viii. Owerri	04/04/2012
	ix. Uyo	02/04/2012
	x. Kano	04/04/2012
	xi. Sokoto	02/04/2012

3	Central Stakeholders' Workshop in Abuja to get more inputs (4th draft)	April, 2012
4	National Stakeholder's Summit with inputs (5th draft).	April, 2012
5	Comments on the 5th draft uploaded to the FRSC website formed 6th draft.	May, 2012
6	Circulation of 6th draft to Global Road Safety Experts for review, and updates therefrom formed the 7th draft.	May, 2012
7	Further comments on 7th draft from international road safety experts to produce the 8th draft.	May- December, 2012
8	Presentation of 8th draft to the Federal Executive Council through the Secretary to the Government of the Federation	February, 2013
9	Establishment of the NRSS Cabinet Committee by FEC under the Chairmanship of the Minister for National Planning.	February, 2013
10	Technical Committee set up to support the Cabinet Committee under the Chairmanship of the Director Macro, National Planning Commission.	March, 2013
11	Adoption of the 9 th draft by the Cabinet Committee. Presentation to the National Economic Council (NEC) for approval	April, 2016
12	Ratification and approval of the 9 th draft of NRSS document by NEC.	April, 2016
13	Constitution of NaRSAC Secretariat by FRSC Management	December, 2016
14	Endorsement of 10th draft and inauguration of the National Road Safety Advisory Council by the Vice President.	16 February, 2017
15	Inauguration of the Technical Working Group (TWG) of the National Road Safety Advisory Council and inaugural meeting of TWG.	3 rd August, 2017
16	2 nd TWG Meeting	20 December, 2017
17	3 rd TWG Meeting	27 February, 2018
18	4 th TWG Meeting	19 April 2018
19	5 th TWG Meeting	28 June, 2018

Source: FRSC

**APPENDIX 8b: COMPOSITION OF THE NATIONAL ADVISORY
COUNCIL MEMBERS ON ROAD SAFETY**

S/N	MEMBERS	OFFICE
1	Vice President, Federal Republic of Nigeria	Council Chairman
2	Secretary to the Government of the Federation	Member
3	Executive Governor of Lagos State	
4	Executive Governor of Kwara State	Member
5	Executive Governor of Delta State	Member
6	Executive Governor of Anambra State	Member
7	Executive Governor of Gombe State	Member
8	Executive Governor of Kaduna	Member
9	Honourable Minister of Transport	Member
10	Honourable Minister of Power, Works and Housing	Member
11	Honourable Minister of Health	Member
12	Honourable Minister of Justice	Member
13	Honourable Minister of Education	Member
14	Honourable Minister of Finance	Member
15	Honourable Minister of Environment	Member
16	Honourable Minister of Labour and Productivity	Member
17	Honourable Minister of Police Affairs	Member
18	Honourable Minister of Interior	Member
19	Honourable Minister of Budget and National Planning	Member
20	Honourable Minister of the Federal Capital Territory	Member
21	Office of the National Security Adviser	Member
22	President, Association of Local Governments of Nigeria (ALGON)	Member
23	President – The Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture (NACCIMA)	Member
24	President, Nigerian Society of Engineers	Member
25	Chairman, Federal Road Safety Commission	Member
26	Corps Marshal, Federal Road Safety Corps	Member/Secretary

APPENDIX 8C: COMPOSITION OF THE TECHNICAL WORKING GROUP OF NaRSAC

S/N	MEMBERS	OFFICE
1	Hon. Minister of Budget and National Planning	Chairman
2	Federal Ministry of Power, Works and Housing	Member
3	Federal Ministry of Transport	
4	Federal Ministry of Health	Member
5	Federal Ministry of Budget and National Planning	
6	Ministry of Interior	Member
7	National Security Adviser (NSA)	Member
8	National Bureau of Statistics (NBS)	Member
9	National Environmental Standard Regulatory and Enforcement Agency	Member
10	Nigeria Police Force	Member
11	Nigerian Medical Association (NMA)	Member
12	Nigeria Society of Engineers (NSE)	Member
13	Nigeria Bar Association (NBA)	Member
14	Guild of Editors	Member
15	National Council of Women Societies (NCWS)	Member
16	Chartered Institute of Logistics and Transport (CILT)	Member
17	The Nigeria Institute of Safety Professionals (NISP)	Member
18	The Nigeria Institute of Town Planners (NITP)	Member
19	The Nigeria Institute of Safety Professionals (NISP)	Member
20	National Association of Road Transport Owners (NARTO)	Member
21	Human Rights Organisations	Member
22	Standard Organization of Nigeria	
23	State Governments/States Motor Vehicle Administration Agencies constituting State Inspection Offices.	Member
24	FRSC -	NaRSAC Secretariat

APPENDIX 9A: BUDGETARY ALLOCATIONS TO THE FRSC (LEAD AND COORDINATING AGENCY) AND KEY MINISTRIES ON ROAD SAFETY INITIATIVES

APPENDIX 9A: SUMMARY OF FRSC APPROPRIATIONS (1999-2018)

S/N	YEAR	TOTAL	PERCENT DIFFERENCE
1	1999	1,644,007,472	0%
2	2000	2,052,096,728	25%
3	2001	2,456,547,810	20%
4	2002	2,256,968,454	-8%
5	2003	2,956,513,264	31%
6	2004	3,417,568,772	16%
7	2005	5,981,619,620	75%
8	2006	5,500,000,000	-8%
9	2007	8,182,000,003	49%
10	2008	16,453,032,834	101%
11	2009	14,100,919,005	-14%
12	2010	20,108,633,320	43%
13	2011	28,653,097,083	42%
14	2012	28,733,021,594	0.3%
15	2013	30,794,596,715	7%
16	2014	30,187,276,254	-2%
17	2015	32,738,177,299	8%
18	2016	30,693,265,509	-6%
19	2017	34,797,350,549	13%

Source: FRSC

APPENDIX 9B.: SUMMARY OF MINSITRY OF HEALTH APPROPRIATION (2011-2016)

YEAR	TOTAL PERSONNEL	TOTAL OVERHEAD	TOTAL RECURRENT	TOTAL CAPITAL	TOTAL ALLOCATION
2011	197,920,474,084	9,986,606,375	207,907,080,459	58,281,441,864	266,188,522,323
2012	215,706,845,990	8,390,626,403	224,097,472,393	60,920,219,699	285,017,692,092
2013	212,517,989,092	7,148,420,293	219,666,409,385	59,307,766,555	278,974,175,940
2014	208,543,188,773	6,553,484,698	215,096,673,471	50,775,211,927	265,871,885,398
2015	232,530,604,474	4,533,288,425	237,063,892,899	22,671,678,669	259,735,571,568
2016	217,472,115,158	3,940,433,040	221,412,548,198	28,650,342,984	250,062,891,182
TOTAL	1,284,691,217,571	40,552,859,234	1,325,244,076,805	280,606,661,698	1,605,850,738,503

Source: Ministry of Budget and National Planning

APPENDIX 9C.:SUMMARY OF MINSITRY OF POWER, WORKS AND HOUSING APPROPRIATIONS (2011-2016)

YEAR	TOTAL PERSONNEL	TOTAL OVERHEAD	TOTAL RECURRENT	TOTAL CAPITAL	TOTAL ALLOCATION
2011	11,167,431,122	22,848,681,746	34,016,112,868	278,776,513,514	312,792,626,382
2012	14,780,289,296	36,922,851,574	51,703,140,870	274,048,380,308	325,751,521,178
2013	15,887,011,151	20,478,928,560	36,365,939,711	271,732,477,384	308,098,417,095
2014	15,371,032,204	21,068,226,169	36,439,258,373	181,874,714,446	218,313,972,819
2015	16,591,309,322	18,708,509,670	35,299,818,992	26,605,000,000	61,904,818,992
2016	15,512,874,218	18,459,008,503	33,971,882,721	422,964,928,497	456,936,811,218
TOTAL	89,309,947,313	138,486,206,222	227,796,153,535	1,456,002,014,149	1,683,798,167,684

Source: Ministry of Budget and National Planning

APPENDIX 9D.: SUMMARY OF MINSITRY OF TRANSPORT APPROPRIATION (2011-2016)

YEAR	TOTAL PERSONNEL	TOTAL OVERHEAD	TOTAL RECURRENT	TOTAL CAPITAL	TOTAL ALLOCATION
2011	6,005,998,956	1,044,174,613	7,050,173,569	53,978,264,161	61,028,437,730
2012	6,618,719,943	872,504,120	7,491,224,063	46,859,372,510	54,350,596,573
2013	6,954,292,854	1,256,725,758	8,211,018,612	44,527,673,726	52,738,692,338
2014	7,417,430,665	775,975,594	8,193,406,259	31,808,108,914	40,001,515,173
2015	7,772,537,168	1,488,275,363	9,260,812,531	8,300,000,000	17,560,812,531
2016	12,494,680,094	1,172,442,514	13,667,122,608	188,674,679,674	202,341,802,282
TOTAL	47,263,659,680	6,610,097,962	53,873,757,642	374,148,098,985	428,021,856,627

Source: Ministry of Budget and National Planning

APPENDIX 10: ROAD USERS QUESTIONNAIRE



NATIONAL INSTITUTE FOR POLICY AND STRATEGIC STUDIES

PMB 2024, Bukuru,

Plateau State, Nigeria

Tel: +2348033069090

Date:June,2018.

Dear Respondent,

QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION

In partial fulfilment of the requirement for the completion of Senior Executive Course (SEC) 40, 2018 of the National Institute for Policy and Strategic Studies (NIPSS), Kuru, I am carrying out a research on the topic as indicated above.

It would be most appreciated if you could, please, contribute to the study by completing the attached questionnaire.

I am counting on your support in view of the very short time available for this project, I look forward to your immediate response.

Thank you for your kind cooperation.

Yours faithfully,

ACM Kayode Olagunju (PhD)
NIPSS (SEC 40) Participant

QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION

INTRODUCTION

A research on “Nigeria Road Safety Strategy (2014-2018) and Road Traffic Crashes: An Evaluation” is on-going at the National Institute for Policy and Strategic Studies, Kuru. The research shall help to evaluate the National Road Safety Strategy and come up with recommendations to improve road safety in Nigeria. This questionnaire has therefore been designed to elicit responses from **Road Users**. Kindly give your best opinion on the items contained in it. All responses shall be treated with confidentiality.

SECTION A (Demographic Data)

Please enter required information and/or tick{✓}as appropriate.

1. Gender:

- a. Male { } b. Female { }

2. Age:

- a. 18 - 27 { } b. 28-37 { } c. 38-47 { } d. 48-57 { } e. 58 and above
{ }

3. Educational Qualification:

- a. No formal education { }
b. Primary six certificate { }
c. NCE/ND { }
d. HND/1ST Degree { }
e. Post Graduate degree { }
f. Others (*Please Specify*).....

4. State:..... **5. Location:**

5. Road User Category

- a. Driver { }
b. Passenger { }
c. Pedestrians { }

SECTION B (Opinion Responses)

1. Are you aware of the Nigeria Road Safety Strategy (NRSS)?

- a. Yes { } b. No { }

2. How do you rate the efforts/strategies put in place to reduce Road Traffic Crashes in Nigeria?

- a. Very Good { }
- b. Good { }
- c. Average { }
- d. Poor { }
- e. Very poor { }
- f. Don't know { }

3. How do you rate the performances of the FRSC and other Traffic Agencies in reduction of RTC?

- a. Very Good { }
- b. Good { }
- c. Average { }
- d. Poor { }
- e. Very Poor { }
- f. Don't know { }
- g. Others (*Please Specify*).....

4. Rate the FRSC and other Traffic Management Agencies/Governments performances in these areas.

Public Education/Enlightenment	Very Strongly	Strongly	Average	Poor	Very Poor	Don't know
a. Enforcement Activities						
b. Rescue Activities						
c. Accident Reduction						
d. Traffic Decongestion						
e. Speed Reduction Strategy						
f. (e.g. Speed Limiter Installation)						
g. Driving Training						
h. Rescue Activities						
i. Issuance of Driver's License						
j. Issuance of Vehicle Plates						

5. Rate the performances of the governments generally in these areas from (0-5) with 5 being the most effective or best performance.

	0	1	2	3	4	5
a. Design, Construction and Maintenance of good roads						
b. Provision of Road Signs and other furniture on the road						
c. Road User Education						
d. Enforcement of Traffic Laws						

e.	Emergency/Rescue of Victims of RTC						
f.	Mobile Courts						
g.	Driver Training						
h.	Funding of road safety activities						

6. Do you think the National Road Safety Strategy is capable of improving Road Safety in Nigeria?

a. Yes { } b. { } c. Don't know { }

Please give reasons.....

7. What do you think are the challenges affecting efforts/strategies to reduce road accidents in Nigeria?

a. Funding { }

b. Lack of Coordination { }

c. Lack of political will { }

d. Poor Road Safety Culture { }

e. Lack of focus { }

f. Inadequate Manpower Issues { }

g. Inadequate Logistics { }

h. No synergy among different tiers of government { }

i. Competition among agencies { }

j. Lack of cooperation/collaboration among stakeholders { }

k. Poor road safety culture { }

l. Low level of awareness{ }

m. Poor enforcement{ }

n. Others(*Please Specify*).....

8. Please suggest ways to improve Road Safety in Nigeria.

.....
.....
.....
.....

APPENDIX 11A: INSTITUTIONS/STAKEHOLDERS QUESTIONNAIRE

AGENCY: FEDERAL ROAD SAFETY CORPS



NATIONAL INSTITUTE FOR POLICY AND STRATEGIC STUDIES

PMB 2024, Bukuru,
Plateau State, Nigeria
Tel: +2348033069090
Date: June, 2018.

Dear Respondent,

QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION

In partial fulfilment of the requirement for the completion of Senior Executive Course (SEC) 40, 2018 of the National Institute for Policy and Strategic Studies (NIPSS), Kuru, I am carrying out a research on the topic as indicated above.

It would be most appreciated if you could, please, contribute to the study by completing the attached questionnaire.

I am counting on your support in view of the very short time available for this project, I look forward to your immediate response.

Thank you for your kind cooperation.

Yours faithfully,

ACM Kayode Olagunju (PhD)
NIPSS (SEC 40) Participant

QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION

INTRODUCTION

A research on “Nigeria Road Safety Strategy (2014-2018) and Road Traffic Crashes: An Evaluation” is on-going at the National Institute for Policy and Strategic Studies, Kuru. The research shall help to evaluate the National Road Safety Strategy and come up with recommendations to improve road safety in Nigeria. This questionnaire has therefore been designed to elicit responses from **The Federal Road Safety Commission (FRSC)**. Kindly give your best opinion on the items contained in it. All responses shall be treated with confidentiality.

Please rate the performance of your commission on the following strategic activities in the implementation of the NRSS on the scale of (0-5) with 5 reflecting full implementation.

S/N	Activities	No	Rating					
			If Yes, Rate					
		0	1	2	3	4	5	Remarks
1.	Sustain and Maintain a central database for Motor Vehicle Administration							
2.	Develop and utilize standard templates for capturing and reporting RTCs and other relevant traffic data							
3.	Institute a uniform traffic law violation booking system to harmonise efforts of relevant agencies							
4.	Promote the design and construction of safer roads – mobility and access							
5.	Conduct road safety audit and safety impact assessments							
6.	Implement design standards for all road types including the provision of rest-stop weighbridges and vehicle parking areas at regular intervals on highways							
7.	Develop and maintain on online							

	index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date							
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							
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							
10.	Institute setting up of special grant to assist state in their road safety enhancement effort							

11. Please rate the level of implementation of NRSS

- a. Very High { }
- b. High { }
- c. Moderate { }
- d. Low { }
- e. Very Low { }
- f. Don't know { }

12. On the scale of 0-5, with 5 being the most satisfactory, rate the implementation of the NRSS.....

13. What are the factors militating against the implementation of the NRSS?

- a.....
- b.....
- c.....

14. Please suggest ways for better implementation of the NRSS.

- a.....
- b.....
- c.....
- d.....
- e.....

15. Do you think implementation of the NRSS will help improve road safety in Nigeria?

- a. Yes { } b. No { } c. I don't know { }

**APPENDIX 11B: Questionnaire Distribution to Institutions
including Ministries Departments and Agencies**

1. Federal Government of Nigeria (Presidency)
2. Federal Ministry of Health

3. Federal Ministry of Information
 4. Federal Ministry of Justice
 5. Federal Ministry of Power, Works and Housing
 6. Federal Ministry of Transport
 7. Federal Ministry of Foreign Affairs
 8. Federal Road Maintenance Agency
 9. Federal Road Safety Corps
 10. National Assembly
 11. National Bureau of Statistics
 12. National Communication Commission **
 13. Nigerian Customs Service
 14. National Insurance Company
 15. National Emergency Management Agency
 16. National Environmental and Regulations Enforcement Agency
 17. National Health Insurance Scheme
 18. National Orientation Agency
 19. Nigeria Police
 20. National Road Safety Advisory Council
 21. Nigeria Security and Civil Defence Corps
 22. Nigeria Society of Engineers
 23. Standard Organization of Nigeria
- Note: ** Questionnaire not returned

APPENDIX 12: STATE GOVERNMENTS QUESTIONNAIRE



NATIONAL INSTITUTE FOR POLICY AND STRATEGIC STUDIES

PMB 2024, Bukuru,

Plateau State, Nigeria

Tel: +2348033069090

Date: June, 2018.

Dear Respondent,

**QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY
(2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION**

In partial fulfilment of the requirement for the completion of Senior Executive Course (SEC) 40, 2018 of the National Institute for Policy and Strategic Studies (NIPSS), Kuru, I am carrying out a research on the topic as indicated above.

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ACM Kayode Olagunju (PhD)
NIPSS (SEC 40) *Participant*

**QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY
(2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION**

INTRODUCTION

A research on “Nigeria Road Safety Strategy (2014-2018) and Road Traffic Crashes: An Evaluation” is on-going at the National Institute for Policy and Strategic Studies, Kuru. The research shall help to evaluate the National Road Safety Strategy and come up with recommendations to improve road safety in Nigeria. This questionnaire has therefore been designed to elicit responses from **State Government**. Kindly give your best opinion on the items contained in it. All responses shall be treated with confidentiality.

Please rate the performance of your state on the following strategic activities in the implementation of the NRSS on the scale of (0-5) with 5 reflecting full implementation.

S/N	Activities	No	Rating If Yes, Rate					Remarks
			1	2	3	4	5	
1.	Utilising standard templates to capture RTC and other relevant traffic data							
2	Adopt traffic law violation booking system developed by Lead agency for uniformity							
3	Perform thorough annual vehicle inspection prior to issuance of roadworthiness certificates							
4	Automate and Maintain a database for road traffic information							
5	Enforce compliance with road traffic laws and regulations with emphasis on speed limits: use while driving; overloading and Driving Under Influence							
6	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)							
7.	Enact law establishing motor vehicle administration/Agencies							

8.	Review extant laws to eliminate role conflicts with federal agencies							
9.	Review extant laws to incorporate stiffer sanctions for traffic laws							
5.	Conduct road safety audit And safety impact assessment							
6.	Enact a law prohibiting refuse dumping of roads and streets							
7.	Adapt and implement national standards on Road signs and markings							
8.	Promote mass transit system							
9.	Enforce legislation on control billboards and advertisement on state highways							
10.	Prevent and arrest roads and road furniture vandals and those defacing road signs and construction of bumps on the highways							
11.	Ensuring right of way by removing markets, motor parks and other obstruction on the highways							
12.	Erect and enforce a law prohibiting road street trading							
13.	Enact a law prohibiting social and culture gathering/activities on roadways							
14.	Establish and equip standard vehicle inspection centres							
15.	Provision of driver testing centres in major parts of the states							
16.	Introduce and/or strengthening road safety education in primary and secondary schools							
17.	Implementing driver-training programme improved awareness company							
18.	Improved awareness company							
19.	Establishment additional imbalance routs							
20.	Establishment of a state agency on road safety/to the management							
21.	Adopt traffic law violation booking system developed by lead agency for uniform by the traffic management agency							

22.	Automation and maintain a database for road traffic information by state traffic management agency							
23.	Development and implement a training, testing and licensing program for a vehicle operators							
24.	Training of personnel's of the state management agency							
25	Improve coordination of land transport in Nigeria							
26.	Install Speed (limit) signs on all highways							
27.	Promote the design and construction of safer roads – mobility and access							
28	Conduct road safety audit and safety impact assessments							
29	Implement 10% safety rule on all road infrastructure projects							
30	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles							
31	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking area at regular intervals on highways							
32	Enact a law prohibiting refuse dumping on roads and streets							

33. Please rate the level of implementation of NRSS

- a. Very High { }
- b. High { }
- c. Moderate { }
- d. Low { }
- e. Very Low { }
- f. Don't know { }

34. On the scale of 0-5, with 5 being the most satisfactory, rate the implementation of the NRSS.....

35. What are the factors militating against the implementation of the NRSS?

- a.....
- b.....
- c.....

36. Please suggest ways for better implementation of the NRSS.
- a.....
 - b.....
 - c.....
 - d.....
 - e.....
37. Do you think implementation of the NRSS will help improve road safety in Nigeria?
- a. Yes { } b. No { } c. I don't know { }

APENDIX 13: STATE HOUSES OF ASSEMBLY QUESTIONNAIRE



NATIONAL INSTITUTE FOR POLICY AND STRATEGIC STUDIES

PMB 2024, Bukuru,
Plateau State, Nigeria

Tel: +2348033069090

Date: June, 2018.

Dear Respondent,

QUESTIONNAIRE ON NIGERIA ROAD SAFETY STRATEGY (2014-2018) AND ROAD TRAFFIC CRASHES: AN EVALUATION

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Please rate the performance of your organisation on the following strategic activities in the implementation of the NRSS on the scale of (0-5) with 5 reflecting full implementation.

S/N	Activities	No	Rating If Yes, Rate					Remarks
			0	1	2	3	4	
1.	Utilize standard templates to capture and report RTCs and other relevant traffic data							
2.	Review extant laws to eliminate role conflicts with Federal agencies							
3.	Review extant laws to incorporate stiffer sanctions for traffic law violations including the criminalization of certain offences such Driving under Influence (DUI)							
4.	Enact law establishing Motor Vehicle Administrative Agencies							
5.	Improve coordination of land transport in Nigeria							
6.	Install Speed (limit) signs on all highways							
7.	Promote the design and construction of safer roads – mobility and access							
8.	Conduct road safety audit and safety impact assessments							

9.	Implement 10% safety rule on all road infrastructure projects							
10.	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles							
11.	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking area at regular intervals on highways							
12.	Enact a law prohibiting refuse dumping on roads and streets							

13. Please rate the level of implementation of NRSS
 - a. Very High { }
 - b. High { }
 - c. Moderate { }
 - d. Low { }
 - e. Very Low { }
 - f. Don't know { }
14. On the scale of 0-5, with 5 being the most satisfactory, rate the implementation of the NRSS.....
15. What are the factors militating against the implementation of the NRSS?
 - a.....
 - b.....
 - c.....
16. Please suggest ways for better implementation of the NRSS.
 - a.....
 - b.....
 - c.....
 - d.....
 - e.....
17. Do you think implementation of the NRSS will help improve road safety in Nigeria?
 - a. Yes { } b. No { } c. I don't know { }

APPENDIX 14: TRANSCRIPTS OF KEY INFORMANT INTERVIEWS

A KII with the Deputy Commissioner of Police Adepoju Ilori representing the Inspector General of Police on TWG

Interviewer: Can we meet you?

I am DCP Adepoju Ilori, Deputy Commissioner of Police in charge of Budget, Nigerian Police Force

Interviewer: So what is your view on the NRSS

DCP: I am representing the IGP

Interviewer: So what do you think about the strategy?

DCP: “The strategy is a way forward towards having a perfect road, transportation, maintenance and accident free Nigeria with discipline road users. It is a way forward, although, this is my first time of attending the programme but i’ve gone through everything in the night and i am very sure the synergies between all the related agencies when carried out help us to cross the bridge”.

Interviewer: Do you think the strategy will help reduce road traffic crash

DCP: “Very well, very well. But there is a very serious need for collaborations, effective collaborations between all the agencies that are related in this situation. That is in the Nigerian Road Safety Corps and in the Nigerian Police, if all the States Traffic Agencies should work together . I am very sure that our roads will be free for road users”.

Interviewer: What do you think is our problem, our challenges?

DCP: “The challenges of the Scheme include, lack of adequate synergy between related agencies and cooperative attitudes of some of the hospitals, but there is a need to emphasize and institute criminal cases concerning defaulting hospitals. Also, our roads need to be put in order, because if our roads are good, we will be able to execute this programme more effectively. Additionally, another problem is the deployment of obsolete methods in addressing and handling road accidents, this is due to non availability of necessary technologies such as CCTV, TV Cameras, Breathelizers, e.t.c to augment the activities of the inadequate personnel that we have in our agencies.”

Interviewer: Thank you

DCP: You are welcome sir

B. KII with Architect Isah Halidu, Director Infrastructure at the Federal Ministry of Budget and National Planning Ag . Chairman TWG

Interviewer: Can we meet you sir?

Director: “Yes, my name is Isah Halidu, Director Infrastructure in the Federal Ministry of Budget and National Planning. This meeting, i am representing the Permanent Secretary, who is supposed to be the statutory Chariman. This meeting is domiciled in the Department of Infrastructure where i head”.

Interviewer: What can you tell us about the NRSS?

Director: “Ahhh! Road Safety Strategy has been robust and i must commend the implementation so far but we are not yet there. We expect more proactive actions especially

developing the second report on the Decade of Action strategy and Road safety needs to have some essential facilities put in place for effective management of our roads. One of the facilities that i expect that we need to have on our highways is what we call “Rest areas”. These ones are found in most of advanced countries, where in the highway vehicles can stop and rest, restaurants, clinics, even mechanic points where they can check their vehicles. While commuters now take foods or acrry out meidical check ups. So these structures for now ahhhh they do it in informal environments, villages, and in towns. But we need to have this infrastructure informal and managed by the Road Safety with security points.”

Interviewer: What do you think are the challenges militating against the implementation of the strategy? What are the basic challenges that you observed?

Director: Well, the basic challenges for me now is inadequate infrastructures, also the issue of funding of the budget comes in too late. We expect that the Road Safety include these requirements forthwith in their annual budget and then for them to synergise with us and make sure the scheme has its own budgetary provisions that could be approved”.

Interviewer: Is there a special budget for the NRSS, for each segment provides its own provision for its own budget?

Director: “ Every MDA does his own budget and send to us. But mostly the budget are presented through the supervisory ministries and Road Safety is supervised by SGF, and its to be under the budget of the SGF.”

Interviewer: Lastly sir, do you....if you want to rate the implementation of the NRSS on the scale of 1-5, 5 being the most. What figure will you give?

Director: I will give like 3

Interviewer cuts in: Like 3?

Director: “Yes, because we are still not yet there. And i think our roads are not really safe as we expect it to be. Our roads are not well maintained, you know there is so much insecurities not from peopel but also from the roads. The roads are not segmented and i think Road safety needs to through the office of the SGF liase with Minstry of Power, Works and Housing to ensure speedy maintenance of the road. They are capital instensive i know it, but what can we do? But to provide special service infrastructure for our people.

Interviewer: Thank you very much, Sir. We apprciate

Director: Thank you.

C. KII with Dr. Sydney Ibianusi, the Focus Director, country Director United Nation, Decade of Action on Road Safety Accident prevention for Road safety in Nigeria.

Interviewer: Please can i meet you?

“My name is Dr. Sydney Ibianusi, the Focus Director, country Director United Nation, Decade of Action on Road Safety Accident prevention for Road safety in Nigeria”.

Interviewer: How do you rate the implementation of the NRSS?

Dr: “The implementation of the NRSS for me is a work in progress. I will say 3 over 5 because there are still works to be done. But we are making progress. First of all, it is realizing there are some deficiencies and then come up with policies and programmes to

address those deficiencies. I think that is taking us to a pedestal which we can build up. And fully implementing these programmes, will now take us to the level of “4” then we get to 5, like i said it is work in progress. And so far, we thank the effort of various safety and the relevant agencies, responsible for the implementation of the NRSS.. I am sure the jurisdiction of the next phase will be an improvement on what we have achieved so far”.

Interviewer: And what are these deficiencies?

Dr: “We have known, first of first we need to identify what the problems are before you can plan, one of the major aspect you see many of the information data available. The action data of a number of victims of crashes may actually have that in terms of because people are in the field. So, each of the crashes they capture, the minor ones may not capture but the victims who go to the hospitals and get treated may not even be captured in the field. And information from the hospital need to be taken to the pool of information from the field agencies that have been empowered to direct road safety issues. Once those data are put together they will have a comprehensive data base coming from most of the fields and hospitals and infact graveyards even the mortuaries, and insurance companies. That will give us to a great extent, a comprehensive data base which we can plan on and as far as i am concerned Road safety issue is key concern of national development. We lose more money from road crashes than more than the National budget and that is quite alarming. Everything to empower Road safety and ensure Road safety choose the four corner should be sustained.

Interviewer: what are the other major challenges?

Dr: “Ok, the other challenges is from the MDA, realizing the roles and living up to expectations, doing what they should do to fill in the gaps, especially drivers licence. Looking at the pillars of the Decade of Action, is it the issue of monitoring of road infrastructures, road maintenance, road signage or the issue of the populace? Identifying the processes of doing business and it is a conscious effort to remain by individuals. You dont need the Police, the Road Safety to enforce it. We should know that road safety is a personal issue and we should address it at the community level, in our families, in the churches, in the mosque, in the primary and secondary schools, tertiary institutions, because your safety first and of course once you can protect yourself it is easier to translate that to other persons and i do think that every Nigerian should make road safety a personal issue”

Interviewer: Considering your background as a medical doctor, what do you have to say on the issue of Rescue and Trauma services?

Dr: “Ok, hmmm!, going beyond Nigeria, Trauma has been described as neglected disease of modern century and road safety constitutes the greatest trauma in the country. From available data, road crashes contribute almost 70% of the burden in the country. Now, when these victims get to the hospital the way they are handled, the speed with which they are treated, the quality of service they get and then, of course, the follow up is key towards achieving great success in terms of quality health care delivery for victims. There has been discordant from various tiers of government in terms of Federal Tiers, State and Local hospitals. And when these crashes happen some persons dont have any money in their pockets, they will not be able to pay for the services. I think that what the Federal Government may be looking out is coming up with a policy to ensure that the way we have called that the gun shot victims should be treated without a cost and that should be extended to road traffic crashes victims because they even have more injuries than gun shot wounds. And the hospital should be encouraged and with that they will take on more of road traffic crash victims. And of course, help the data we are looking for so that the gaps can be filled”.

Interviewer: And lastly, what do you think should be done to improve the implementation of the NRSS?

Dr: “We have started that already, by having the Technical Working Group, looking at the challenges of the previous NRSS policy and then improving on that, based on those identified difficulties and challenges. Having a multi agencies stakeholder’s forum is a first step and that is very very critical and the way it has gone with what we realize i think it is a positive progress in terms of the direction and i’m sure the next phase of NRSS will be far better than that of the last one.

Interviewer: Thank you very much

Dr: “You are welcome”

D. Evelyn Onyillo, a jounalist, representing the National Council of Women Societies Nigeria

Interviewer: Can we meet you, Ma?

“My name is Evelyn Onyillo, a jounalist and also a member of National Council of Women Societies Nigeria and i am representing the National president, Dr Laruba Shonda, mni.”

Interviewer: What do you know is the main challenge of the implementation of the NRSS?

Ms Evelyn: “Well the NRSS is a good strategy to start with because it will really help us in saving lives. We have seen that accident has been one of the major causes of deaths in Nigeria and with such strategy in place we expect that this will drastically reduced the incidents of road accidents and more lives will be saved and we will have a better healtheir society”

Interviewer: How does the organization key into the strategy?

Ms Evelyn: “It is laudable one and i am telling you the women are excited about it. We have accepted this that is why we are part of this Technical Working Group and on our own we will intensify efforts in area of sensitization and advocacy. As you know women are good drivers and we want them to be better drivers, we want safer roads for them and their children and their families. If women are good drivers, and their husbands and sons are not then you know we still have a problem. So, there is a need for us as a council of women socities to advocate more to our families especially to our young men, our husbands, brothers, to be road safety conscious. That is why the National Council of women societies will do all it can to cascade this knowledge we are gaining here down to the level of the States and Local government. So, that everbody will key into it and will be on the same page”.

Interviewer: Are you going to pursue some of the Children safety programmes like use of car restraints for babies in the car, and the family?

Ms Evelyn: “There is a need for more of that because you will see that there are times that even women, you know throw caution to the wind. You see a woman driving holding her baby to her chest, or behind the steering wheel. We deemphasize such beacuse it is dangerous not only to the baby, but to you the mother and other road users. So i think the National Council has a role to play in sensitizing women to make them know there is a need for them to be safe and to use all those safety measures, like the baby sits and ensuring that younger children sit behind and strapped to their sit belts,so that children will not just bejumping up

and down. At times, you see a mum driving her children from school and you see about three or four kids in the car and everybody is jumping and she is like, you know her attention is on the children in the car. So, there is a need for the National Council to do more about sensitizing women on such Road Safety measures”.

Interviewer: Cuts in..The catch them young approach

Ms Evelyn: “The catch them young approach is very key, before if we have from young age you know that some of these our children are even more road safety conscious than we the adults because there was a time i was beating traffic and my daughter said mum it is red i shouldn’t have, and i felt bad. So, there is a need for us to build on that because some of the children have the consciousness of Road Safety and let’s continue build on them because when we catch them young we will have better adults that will be driving on our roads”

Interviewer: Thank you very much

Ms Evelyn: “You are welcome, Sir”

A. Interview with Dr Anthonia Ekpa, The Director of Road Transport and Mass Transit Administration of the Federal Ministry of Transportation.

Interviewer: Can we meet you first?

Dr Anthonia Ekpa: “My name is Dr. Anthony Ekpa, i am the Director of Road Transport and Mass Transit Administration of the Federal Ministry of Transportation”

Interviewer: Basically you deal with what?

Dr Anthonia: “ Basically, we deal with policies broadly road transport policies and programmes and then we also co-ordinate for the Ministry, Inter-governmental relation around the road transport and mass transit of sector/sub-sector of transportation”

Interviewer: So what is your opinion on the issue of the implementation of the NRSS?

Dr Anthonia: “To start with, the NRSS as you well know is a document that complies with the expected norms in road safety implementation and then the convention around the United Nation Decade of Action from different pillars, one of such pillar is what we have to be such a strategy. What it is, is the NRSS is useful to the implementation of road sector initiative towards the achievement of the UN Decade of Action. It is a valuable document but the issues that remain is those that are the critical content of it . However, what we are working towards which was not there before is inter-ministerial team that is looking at component of the implementation by perspective. So for the road sector herself, we have our own limit and that is within policies that pertain to the road and we also work on other agencies whose responsibilities are contiguous to ours”

Interviewer: How do you see the creation of your office as regards coordination of mass transit transport policy in Nigeria?

Dr Anthonia: “I think for me personally and the sentiment we are getting, and i think you should speak with road transport operators as well. Ok it will be nice for them to say something with regards with your projects. The creation of the department has given the transport sector a component, there was a missing link and that missing link was that road transportation within the road transport sector did not have an element/unit/division that will promote the implementation of road policies. It is important also for you to note that within

the National road transportation scheme, you have the road construction element, which lies with Ministry of Power, Works and Housing. The work component and then every other element such as the issues of trade at transit, issues of integration with other West African Country on the road safety issues which are rationals with trans-boarders, trans international relation on the road. The creation of this department has made it very easy for government handle these issues. And much more importantly, that they were element of the implementation of the strategy, that were not because we didnt have a unit or division. Our department now is full flesh department not just a unit or has closed up that gap and so we are the one driving all the relevant element of road safety law enforcement. We partner with you, FRSC and others to ensure there is unity in implementation.”

Interviewer: What do you think are the challenges?

Dr Anthonia: For me, we still need to have funding. Funding is a major challenge even from the point of view of FRSC, as capable as it is, it still needs funds to develop the relevant policies. For instance, we have a policy on transport operators that took us 2 years to implement, however, these project was not included in the budget because of other competing needs resources. Basically, i think funding is the problem. Another thing is capacity building, in the road sector, there is need for succession, planning so that one generation bring another up the other generation to own the strategy. We are still around, let others own the strategy and continue to discuss it, so that when we exit to the naturally transform to the one managing it”.

Interviewer: Who is involved in coordination?

Dr Anthonia: “We are mainly involved with coordination”.

Interviewer: It is observed that the state are finding it difficult to key in publicly due to the implementation policies.

Dr Anthonia: “ We have identified that, and we thank God for the minister, that the ministry has solution. We now have what we call transport ministers’ forum that was created in Uyo during our annual conference and again that platform is vibrant because you have all the Commissioners of Transportation in the State as well as FCT coming together as one to discuss the issue. We see the policy as a national obligation that you have to key into at your own level. There is need for training and re-training of the State concept on road safety objective how for them to buy into the concept because it is a Federal thing”.

Interviewer: Another thing, what do you think of the transport in different platform. In some states, Its work and transport while in others its transport and infrastructure e.t.c, is this a challenge?

Dr Anthonia: “The fact is that they are replicating what is happening at the Federal level. The challenge, all over the world’s best practice as we have seen is to have those who are constructing the road and those who are managing the roads together because the people who are going to use the road will have to tell the people constructing the road, these are the kind of people who will use it, then they will now develop but Nigerian roads are created for cars, we are trying to deconstruct that roads are not meant for cars only but for different categories of goods. Roads are meant to be used by different road user, so the best practice therefore, is to have the road construction and management people together under the transport ministry so that when one does its part, it hands over to the other. So the state sees that as the norm in the federal and they are replicating it. Now you have minister of transportation an maritime, minister of transportation and communication. So the ministries are handling all over all of that, i think that element is important”.

Interviewer: Thank you very much you have majorly touched on the major policies

Dr Anthonia: “Wish you well”.

B. Interview with Mr Nuhu Alli representing the National Bureau of Statistics

Interviewer: Can we meet you please? Your name and your Organization

Nuhu Alli: “My name is Nuhu Alli, I’m from the National Bureau of Statistics

Interviewer: What can you say on the Implementation of the NRSS

Nuhu Alli: “I think it’s a development that is welcome, it’s long overdue. Nigeria rely mostly on road transportation, whatever business, whatever economic activities you are doing, transport is involved. Therefore if we put our attention on safety of the transport sector, i think we are doing the right thing in the right direction. And the issue of inadequacy of data in the system”

Interviewer: Do you consider the data you have now as inadequate?

Nuhu Alli: “Certainly not adequate. If there is anything, i don’t know Nigerians have phobia for data unfortunately. Thank God for this present administration that is trying to reinvigorate it. There is no way even in your family, take for instance, if you are going to buy food stuffs, you buy according to the sex and ages of the population you have in your house. Therefore, if we are going to do effective planning, if we are going to be effective in implementation, if we are going to do any reasonable planning, it has to be based on data. For instance, if you know the traffic flow of a road, you will have an idea of how many officials you are going to take there, so if you know what the situation is, it enables you to do the main thing. If you go to develop countries, we use Canada as an example, everyday, every traffic situation, formal and non-formal, from old thematic area of the city are put together, but here, what you find for instance, the report you get from hospital are fragmented, the police are fragmented, for all agencies that would have come together. Unfortunately, as i use to say, instead of cooperating most of these things, we are working as rivals, there is rivalry and therefore, information you are suppose to get freely from Police, they want to look at why do you need this, instead of seeing you as a partner they will see you as somebody they need to press on. We still need to work a lot about data. So we have inadequacies of data”

Interviewer: So what do you intend doing?

Nuhu Alli: “Just as we are saying, it has to do largely with people’s attitudes. Let me give you an example, there is a survey presently on consumption of petroleum product. When enumerator went to filling stations, you know they don’t want to release information of how much products they sell per day. Even to say, i have sold this number of products per day is difficult. How much do you pay your staff? No, they don’t want to say. So, until people are sensitized or educated to know the information obtain. I was even giving an example, do you know that some women who are pregnant don’t want to agree they are pregnant, so you want to hide information of pregnant. something you should proudly say that you are expecting a baby. Until we develop the attitude of giving ourselves information or begging, we still have a problem”.

Interviewer: do you think the NACRIS, which is an umbrella for all the agencies to ..data be of assistance?

Nuhu Alli: “If we talk of an assistance you know that’s an understatement, we need a solution to so many things. I pray and hope for that period where all the agencies will be cooperative and if you go to NBS data bank, whatever that is happening in the Road Safety, VIO, Police and other agencies can be housed in one data bank. So that if you need information about anything, you don’t have to go to Police, because NBS already ware housed all data for nation planning and decision making. The achievement of this will be a solution to so many problems in Nigeria.”

Interviewer: What do you think are the challenges as regards to the implementation of the strategy?

Nuhu Alli: “The first challenge is the Political will, where there is no political will, nothing works. The second challenge is Funding, of course no matter how the will, if it is not backed by funding, it will no go where. So, i see this as the two major challenges

Interviewer: Thank you very much

Nuhu Alli: “Thank you very much, Sir.”

C. Interview with Mr Yekeen Babatunde Bello, representing the North Central Zone on TWG

Interviewer: So, please introduce yourself..Can we meet you please?

“My name is Yekeen Babatunde Bello, the Chief Executive Officer of Kwara State Road Traffic Authority”

Interviewer: You are representing the....

CEO: “I’m representing the Honorable Commissioner for Transport, Kwara State and also representing the North-Central Zone”

Interviewer: So, what do you think are the major challenges as regards the implementation of the NRSS?

CEO: “The way i look at it is that most of the states are are not keying into it properly. From interaction with some states such as Benue, Kogi, Nasarawa, Plateau, the only positive one feedback is from Benue state. Benue has enacted a law to promulgate their own Traffic Management Agency where as others have not, and they dont even have a clear cogent department handling the policy. So i really assured the Sector Commander of Benue that probably we will try as much as possible to make sure and impress the Commisioner of works in other states so that they can do somethig better on it. In the aspect of Nasarawa state, what they are trying to do is like enforcement, we are trying to bring them on board. So I have the intention of starting the meeting in Kwara state and then we start rotating it and at the same time, i’m trying to connect them through the sector commanders because they have functual FRSC in these states”

Interviewer: Can’t the Kwara state commisioner talk to his colleagues in the other states?

CEO: “Yes he is trying to do that, in fact, as at yesterday we were trying to get all the numbers of the commisioners and have some kind of discussions with them. We asked somebody to send all the numbers because the way they are changing commisioners

nowadays. The last time i attended this meeting, we werent having an executive council at that time. So to get in touch with others is an enormous job because we are doing a lot of road construction presently in Kwara State.”

Interviewer: So what do you think are the challenges of the implementation, what do you think are the major issues?

CEO: “Well, the major issue is to have somebody that have passion is a major problem and i must be sincere with you that some of the governors are not having interest in the implementation. Remember you have been telling us that it is necessary for all states for all states to have a management traffic agencies but in those areas where the governors don’t have the interest at the heart, what do you do? Thats the problem. You people still have to sensitize the governors to key in and buy into it properly.”

Interviewer: Thank you very much

CEO: “It’s a pleasure”

D. Interview with Reynolds Sodeinde, the Assistant Director, Admin, Chatered Institute of Logistics and Transport

Interviewer: Can we meet you please?

My Name is Reynolds Shodeinde, the Assistant Director, Admin, Chatered Institute of Logistics and Transport

Interviewer: What are the roles of the professional bodies in the implementation of the NRSS?

Mr Reynolds: “Well, first and foremost, they are many. They are to assist in ensuring compliance with the vision of the NRSS. By so doing, they are suppose to vote actively, mobilising when necessary, sensitization when necessary and give technical input when necessary. You understand the NRSS needs to create committees along this different headings. Such as, there can be effective contributions of professional bodies. The lawyers will know what to do, the technocrats, institutions, those in the ministry of Transport will know what to do, because the vision of NRSS is quite huge , large and diverse, so, the importance of getting professional bodies involved cannot be overemphasised”

Interviewer: How do you rate the implementation level from scale 1-5, with 5 being the highest.?

Mr Reynolds: “Believe you me, i will just give it so far average, i will give it 3, but with a lot of promise. Honestly the effort of the Corps for driving this initiative is quite commendable and so far we have also seen they have brought out the gaps, we have identified the gaps, and of course steps are already being taken, for example, the Corps is working with Price water Company (PWC) in the development of the next strategy.

APPENDIX 15: TRANSCRIPTS OF FOCUS GROUP DISCUSSION WITH TWG MEMBERS

Chairman: Group Discussion Questions and Answers: Has the whole house agreed to give him five minutes? OK, Doctor Sir, you are welcome

Interviewer: “Thank you very much, Mr Chairman and members, i’m Dr. Kayode Olagunju, Assistant Corps Marshal with the Federal Road Safety Corps, presently a participant at the National Institute. My individual research project is on the Evaluation of the NRSS, though i didn’t bargain for that, i went with my own topic because we were told to come with three topics and because the institute has already been waiting for the participant from FRSC because they really wanted to know the implementation status of the NRSS so when i submitted the three topics they threw them out and gave me this to come and look at. So let me also say i would want to take the permission of the group to record this. I have spoken to some of the members on tape, so i also want to put this focus group discussion on tape. I’m just to ask maybe three questions, but one has been handled with the report i got here today, which is the implementation status. I think i could pick a lot of information from draft of the National council memo, i could get a lot of things there. I have also sent questionnaires to places and i want to thank you for the response because i got good responses from the agencies that have so far responded and what we did were just extracting the targets, the activities, given to your agency in the NRSS, we asked you to rate it on a scale of 1-5 what is the implementation status, how far you think your agency has gone. But for this discussion now, i want us to look at the challenges of the implementation and the contributors should see it from the point of their own agencies, not the general challenge.

Then again how do you think we can summount those identified challenges and lastly, what is the way forward? Since i have gotten your rating already on the implementation status, so the contributions could just be in those three areas as short as possible. So, i appreciate this opportunity. Let me just take all the questions together, if somebody is addressing, he can pick the three topics and note that this is/are the challenges in my area, this is what we are doing and these are things i think we can do to solve this problems of the implementation. Thank you, Sir.

Chairman: The floor is open, can we make contributions to the questions he has mapped out together, if there are some contributions please.

Dr Sydney: Thank you Dr. Kayode Olagunju, i have been in this business for a while, i do note on the aspect of the health like i mentioned the challenges; various tiers of government with diffirent jurisdictions and roles. Some of the roles are not been implemented by the various tiers because they have different ideas or focus in terms of what they want to achieve, howewer, road safety issue is a national issue and as such should be given a national directive. I do think that if we have to look at that part of what the NRSS may actually come out with issues concerning road safety if a policy developed at the Federal level should be taken down to both the State and the Local level because life saved is a national life, it is not regional life or a local government life, it has impact on national development and budget and the Federal government being the central government should come up with policies that can be implemented. Example of such policies are, data collection policy: some states collect while some states dont see it as an issue. So if we dont see it like a national issue, the implementation of NRSS will not trickle down at all. Thus, there is a need for the harmonization of information and data from all states.

Also, part of the problem we do have of data in this country is data coming from especially the hinterlands, you don’t asses it, you dont have it and when these crashes happened some of them are not reported. They quickly rush to bury the persons and all that. So, if you make it a national policies now we have said gun shots wounds when they get to the hospital they should be treated irrespective of police reports and all that. We can include

road traffic victims as part of that. In fact, road traffic injuries are more serious than sometimes gun shot wounds but gun shots pierce the lungs and that is it but road crash crash the lungs, bones, the head and all that. So it causes more injuries and kills more. So if you select gun shot wounds and all that you are leaving a significant of injured victims who could die from road crash. So that policy can be extended to cover road crash victims and doctors are more careful when they see gun shot wounds. They are very careful just because of that policy. It is not before they will just say take away, we cant. Now they have to do something, until it is beyond their capacity and they can refer to where they need to. Make it reportable just like that of gun shot wounds, after treatment you can now report to the police. Then if it gets to the police it can now be forwarded to the secretariat of NACRIS and it gets to road safety. So you are sure you will get your data. So that is one aspect”

Mr Chairman: Thank you, Dr Sydney. The other aspects can somebody help out?

Shodehinde, CILT: “Formulation of policies is not a problem at all. We articulate policies that are very very fantastic but the problem is implementation. Serious challenges in areas of harmonizations and uniformity, signages, road map, roads signs within Nigeria are different, what we have for kano state could be different for some other states. So we have this apathy for and within the TWG, we still have our own challenges of implementation. You see in order to be able to actualize some of these cases as i was saying we have sub committees but i tell you the truth. I was going to raise it the AOB, that the Chairman should ask how many of us have met in our various sub committees, the sub engine rooms, where all these can be articulated further. We need to look at budgetary implementation. When we sit down and articulate, all these issues, states not being represented is part of our issues. Sometimes you can validate because diffreent states with different formulations. So they need to be encouraged, so implementation is ok but if i have to score, i will score average, we are doing very well but we need to do more. Thats my observation and submission.”

Another speaker whose name not audible on the tape: “.Thank you, Sir. I think ehn! one other thing i see as a major challenge is motivation in terms of process and implementation. Beacuse of the 3 tiers of government and political differences all these are major problem. Another challenge is the issue of continuity. Hospital for example, you have a record of what you have done when on duty so that somebody taking over will know exactly what you have done. Today somebody is representing a state can I tell you by another meeting another person is representing the same state, in ministries the same is applicable. We have different representative per meeting. So we one step forward and three steps backward. So the issue of lack of continuity has been causing major setback. Another one is the issue of records like i have always said it, we are afraid of even keeping records of ourselves, records of our activities, i was even going to say it. Why cant the FRSC with Federal ministry of health carry out a survey and check the faciities that we have because we can say we have a lot of crowded clinics or government or public hospitals. And for some reasons the private hospitals are not even trained in such a way that make available information. So how do we do this? So we can now school them on better ways of having records. To me, all these contribute as major challenges in the formulation of these policies”.

Chairman: Any other Contribution, if you are making contribution please be stating your name.

Mr Taiwo Adeosun: “I am from ministry of Budget and National planning, and infrastructure department to be precise. Without repeating what the other speakers have, continuation, infact including the NRSS coordination is very good. if there is proper coordination, it will be easy to cascade down to lower level, we are talking of same country. The other issue is that of synergy, we have a mentality of the way we all want to do our own

and the fall out is we are not working together for national progress. Take for example if FRSC, Police and the VIO i am not sure there is that synergy between them anytime they are on the road. All of you contribute to rescue, though you all have your jurisdiction but we cannot rule out that you are all for safety. The programme should go beyond pure academy and theory if want to apply it to the reality on ground i think these two areas are very important. Thank you very much”

Chariman: Thank you very much. I think we can take one more and we close for the day

“Thank you very much, mr chairman. I am just wondering, i wish to suggest on road safety and transport, if we are to be participating in this assignment, i have seen the amount of focus being given to road safety and this attention has not been made to infrasture development. If you close your eyes and think of Nigeria, it is only abuja that have tried in term of road infrastruture, while others are risk to road users. I am thinking if what we are doing here can be suggested to other authorities. We are going backward in staying standards in states. Instead of going ahead we are going backwards. If you go out on the street, all these facilities are not there in the states. Therefore, the development of roads infrastruture in the various states is critical road safety in Nigeria”

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Chairman: Thank you very much, i think doctor you have some few points already. One more person, ok the last one

“I am DCP Adepoju Ilori, representing the IG. I just want to talk on road infrastructure, i could recollect in plateau state, the speed limiting device the FRSC wanted to enforce and the transporter were having issues and they were invited. And they said the condition of the road are already speed limiters and they said why do we need speed limiters. Thank you.”

Chairman: I think we have heard enough

Dr OLAGUNJU: “Thank you for your contributions, i appreciate this. And i also feel the report will also enhance the TWG and NaRSAC”.

The House in General: Applause

APPENDIX 16: LOGFRAME FOR THE IMPLEMENTATION OF THE STRATEGIC ACTIVITIES/INITIATIVES

APPENDIX 16A: ACTIVITY ONE/PILLAR ONE: Improved Road Safety Management through a Cohesive and Efficient Road Safety Administrative System

S/N	Expected Accomplishment	Timeline	Performance Indicators	Responsibility	Imple. Status %	Remarks
1	Establishment of NaRSCA and TWG	2014	Inauguration of NaRSCA and TWG	FGN, Presidency, Min. of Budget and National Planning	100	Inaugurated in 2017
2	Sustain and maintain central database for motor vehicle administration (MVA)/harmonization across agencies	2014-2018	Sustaining database for MVA for less than 10% variance among agencies	FRSC, NBS	80	Less than 10% variance not yet achieved
3	Development of standard template for RTCs and other traffic data capturing and reporting	2014	Existence of standard template	FRSC	80	Only on template developed with World Bank Consultant already approved by all stakeholders
4	Use of standard template for capturing and reporting RTCs and other traffic data	2014-2018	100 percent deployment of standard template by all relevant agencies	FRSC, NPF NBS, FMOH, State Government	60	Only RTC template developed but non for other traffic data.
5	Review of laws to eliminate overlapping functions/role conflicts among law enforcement agencies	2015	Elimination of role conflicts among agencies	FGN, NASS, State Governments, State Houses of Assembly	80	Amendments on-going
6	Stiffer penalties for traffic laws eg criminalization of offences of driving under the influence	2015	Stiffer sanction for driving offences, 50% reduction in road violations	FGN, NASS, State Governments, State Houses of Assembly	60	Not yet achieved
7	Procurement of toll free telephone lines from all the telecommunication networks	2014/2015	Existence of toll free telephone lines on all mobile telephone networks	FGN, NCC, GSM, CDMA Operators	20	Not yet achieved
8	Establishment of MVAs in all states	2014	Existence of MVAs in all states	State Governments, State Houses of Assembly	60	Only 17 States have MVA/ State Traffic Agencies
9	Development and implementation of funding plan for National Road safety initiatives	2014-2018	At least 90% of the funding plan	NaRSAC	60	Not yet achieved

10	Identified and harness funding sources for National road safety initiatives	2014-2018	Minimum of two (2) funding sources for NRSS intervention initiatives	NaRSAC	60	Not yet achieved
11	Review of funding structure and sources	2017	Availability of not less than 90% of the require funds	NaRSAC	80	Not yet achieved
12	Tracking the disbursement and utilization of the fund	2014-2018	At least 90% with approve plan .At least 3 performance review session	NaRSAC	80	Not yet achieved
13	Quarterly review of progress made on NRSS by relevant agencies	2014-2018	7% annual reduction of RTCs fatality 80% achievement of annual NRSS goals	NaRSAC	60	8% fatality reduction in 2014 as against 2013. 9% reduction in 2015. 7% reduction in2016. 1% reduction in 2017. In 2012 (baseline) 6092 death were recorded while 5121 death were recorded in 2017, hence only 19% reduction as at 2017.
14	Adoption of uniform traffic law violation booking system	2015	Existence of uniform booking system. Zero percent of multiple booking for the same offence. Review of FRSC Act	FRSC, State Governments State/Traffic Agencies, NPF	20	Not yet achieved
15	Review of FRSC Act (to include power to suspend operations of the defaulting operators)	2015	Stronger enforcement power in FRSC Act	FGN, NASS	60	Not yet achieved
16	Improvement in the coordination of land transport	2014-2018	Improvement in land transport coordination. Reduction of road traffic density by 30 vehicle per kilometre	FMoT, State Governments	80	Creation of land transport and mass transit operation in FMoT has improve coordination.

17	Directives to Hospital to maintenance and share data with relevant MDAs	2016	100% compliance level	FMoH, SMOH	60	The Minister of Health gave the directive in 2014. (FMH/ABJ/VO L.I/129) but the compliance level is low
18	Strengthening coordination for ICT capacity for national M&E surveillance	2014-2018	Frequency of ICT down-time during M&E activities Ratio of planned M&E activities	FMoH, FMoW, FRSC, FMoT, FERMA, NaRSAC	60	M&E activities is still low

APPENDIX 16B: ACTIVITY TWO/PILLAR TWO: Safer Roads and Mobility through improved Road Infrastructure for all road users

S/N	Expected Accomplishment	Timeline	Performance Indicators	Responsibility	Imple. Status %	Remarks
1	Installation of speed (limit) signs in all highways	2014-2015	Existence of speed limit signs in all highways	FMoW, State Govts/ SMOw, LGAs	40	Not yet achieved
2	Establishment of Nigerian Road Funds (NRF) for maintenance and safety improvement on the roads	2014	Existence of NRF b. 80% decline in number and or length of bad roads c. 35% decline in RTCs due to bad roads	FGN, NASS	60	Not yet acceded to by president
3	Promotion of design and construction of safer roads	2014-2018	15% increase in road network by 2018	FRSC, State Governments LGA, FMoW	40	The target has not been achieved
4	Performance of regular road maintenance in line with work schedules	2014-2018	At least 80% performance base on maintenance schedule. 35% decline in RTCs cause by bad roads	FERMA, State Road Maintenance Agencies	40	Not yet achieved
5	Performance of road maintain work on major roads in line with Road	2014-2018	80% decline in number and or lengths of bad roads	FMoW, FERMA	40	Not yet achieved
6	Conduct RSA and Road Safety impact assessment	2015	80% coverage of all roads in annual assessment program	FGN, State Governments FRSC	80	Not yet achieved
7	Implementation of the 10% safety component rule on all road infrastructure projects	2014-2018	100% compliance level	FMoW, State Governments LGAs	40	Not yet achieved

8	Promotion of mass transit system among the 3 tiers of government and the development of transport policy that will encourage high occupancy vehicles	2014-2018	30% increase in number of mass transit schemes and Vehicles. Reduction of road traffic density to 30 people per kilometre	FMoT, State Governments LGAs	60	Not yet achieved
9	Implementation of design standards for all road types including provision of weighbridges, rest-stops and vehicle parking areas at regular intervals on the highways	2014-2018	100% compliance with design standards on newly constructed roads, Existence of reststops on the highways, 35% decline in RTCs due to poor road design 35% reduction in death of vulnerable road users	FMoW, State Governments LGAs, Nigerian Society of Engineers, SON, FRSC	20	Not yet achieved
10	Enactment of law prohibiting refuse dumping on roads and streets	2014-2015	Existence legislation prohibiting refuse dumping .100% compliance with legislation	FGN, NASS, State Governments, State Houses of Assembly, LGs	40	Not yet achieved
11	Review of designs of road construction projects to ensure compliance with town plans before the award of road construction projects	2014-2018	100% compliance with town plans with newly constructed roads. 35% reduction in death of vulnerable road users	FGN, State Governments LGs, Nigeria Institute of Town Planning, SMoPPRD	20	Not yet achieved
12	Removal of markets, motor parks and other obstruction from the highway compliance with right of way provisions.	2015-2018	100% removal of right of way	FMoW, FGN, State Governments, LGs	40	Not yet achieved
13	Provision of designated parking areas in all roads	2015-2018	60% increase in number of designated parking areas. 60% decline in road obstructions due to wrong parking	FMoW, FGN, State Governments	40	Not yet achieved
14	Development and maintenance of online index that provides information on roads all over the country, indicating agencies responsible and fiscal appropriation made till date	2014-2018	Existence of online index with all relevant information	FGN State Governments FRSC	0	Not implemented
15	Development and implementation National Standards on Road Signs and	2015	Existence of NSRSM. 100% compliance level	FERMA, FRSC, State Governments	20	Not yet achieved

	Makings (NSRSM) based on Geneva convention					
16	Enactment and enforcement of law prohibiting street/road trading	2014-2015	Existence of legislation prohibiting street trading. 100% compliance level	FGN, NASS, State Governments, State Houses of Assembly	60	Not yet achieved
17	Enforcement of legislation and control of billboard and advertisement on highways	2014-2018	80% reduction in the number of illegal billboards, posters and other advertisement on the highways	State Governments, LGs	20	Not yet achieved
18	Enactment of law prohibiting social and cultural gatherings on the road ways	2014-2015	Existence of legislation prohibiting social and cultural gatherings on the highways	FGN, NASS, State Governments, State Houses of Assembly	60	Not yet achieved
19	Prevention and arrest of roads and road furniture vandals (defacement of road signs, legal excavation and construction of bumps)	2014-2018	80% reduction in incidence	FRSC, NSCDC, NPF, State Governments	40	Not yet achieved
20	Institution of pre-commissioning safety impact and assessment for all new state projects	2014	100% compliance level	FMoW	80	Not yet achieved
21	Setting up of special grant to assist states in road safety improvement efforts	2014-2017	Existence of annual grant accessible by states 100% compliance with grant terms	FRSC	0	Not done

APPENDIX 16C: ACTIVITY THREE/PILLAR THREE: Safer Vehicles through General Compliance with vehicles and other Roads Machinery Standards

S/N	Expected Accomplishment	Timeline	Performance Indicators	Responsibility	Imple. Status %	Remarks
1	Enactment of a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria	2014-2015	Existence of legislation on speed limiters installation on commercial vehicles	FGN, NASS, State Governments, State Houses of Assembly	60	A National law in existence but not domiciled in many states.
2	Ensuring only approved vehicle types are imported to the country	2014	100% compliance level with regulation Vehicle type testing	Nigeria Customs Service	80	Not yet achieved
3	Review of existing standards of vehicle type approve for all vehicle categories and including airbags, seat beat, carbon emission etc	2014	Standards for all vehicle types in existence. 50% reduction of RTCs caused by sub-standard vehicles.	FMoT , FRSC, SON,National Automotive Design and Development Council (NADDC), National Environment Standards& Regulations Enforcement Agency (NESREA)	0	Not yet achieved
4	Provision of drivers testing centres in most part of the states	2015-2018	Standard drivers testing centres in all States of the Federation 80% decline in traffic violations caused by unqualified drivers	State Governments, FRSC	60	Not yet achieved
5	Certification of driving instructors	2014-2018	Approved driving instructors list in all States of the Federation	FRSC	80	Not fully achieved
6	Provision of driving ranges for all categories of vehicles for testing of driver in the states	2015-2018	Standards driving ranges in all states in existence. 100% compliance level of drivers testing in all the states	State Government, FRSC	80	Not yet achieved
7	Expand RTSSS coverage to include commercial vehicles that plies interstate roads	2015	90% coverage of commercial vehicles in RTSSS	FRSC	40	Not yet achieved

8	Implementations of recommendations from commercial fleet operators assessment	2015	70% implementation level for RTSSS Programme	FRSC	80	Not yet achieved
9	Publicize approve list of commercial vehicles operators	2015	Approved list commercial vehicles operators in existence. 60% decline of RTCs involving commercial vehicles	FRSC	80	List of fleet operators available but 60% RTC reduction not achieved.
10	Establishment and equipment of standard Vehicle Testing Centres (VIC) and enforcement thorough inspection	2015	At least 4 VICs in the States and FCT in existence. 35% reduction in RTCs caused by the use of sub- standard vehicles	FRSC, State Governments Private Companies	80	Not yet achieved
11	Encouragement of Public Private Partnership for establishment OF VICs	2016	Ratio of Government to Private own VICs not more than 2:1 per state	FGN, State Governments Private Companies	40	Not yet achieved
12	Perform technical accreditation of interested private sectors on VICs	2016	80% coverage of applicant in accreditation exercise	FRSC	20	Low level of implementation
13	Ensure thorough vehicle inspection before issuance of road worthiness certificate	2014-2018	80% reduction in road traffic regulations violation related to defective vehicles and sub-standard parts	State motor vehicle agencies	60	Not yet achieved
14	Training of Vehicle Inspection Officers (VIO) for effectiveness	2014-2018	80% of VIOs trained	FRSC, State Governments	20	Low level of implementation

APPENDIX 16D: ACTIVITY FOUR/PILLAR FOUR: Safer Road User through Developing a culture of personal responsibility of safe road use

S/N	Expected Accomplishment	Timeline	Performance Indicators	Responsibility	Imple. Status %	Remarks
1	Development and implementation of campaign on safe road use	2015-2018	50% reduction in numbers of road traffic laws violation. 35% reduction of RTCs	FMol, SMol, LGs, NGOs NOA, FRSC, Media	20	Low level of implementation
2	Development and implementation of behavioural programme on the proper use (safe) road culture	2014-2018	Implementation of 80% of development programmes	FRSC, NOA, State Governments, LGs	40	Not yet achieved
3	Educating road users on responds to RTCs as civic responsibility	2015	100% increase in number of road users enlightened on response to RTCs	FRSC, NOA, State Governments, LGs	40	Not yet achieved
4	Certification of registered driving schools	2015	5% increase in number of certified driving school annually	FRSC	100	Not yet achieved
5	Development and implementation of uniform training, testing and licensing programme for all vehicle operators including riders and motorcycle drivers	2015	Implementation of 80% of the developed training programmes. 35% reduction of RTCs	State Govts/State Motor Vehicle Administration	40	Not yet achieved
6	Enforcement on compliance of seat belt law	2014-2018	Ratio of unstrapped casualty to total casual not more than 4:1	NPF, FRSC, State Traffic Management Agencies	100	High level of enforcement
7	Enforce compliance on driving under the influence of alcohol (DUIs) laws	2014-2018	50% decline in the incidence of DUIs	NPF, FRSC, State Traffic Management Agencies	60	Not yet achieved
8	Enactment of a law making passengers culpable of overloading of vehicles as part of traffic law violation	2015-2016	Existence of passengers culpability in vehicle overload as part of infringement register 50% reduction in incidence of vehicle overloading	FGN, NASS, State Governments, State Houses of Assembly	40	No such law but overloading reducing.
9	Enforcement of loading laws	2014-2018	50% in reduction of overloading	FRSC, NPF, State Traffic Management Agencies	40	Not yet achieved

10	Enforcement of speed limit laws	2014-2018	60% reduction in speed related RTCs	FRSC, NPF, State Traffic Management Agencies	40	Not yet achieved
11	Increase capacity(through training) of prosecuting officers of traffic laws violation	2014-2018	80% of prosecuting officers trained	Judiciary	40	Not yet achieved
12	Develop and implement training program base on vehicle licence category	2015	80% reduction in road traffic violation. 35% reduction in number of RTCs	FRSC, State Governments LGs, NGOs	60	Not yet achieved
13	Incorporate/strengthen road safety education including 1 st aid administration in Primary and Secondary School curricular	2014	Legislation on mandatory road safety education in primary and secondary education. Inclusion of road safety education in primary and secondary school curricular	FGN, NASS, State Government, State House of Assembly LGs	20	Low level of implementation
14	Establishment of additional mobile courts to try traffic offenders	2014-2018	At least 60% of traffic infractions tried through mobile courts	Judiciary, FRSC	60	Not yet achieved
15	Maintain national traffic offenders register	2014-2018	Existence of national traffic offenders register	FRSC	80	States records not fully incorporated

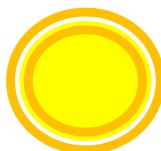
APPENDIX 16E: ACTIVITY FIVE/PILLAR FIVE: Emergency care and Response (Prompt and effective emergency response and care)

S/N	Expected Accomplishment	Timeline	Performance Indicators	Responsibility	Imple. Status %	Remarks
1	Publicize all emergency/toll free lines, to promote awareness	2014-2016	100% increase in number of RTCs reported	FMol, SMol, FRSC, Media	40	Not yet achieved
2	Provision of additional medical equipment and rescue ambulances	2014-2018	Average crash response time not exceeding 15 minutes	FRSC, FMOH, NEMA, Red Cross, FGN, State Governments, LGs	40	Not yet achieved
3	Establishment of additional road side clinics	2014-2018	Annual increase of road side clinics by 10	FMOH State Ministry of Health	40	Not yet achieved
4	Establishment of trauma care centres	2014-2018	Availability of a minimum of one trauma care centre in each state and FCT	FMOH State Ministry of Health	40	Not yet achieved
5	Promotion of crash scene information management	2014-2016	100% record of RTC cases reported	FRSC, NPF	20	Low level of RTC reportage
6	Enforcement of the law on treatment of all RTC victims before payment of hospital charges or recall to the police	2014	Zero case of hospital rejection of RTC victims	NPF, FRSC, FMOH State Ministry of Health	60	Not yet achieved
7	Training of Paramedics and emergency care givers on casualty handling	2014-2018	80% achievement of training programme. 35% reduction of post RTC death	FMOH State Ministry of Health	40	Not yet achieved
8	Sensitization of road users on the need of timely reporting of RTCs to appropriate agencies	2014-2015	100% increase in number of RTCs reported	FRSC, NOA, NGOs, State Governments	20	Low level of implementation
9	Establishment of bilateral agreement with international stakeholders to achieve intense emergence	2017	Existence of bilateral agreement established Involvement of international partners in emergence response	FMOH, MFA, NGOs	40	Not yet achieved

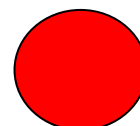
	response services					
10	Implementation of road users insurance scheme to finance the rehabilitation of crash victims	2015	80% achievement of the scheme	NAICOM, NaRSAC	60	Not yet achieved
11	Directives to hospitals to adopt the national RTC reporting format	2014	100% compliance with the directives	FMoH, SMoH	40	Directives given but low compliance
12	Promotion of awareness and encouragement of participation of the public in NHIS	2015-2018	20% increase in NHIS subscription	National Health Insurance Scheme (NHIS)	60	Not yet achieved
13	Establishment and equipment of disaster relief camp for multiple crashes, fire or flood road side accident	2014-2018	Existence of disaster relief camp along critical corridors	FMoH	60	Not yet achieved



DONE



ONGOING



NOT DONE

ABOUT THE AUTHOR



Dr. Kayode OLAGUNJU, Assistant Corps Marshal, Federal Road Safety Corps was born in Ilesa, Osun State on the 13th of March, 1963. He holds a PhD Degree in Transport Geography, from the University of Lagos, Lagos (2007), MSc. Transport Studies from the Olabisi Onabanjo University, Ago-Iwoye (1995) and BSc. Geography from the University of Ife, (Now Obafemi Awolowo University), Ile-Ife (1987).

Olagunju is also an alumnus of the Massachusetts Institute of Technology, Boston, Executive Course, and Harvard Kennedy School Executive Education, Cambridge, USA. He also passed through the California Highway Patrol Academy in Sacramento, USA in 2016. He is a fellow of the Chartered Institute of Logistics and Transport, London and the Chartered Institute of Administration, Nigeria. He is also a member of the International Association of Chiefs of Police (IACP). Olagunju was also trained as a Firearms Instructor and Armourer at the Police Service Division, Suffern, USA in 1992 and at the APTH Le Centre *Technique du Creusot* in France in 2013.

Kayode received several awards bordering on integrity, excellence, initiative, commitment and dedication to duties. These include; the Corps Marshal Award for Dedication to Duty, Honesty and Exemplary Conduct in 1993 and 1999; FRSC Gold Merit Award for three consecutive years 2014, 2015 and 2016 for being the Best Head of Department; FRSC Pioneer Award, 2018 and Road Safety Meritorious Service Award, 2018. Olagunju authored some books and publications among which are: *Road Sense* (2001); *Driving in Nigeria: Requirements, Laws, Traffic Agencies and Safety Tips* (2013) and also edited *Fleet Management Strategies in Nigeria: Road Safety Perspectives* (2010)

He was one of the 250 National Youth Service Corps' members that started the Federal Road Safety Corps (FRSC) in 1988. He held several appointments including Head, Patrol Operations and Signals between 1991 and 1992, Oyo State Sector Commander (1992-1996) and twice appointed Lagos State Sector Commander (1999-2003 and 2006-2007). Kogi State Sector Commander (Sept. 2006- Feb. 2007), Adamawa State Sector Commander (Feb. 2005-Jan. 2006) and Rivers State Sector Commander (2012). He was also Deputy Director in charge of Manpower Development, the Head, Media and Publishing Section and briefly as Corps Public Education Officer/FRSC Spokesman in June 2006. Olagunju became the pioneer Corps Transport Standardisation Officer (CTSO). He was promoted Assistant Corps Marshal in August 2013 and made the Head, Policy Research and Statistics Department where he also coordinated international engagements of the Corps as he represented the FRSC in international organisations.

He was a member of the Governing Board of the Centre for Logistics and Transport of the University of Port-Harcourt, Port-Harcourt between 2014 and January 2018. He was also an Adjunct Lecturer at the Centre during the same period. He was a Nigerian delegate to the World Trade Policy Review on Nigeria in Geneva in June 2011 and a member. Olagunju was a Member of the Federal Government Task Force on Trade Facilitation and also member, Enlarged National Focal Point on Trade matters 2009-2011 and Member of the Board, Centre for Logistics and Transport Studies, University of Port Harcourt (2013-2018). He was also a Member, Federal Government Committee for the Finalisation of the Draft National Transport Policy (NTP), 2017. Olagunju was a member of the FRSC Management from 2009 till January 2018, when he resumed at the National Institute for Policy and Strategic Studies, Kuru, Jos as a participant of the Senior Executive Course 40.