Nigeria Road Safety Strategy II
(NRSS II)
2021 - 2030

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NIGERIA ROAD SAFETY STRATEGY II (NRSS II) 2021 - 2030
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2nd UN Decade of Action 2021 -2030

MUHAMMADU BUHARI
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VICE PRESIDENT, FEDERAL REPUBLIC OF NIGERIA
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Foreword

Prof. Yemi Osinbajo, SAN
Vice President, Federal Republic of Nigeria and Chairman, National Road Safety Advisory Council (NaRSAC)

The Nigeria Road Safety Strategy (NRSS) II (2021-2030) is the Second Edition of an action plan to improve road safety in Nigeria and align our safety management approach with global best practices.

With the maiden edition (NRSS 2014-2018) reaching the terminal phase of its life span in 2018, a comprehensive review of the strategy was necessary, not just to pursue the adopted policy path, but also to enrich the core contents, improve on implementation methodology, and generally consolidate the tremendous gains of the First Edition. Thus, the NRSS II (2021-2030) advances the progress already made and charts a way forward. It aggregates the positive outcomes of the maiden strategy and taps the benefits of a well-honed monitoring and evaluation process.

In essence, NRSS II is designed to promote application of the 'Five-Pillar Matrix to the Decade of Action for Road Safety' and the 'Safe Systems Approach to Road Safety'. This calls for cohesion in road safety activities, including infrastructural safety features, vehicle safety features, travel speed, crash impact considerations and responses to prevent fatal or serious injury. It also prescribes collaboration to harmonize all efforts and shared obligations among road users, as well as corporate social responsibility projects in support of Government's commitments.

NRSS II therefore articulates the multi-sectoral activities that are necessary for the achievement of Nigeria's much desired road safety culture. It has an integral and objective monitoring and evaluation system at the sub-national level, detailing the processes and procedures that will enable operators of the Strategy produce optimal results. With diligent application, the Strategy has an excellent chance of achieving its objectives of securing a 50% reduction in road traffic fatality, engendering higher road safety standards, and harmonizing road safety efforts within its ten-year timeline of implementation.

Given the breadth of the consensus required to achieve the design and implementation of a strategy of this scope, engagement with stakeholders was deliberately intensified. This has resulted in greater inclusion. But we must not then rest on our oars; our collective effort remains fundamental to the success of the strategy, and its implementation will certainly be driven by the pooled commitments of all stakeholders.

As we set out to implement the NRSS II, we must be mindful of the financial and human resources necessary for a successful outcome. Huge opportunities lay in harnessing resources from, not only the Federal Government, but also State Governments, Organized Private Sector and other stakeholders. I therefore urge governments at all levels and other stakeholders to play their respective parts in adequately resourcing the implementation effort. In addition, it is important to note that the NRSS II considers specific percentages of road funds, as well as support from Multilateral Development and Donor Agencies, as major sources of financial support. I hope that these will materialize in due course.

The NRSS II is indeed a comprehensive roadmap for attaining the set goals of Road Safety Management practice in Nigeria by 2030. With the expected collaboration of all concerned, it will stimulate unprecedented improvements in road safety management and place our roads among the safest in the world by the year 2030.

Professor Yemi Osinbajo, SAN
Vice President, Federal Republic of Nigeria

BOSS MUSTAPHA
SECRETARY TO THE GOVERNMENT OF THE FEDERATION

Acknowledgement

Boss Mustapha
Secretary to the Government of the Federation

The Nigeria Road Safety Strategy (NRSS II) 2021-2030 was necessitated by the expiration of the maiden Strategy (NRSS: 2014-2018), and also the need to effectively bring up a well-articulated course of road safety management, especially with the background of successes recorded in the implementation of the maiden edition. To further sustain the gains, dedicated men and women of integrity, Governments at all levels, Corporate Organizations, Non-Governmental Organizations and other stakeholders answered the nation's clarion call to develop the second edition of NRSS II: 2021 – 2030 which will continue to ensure that the path to ending the carnages on the nation's roads are reduced to the barest minimum.

It is important to note that this endeavour could not have been successfully accomplished without the support of the Federal Government under the leadership of President Muhammadu Buhari, who has been consistent in the support for global best practices in road safety management in Nigeria. It is therefore, in this wise that I wish to appreciate Mr. President for his efforts towards the sustenance of the implementation of the Strategy.

I also wish to appreciate the Vice President, Prof. Yemi Osibajo, who is also the Chairman, National Road Safety Advisory Council, (NaRSAC) for his unwavering support. It is also pertinent to note for special mention, the support of members of the Cabinet Committee under the leadership of the Minister of State for Finance, Budget and National Planning, Dr. Clem Agba, the Permanent Secretary, Mrs. Olusola O. Idowu, the National Economic Council (NEC), the Statistician General of the Federation and members of the Inter-Ministerial Technical Committee for their immense contribution.

Permit me to specifically mention the roles and inputs of the following Organisations and individuals who contributed immensely in the review of the maiden edition of the strategy and the emergence of the NRSS II 2021-2030. They include, the Organised Labour, Members of the Academia, Public and Private Transport Operators, Nigeria Union of Journalists, Nigeria Medical Association, Transport Unions, Nigeria Bar Association, Federal and State Ministries of Works and Transport and Health, The Nigeria Police, Nigeria Institute of Town Planners, Nigeria Society of Engineers, Standard Organisation of Nigeria, Traditional Institutions, National Council for Women Societies, Youth Groups and Non-governmental Organisations, the Judiciary, the Private Sector and International Development Partners such as the World Bank and Road Safe UK, United Nation Development Programme, African Transport Policy Programme(SSATP), African Union (AU), United Nations Institute for Training and Research (UNITAR), Office of the UN Secretary General's Special Envoy on Road Safety, Martin Small Consulting whose invaluable support and encouragement facilitated the emergence of the 1st and 2nd edition of the Strategy.

Finally, I must commend the FRSC team who worked assiduously with a team of external consultants in the production of the NRSS II (2021-2030). It is my desire that the implementation of this strategy would transcend the successes of the maiden edition in creating a country where road traffic crashes result in zero death.

Boss Mustapha
Secretary to the Government of the Federation

ZAINAB SHAMSUNA AHMED
HON. MINISTER OF FINANCE, BUDGET AND NATIONAL PLANNING

PRINCE CLEM IKANADE AGBA
HON. MINISTER OF STATE, BUDGET AND NATIONAL PLANNING

Executive Summary

Over the years, Road Safety Management in Nigeria, in reaction to the increasing incidence of Road Traffic Crashes, has made steady progress.

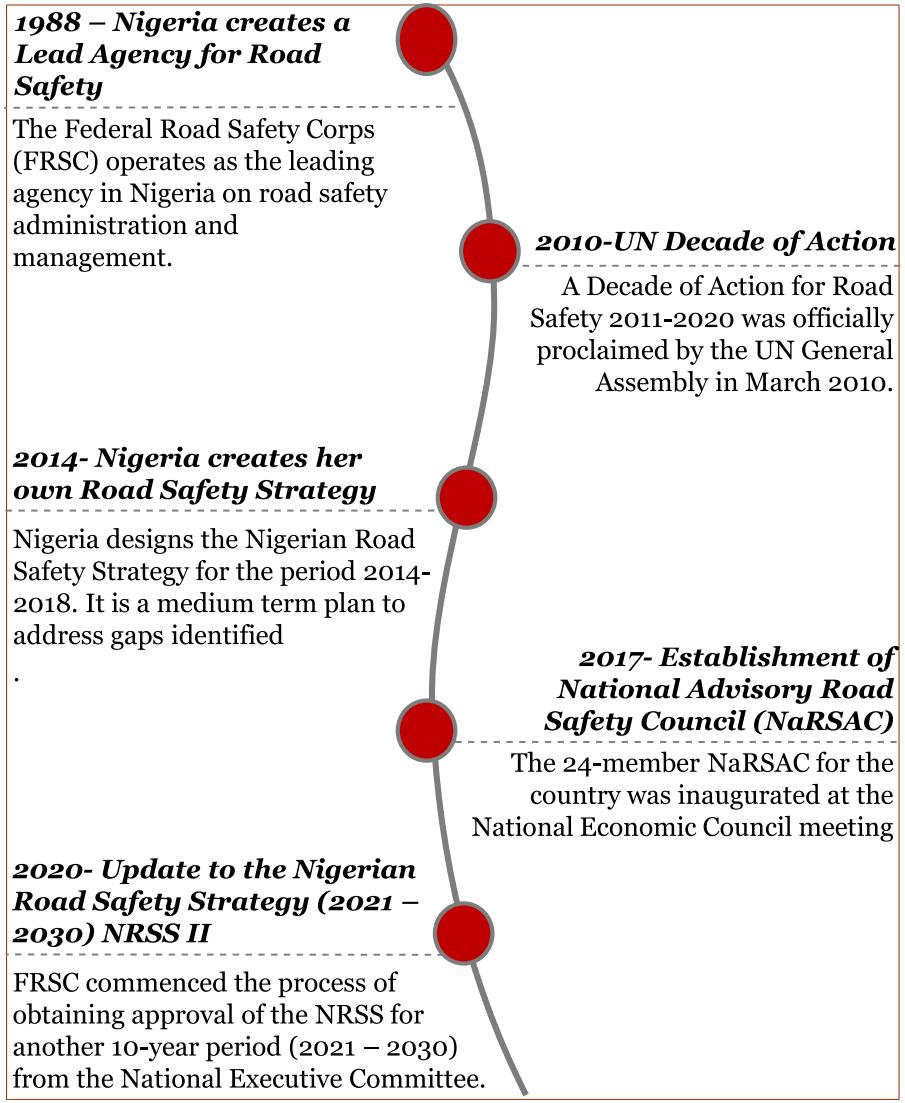


Figure 1

- Founded in 1988, the Federal Road Safety Corps (FRSC) operates in all Nigerian states as well as the Federal Capital Territory and is the leading agency in Nigeria on road safety administration and management.
- In 2010, following the proclamation by the UN General assembly, Nigeria acceded to the 1949 convention of Road Traffic and the 1968 Convention on Road Signs and Signals.
- In 2014, Nigeria designed a strategy for the country (NRSS 2014 – 2018) to properly execute all prior efforts geared towards ensuring the safety of roads. The NRSS provided a framework towards developing and applying the missing blocks required to achieve the Road Safety Vision which cuts across the safe systems approach and the five (5) pillars advocated by the UN Decade of Action (2011-2020).
- In 2017, Acting President Yemi Osinbajo inaugurated a 24-member National Road Safety Advisory Council for the country. The inauguration of the body was done at the National Economic Council and demonstrated Nigeria's commitment to addressing the challenges of road safety in the country in line with United Nations agenda to reduce road accident related deaths.
- In 2019, FRSC commenced the process of obtaining approval of the NRSS for another 10-year period (2021 – 2030) from the National Executive Committee. The Nigeria Road Safety Strategy (NRSS) document became outdated by the end of 2018.

Globally, RTC has become one of the leading causes of deaths in the world with at least 1.3 million deaths according to the 2018 global status report by WHO. The regions has been broken down as follows: Africa, Americas, Eastern Mediterranean, Europe,, South-East Asia, Western Pacific and the World.

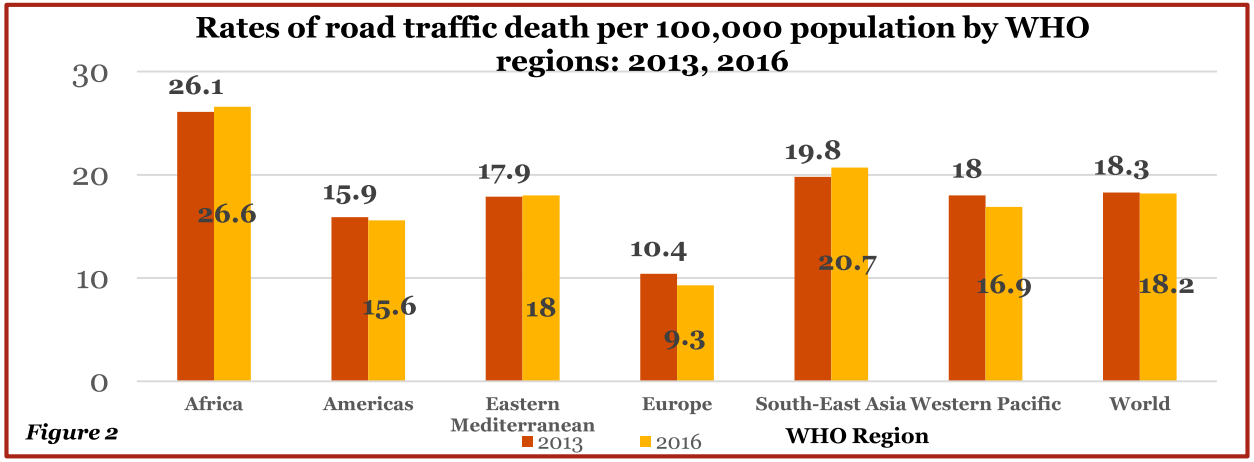


Figure 2

- Figure 2 shows the estimated number of road traffic deaths, per 100,000 population annually, for the selected years in view.
- Figures represent the average road traffic death per 100,000 of the population for each continent broadly categorized under the WHO Regions.
- Africa notably has higher numbers of road traffic deaths per 100,000 population.

The purpose of the NRSS II is to improve on the achievements of the dated version of the NRSS (2014- 2018) by further reducing road accidents & fatalities and creating a basis for concrete, sustainable accident reduction & fatalities by 2030. NRSS II aligns the nation's strategic activities with the 12 Voluntary Global Performance Targets for Road Safety Risk Factors set in 2017 and the Global Framework Plan of Action for Road Safety by the United Nations in 2018.

NRSS II was updated using the Safe Systems Approach. A high level update process is detailed below:

Figure 3

NRSS II Performance House encapsulates the key strategic elements that will provide a direction for the 2021 - 2030 plan period. Objectives across each pillar has been determined, targets set, outcomes defined and key activities to achieve results developed.

Figure 4

Road Safety Vision:

A country where Road Traffic Crashes results in zero fatalities

Overall Goal : 50% Reduction in Road Traffic Fatalities by 2030 (using 2019 as a baseline)

Pillars	Objectives	Initiative	Key activities	KPIs	Outcomes	Targets	L. Agency
Road Safety Management	*A cohesive and efficient administrative system*	**12**	*Legislate the establishment of State Road Safety Advisory Council (SaRSAC) at state levels*	*Existence of State Road Safety Advisory Council (SaRSAC) in all States*	*Effective implementation of the NRSS II*	*All 36 States*	*FRSC*
Safer Roads and Mobility	*Improve road infrastructure for all road users*	**17**	*Allocate 20% of road safety intervention fund to NMT*	*Existence and implementation of the NMT policy*	Reduction in number of NMT fatalities	*20%*	*FMoF*
Safer Road Users	*Inculcate the culture of personal responsibility by road users*	**34**	*Design/Deploy/Enforcement training and awareness campaigns for effect road usage*	*Number of training and awareness campaigns organized*	*Reduction in number of road traffic violations*	*inculcate or imbibe the culture of personal responsibility*	*NOA*
Safer Vehicles	*Increase compliance with vehicle & other road machinery standards*	**19**	*Deploy crash avoidance technologies (Anti-Lock Braking Systems) in motor vehicles*	*% of Motor vehicles with Anti-Lock Braking Systems*	*Increased safety standards in motor vehicles*	*90% coverage*	*NADDC*
Post Crash Care	*Prompt and effective emergency response and care*	**16**	*Provide additional medical equipment, emergency rescue ambulances and rescue spots*	*Reduction in average response time*	*Reduction in response time to crash incidents*	*10 minutes response time*	*FMoH*

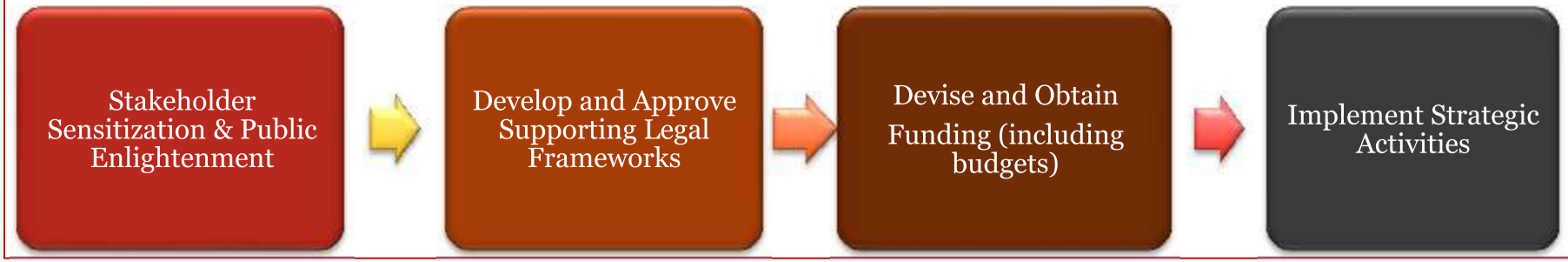
Key strategic initiatives include:

- Establish the State Road Safety Advisory Council(s) (SaRSAC) at state level;
- Review and upgrade road design standards;
- Design and deploy training and awareness campaigns that are supported by a lessons-learned system
- Allocate 20% of Road Safety Intervention Fund to Non Motorized Transport Initiatives/Activities;
- Provide additional medical equipment and emergency rescue ambulances;
- Engage development partners and
- Identify and fund strategic activities.

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

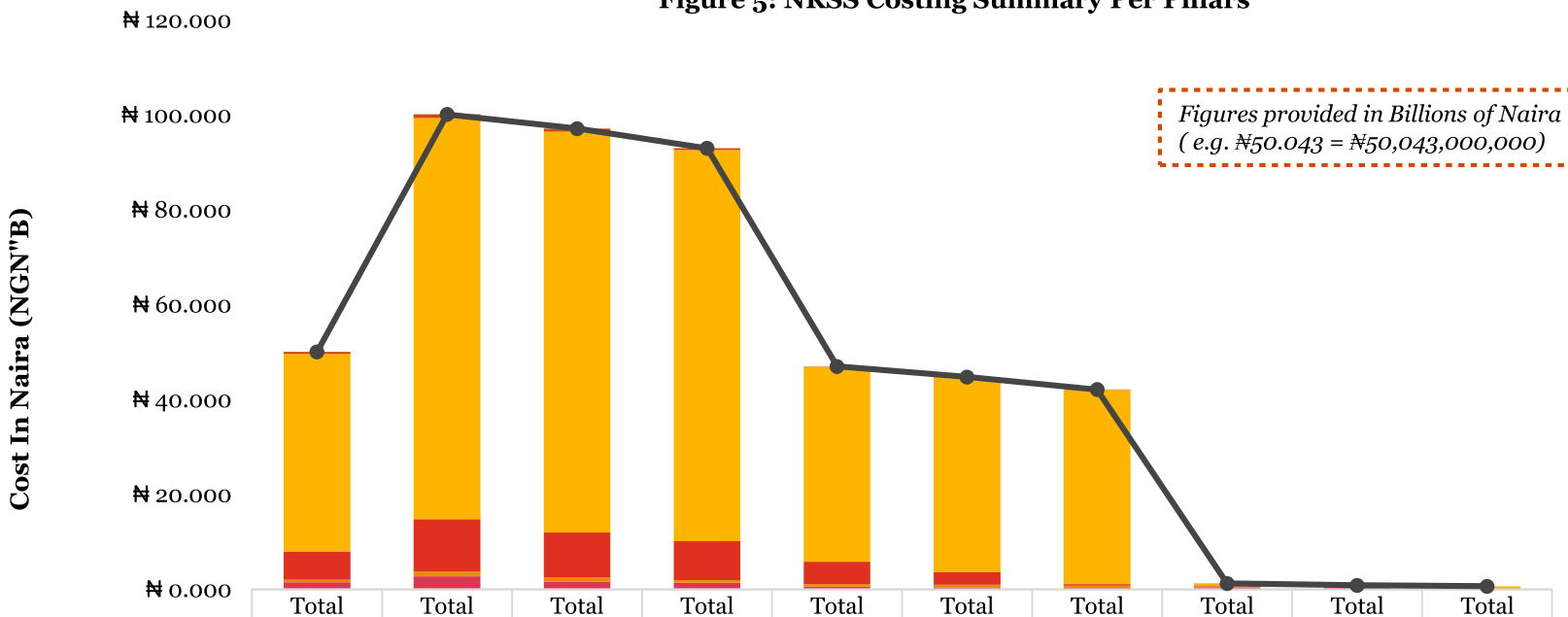
- State Road Safety Advisory Council (SaRSAC) comprising of principal road safety stakeholders to drive the execution of the NRSS II at State Level
- Continued support for NRSS II by political leaders
- Budgetary allocation for the Technical Working Group of the National Road Safety Advisory Council

Next steps...



Improved road infrastructure for safety and mobility will require about ₦417 billion over the period, making it by far the most financially demanding pillar. Safer road users & Adequate Post crash response will also require a lot of expenditure, largely due to their capital requirements. Spending will be highest within the 3 year period 2022 – 2024 and providing all slated strategic activities are completed within this period, required expenditure falls by about half, to less than ₦ 3 billion over the final 3 years.

Figure 5: NRSS Costing Summary Per Pillars



Figures provided in Billions of Naira (e.g. ₦50.043 = ₦50,043,000,000)

	Total Estimated Expenditure 2021F (N)	Total Estimated Expenditure 2022F (N)	Total Estimated Expenditure 2023F (N)	Total Estimated Expenditure 2024F (N)	Total Estimated Expenditure 2025F (N)	Total Estimated Expenditure 2026F (N)	Total Estimated Expenditure 2027F (N)	Total Estimated Expenditure 2028F (N)	Total Estimated Expenditure 2029F (N)	Total Estimated Expenditure 2030F (N)
Road Safety Management (NGN"B)	₦ 0.428	₦ 0.800	₦ 0.633	₦ 0.334	₦ 0.077	₦ 0.060	₦ 0.050	₦ 0.050	₦ 0	₦ 0
Safer Roads and Mobility (NGN"B)	₦ 41.655	₦ 84.528	₦ 84.528	₦ 82.487	₦ 41.085	₦ 41.088	₦ 40.955	₦ 0.326	₦ 0.290	₦ 0.378
Safer Road Users (NGN"B)	₦ 5.949	₦ 11.072	₦ 9.519	₦ 8.207	₦ 4.776	₦ 2.681	₦ 0.352	₦ 0.210	₦ 0	₦ 0
Safer Vehicles (NGN"B)	₦ 0.565	₦ 1.013	₦ 0.863	₦ 0.506	₦ 0.474	₦ 0.465	₦ 0.318	₦ 0.237	₦ 0.158	₦ 0.014
Post Crash Response (NGN"B)	₦ 1.447	₦ 2.707	₦ 1.581	₦ 1.425	₦ 0.578	₦ 0.459	₦ 0.428	₦ 0.396	₦ 0.395	₦ 0.240
Total (NGN"B)	₦ 50.043	₦ 100.120	₦ 97.123	₦ 92.959	₦ 46.990	₦ 44.751	₦ 42.103	₦ 1.218	₦ 0.842	₦ 0.632

A Child Road Safety Strategy in Nigeria

The Nigeria Road Safety Strategy provides the foundation for more specific road safety strategies and plans to be developed.

Road traffic injury is a leading cause of death and disability in children. Well over 40% of the Nigeria population is aged 0 – 14, which makes the safety of children a critical focus in Nigeria Road Safety Strategy II (2021 -2030).

The Global Burden of Disease study estimates that road traffic injury is the 7th greatest cause of death for children aged 5 -14 in Nigeria, and the 10th highest cause of disability. Approximately two-thirds of the trauma is suffered by boys and one-third by girls.

Using this data, the estimated socio-economic cost of road traffic injury for Nigerian children in 2017 was USD 1.8 billion.

Motor vehicle speed, use of safety equipment, vehicle safety and the road environment are major risk factors for both adults and Children when using the road. Children are more vulnerable because they are still developing physically and mentally, but this Is not taken into account in most road designs.

Children use the road differently at different ages. Children nine and under are more likely to be accompanied by an adult Either as pedestrians or as the passenger in a vehicle. Older children have increased independent mobility, particularly as pedestrians and cyclists, and suffer a higher rate of mortality.

We must ensure that all children are safe when they are travelling to and from school, and on other everyday trips such as to and from church, or while running errands, hawking and plating. The vast bulk of school trips are by foot and child pedestrian safety paramount.

A Child Road Safety Strategy will put the safety of children on the road at the forefront in Nigeria. In doing so, preference is given to the United Nations Sustainable Development Goals , which include targets for 2030 to:

- Halve road traffic fatalities; and
- Provide access to safe, affordable, accessible and sustainable transport systems for all.

Source: Institute for Health Metrics and Evaluation (IHEME), The World Bank, GBD Compare Data Visualization

The implementation of NRSS II will require an extensive and all encompassing stakeholder sensitization and enlightenment programme which would be developed and carried out across all the zones of the federation to get stakeholder buy-in and support for the successful implementation of the NRSS. The stakeholders in the NRSS II is listed below:

S/N	Stakeholder
1	Federal Road Safety Corps
2	Min. of Transport Lagos State
3	Min of Works & Transport Kaduna
4	Min of Transport Delta State
5	Min of Transport Anambra State
6	Min. of Housing & Transport Gombe
7	Min of Transport Kwara State
8	Federal Min. of Transport
9	Federal Min of Power, Works and Housing
10	Federal Min of Health
11	National Bureau of Statistics (NBS)
12	National Environmental Standards and regulations Enforcement Agency (NESREA)
13	Nigeria Police Force (NPF) State Government/State Motor Vehicle Administration Agencies constituting State Traffic Management Agencies and Vehicle Inspection Offices (VIO)
14	Nigerian Medical Association (NMA)
15	Nigeria Society of Engineers (NSE)
16	Nigerian Bar Association (NBA)
17	National Council of Women Societies (NCWS)
18	Standards Organization of Nigeria (SON)
19	The Nigeria Institute of Town Planners (NITP)

S/N	Stakeholder
20	Federal Roads Maintenance Agency
21	Federal Ministry of Budget and National Planning
22	Federal Ministry of Environment
23	Federal Ministry of Information and Culture
24	Federal Ministry of Justice
25	Federal Ministry of Science and Technology
26	Ministry of Information and Communication
27	Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture
28	National Automotive Design and Development Council
29	News Agency of Nigeria
30	National Road Safety Advisory Council
31	National Building and Road Research Institute
32	Nigeria Customs Service
33	National Drug Law Enforcement Agency
34	National Emergency Management Agency
35	National Environmental Standards and Regulations Enforcement Agency
36	Nigerian Educational Research and Development Council

S/N	Stakeholder
37	Nigerian Insurance Association
38	National Institute for Driving Instructors
39	National Information Technology Development Agency
40	Nigerian Institute for Transport Technology
41	National Orientation Agency
42	National Population Commission
43	Nigerian Police Force
44	Nigeria Security and Civil Defence Corps
45	Nigerian Society of Engineers
46	National Universities Commission
47	National Union of Road Transport Workers
48	Nigerian Association of Road Transport Owners
49	Organization for Economic Co-operation and Development
50	State Emergency Management Agency
51	State Information Agencies
52	State Ministry of Health
53	State Ministry of Works and Transport
54	State Motor Vehicle Administration Agencies
55	State Ministry of Environment
56	Standards Organization of Nigeria
57	State Roads Maintenance Agency
58	State Traffic Maintenance Agency
59	Transportation Growth Initiative

1 Introduction

1.1 Purpose of the Strategy

The Nigeria Road Safety Strategy 2021 - 2030 (NRSS II), is an update to the maiden road safety strategy (NRSS).

NRSS was Nigeria's response to a call (UN General Assembly resolution 64/2551 of March 2010 declaring the Global Decade of Action for road safety from 2011 to 2020) for global action on road safety and country capacity review by the World Bank. NRSS defines and guides the implementation of initiatives and programmes across the five (5) pillars espoused by the safe systems approach. This aims to reduce in-country Road Traffic Crash fatality rate by 50% during the period covered.

After reviewing NRSS, the South West region performed best compared to other region. This region achieved 41% of the sets initiatives under the 5 pillars. Following this, the South East region achieved 29% of the set initiatives. The least performing regions where North West (12%) and North East (13%). The zone with the highest number of average crashes for 5 years (2013-2017) was the North central region followed by north west and south west. These three regions account for more than 65% of the total RTC in Nigeria.

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

NRSS II covers the Post-2020 Global Plan for the Decade of Action for Road Safety (2011-2020) and is guided by the framework of the Sustainable Developmental Goals (3.6 and 11.2).

NRSS II seeks to:

- Highlight the key milestones in road safety (Global, Africa and Nigeria);
- Depict the current road safety situation (Global, Africa and Nigeria);
- Articulate the desired road safety situation (Global, Africa and Nigeria);
- Harmonize the different road safety efforts by:
  - Building on the first version of the Nigeria Road Safety Strategy
  - Detailing the Monitoring and Evaluation process to ensure effective implementation
  - Developing a 10 –year plan of action towards the achievement of established targets

1.2 Overview of the Strategy

The NRSS II (2021 – 2030) diagnose the road safety situation Nationally and seeks to address current overlaps, streamline the role and responsibilities of all stakeholders in order to successfully implement the activities within the strategy.

To achieve its objective of a 50% Reduction in Road Traffic Fatality by 2030 (using 2019 as a baseline), the document further seeks to:

- Engender higher road safety standard;
- Harmonise the different road safety efforts by emphasizing the vision, goal, purpose, output, outcomes as well as the initiatives for road safety in Nigeria; and
- Provide a 10-year plan of action towards the achievement of established targets and road safety management activities.

NRSS II provides a clear direction aimed at achieving the vision for road safety-where road crashes lead to zero fatality, reduction in crashes, injuries and damage to property.

The Safe Systems approach will still be adopted in the updated NRSS II. This provides a holistic view of the road transport system and the interactions among roads and roadsides, travel speeds, vehicles and road users.

To secure national buy-in, there was an extensive consultation among the stakeholders through nationwide workshops and focus group discussions with the Technical Working Group of National Road Safety Advisory Council (NaRSAC) members and global road safety experts.

Key strategic Initiatives within the NRSS include:-

1. Establish the State Road Safety Advisory Council (SaRSAC) at state level;
2. Review and upgrade road design standards;
3. Design and deploy training and awareness campaigns that are supported by a lessons-learned system
4. Allocate 20% of Road Safety Intervention Fund to Non Motorized Transport Initiatives/Activities;
5. Provide additional medical equipment and emergency rescue ambulances;
6. Engage development partners and
7. Identify and fund strategic activities.

1.3 Country Highlight - Nigeria

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

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

The total road network which is estimated at 200,183[b]km (comprising 36,183km Federal, 32,000km State and 132,000km of Local roads) has earned Nigeria her rank as the country with the second largest road network in Africa as at 2019, however Km road per 100 square km is estimated at 21 as against a BRICS (Brazil, Russia, India, China and South Africa) average of 44.

In addition, population-road ratio was estimated to be 860 persons per kilometre roadway while vehicular density stood at about 39 vehicles per kilometre roadway.

Currently, more than 95% of urban transportation in Nigeria is done by road, and about 70% of these trips are by public transport. However, there is the lack of adequate transportation that is growing in proportion with urbanization.

NIGERIA at 2019

Key Statistic	2019 figures	2019 Global Ranking
Total Area	923, 768 sq. km	32 of 251
Road network	200,183 sq. km	26 of 221
Vehicle per 1,000 population	46.0	114 of 150
Vehicle per km of road	39.0	Top 60
GDP per capita	US$2,222	138 of 182
Nominal GDP	US$ 447 Billion	27 of 190

Figure 6

Currently in Nigeria, human and vehicular population is more concentrated in and around the cities, the population-road ratio and vehicular density within the urban road network is higher and results in high traffic pressures. This presents a higher possibility for Road Safety challenges. Focus should be on developing initiatives within NRSS II which directly addresses such challenges of decongesting traffic around urban road network across the country.

Source: National Population Commission (2018), PwC Analysis, National Bureau of Statistics (2018), World Bank (2018)

Road Transport Safety Standardization Scheme

Road transportation has become a dominant mode in Nigeria. Challenges being faced on the Nigeria roads led to the Federal Road Safety Commission introducing the Road Transport Safety Standardization Scheme (RTSSS). The scheme is compulsory for all fleet operators (Private, Corporate and Government transport companies).

The Road Transport Safety Standardization Scheme created by law in the National Road Traffic Regulations (NRTR) (2004) Section 115 made pursuant to Sections 5 and 10 (10) of the FRSC (Establishment) Act 2007 provides for the establishment of safety units by all transport operators so as to bring professionalism into the industry, promote and develop rapid safe, efficient and convenient fleet transportation system in the country.

The Road Transport Safety Standardization Scheme (RTSSS) is classified into 7 (seven) broad areas as follows:

1) Compilation and Registration of fleet operators.
2) Certification of transport operators.
3) Improving quality of driver's training.
4) Collaborative efforts among law makers, law enforcement agencies and transport operators.
5) Continuous inspection of Fleet Operators / activities.
6) Enforcement of Model Safety Policy for Fleet Operators.
7) Evaluation and Reporting.

Establishment of Safety Units, Appointment of Safety Managers and their Functions

Under the Scheme, each operator / company must establish a Safety Unit to be headed by a competent and experienced Safety Manager in line with section 115 (1) of the NRTR , 2004 and will be responsible for the following:

1) Risk Assessment
2) Driver Assessment
3) Route Assessment
4) Vehicle Assessment

The principle of the scheme is to provide a working document for stake holders in the Transport sub-sector, so as to reduce to the barest minimum, incidence of Road Traffic Crashes on the highways.

Source: National Security Strategy (2019), PwC Analysis

2

Road Safety Key Developments (Global, Africa and Nigeria)

2.1 Key Developments in Road Safety - Global

Global efforts on Road Safety have witnessed key developments over the years, some of which are outlined in Figure 7 below.

Figure 7

2.1.1 Decade of Action for Road Safety 2011 - 2020

Following the First Global Ministerial Conference on Road Safety hosted by the Government of the Russian Federation in November 2009, a Decade of Action for Road Safety (2011–2020) was officially proclaimed by the United Nations General Assembly in March 2010. This was done in response to the rapidly rising number of road-related injuries and fatalities occurring all over the world with the official goal of the Decade of Action for Road Safety 2011–2020 being to "stabilize and then reduce global road traffic fatalities by 2020." The Global Plan for the Decade of Action is organized around the safe-systems five-pillars for improving road safety and includes targets and indicators for each pillar, in addition to global targets.

The five pillars for focus during the Decade of Action for Road Safety 2011–2020 are shown in the tables below

Pillar 1 Road Safety Management	**Pillar 2** Safer Road and Mobility	**Pillar 3** Safer Vehicles	**Pillar 4** Safer Road Users	**Pillar 5** Post – Crash Response
This focuses on the need to strengthen institutional capacity to further national road safety efforts and also on setting realistic and long-term targets for related activities with sufficient funding for their implementation. It also calls for development of data systems to monitor and evaluate activities	This focuses on the need to improve safety of roads for the benefit of all road users, especially the most vulnerable: pedestrians, bicyclists & motorcyclists. Its activities are focused on improving safety consciousness in planning, design, construction, operation and the maintenance of roads	This addresses the need for improved vehicle safety by urging harmonization of relevant global standards to accelerate uptake of new technologies which have an impact on safety. Its activities are focused on ensuring all new vehicles are equipped with minimum safety features	This highlights the need to develop comprehensive programmes to improve road user behaviour. Its activities are targeted at implementing models to sustain or increase enforcement levels of relevant laws & standards and fusing these efforts with public awareness to achieve its goal	This promotes improvement of systems to provide appropriate emergency treatment and long-term rehabilitation for crash victims and their bereaved. Insurance schemes and thorough investigation of crashes are focal points as regards this pillar

Source: UN Decade of Action for Road Safety 2011 - 2020

2.1.2 Sustainable Development Goals on Road Safety (SDGs)

In 2017, the United Nations member states agreed on a comprehensive subset of global road safety targets to aid work towards the target agreed to half fatalities and serious injuries on the world's roads by 2020.The UN General Assembly declared the years 2011-2020 as a Decade of Action for Road Safety. Member States also included two specific targets on road safety (SDG 3.6 and SDG 11.2) in the UN Sustainable Development Goals launched in 2015.

SDG target 3.6 seeks to reduce road traffic fatalities and injuries by 50% by 2020 and SDG target 11.2 aims to provide access to safe, affordable, accessible and sustainable transport by 2030. The agreed targets are also in line with the Decade of Action for Road Safety and it's five pillars - road safety management, safer roads and mobility, safer vehicles, safer road users, and post-crash response. SDG target 17 seeks to strengthen global partnerships to support and achieve the ambitious targets of the 2030 Agenda,

Countries that worked on the targets included Brazil, China, Ethiopia, France, Kenya, the EU, Ghana, Russia, Spain, Thailand and the US. Along with WHO, international agencies included UNECE, UNECA, the World Bank, and UNICEF.

Goal 3: Ensure healthy lives and promote well-being for all: - 3.6. By 2020, halve the number of global fatalities and injuries from road traffic accidents.

Goal 11: Make cities and human settlements inclusive, safe, resilient and sustainable: - 11.2. By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons.

Goal 17: Strengthen the means of implementation and revitalize the global partnership for sustainable development: Goal 17 seeks to strengthen global partnerships to support and achieve the ambitious targets of the 2030 Agenda, bringing together national governments, the international community, civil society, the private sector and other actors.

Figure 8

Source: Sustainable Development Goals

2.1.3 12 Voluntary Global Performance Targets for Road Safety Risk

The 12 Voluntary Global Performance Targets for Road Safety Risk Factors and Service Delivery Mechanisms gained consensus among Member States following the formal consultation on 20-21 November 2017. The aim was to provide an operational framework to guide country action to achieve reductions in overall mortality by 2030. The global targets are needed to help provide operational guidance to achieving the SGDs. Other reasons why the global targets are needed include: raising awareness of road safety issues globally, enable the assessment of progress towards the Decade of Action / Sustainable Development goals and on a National level it allows for the adjustment of strategic activities as needed.

12 Global Voluntary Performance Targets - Global voluntary targets for road safety risk factors and service delivery mechanisms

	Target	Timeline
1	All countries to establish a comprehensive multi-sectoral national road safety action plan with time-bound targets.	2020
2	All countries accede to one or more of the core road safety-related UN legal instruments	2030
3	All new roads achieve technical standards for all road users that take into account road safety, or meet a three star rating or better.	
4	More than 75% of travel on existing roads is on roads that meet technical standards for all road users that take into account road safety.	
5	100% of new (defined as produced, sold or imported) and used vehicles meet high quality safety standards, such as the recommended priority UN Regulations, Global Technical Regulations, or equivalent recognized national performance requirements.	
6	Halve the proportion of vehicles travelling over the posted speed limit and achieve a reduction in speed-related injuries and fatalities.	
7	Increase the proportion of motorcycle riders correctly using standard helmets to close to 100%.	
8	Increase the proportion of motor vehicle occupants using safety belts or standard child restraint systems to close to 100%.	
9	Halve the number of road traffic injuries and fatalities related to drivers using alcohol, and/or achieve a reduction in those related to other psychoactive substances.	
10	All countries have national laws to restrict or prohibit the use of mobile phones while driving.	
11	All countries to enact regulation for driving time and rest periods for professional drivers, and/or accede to international/regional regulation in this area.	
12	All countries establish and achieve national targets in order to minimize the time interval between road traffic crash and the provision of first professional emergency care	

Source: Sustainable Development Goals

2.1.4 The Global Framework Plan of Action (GFPA)

The Global Framework Plan of Action (GFPA) is designed to serve as a benchmark for establishing national road safety systems, using the five pillars covered by the Safe Systems Approach for road safety as essential blocks thereby building on the Global Plan for the Decade of Action for Road Safety 2011-2020.

The safe systems approach which provides a holistic view to road safety in consideration of the principle that the sum of the individual parts of the system combine for a greater overall safety effect in which another part will prevent serious injuries even where one part fails. This requires understanding and managing the complex and dynamic interaction between operating speeds, vehicles, road infrastructure and road user behavior in a holistic way. The safe system seeks to address Sustainable Development Goals 3.6 - reducing the number of global fatalities and injuries from road traffic accidents by halve, and 11.2 - providing access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport; with special attention to the needs of those in vulnerable situations such as pregnant women, children, persons with disabilities and older persons by 2030.

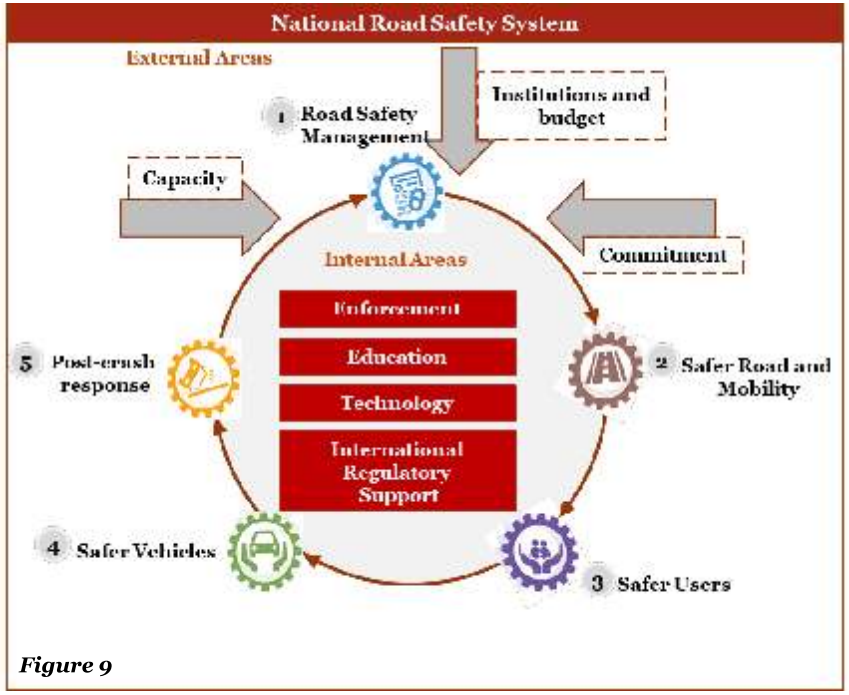


Figure 9

Actions are detailed in 4 interconnected but separate areas such as regulation, enforcement, education and technology for each of the pillars. These areas are separate but interconnected, as action in one area can lead to results even if no action in another area under the same pillar was implemented. The classification of action in the Framework Plan is meant to show a full spectrum of interconnected actions that should be undertaken by different actors in a coordinated way to improve safety of users, vehicles, roads and make the post-crash response more effective. This is also meant to encourage a joint effective work of various actors at a country level.

The order of the pillars – safer user, safe vehicle and safe road pillars does not suggest any particular preference of one pillar over another. Following the safe system, these pillars are equally important to achieving roads safety. However, work in none of the pillars should be neglected as this would compromise creation of a sound and holistic national road safety system. At the same time, countries may prioritize national action in the pillar in which taking action at the start would bring about the highest road safety impact for them.

Source: Global Plan for the Decade of Action for Road Safety, 2011-2020, Version 3

2.1.4 The Global Framework Plan of Action (Cont'd)

The Global Framework Plan of Action for Road Safety builds on the Global Plan for the Decade of Action for Road Safety 2011-2020 by using 5 pillars for road safety as the essential blocks for creating a national road safety system. These pillars are integrated in a comprehensive and sustainable system complemented and assisted by international coordination.

Figure 10: Global Framework Plan of Action for Road Safety

Area / Pillar	**Legislation** (Clear basis & authority for enhancing road safety)	**Enforcement** (Compliance with rules, regulations & standards)	**Education** (Awareness & application of rules and regulations)	**Technology** (Increase the system's effectiveness through enabling technology)	**International Regulatory Support** (leverage institutional platforms to support the work in other areas)
Road Safety Management					
Safer Road and Mobility	Standards for design, construction, maintenance and signage	Audit assessment and inspection by certified teams	Awareness raising for road managers, users and for inspectors	Forgiving and self-explaining road designs, intelligent road system	UN RS legal instruments and resolutions WP.1, WP.29
Safer Users	Traffic rules for drivers, cyclist, pedestrians	Lawful behaviour ensured by police and inspectors	Awareness raising, training and examination	Supportive technology and equipment, rules reminders	UN RS legal instruments and resolutions WP.1,SC.1,WP.15
Safer Vehicles	Rules and standards for admissions of vehicles to traffic	Certifications and inspection by qualified inspector	Awareness raising for users training for inspectors	Supportive technology and equipment, compliance reminders	UN RS legal instruments and resolutions WP.1,WP.29
Effective post-crash response	Standard for data collection post-crash response and investigation	Oversight of rescue services, investigators, investigating crashes	First aid and rescue services training, investigators training	Supportive technology and equipment	Consolidated resolution, int. standards WP.1,SC.1

Source: Global Framework Plan of Action

2.1.5 2nd Decade of Action to deliver the Global Goals - Ten years to transform our world

The Sustainable Development Goals which are a shared vision to end poverty, rescue the planet and build a peaceful world are gaining global momentum. With just 10 years to go, an ambitious global effort is underway to deliver the 2030 promise—by mobilizing more governments, civil society, businesses and calling on all people to make the Global Goals their own.

Today, progress is being made in many places, but, overall, action to meet the Goals is not yet advancing at the speed or scale required. The United Nations has highlighted the need for 2020 to usher in a decade of ambitious action to deliver the Goals by 2030.

The Decade of Action calls for accelerating sustainable solutions to all the world's biggest challenges — ranging from poverty and gender to climate change, inequality and closing the finance gap.

In September 2019, the UN Secretary-General called on all sectors of society to mobilize for a decade of action on three levels: global action to secure greater leadership, more resources and smarter solutions for the Sustainable Development Goals; local action embedding the needed transitions in the policies, budgets, institutions and regulatory frameworks of governments, cities and local authorities; and people action, including by youth, civil society, the media, the private sector, unions, academia and other stakeholders, to generate an unstoppable movement pushing for the required transformations.

The COVID-19 pandemic and its impact on all 17 SDGs shows that what began as a health crisis as highlighted by the United Nations has quickly become a human and socio-economic crisis. While the crisis is imperiling progress towards the SDGs, it also makes their achievement all the more urgent and necessary. It is essential that recent gains are protected as much as possible. A transformative recovery from COVID- 19 should be pursued, one that addresses the crisis, reduces risks from future potential crises and relaunched the implementation efforts to deliver the 2030 Agenda and SDGs during the Decade of Action.

The Decade of Action aims to:

1. Mobilize everyone, everywhere
2. Demand urgency and ambition
3. Supercharge ideas to solutions

Source: Sustainable Development Goals

2.1.5 International Road Assessment Programme (IRAP)

The Road Assessment Programme (RAP) and the New Car Assessment Programme (NCAP) were both founded by the British, Dutch and Swedish governments working in partnership with leading European automobile clubs and safety charities. The NCAP and RAP programmes have both been rolled out globally.

The European RAP programme was developed with funding from automobile clubs, national governments and a series of staged EU grants to create a "permanent institution". The focus, like NCAP, was to create a market for safety by raising consumer awareness. RAP is part of a global road assessment movement to make roads safer. iRAP was formed in 2006 as an umbrella organisation for EuroRAP, usRAP and AusRAP and also to facilitate work in middle and low income countries. It is now the umbrella organisation for: EuroRAP, AusRAP, usRAP, KiwiRAP, ChinaRAP, IndiaRAP, BrazilRAP, SARAP, ThaiRAP and MyRAP.

iRAP programmes and projects is been undertaken by partners in over 100 countries worldwide. Worldwide, iRAP and our regional 'X'RAP programmes are influencing the safety of large-scale investment to the tune of over USD$24.5 billion in low and middle income countries and $43.7 billion in high income countries.

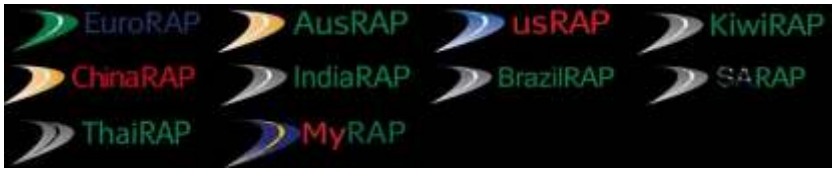
iRAP works on both a Global and Regional basis to promote safer road infrastructure that saves lives and prevents serious injuries to all road users.

The iRAP metrics have been adopted and used by national governments, state and local governments, development banks, mobility clubs and the private sector. They are recommended for use by the United Nations, World Health Organisation, FIA Foundation and other leading institutions.

The Global Road Infrastructure Key Performance Indicators (KPIs) provide clear and measurable guidance for the achievement of UN Targets 3 and 4.

iRAP's main tools and techniques are known as the 'four iRAP protocols:

1. Star Ratings
2. Investment Plan
3. Crash Risk Mapping
4. Performance Tracking

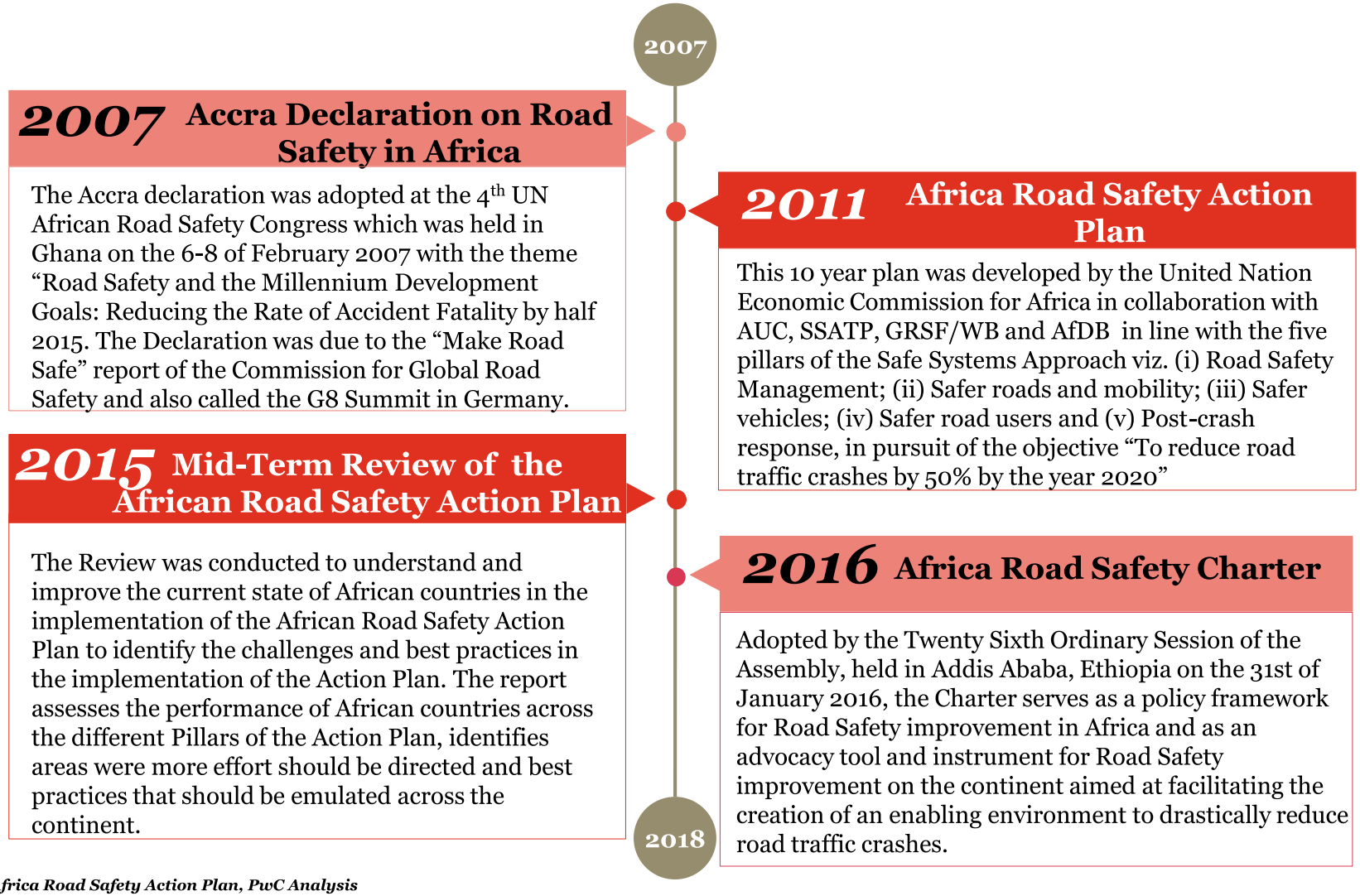


International Road Assessment Programme (IRAP)

2.2 Key Developments in Road Safety - Africa

Africa has witnessed key developments over the years with regards to Road Safety, some of which are outlined in Figure 11 below.

Figure 11



Source: Africa Road Safety Action Plan, PwC Analysis

2.2.1 The Accra Declaration on Road Safety in Africa

The Ministerial Round Table was held at the African Road Safety Conference Accra, Ghana and accepted the Declaration on the 8th of February 2007. The Ministers responsible for Transport and Health, met at the African Road Safety Conference in Accra, Ghana regarding the importance of road safety and the role of transport in achieving the Millennium Development Goals (MDGs) bearing in mind the high rate of road accidents and its adverse social and economic impact on the continent.

The declaration aimed at encouraging the member States to use the WHO/World Bank World Report on Road Traffic Injury Prevention as a framework for road safety and implement its recommendations to substantially reduce the causes and risk factors associated with road accidents. This includes the non-use of safety belts and child restraints; driving under the influence of alcohol and drugs; the non-use of helmets; inappropriate and excessive speed; the lack of safe infrastructure and the use of mobile phones.

The Ministers responsible for Transport and Health, undertook the following:

1. Work together to stop the growing epidemic of deaths and injuries on our roads.
2. Promote road safety as a health, transportation, law enforcement, education, and development priority for our nations.
3. Set and achieve measurable national targets for road safety and traffic-injury prevention in all Member States to contribute to the achievement of Africa's overall targets to reduce accidents fatalities by half by 2015. In this regard, Member States should designate a lead agency, with legal backing and adequate and sustainable financial resources, to ensure the achievement of the targets.
4. Take necessary steps to source sustainable funding for development and management of transport infrastructure and services as well as work with multilateral and bilateral donors to develop road safety projects and programmes to build national road safety management capacity.
5. Strengthen pre-hospital and emergency services in order to provide timely and appropriate care to road traffic-injured patients, so as to minimize their effects and long-term disability.
6. Mainstream road safety into new and existing road infrastructure development programmes. In this regard, convince governments to devote a percentage of their investment in infrastructure development to road safety programmes.
7. Improve the collection, management and use of data on road deaths and injuries so as to formulate evidence-based policies. In this regard, efforts would be made to address the non-reporting of accidents, and to harmonise data that originate from different sources.
8. Ensure the enactment and enforcement of laws associated with driving under the influence of alcohol and drugs, inappropriate and excessive speeding, non-use of helmets, driver licensing, road-worthy vehicles and the use of mobile phones while driving.
9. Implement specific education programmes among drivers with regard to safe driving, particularly with issues associated with speed. In this regard, promote road safety initiatives at the local, municipal and national levels, for children and other road users.
10. Urge African countries to pay special attention to rural transport. In this regard, ensure that adequate resources are provided for studies on rural dimensions of road safety and the implementation of their outcome.
11. Encourage African countries to ratify and adhere to international treaties and conventions such as the Vienna Conventions on road traffic and road signs and signals.

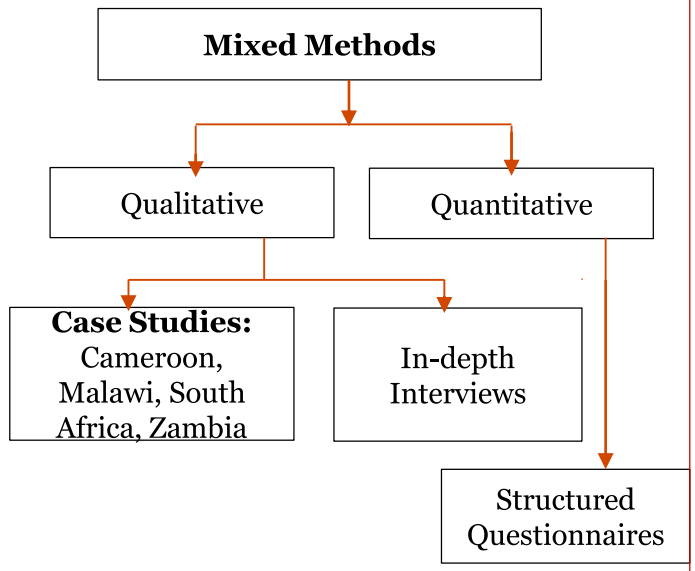
Source: Accra Declaration on Road Safety 2007

2.2.2 African Road Safety Action Plan (2011-2020)

With the establishment of the Decade of Action for Road Safety in March 2010 by the UN General Assembly, African countries saw this as an opportunity to fast track the implementation of their road safety activities and this led to the African Road Safety Action Plan adopted in 2011. To take into account the African specificities & perspectives, cross-cutting issues were included - "Rural Transport Safety" and "evaluation of the African Decade Plan of Action (PoA)"

Overview of the African Road Safety Action Plan

Methodology



This mixed method approach provided more insight and a better understanding of the issues related to the implementation of the African Road Safety Action Plan and data was collected through a quality structured survey.

Background

10 May 2010, the UN General Assembly proclaimed the period 2011– 2020 as the Decade of Action for Road Safety

African Action Plan adopted by African Ministers of Transport in November 2011 and AU Summit in January 2012

Objective

For African countries, the Decade provides an opportunity to fast-track the implementation of their road safety activities with the overall objective of reducing road traffic crashes by 50% by the year 2020

Pillars

- Road Safety Management
- Safer roads and mobility
- Safer vehicles
- Safer drivers and other road users
- Post-crash response
- Cross-Cutting Issues

Supporting Frameworks

Intergovernmental Agreement on Road Standards and Norms for Trans-African Highways (adopted June 2014)

African Road Safety Charter (adopted January 2016)

Transport Sector Support Programme:

- West and Central Africa: June 2016
- North Africa (Arab Maghreb): December 2016

Source: African Road Safety Action Plan 2011 - 2020

2.2.3 Mid-Term Review of the African Road Safety Action Plan

In 2015, it was the midway of the implementation of the Action Plan and a review was conducted to ask the following key questions: To what extent have the activities in the Action Plan been implemented? What results have been achieved? What are the challenges in the implementation of the Action Plan and how can these challenges be overcome? The review provided an opportunity to examine recent developments and emerging issues, both within Africa and globally, that had a bearing on road safety on the continent and how these developments and issues could be mainstreamed in the African Road Safety Action Plan.

Objectives

The overall objective of the review was to ensure the effective participation of Africa at the mid-term review of the Global Decade to be held in Brasilia in November 2015. The specific objectives are as follows:

1. Determine the extent to which member States have implemented the African Road Safety Action;
2. Identify the challenges to the implementation of the Action Plan as well as the remedial measures, focusing on key strategic issues related to road safety management (with emphasis on data management); infrastructure; roadworthiness of vehicles, road user behaviour, and post-crash management;
3. Adopt recommendations to accelerate the implementation of the Action Plan;
4. Assess how the proposed road safety targets under the Sustainable Development Goals fit in the existing road safety framework in Africa, and how road safety efforts on the continent may benefit from the inclusion of road safety targets in the Sustainable Development Goals;
5. Discuss short to medium term plans by partners to support the implementation of road safety activities in African countries; and
6. Discuss African participation at the global review of the Decade to be held in Brazil in November 2015

Outcomes

In line with the specific objectives of the conference, the expected outcomes were as follows:

1. Better understanding of the extent to which African countries are implementing the African Road Safety Action Plan;
2. Better understanding of the challenges to the implementation of the Action Plan, and the remedial measures to speed up the implementation of the Plan;
3. Adoption of recommendations to accelerate the implementation of the Action Plan;
4. Better understanding of how to integrate road safety targets under the Sustainable Development Goals in existing road safety frameworks in Africa, and how road safety efforts on the continent may benefit from the inclusion of road safety targets in the Sustainable Development Goals;
5. Commitment by African countries to implement road safety activities with support provided by SSATP and other partners;
6. Recommendations on Africa's effective participation at the global review of the Decade to be held in Brazil in November 2015. Emphasis will be placed on the side event to be organized in Brasilia (proposed Ministerial Roundtable).

Source: Third African Road Safety Conference 2015

2.2.4 Africa Road Safety Charter

Recognizing the need to speed up the development of infrastructure & associated services in Africa and to put in place safer roads for Africa's development, Member States of the African Union met to discuss and agree on the way forward in 2016 at Addis Ababa Ethiopia. Member States were mostly concerned by the high rate of road crashes in Africa with most victims being pedestrians, cyclists and motorcyclists and with the cost of road traffic accidents being nearly 2% of GNP. Therefore there is a commitment to improve transport infrastructure and health services in Africa so as to prevent road crashes and fatalities.

Main Objectives of the Charter

1. To serve as a policy framework for Road Safety improvement in Africa
2. To 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 the road traffic crashes

Specific Objectives of the Charter

1. Facilitate the formulation of comprehensive Road Safety policies at country level
2. Speed-up implementation of national, regional and continental Road Safety programs
3. Contribute to the coordination of Road Safety in the continent
4. Promote better coordination of interventions by Development Partners in the Road Safety area
5. Enhance Private sector, Civil Society Organisations, Non-Governmental Organisations participation in Road Safety issues
6. Promote the harmonization of the collection, treatment and dissemination of Road Safety data

Principles of the Charter

In implementing the provisions of the charter, States Parties were guided to function in accordance with certain principles:

1. **Self-reliance and a sense of responsibility** by driving a robust and owned vision on Road Safety improvement
2. **Solidarity and sharing knowledge on Road Safety**
3. **Subsidiarity** between the African States Parties, Commission and other regional and continental institutions working towards the Continent's development and integration
4. **Development partnership** between the African Stakeholders, the United Nations Agencies and other International Institutions working towards a fair human development in the world

Source: Africa Road Safety Charter 2016

2.2.5 African Road Safety Observatory

Africa currently faces Road Safety Data challenge with the lack of accurate and complete road safety data. There are discrepancies between the number of officially reported deaths and the estimates presented by the World Health Organization (WHO). There is inadequate data available on road safety performance indicators. Due to the lack of coordination on the definition and number of variables collected, it is difficult for comparisons to be made across the region which gives decision makers an inaccurate report of Africa's road safety situation.

The African Union has responded to improving the quality of road safety data. Under the African Union and in accordance with the Africa Road Safety Charter, the African Road Safety Observatory (ARSO) initiative was launched in 2018 with the ultimate goal of building a robust body of data that can be used to monitor Africa's road safety performance and improve decision making. ARSO is working to harmonize road safety indicators across all countries in Africa.

Serving as a tool to help countries expedite the organization of their national observatories, ARSO will bring together government representatives and road safety experts in the transport and health sectors to decide on key governance issues and priorities for data improvement, as well as to exchange knowledge, share best practices and scale up effective policies across the region. By uniting activities to systematically collect, analyze, and share reliable road crash data, ARSO aims to bolster the efforts of African countries to reduce fatalities on the road.

The observatory benefits from the support of the World Bank, the Africa Transport Policy Program (SSATP), the United Nations Economic Commission for Africa (UNECA) and the Global Road Safety Facility (GRSF, funded by UKAid and TOTAL Foundation), as well as close collaboration with the Fédération Internationale de l'Automobile (FIA), the International Transport Forum (ITF) and the African Development Bank (AfDB).

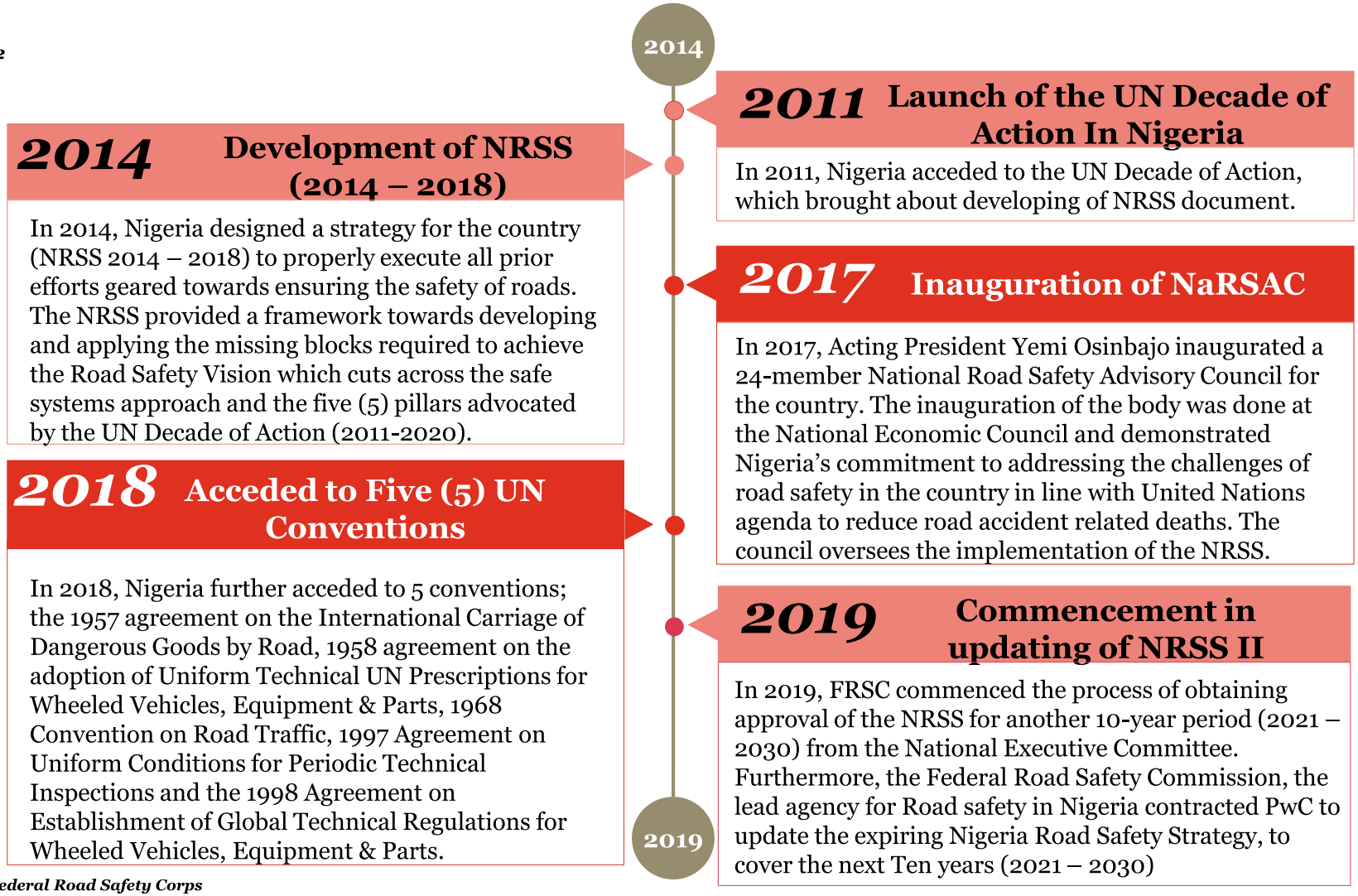
The implementation of the observatory's work plan for 2019-2021 is built around six priority areas:

1. Developing a network of road safety leaders in Africa, including data and policy professionals.
2. Improving tools and methodologies for collecting vital registration, road crash, and other safety data.
3. Monitoring intermediate safety performance indicators.
4. Creating, updating, and maintaining the observatory's road safety database system.
5. Conducting research on the costs and impacts of road crashes.
6. Publishing and disseminating road safety reports.

2.3 Key Developments in Road Safety - Nigeria

Nigeria has witnessed key developments over the years with regards to Road Safety, some of which are outlined in Figure 12 below.

Figure 12



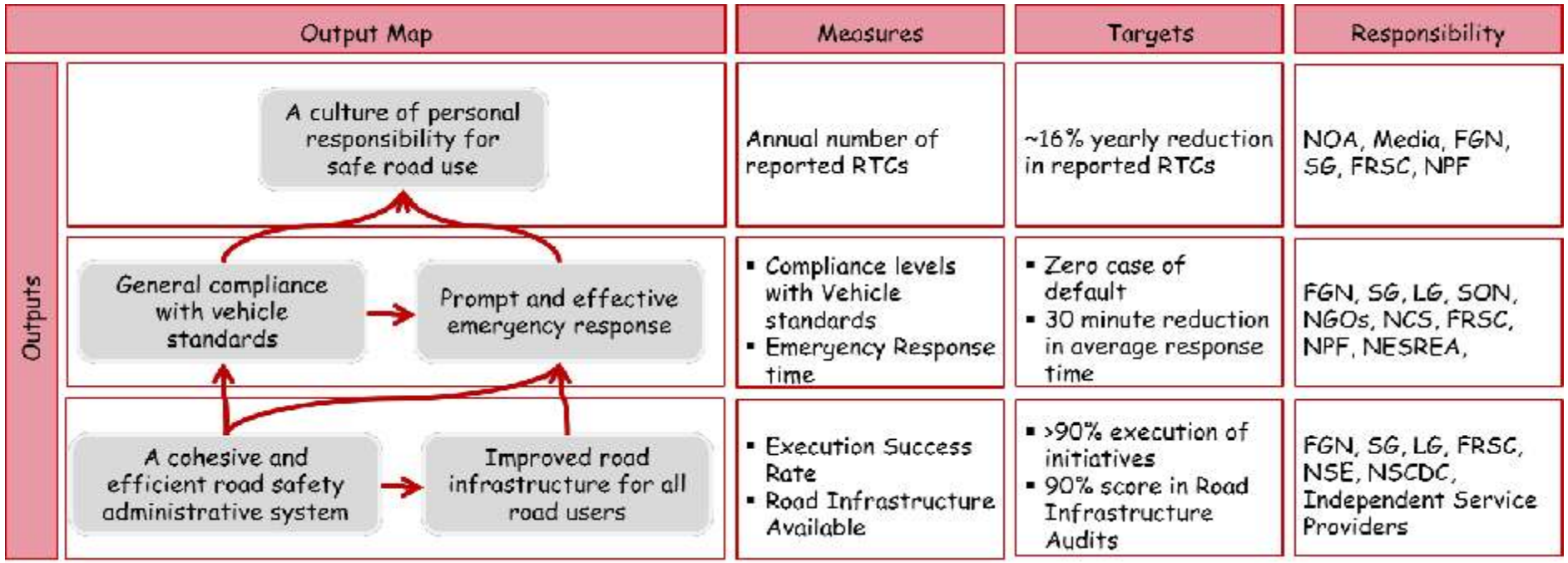
Source: Federal Road Safety Corps

2.3.1 Nigeria Road Safety Strategy (2014-2018)

At the First Global Ministerial Conference on Road Safety held in 2009, a call was made for global action to halt or reverse the increasing trend of road traffic fatalities which led to a proclamation of 2011 to 2020 as a decade of Action for Road Safety through UN GA resolution in March 2010. Following this, a Global Framework Plan of Action for Road Safety was developed which was followed by the Africa plan. These plans recommend that sustainable road safety strategies and programmes be developed and implemented and that ambitious yet feasible target for reduction of road fatalities by 2020 be established.

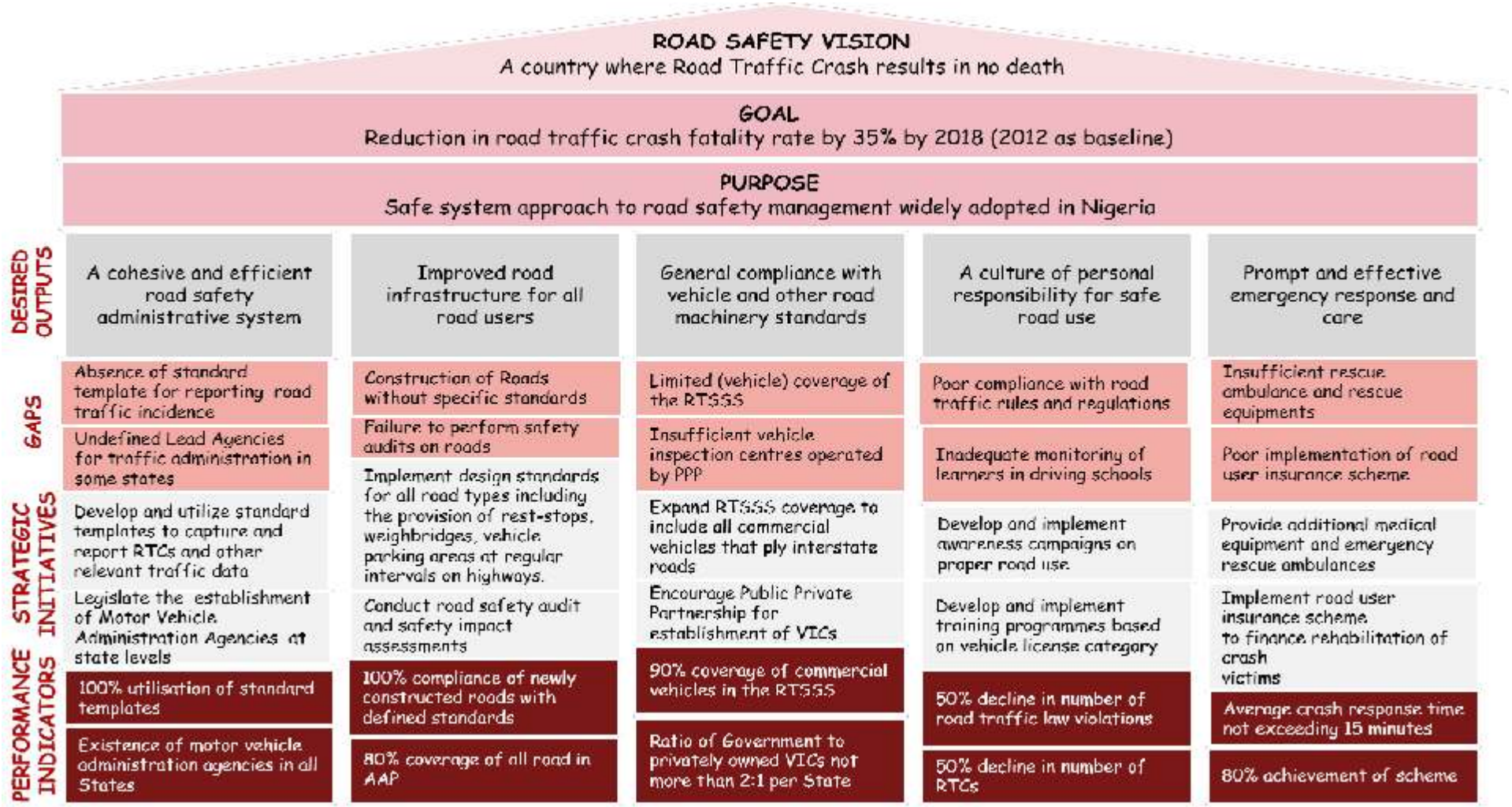
Taking a cue from these global and continental plans, Nigeria developed the first national road safety strategy to capture a road safety intervention programme across the five safe systems approach pillars including a framework for monitoring and evaluation of road safety performance. The Nigeria Road Safety Strategy (NRSS) 2014 – 2018, is a medium-term plan which provides a framework and clear direction geared towards developing and applying specific strategic actions to achieve 35% reduction in road traffic crash using 2012 rates as a baseline

Figure 13: NRSS 2014-2018 at a Glance



Source: Nigeria Road Safety Strategy (2014 – 2018)

Figure 14: Summary of NRSS 2014-2018 on a page



Source: Nigeria Road Safety Strategy (2014 – 2018)

2.3.2 Establishment of NaRSAC - National Advisory Road Safety Council

In 2017, Acting President Yemi Osinbajo inaugurated a 24-member National Road Safety Advisory Council for the country. The inauguration of the body was done at the National Economic Council and demonstrated Nigeria's commitment to addressing the challenges of road safety in the country in line with United Nations agenda to reduce road accident related deaths. The council oversees the implementation of the NRSS.

NaRSAC Membership

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

NaRSAC Key Responsibilities

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

****Rotational Basis of 4 years per Governor***

Source: Accra Declaration on Road Safety 2007

2.3.3 Accession to Five (5) UN Conventions

In October 2018, President Muhammadu Buhari signed the Instrument of Accession to the Vienna Convention on Road Traffic of 5th Nov. 1968 as a commitment to addressing the challenges of road traffic crashes in Nigeria. In compliance with the provision of Article 45 (3) and Article 47 (1) of the Convention "These state that Instruments of Accession shall be deposited with the Secretary General of the United Nations and the Convention shall enter into force, 12 months after the time of deposit of the 15th Instrument of ratification or accession; the head of the FRSC Boboye O Oyeyemi, MFR, mni, visited the United Nations to present the instrument of accession on UN Convention on Road Traffic to Mr Santiago Villalpando, United Nations Chief Treaty Section Office of Legal Affairs, accompanied by Ambassador Bolaji Akinremi, Minister at the Nigeria Mission to UN in New York.

The list of the five Conventions and agreements to be acceded to by Nigeria on road safety included:

1) **1957 Agreement Concerning the International Carriage of Dangerous Goods by Road -** The European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR) was done at Geneva on 30 September 1957 under the auspices of the United Nations Economic Commission for Europe, and it entered into force on 29 January 1968. The Agreement itself was amended by the Protocol amending article 14 (3) done at New York on 21 August 1975, which entered into force on 19 April 1985.

2) **1958 Agreement Concerning the Adoption of Uniform Technical Prescriptions for Wheeled Vehicles** – The agreement is concerning the Adoption of Harmonized Technical United Nations Regulations for Wheeled Vehicles, Equipment and Parts which can be Fitted and/or be Used on Wheeled Vehicles and the Conditions for Reciprocal Recognition of Approvals Granted on the Basis of these United Nations Regulations

3) **1968 Convention on Road Traffic -** The Vienna Convention on Road Traffic was concluded at Vienna on 8 November 1968. Since its entry into force on 21 May 1977, in signatory countries ("Contracting Parties") it replaces previous road traffic conventions, notably the 1949 Geneva Convention on Road Traffic, in accordance with Article 48 of the Convention.

4) **1997 Agreement Concerning Uniform Conditions for Periodic Technical Inspections for Wheeled Vehicles** – UN 1997 Agreement provides the legal framework for carrying out technical inspections of vehicles in use and delivering international certificates of inspection

5) **1998 Agreement Concerning Establishment of Global Technical Regulations for Wheeled Vehicles, Equipment and Parts which can be fitted and/or used on Wheeled Vehicles -** This Agreement establishes a process for the joint development of global technical regulations to ensure the safety, environmental protection, energy efficiency and anti-theft performance of wheeled vehicles, equipment and parts.

2.3.4 Commencement in updating of NRSS II

The Federal Road Safety Commission, the lead agency for Road safety in Nigeria contracted PwC to update the expiring Nigeria Road Safety Strategy, to cover the next five years (2019 – 2023). Key Milestones in updating of NRSS II (2021 – 2030) is detailed below:

Scope of Work	Key Activities	Output(s)
1 *Review and Benchmark*	• Agreed data points to be updated in the draft NRSS II • Requested data and source documents • Commenced collection of data and reviewed documents for update	Updated Context in draft NRSS II
2 *Gap Analysis and Recommendation*	• Reviewed and updated strategic activities by Road Safety Pillars • Presented updated strategies to stakeholders • Documented agreed activities	Updated strategic activities
3 *Update NRSS II Implementation Cost Model*	• Updated costing and funding assumptions • Updated possible sources (+ size) of funding • Updated 10-year costing model (MS Excel)	Updated Implementation cost model
4 *Update NRSS II (2021 – 2030)*	• Updated NRSS II draft with FRSC • Presented NRSS II to Stakeholders • Updated NRSS II – Eight draft • Presented NRSS II to NEC and FEC	Final NRSS II (2021 – 2030)
5 *Project Closing*	• Nation wide Close Out Workshop • Update NRSS II as required • Present final draft to TWG, NEC and FEC • Finalize and submit NRSS II	Signed off Document

Figure 15

3

Road Safety Situation - Global, Africa & Nigeria

3.1 Road Safety Situation - Global

Fatality rates relative to the size of the world's population have stabilized in recent years as areas such as legislation, vehicle standards and access to post-crash care have shown great improvement. However, this progress has not occurred at a pace fast enough to achieve the SDG target 3.6, which calls for a reduction in the number of fatalities by a half by 2020 as the number of road traffic fatalities continues to increase, reaching 1.35 million in 2016. Five behavioral risk factors have been identified as the leading causes of road traffic crashes, that translate into fatalities.

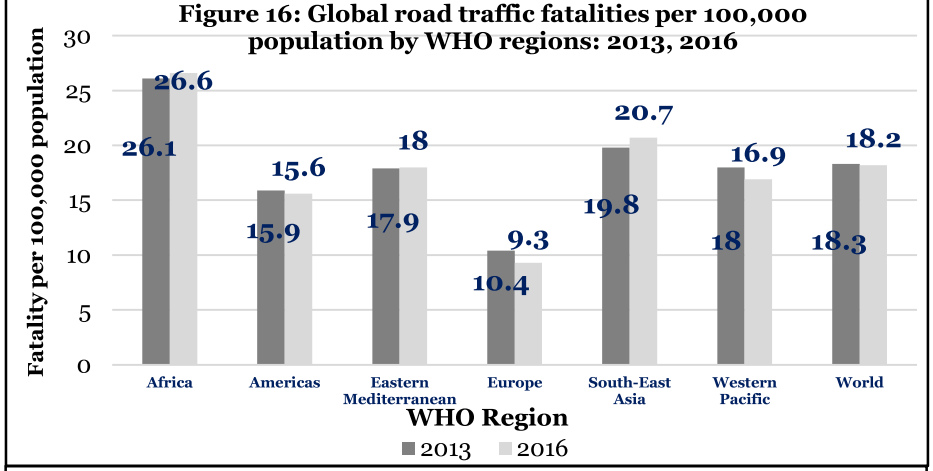


Figure 16: Global road traffic fatalities per 100,000 population by WHO regions: 2013, 2016

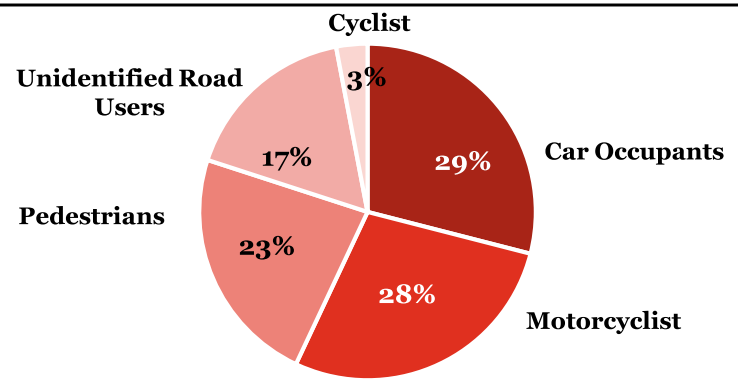


Figure 17: Global distribution of fatalities by road user category by WHO (2016)

Source Global status report on road safety by WHO (2018)

Key Observations from Figures 16 & 17

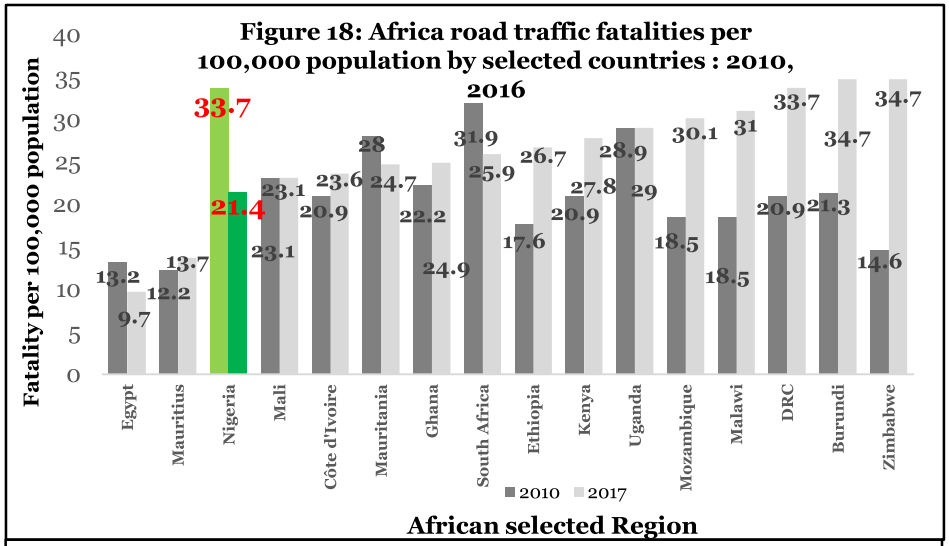
- **Road traffic crashes (RTCs) are the 8th leading cause of global fatalities across all ages and the number one (1) cause of fatalities among ages 5-29.**
- At 26.6 and 20.7 fatalities per 100,000 population respectively, Africa and South-East Asia had higher road traffic fatalities in 2016 than the global rate of 18.2 per 100,000 persons. These regions also experienced an increase in the fatality rates relative to population from 2013.
- In addition to vehicle occupants who constitute the most impacted in respect to road traffic fatalities and motorcyclists, it is observed that the pedestrian category also face huge risks.
- Globally, there are 5 Major behavioral risk factors which includes;
  - Speeding
  - Driving under the influence of alcohol and other psychoactive substances
  - Non-use of motorcycle helmets, seat-belts and child restraints
  - Distracted driving
  - Inadequate post-crash care

1.35

Million Global fatalities in 2016

3.2 Road Safety Situation - Africa

According to the Africa Check Report released by the UN in 2016, RTF was classified in Group 3 as one of the leading causes of deaths in Africa with over 280,000 attributed to Road Traffic Fatalities. The distribution of RTF reveals that fatality among pedestrians is as high as the vehicle occupants thereby illustrating the need to ensure road safety efforts consider all road users including Non-Motorised Traffic (NMT). According to the report, Pedestrians and Cyclists had a highest combined fatalities of 44% in 2016 by road user category. A mid-term review was done on the African Decade of Action to determine the implementation progress of the plan and findings from this review are captured below:



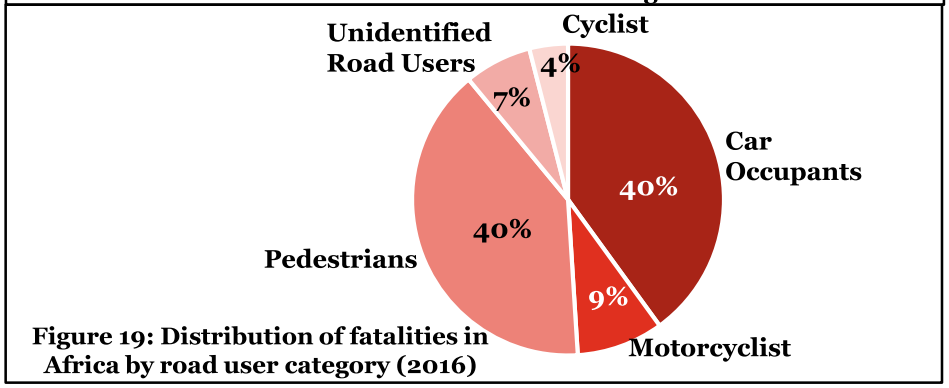


Figure 19: Distribution of fatalities in Africa by road user category (2016)

Source: Global Status Report on Road Safety_2018. African Mid-Term Review 2015, UN Africa Check Report 2016

Key Observations from Figures 18 & 19

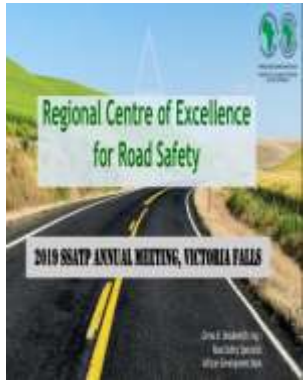
- The main factor of African road fatalities is the lack of standard road safety laws that cover all global risk factors.
- The key findings from the Mid-term review of African Action Plan include;
  - On 37% of the activities listed in the Action Plan across most countries, minimal action has been taken.
  - In most of the countries under focus 39% of these activities are in progress.
  - The section on cross cutting issues particularly the activity geared towards rural transport issues, had a larger proportion of activities where most of the countries had taken low action.
  - Countries also took low action in the implementation of pillar 1 & 5 (Road safety management and post crash response) meaning counties pay less attention to rural road safety.
  - Most activities under Safer Road Users has been fully implemented followed by activities under Safer Vehicles

Proportion of Pedestrian and Bicyclist fatalities in Africa (44%, 2016) is higher than global stats (26%, 2016)

Regional Centre of Excellence for Road Safety

The Regional Centre for Excellence for Road Safety is being championed by the African Development Bank. The role of the centre of excellence is creating a critical mass of road safety professionals and building capacity for research and consultancy services in Africa. The centre of excellence will focus on the below:

1. Training Professionals – offering extensive range of consistent, well-structured, high quality courses and tailored trainings on specific road safety issues
2. Certification – providing a framework for certification of road safety professionals.
3. Twining programme – transferring knowledge and best practices to build capacity for research and consultancy services

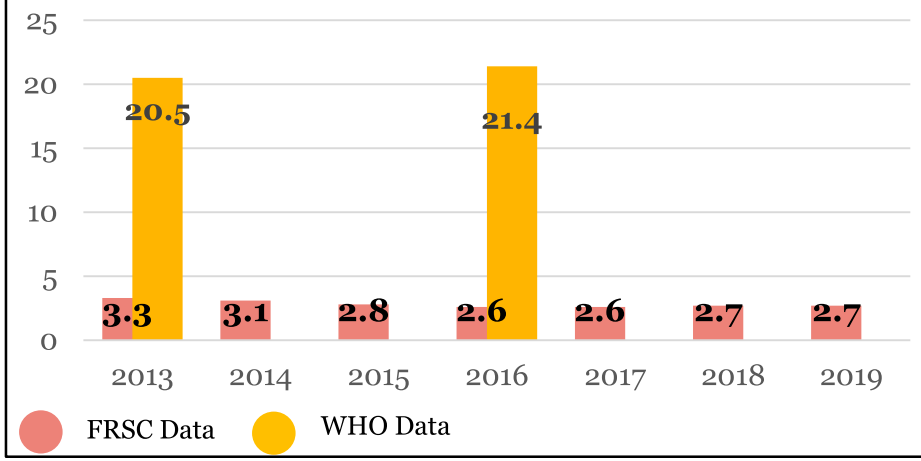


Road Safety Management	Safer Road and Mobility	Safer Vehicles	Safer Road Users	Post – Crash Response
Senior Executive course	Senior Executive course	Senior Executive course	Senior Executive course	Senior Executive course
Management and coordination structures	Road safety in roads Agencies	Vehicle safety legislations and regulations	Traffic police enforcement strategies and tactics	Emergency Medical services
Sustainable road safety funding	Safe system approach in road design	Road worthiness Technical inspections and Enforcement	Driver training and testing systems	Traffic police site control / management
Road safety Legislation	Effective access and development control	Imports and Type testing of vehicles	Special training and testing for professional drivers'	Training of first responders and rescue services
Crash Data systems and data analyses	Traffic Calming and linear settlements	Motorcycle safety and helmet standards	Road safety Campaigns	Training of emergency service personnel
Road safety performance indicators	Road Safety Audits and Inspections/Assessments	Global NCAP	Safety education of Children	
Road Safety Strategies and Action plans	Black-spot management (BSM)		Monitoring and evaluation of campaigns	

3.3 Road Safety Situation - Nigeria

In Nigeria, Road Traffic Crashes are the third-leading cause of overall fatalities, the leading cause of trauma-related fatalities and the most common cause of disability. There has been a steady decline of road traffic fatalities per 100,000 population within the year 2013-2019.

Figure 20: Nigerian road traffic fatalities per 100,000 population: 2013-2019 (FRSC Data/WHO Data)



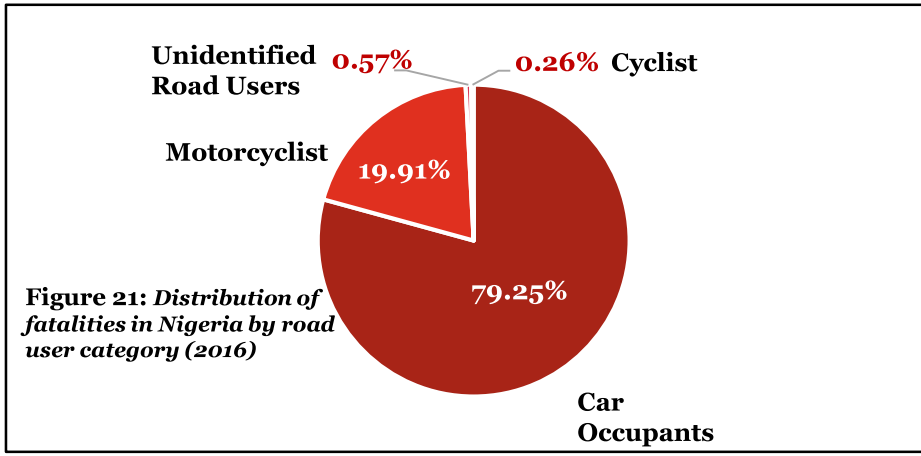


Figure 21: ***Distribution of fatalities in Nigeria by road user category (2016)***

Source: FRSC 2018 Annual Report

Key Observations from Figures 20 & 21

- A key observation is the discrepancy between National Data and that of the WHO. Initiatives within NRSS II will aim to address the current challenges being faced in Data Gathering and Management.
- The age adjusted fatality rate recorded in 2017 is 2.6 per 100,000 of population. This is a decrease from the 2013 record of 3.3 per 100,000 population. However;
- Majority of the global risks factors to road traffic fatalities are prevalent in Nigeria and this is due to the lack of safe road infrastructure and the lack of proper enforcement of road laws.
- The age adjusted fatality rate recorded in 2017 is 2.6 per 100,000 of population, this is a decrease from 2013 record of 3.3 per 100,000 population. However;
- The major causes in relation to road traffic crashes in Nigeria include:
  - Speed Violation
  - Loss of Control
  - Dangerous Driving
  - Tyre Burst
  - Wrongful Overtaking
  - Brake Failure
  - Route Violation

In Nigeria, injuries and deaths resulting from RTC are the ~~Nigeria's~~ 3rd leading cause of ~~overall~~ deaths

Road traffic fatalities have however been on a downward trajectory since 2013, experiencing a 21% drop though it increased by 2.47% between 2016 and 2018. To achieve 50% reduction in RTF by 2030, there has to be an annual reduction in RTC of 7.84% from 2019. Based on 2019 figures, Kaduna had the highest number of fatalities on an individual state level while regionally North Central recorded the highest number of fatalities. The road safety situation in Nigeria from 2012 – 2019 is reflected in the charts below:

Figure 22: Projected Trend of Fatality (2012-2030)

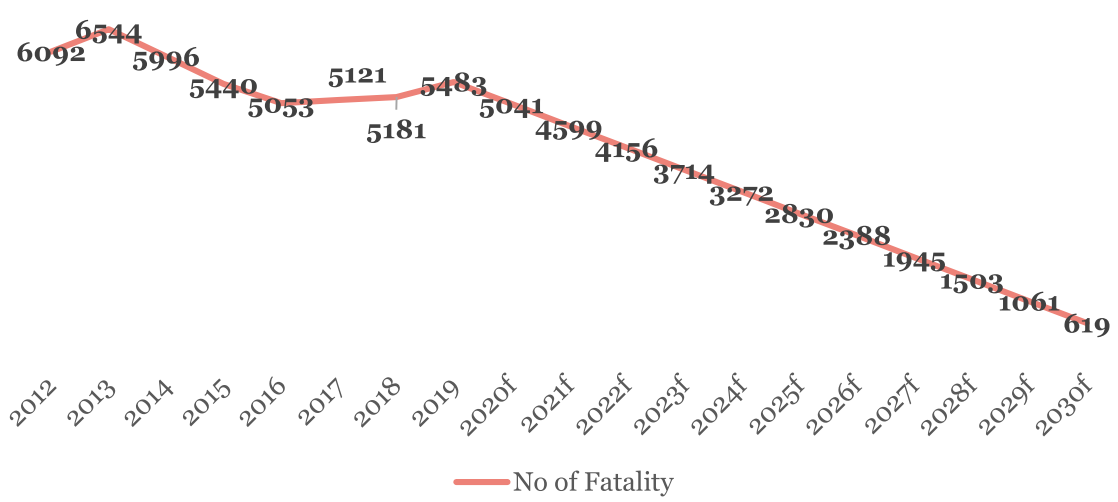


Figure 23: Number of People fatalities 2013-2019

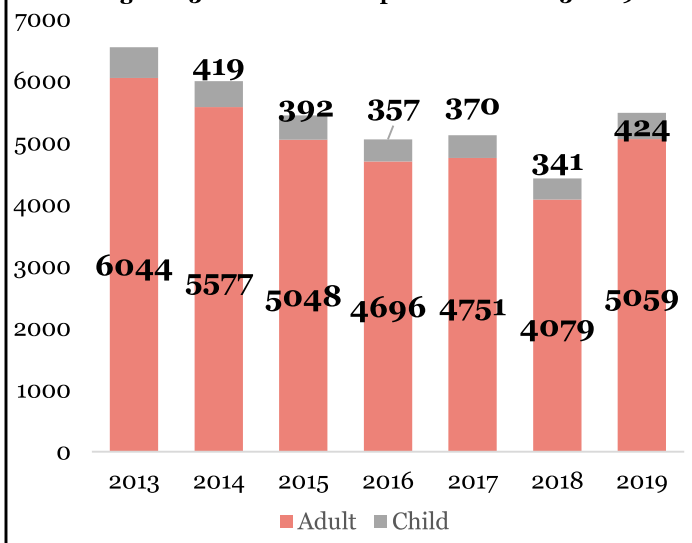
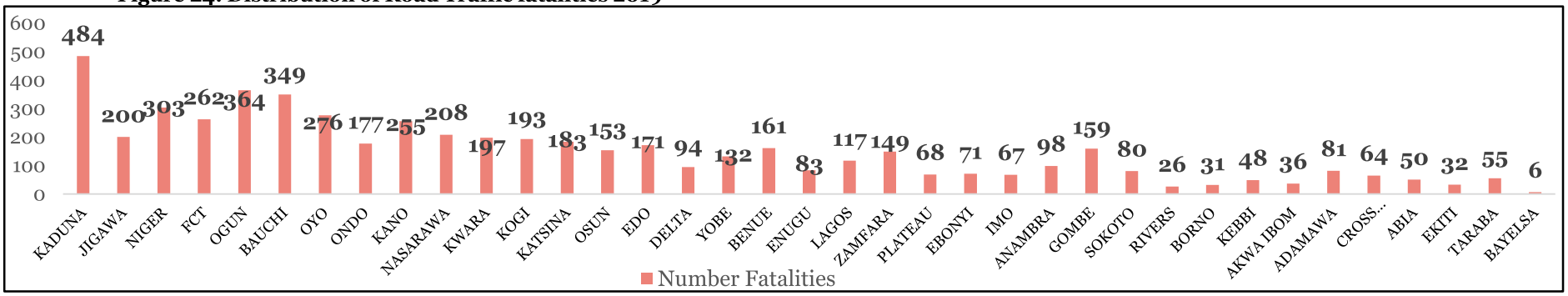
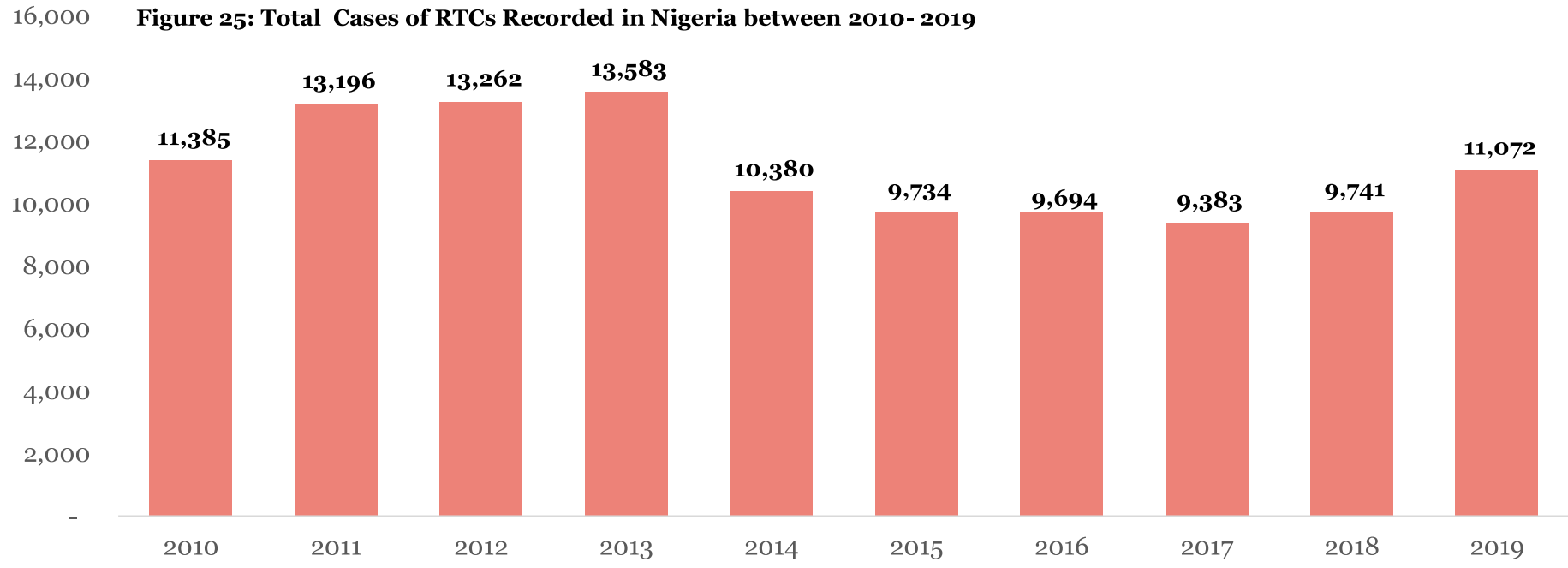


Figure 24: Distribution of Road Traffic fatalities 2019



Source: FRSC 2018 Annual Report, PwC Analysis

Figure 25: Total Cases of RTCs Recorded in Nigeria between 2010- 2019



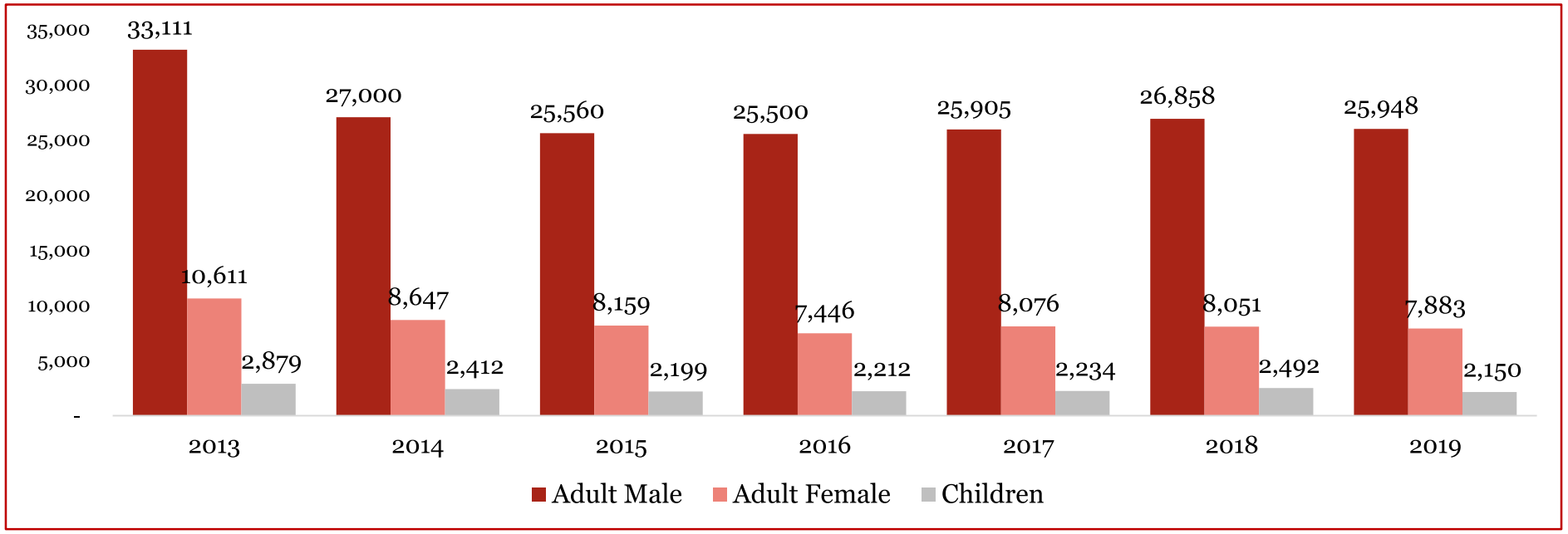
Source: As Compiled by FRSC (2017) , PwC Analysis.

The road traffic crash report form is used to collect crash data on a daily basis. FRSC formations nationwide are the primary source of crash data through gathering of information at the crash scene. A total of 11,072 road traffic crashes were recorded in 2019, which resulted in an increase of 13.7% from 2018.

Although improvements have been made over the years by the FRSC to improve its data collection methods, current data collection problems still exist such as poor quality assurance, wrong investigation methods, issues with logistics, lack of equipment and facilities, lack of qualified personnel and poor quality control hence the variation in data between country figures and WHO estimates. NRSS II seeks to address this challenge with strategic activities aimed at improving road crash data quality.

Source: FRSC 2018 Annual Report

Figure 26: RTC Casualties by Persons Involved (2013-2019)



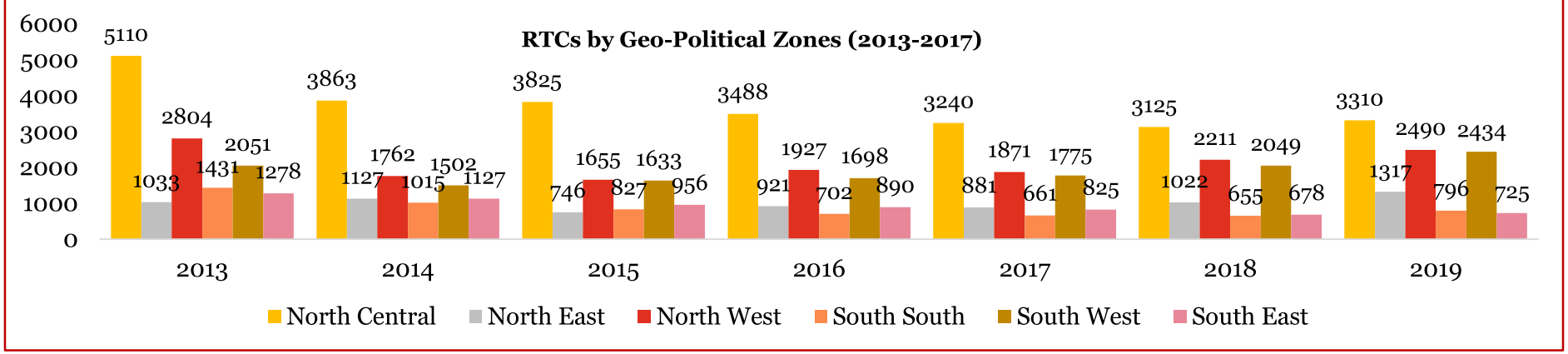
Based on data provided by the FRSC, it can be noted that the reduction rates based on gender of individuals have been fluctuating across the years:

- The number of men involved in RTCs reduced rates between 2013 and 2015 but has been on a steady increase across the two subsequent years.
- The number of women involved in RTCs reductions between 2013 and 2016, up until 2017 when the number of women involved in RTCs increased.
- The number of children involved in RTCs revealed a decreasing trend between 2013 and 2015 but has experienced slight increases in 2017 and 2018 respectively.
- The number of women and children involved in RTCs could be attributed to the increased participation of women and children in economic activities aimed at catering to the needs of their various families.
- For every 1 woman involved in an RTC, 3 men are involved in RTCs. Therefore strategic activities should not be geared towards creating awareness to women and children alone but also to men

Source: FRSC 2018 Annual Report

Data provided by the FRSC reveals that almost 50% of the total RTCs within the period were recorded in the **North Central Region**, followed by the **North West region** and the **South West region**. The key point to note is that high levels of RTCs are occurring in the **Northern region** of the country. The higher levels of RTCs in these regions could be attributed to the significantly higher volumes of traffic experienced along the interstate corridors coupled with the behavior of drivers and other road users especially as a result of speed violations, dangerous driving and wrongful overtaking.

Figure 27: RTCs by Geo-Political Zones (2013-2017)

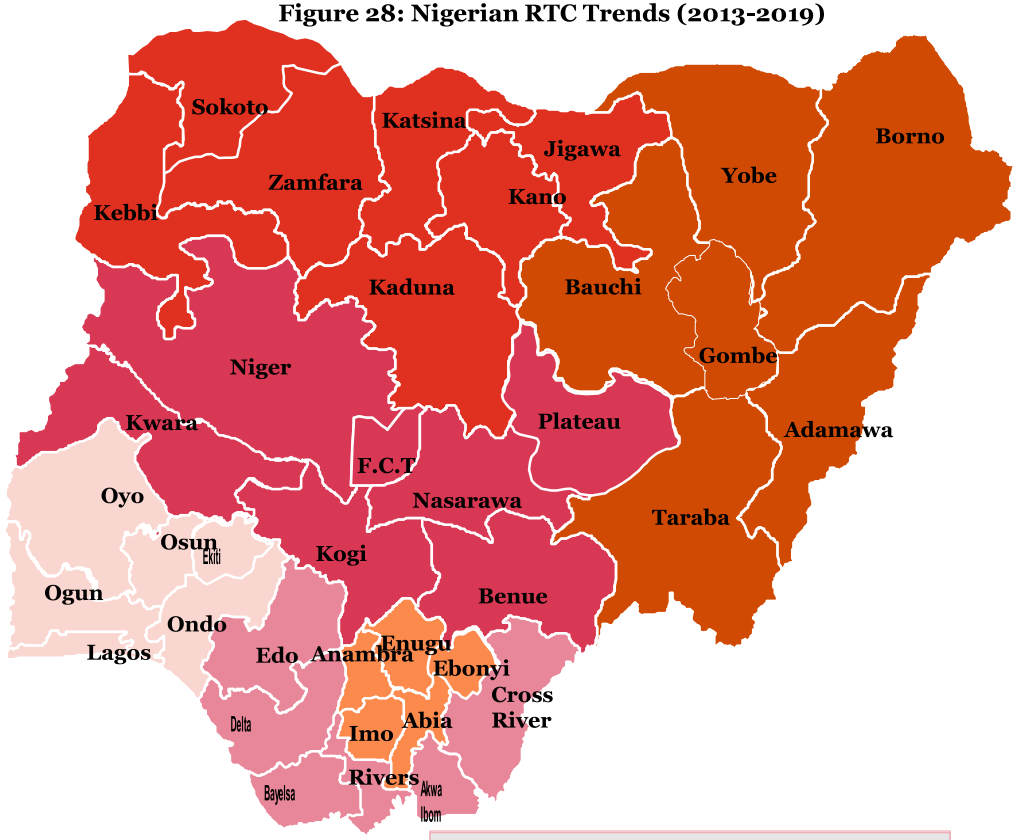


The figure above shows that trends have not been uniform across the nation. Between 2013 and 2017, the reduction levels in the RTC rates varied across regions:

- **The North Central zone** experienced a continuous downward trend in the number of RTCs, with the greatest impact observed between 2013 and 2014.
- **The North East zone** on the other hand experienced an increase in RTCs between 2013 and 2014, a reduction in 2015, an increase 2016 and a slight reduction in 2017, this entails that this zone is yet to experience a continuous downward trend.
- **The North West zone** experienced reduced rate of RTCs between 2013 and 2014 but it would be important to note that between 2014 and 2017, there exists a steady increase in RTC rates within this zone.
- **The South South zone** has been experiencing a downward trend in the number of RTCs which occurred between 2013 and 2017.
- **The South West zone** recorded a reduction in RTC rates between 2013 and 2014 but a relapse occurred in 2015 and RTCs have been on the rise since 2015.
- **The South East zone** has continued to record decreasing numbers of RTCs for each year between 2013 and 2017.

Source: FRSC 2018 Annual Report

Figure 28: Nigerian RTC Trends (2013-2019)



North West-20%

No of States: 7
Landmass: **216,065**
Population: **35,804,550**
*Average number of Crashes: **2,148**

North Central-34%

No of States: 7
Landmass: **242,425**
Population: **20,266,257**
*Average number of Crashes: **3,741**

South West-18%

No of States: **6**
Landmass : **80,116**
Population: **27,581,992**
*Average number of Crashes: **1,966**

North East-10%

No of States: **6**
Landmass: **262,578**
Population: **18,971,965**
*Average number of Crashes: **1,049**

South East-9%

No of States: **5**
Landmass: **29,388**
Population: **16,381,729**
*Average number of Crashes: **982**

South South-9%

No of States: **6**
Total Landmass: **84,587**
Population: **21,014,655**
*Average number of Crashes: **969**

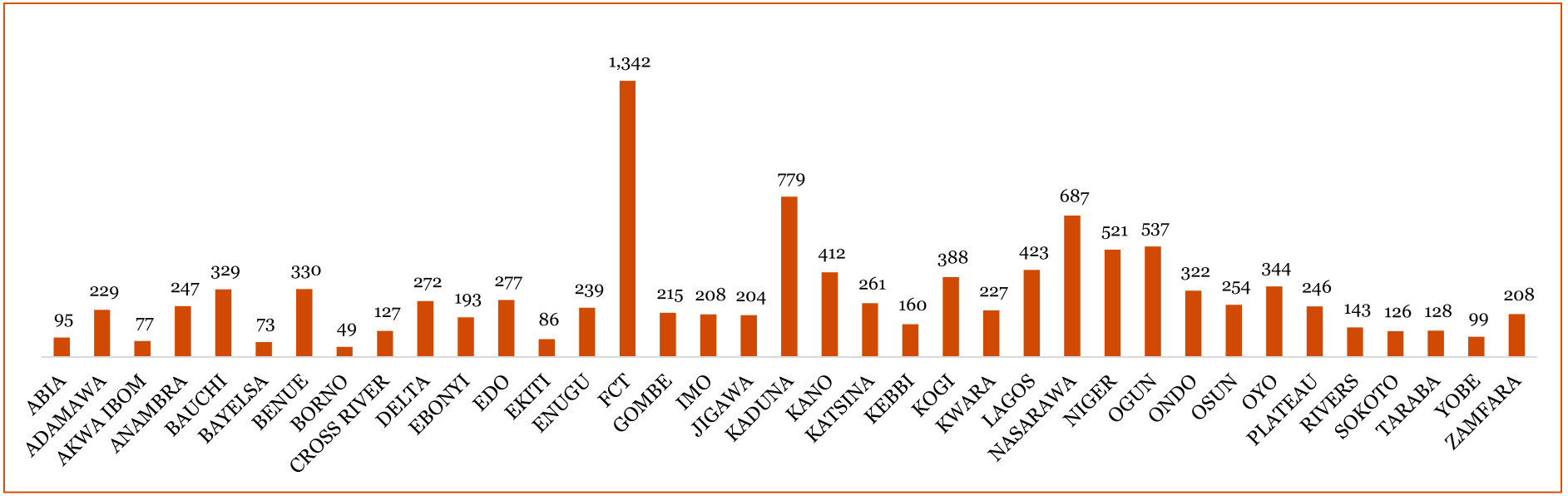
Figure 24 reveals that in the last 5 years, the South South region recorded the lowest number (average) of crashes

The zone with the highest number of average crashes for 6 years (2012-2019) is the North central region followed by north west and south west. These three regions account for more than 72% of the total RTC in Nigeria.

* The Average number of crashes is the cumulative of RTC in a region divided by the number of years considered which in this case is 6 years (2012-2019).

Source: PwC Analysis

Figure 29: Average RTC level in all states (2012-2019)



The figure above shows the average total number of RTC cases between the year 2013 - 2019, the levels of RTC vary across all states in Nigeria:

- Within the North Central zone of Nigeria; **FCT** recorded the highest average number of RTC cases with 1,342 followed by **Nasarawa** with 687. The lowest number of cases was recorded in **Kwara** with a record of 227 cases.
- Within the North East zone of Nigeria; **Bauchi** recorded the highest average number of RTC cases with 329 followed by **Adamawa** with 229. The lowest average number recorded was in **Borno** with 49 cases.
- Within the North West zone of Nigeria; **Kaduna** recorded the highest average number of RTC cases with 779 and **Sokoto** was estimated to have the least amount recorded with 126
- Within the South South zone of Nigeria; **Edo** had the highest average amount of RTC cases with 277 followed by **Delta** with 272 RTC cases. The least cases observed in the south south region was in **Bayelsa** with 73
- Within the South East zone of Nigeria; **Anambra** had the highest average amount of RTC cases with 247 while **Abia** had the lowest with 95
- Within the South West zones of Nigeria; **Ogun** had the highest average number of RTC cases with 537 while **Ekiti** had the lowest with 86

Source: FRSC 2018 Annual Report

Figure 30: Causes of Road Accidents in Nigeria (Frequency) 2019

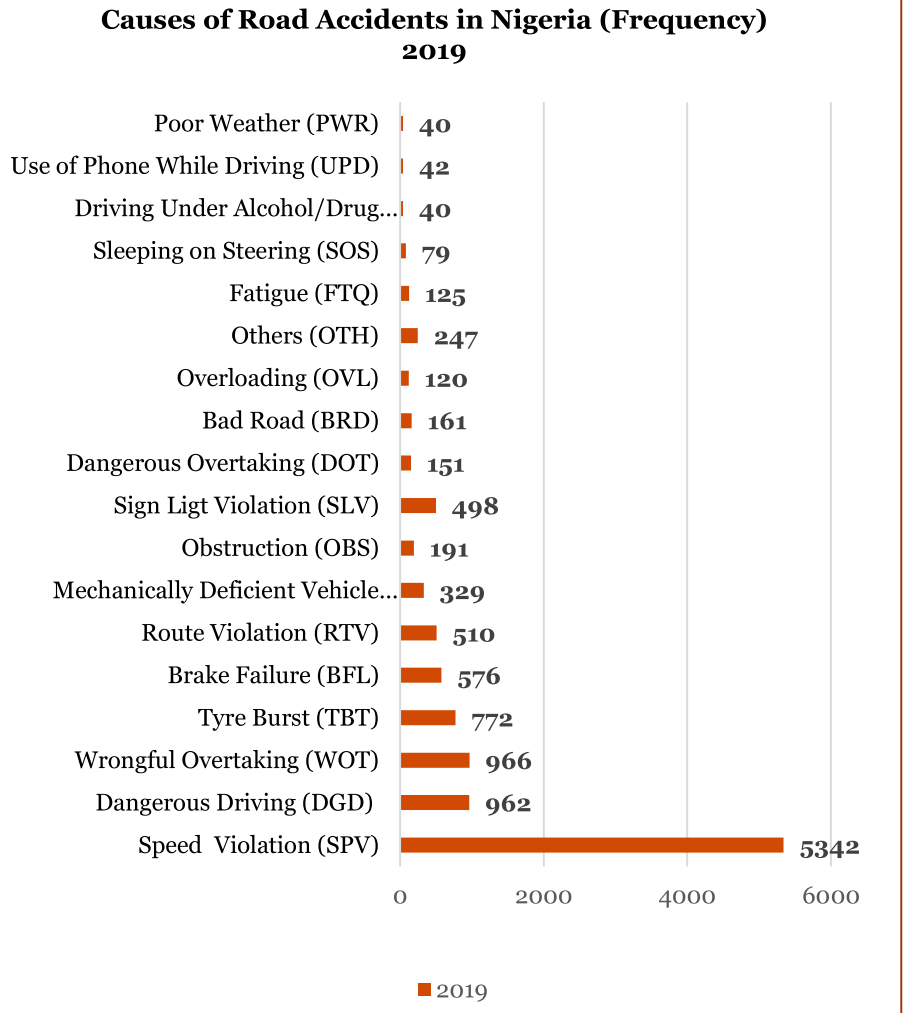
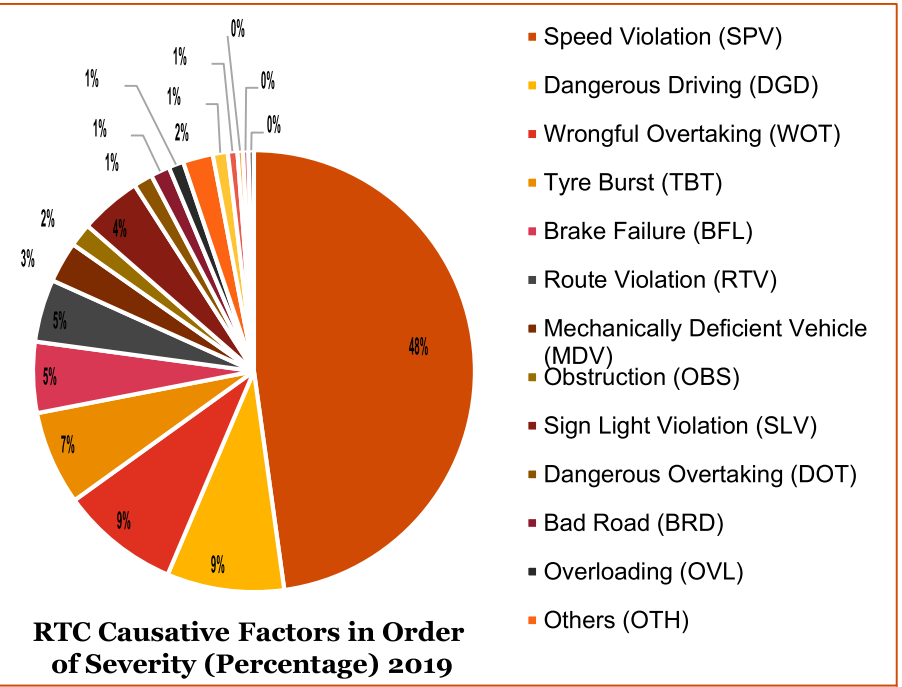


Figure 31: RTC Causative Factors (2019)



RTC Causative Factors in Order of Severity (Percentage) 2019

The charts above clearly points "Speed Violation"(SPV) as the major cause of RTCs in Nigeria. SPV accounts for 47.9% of all RTCs in the year 2019.

Dangerous driving ranks as the second highest (8.6%) causative factor of RTCs followed by Wrongful Overtaking (8.7%). Other factors not included: Dangerous Overtaking (DOT), Bad Road (BRD), Overloading (OVL), Others (OTH), Fatigue (FTQ), Sleeping on Steering (SOS), Driving Under Alcohol/Drug Influence (DAD), Use of Phone While Driving (UPD) and Poor Weather (PWR).

Source: FRSC 2018 Annual Report

Child Safety in Nigeria

Road traffic injuries are currently the leading cause of death for children and young adults aged 5-29 years (WHO 2018). In 2015, a total of 392 children were killed while 1807 were injured in road traffic crashes and these account for 7.2% and 5.9% of the total cases respectively. The number of children killed reduced by 0.2% (7%) in 2016. However, in 2019, there was an increase by 0.7% (7.7%).

Key Programmes of the Federal Road Safety Corps targeted at Child Road Safety

The key programmes put in place to enhance child safety;

a)Promotion of compulsory installation of Child Restraints in vehicles carrying children
b)Promotion of School Bus programme
c)Infusion of Youth Safety Education to Primary and Junior Secondary School Curricular tagged " Catch them Young"
d)Advocacy on the use of boosters for children at antenatal and post-natal clinics

There are legal frameworks in place to support the programmes being rolled out:

Child Restraints
Regulation 126, sub-regulation (3) the National Road Traffic Regulation 2012 as amended states that "Every child under the age of seven shall be properly strapped in child safety seat which shall be fitted on the rear seat of the vehicle" . This empowers the Corps to enforce the use of Child Restraint.

School Bus Programme
Part XI, section 109-115 of the National Road Traffic Regulations, 2012 makes provision for the use of School Buses which includes; Identification of school buses, Qualification for school bus driver and assistant drivers, Procedure for selecting a driver and assistant, School bus operator's permit, Insurance cover for school bus and occupants and Safety units as well as penalty for contravention.

The Federal Road Safety Corps initiated Road safety education in basic schools in Nigeria as part of effort to promote good road practices in school children. Initiatives to further promote Child Road Safety Strategy will be covered within NRSS II.

Current challenges in Child Safety Education include Low-level of compliance and apathy on the part of the parents, Inadequate awareness, Lack of Instruction materials for effective teaching, Lack of support from States Governments and Inadequate funding.

Source: Federal Road Safety Corps (FRSC)

4

About NRSS II and It's Development Approach

4.1 Need for the Nigeria Road Safety Strategy II

After exiting recession in 2017, the Nigerian economy has continuously experienced a positive growth in its GDP, with forecasts revealing a continual growth trajectory. With a GDP per capita of $2,123 and nominal GDP of $415.9 billion, the country in 2018 ranked 16th among the countries in Africa. The expected GDP growth is an indication of the increased levels in economic and trading activities. This increase would necessitate increased levels of transport and relative infrastructure to facilitate commerce.

The country's population is currently on the rise but current infrastructure investments do not reflect the anticipated continuous growth in population and economic activity. Expected consequences of heightened pressure on the road network will include additional challenges to road safety. A vast majority of commercial activities already employ the available road networks due to the limited capacity of other modes of transportation, this leaves the nation heavily reliant on its road infrastructure for trade. However, with government interventions and plans, visible development has been made on other modes of transportation albeit slow.

Figure 32: Road Network/1,000 Population of Nigeria (km) - 2015

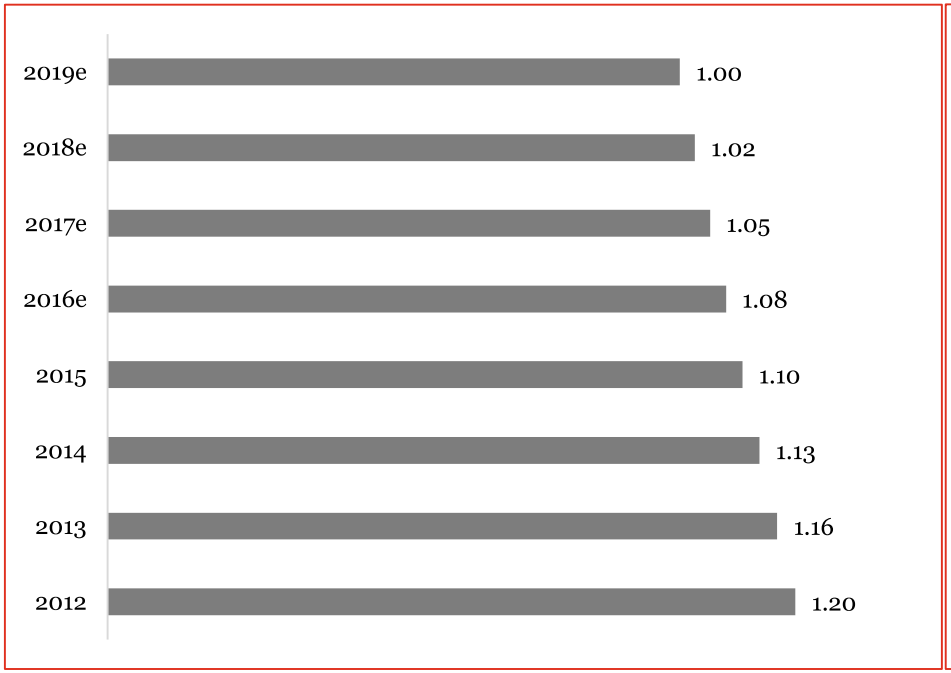
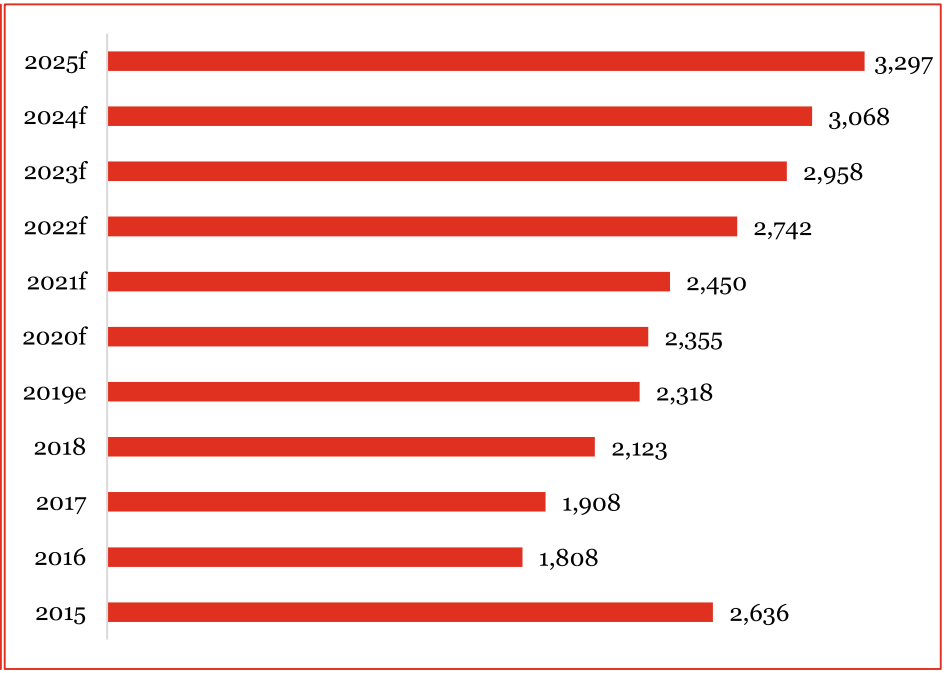


Figure 33: Nigeria's GDP per capita, (US$bn) - 2018



Source: IMF, BMI, NBS, PwC Analysis

Nigeria continues to feature in the bottom half of country rankings as a result of the frequency of Road Traffic Crashes (RTCs) which have resulted in deaths and injuries.

Although concerted efforts have been made towards addressing the problem of RTCs, the trend may deteriorate further in light of the World Bank projection of Nigeria's population growing to over 250 million by 2030.

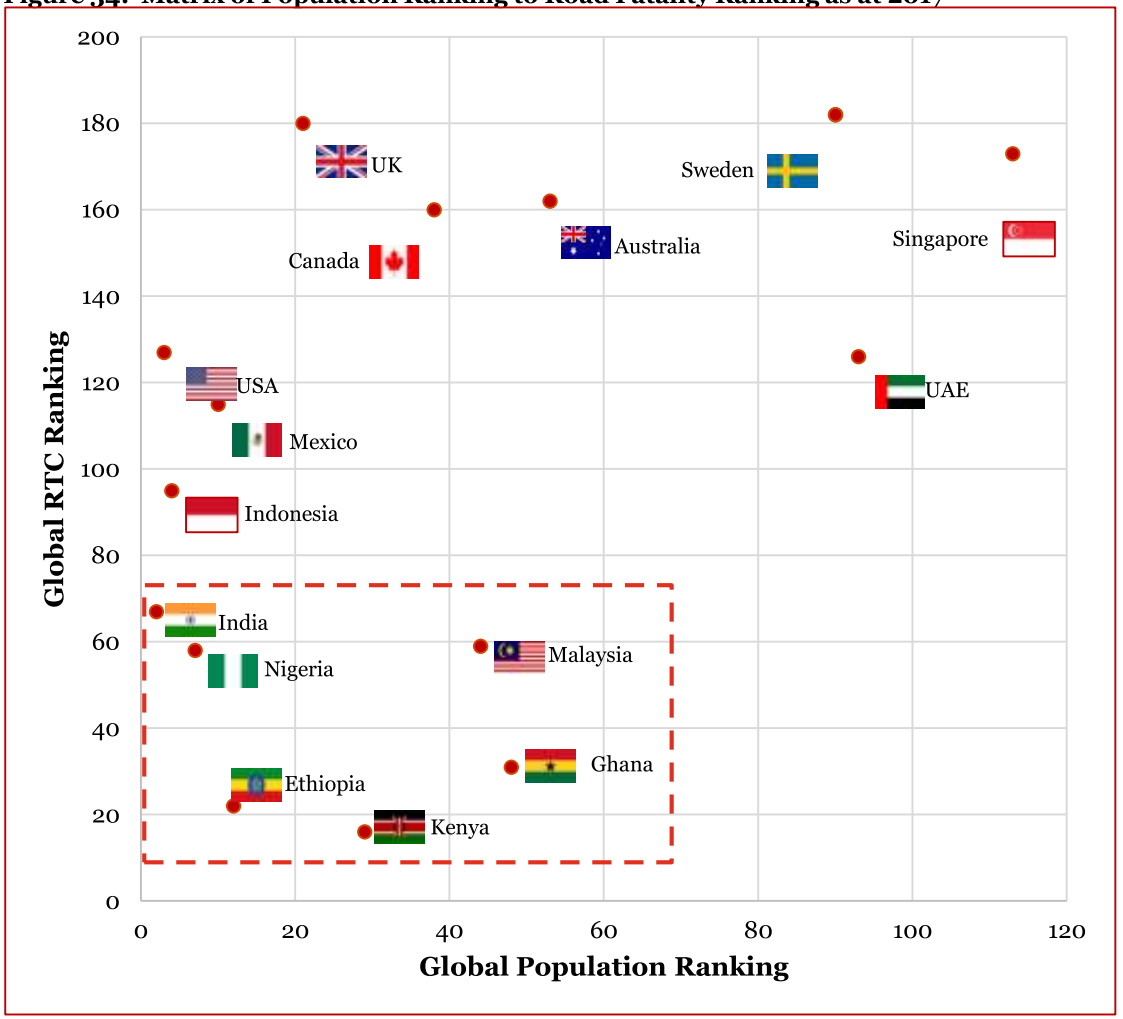
Some Asian countries with teeming populations possess better fatality indices even up to 50% less than Nigeria's statistics as is the case of Indonesia.

Western countries are rated even better, recording less than 10 deaths per 100,000 population on average. The UK has one of the lowest with only 2.58 deaths/100,000 population while Nigeria is believed to have experienced 24.75 deaths/100,000 in 2017 according to WHO estimates.

One common trait among these countries with comparatively better fatality indices is a documented road safety strategy.

Nigeria's RTC fatality ranking (58th in 2017*), also calls for a definite response to the hazards associated with road transportation in a country that is largely dependent on Her road network for economic, social and physical activities.

Figure 34: Matrix of Population Ranking to Road Fatality Ranking as at 2017



* The higher the rank, the lower the death rate i.e. 100 is better than 50

Source: World Health Organization, World Bank, PwC Analysis

4.1.3 Federal Government of Nigeria's "Next Level Agenda"

In 2019, the current administration launched a roadmap titled "Next Level" indicating 12 core areas where the federal government would focus on. It covered several sectors such as Education, Infrastructure and Commerce.

The Roadmap is the successor to the Economic Growth and Recovery Plan (ERGP) which was a medium term plan for 2017 - 2020 with the aim of rescuing Nigeria from its precarious economic position and restoring growth and sustainable development.

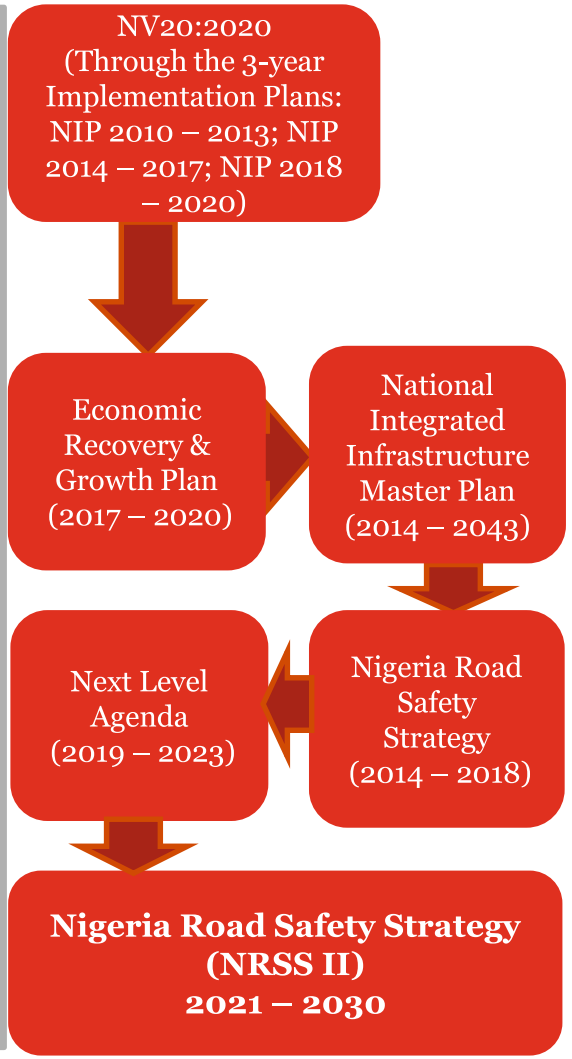
In relation to Road Safety Management; below is a break down of the key infrastructure projects to be rolled out with the aim of improving the Road Network across the country.

Infrastructure – Rail

The completion of the below rail lines:
- Ibadan- Kano phase of the Lagos- Ibadan-Kano Rail
- Eastern Rail (Port-Harcourt- Maiduguri) taking the network through Aba, all South East state capitals, Makurdi, Jos, Bauchi and Gombe.
- Coastal Rail (Lagos-Calabar)

Infrastructure – Roads and Bridges

The completion of the below:
- Link on Itakpe- Warri Rail to Abuja through Lokoja
- 2nd Niger Bridge connecting Anambra and Delta States
- East West Road connecting Warri, Delta to Oron, Akwa Ibom, through Kaiama and Port Harcourt in Bayelsa and Rivers.
- Abuja-Kaduna-Zaria to Kano.
- Federal roads using Sukuk Bonds in each state of the federation



4.1.4 Other Imperatives

NRSS II aims to build on a coherent national approach to the road safety hazards typically associated with a growing nation like Nigeria

Behavioral Imperative

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

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

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

Socio - Political Imperative

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

National Image Imperative

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

NRSS II comes at an opportune moment in Nigeria's history as the Federal Government seeks to develop an inter-modal, integrated and sustainable transportation system in Nigeria by 2030.

4.2 Building on NRSS (2014- 2018)

NRSS became dated at the end of 2018 hence the need to review and update the strategy for a 10 – year period (2021 – 2030). The implementation of NRSS II will continue to be coordinated by the Technical Working Group (TWG) under the guidance of the National Road Safety Advisory Council (NaRSAC).

Why NRSS II

The purpose of the NRSS II is to improve on the achievements of the dated version of the NRSS (2014- 2018) by further reducing road accidents & fatalities and creating a basis for concrete, sustainable accident reduction & fatalities towards 2030. NRSS II aligns the nation's strategic activities with the 12 Voluntary Global Performance Targets for Road Safety Risk Factors set in 2017 and the Global Framework Plan of Action for Road Safety by the United Nations in 2018.

Building on NRSS 2014 - 2018 (Key Differentiators)

S/N	NRSS (2014 – 2018)	NRSS II (2021 – 2030)
1	Reduction in Road Traffic Crashes by 35% by 2018 (from 2012)	Reduction in Road Traffic Fatalities by 50% by 2030 (from 2019)
2	Set up of the National Road Safety Advisory Council (NaRSAC)	Set up of the State Road Safety Advisory Council (SaRSAC)
3	Strategic activities defined by pillars	Strategic activities defined by pillars and GFPA areas
4	Globalisation of Strategic activities	Domestication of Strategic activities
5	**Key reference documents:** • Decade of Action for Road Safety 2011–2020 • Africa Road Safety Action Plan • Transformation agenda (7 point agenda) • National Infrastructure Master Plan • Accra declaration	**Key reference documents:** • Decade of Action for Road Safety 2011–2020 • Global Framework Plan of Action for Road Safety • Africa Road Safety Action Plan • Voluntary Global Performance Targets for Road Safety Risk Factors • Road map to accelerate the Action Plan for Road Safety (African Union Declarations/Decisions); • Mid-term Decade of Action Report in 2015 • UN General Assembly Resolutions & African Union Agenda 2063; • Sustainable Development Goals (SDGs) • Africa Road Safety Charter • 2nd Decade of Action as desired by the United Nations • Child Safety in Nigeria

4.3 NRSS II Development Framework

NRSS II framework is divided into three key phases. One, assessing the previous NRSS document (2014-2018) which included M&E reports from all stakeholders. Two, developing an understanding for NRSS II which includes Focus Group discussions with stakeholders to define strategies to bridge validated gaps from the assessment phase and three; updating the strategic activities in line with the overall targets and objectives for the next five years (2021 - 2030).
This framework is tabulated below:

Phase	1 Assess	2 Review	3 Report
Description of Key Activities	• Review available NRSS-related documents - NaRSAC and TWG meeting minutes, preliminary work done and M&E templates • Review and aggregate NRSS performance indicators to be monitored • Receive and review M&E submission from all stakeholders • Conduct Zonal Stakeholder Workshops to validate performance assessment report • Research performance indicators for agreed comparators for benchmarking	• Benchmark performance - Nigeria and other comparators, document and agree learning • Analyze gaps between planned and actual indicators / targets; Nigeria and other comparators • Focus group discussions to define strategies to bridge validated gaps • Document agreed strategies • Develop a 10 year costing model (MS Excel) to ascertain funding requirements • Collate and Prepare second version of NRSS II from first draft	• Review NRSS II - first draft with FRSC • Update NRSS II - first draft • Share updated NRSS - second draft with Road Safety Management experts • Update NRSS II and present third draft to NaRSAC • Update NRSS II and present fourth draft to NEC • Update NRSS II and present fourth draft to FEC • Submit final NRSS II report for sign off • Public presentation
Output	• **Updated M&E Template** • **Performance Assessment** • **Inception Report**	• **Benchmark and Gap Analysis** • **NRSS II 2021 - 2030 (1st Draft)** • **Implementation Costing Model**	• **NRSS II (2021 - 2030)**

4.3 NRSS II Development Framework (Cont'd)

NRSS II will be managed through a set of frameworks that encourage accountability, transparency and focus on Road Safety. This development framework is shown below:

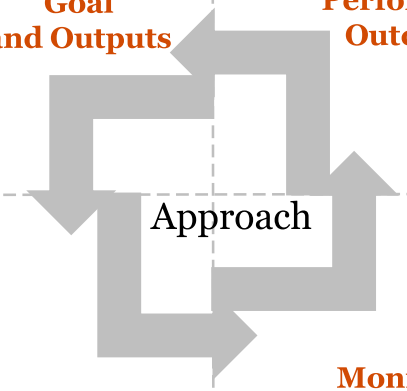
Strategic Management

Blueprint to guide Road Safety (based on the Safe Systems Approach), organized into a hierarchy of:

- *Vision*
- *Goal*
- *Purpose*
- *Outputs*
- *Strategic Activities*

Outcome Assessment

Guidance for the assessment, projection and measurement of benefits of the implemented strategies.



Activity Management

- *Activities required to achieve the goal and deliver the outputs are executed*

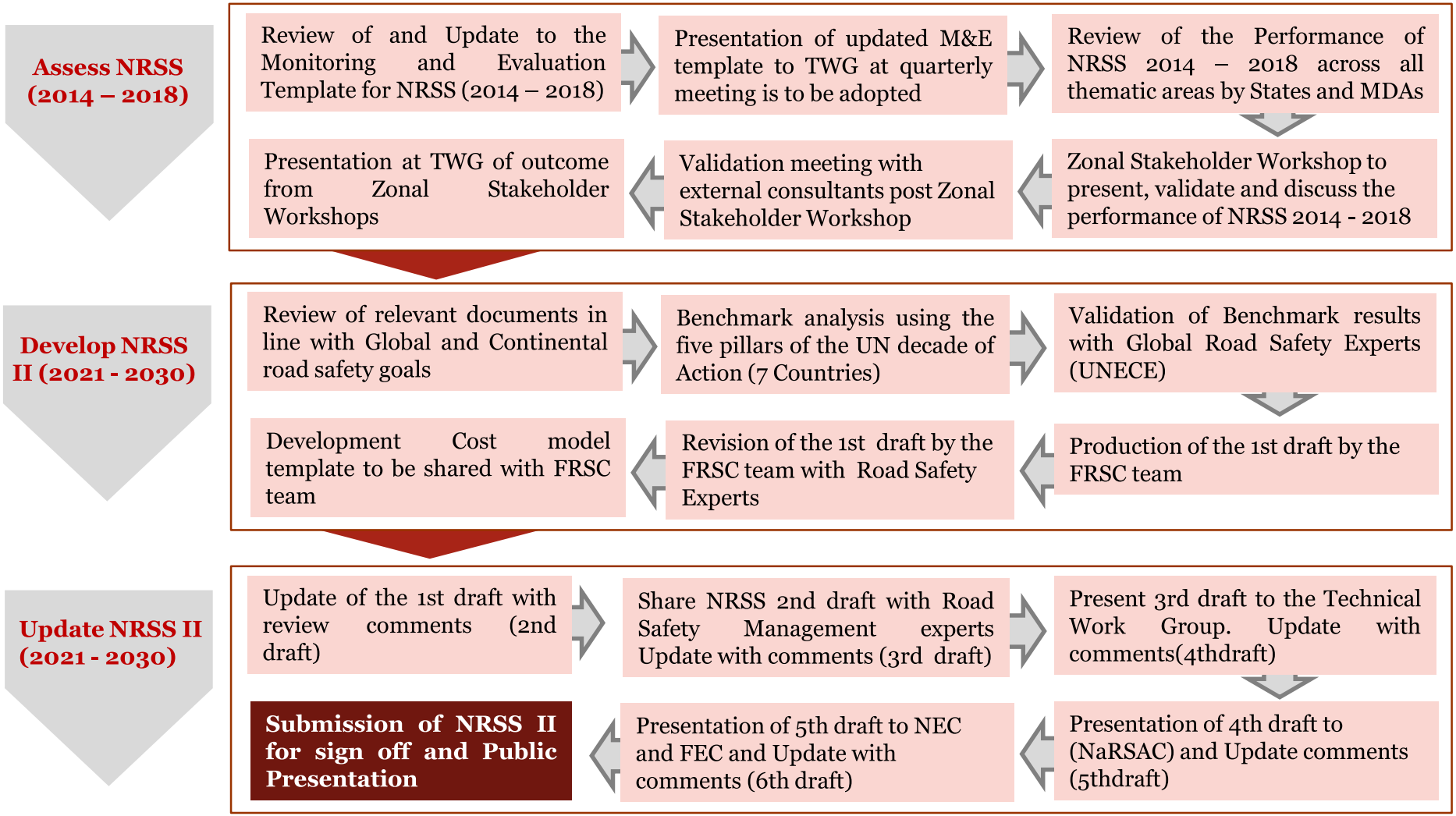
Performance Management

- *Set clear Performance Indicators (PIs) to monitor progress. These may be adjusted as may be required*
- *Has clearly spelt out accountabilities*

The NRSS consists of strategic activities and indicators that would help guide the process of implementation of initiatives across States and MDAs. To properly execute all efforts towards ensuring the safety of roads, it is important to align the NRSS with Global and Continental standards for Road Safety Management. The framework for the NRSS has been developed in order to provide required guidance to combating the critical road safety issues which contribute to road traffic crashes.

4.4 NRSS II Development Process

The framework adopted for the update of the NRSS II was participatory and inclusive with the Federal Road Safety Commission (FRSC) taking the lead. The blueprint for the development framework is shown below:



5

National Road Safety Strategic Plan

5.1 Strategy on a Page

Figure 35

Road Safety Vision:

A country where Road Traffic Crashes results in zero fatalities

Overall Goal : 50% Reduction in Road Traffic Fatalities by 2030 (using 2019 as a baseline)

Pillars	Objectives	Initiative	Key activities	KPIs	Outcomes	Targets	L. Agency
Road Safety Management	*A cohesive and efficient administrative system*	12	*Legislate the establishment of State Road Safety Advisory Council (SaRSAC) at state levels*	*Existence of State Road Safety Advisory Council (SaRSAC) in all States*	*Effective implementation of the NRSS II*	*All 36 States*	*FRSC*
Safer Roads and Mobility	*Improve road infrastructure for all road users*	17	*Allocate 20% of road safety intervention fund to NMT*	*Existence and implementation of the NMT policy*	Reduction in number of NMT fatalities	*20%*	*FMoW*
Safer Road Users	*Embed a culture of personal responsibility by road users*	34	*Design/Deploy training and awareness campaigns for effect road usage*	*Number of training and awareness campaigns organized*	*Reduction in number of road traffic violations*	*inculcate or imbibe the culture of personal responsibility*	*NOA*
Safer Vehicles	*Increase compliance with vehicle & other road machinery standards*	19	*Deploy crash avoidance technologies (Anti-Lock Braking Systems) in motor vehicles*	*% of Motor vehicles with Anti-Lock Braking Systems*	*Increased safety standards in motor vehicles*	*90% coverage*	*NADDC*
Post Crash Care	*Prompt and effective emergency response and care*	16	*Provide additional medical equipment and emergency rescue ambulances*	*Average crash response time*	*Reduction in response time to crash incidents*	*10 minutes*	*FMoH*

5.2 Strategic Activities by Road Safety Pillar – Road Safety Management

Objective - To foster a cohesive and efficient road safety administrative system

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, VIO, State agencies, NOA	Technology, Enforcement, Education
2	Enhance vertical and horizontal coordination between action taken by designated authorities across road safety pillars and areas where they are needed	Clearly defined role statements for all relevant road safety authorities	2024	FRSC	NOA, FMoT, SMoWT	Education, Technology
3	Develop and delivers Road Traffic Safety Management Trainings with emphasis on the enforcement of traffic rules	120 road safety ambassadors trained 80% reduction in number of traffic violations	2023	SON	FRSC, BPSR	Education, Technology
4	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	FRSC	FMoT, SMoWT, FMoH, State agencies	Enforcement, Education
5	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to target	Mid term review on performance of NRSS II Number of goals achieved as set out in NRSS II	2026	FRSC	FMoT, SMoWT, FMoH, State agencies	Education, Technology

5.2 Strategic Activities by Road Safety Pillar – Road Safety Management (Cont'd)

Objective - To foster a cohesive and efficient road safety administrative system

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
6	Develop and deliver trainings to all road safety authorities on the Safe System	Clearly defined role statements for all relevant road safety authorities 70% increase in the awareness of the safe system approach 90% adoption of the safe system approach in operational practice of Road Safety Management authorities	2023	FRSC	NOA, FMoT, SMoWT	Enforcement, Education, Technology
7	Conduct Road Safety Data systems Audit Deployment of digital control in data collection	Quarterly road safety data systems audit 90% accuracy between digital and manual data	2024	FRSC	NOA, FMoT, SMoWT, FMoH, NPC, NPF	Technology
8	Completion of approval for the National Cycling Policy	Approval of the National Cycling Policy	2024	FMoT	TGI, Cycling Federation of Nigeria, FRSC, Media, Bicycle Manufacturers Federal Ministry of Sports and Youth Development	

5.2 Strategic Activities by Road Safety Pillar – Road Safety Management (Cont'd)

Objective - To foster a cohesive and efficient road safety administrative system

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
9	Develop a database to share information on road safety audit	Existence of a road safety audit database	2025	FRSC	FERMA, SRMA, SMoWT, FMW&H	Legislation, Technology
10	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, SRMA, VIO, State agencies, NPF, FRSC	Enforcement, Legislation, Technology
11	Set up a Neighborhood Traffic Safety Strategy at the Local Government level Nationwide	Follow-up Traffic Safety Survey (level of agreement with what "traffic safety" is all about 50% reduction in number of Residential and School-related complaints Existence of a Speed and volume datasheet compilation Level of awareness regarding residential traffic safety	2028	SG, LG	FRSC, Driving Schools	Education

5.2 Strategic Activities by Road Safety Pillar – Road Safety Management (Cont'd)

Objective - To foster a cohesive and efficient road safety administrative system

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
12	Finalize the National transportation Policy	50% increase in the number of Road Safety Review Programs completed each year 40% increase in the number of programs/projects ordered as a result of an RSRP 50% increase in the number of requests for RSRP each year	2025	FMoT	FMW&H, SMoWT, NITT	Legislation, Enforcement, Education, Technology

5.3 Strategic Activities by Road Safety Pillar – Safer Roads and Mobility

Objective - Improved road infrastructure for all road users

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
1	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year in order to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	FRSC, FERMA, SRMA, SMoWT, NBRRI	Enforcement, Technology
2	Update Standards for Design, Construction, Maintenance of roads and Signage while taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, States, NSE, SON, NITT, NIBRI	Legislation, Technology
3	Align the design of new roads with ISO 39001 standards	80% of construction / maintenance works that meet ISO 39001 standard	2030	FMW&H	FERMA, COREN, Professional bodies relating to planning and design	Legislation, Enforcement, Education, Technology
4	Initiate training programs for road administrators and contractors		2024	Procuring Agencies and Professional Bodies	NBRRI	Education, Technology
5	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, NOA, Media, VIO, Driving Schools, Road Safety Clubs	Education, Technology

5.3 Strategic Activities by Road Safety Pillar – Safer Roads and Mobility (Cont'd)

Objective - Improved road infrastructure for all road users

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
6	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the road networks from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, SMOE, FERMA, FRSC SMoWT, Contractors	Enforcement, Education, Technology Legislation
7	Deploy high technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology equipment/ICT tools on road network	2024	FERMA	FMW&H, NBRRI, NITT, SRMA	Education, Technology
8	Upgrade road networks in line with findings from periodic road safety audits	80% upgrade to road networks nationwide	2027	FERMA	FMW&H, NITT, SRMA	Technology
9	Activate weighbridge stations on all major highways	10 weighbridge stations constructed and put to use 100% functioning of Weighbridges	2028	FMW&H	FERMA, SRMA, NPF	Enforcement, Technology

5.3 Strategic Activities by Road Safety Pillar – Safer Roads and Mobility (Cont'd)

Objective - Improved road infrastructure for all road users

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
10	Upgrade intersections of road networks to meet the safety needs of NMT	100% installation of traffic lights for cyclists and sound effect for vision impaired road users Painting of cycling parts on roundabouts and junctions	2028	FMW&H	SMoWT, TGI	Enforcement
11	Design roads and construct more in order to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	FMW&H	SRMA, FERMA, NBRRI, NITT	Education, Technology
12	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, LG, FRSC, VIO, NPF, FMW&H, SMTMA	Enforcement
13	Conduct safety inspections of current roads in operation	80% coverage of all new roads in annual assessment programme	2026	FRSC	FMW&H, SRMA, FERMA	Enforcement
14	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	FMW&H	FERMA, SRMA, SMoWT, NBRRI	Enforcement

5.3 Strategic Activities by Road Safety Pillar – Safer Roads and Mobility (Cont'd)

Objective - Improved road infrastructure for all road users

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
15	Establish rest areas along highways	Atleast 1 rest area should be established on every major highway 100% of operational rest areas	2030	FMW&H	Fleet Operators, Relevant Unions, FRSC, State Government, NPF	Legislation, Enforcement
16	Construct driving ranges in strategic locations nationwide for driving training and test	Atleast 1 driving range State wide 100% of operational driving ranges	2030	SG	SMoWT, FMoT, Driving Schools	Education, Technology
17	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2023	FMW&H	SMoWT, FERMA, SRMA	Enforcement, Education, Technology

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
1	Enforce compliance on the use of child restraints and safety helmets	80% increase in the use of child restraints 80% increase in the use of safety helmets 35% decline in fatality rates of RTCs involving motorcycles	2024	FRSC	Traditional Rulers, Religious Leaders, STMA, NPF	Enforcement, Education, Technology
2	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	FRSC	Driving Schools, CILT, NITT, Fleet Operators	Education, Technology
3	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	Implementation of 80% of the training programmes 35% decline in number of RTCs	2024	FRSC	VIO, Driving Schools, SBIR	Education, Technology
4	Physical checks of Heavy Goods Vehicles (Safe to load and safe to discharge) Routine patrols on motorways by safety management officials	50% reduction in RTCs involving Heavy duty vehicles.	2024	FRSC	VIO, NPF	Legislation, Enforcement, Technology
5	Develop a Road Safety Application for all smart phone users	Existence of Highway Code App Number of App users	2028	FRSC	NITDA	Education, Technology
6	Enforce maximum traffic speed limits to 30km/h in built up areas	Review of existing policy for rural and urban highways 100% compliance of new average traffic speed in urban and rural area	2024	FRSC	FMoT, STMA, FMW&H, SMoWT	Legislation, Enforcement, Education, Technology

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
7	Implement the NMT policy	10% annual increase of NMT users (cyclist and persons of disability) 75% reduction in number of Vulnerable road users (VRUs) involved in a crash 70% reduction in number of Vulnerable road users (VRUs) fatality recorded	2024	FMoT	FMW&H, SMoWT, TGI	Enforcement, Education, Technology
8	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	FRSC	NPF, NSCDC, VIO, STMA	Enforcement
9	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female road users	2026	FMOIC	Religious Bodies, Driving Schools, NOA, FRSC, Transport Unions, Media, Nollywood	Education

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
10	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	FMOT SMoWT, NITT, Driving Schools and School of Transportation (Lagos State University)	Enforcement, Technology
11	Conduct medical fitness tests for driving instructors, professional drivers and riders at the time of annual training	40% reduction of medical-related road traffic crashes	2024	FRSC	FMoH, SMOH, FRSC, VIO, Driving Schools	Education, Technology
12	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	FRSC, NUC, Accredited Driving Schools, CILT	Education, Technology
13	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	80% reduction in the production of fake Driver License and Driver License Racketeering	2024	State Government (SG)	FRSC, VIO Driving Schools	Education, Technology
14	Implement the admission of VIO computer based test in major local languages	Continuous admission of VIO computer based tests in local languages	2026	State Government (SG)	FRSC, VIO Driving Schools	Education, Technology

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - A culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
15	Theoretical and practical training as well as licensing for Riders of Motorcycles and Tricycles	100% training and licensing of new riders monthly	2024	FRSC	JTB, VIO, FMoT, Driving Schools, SBIR, Riders Associations	Education, Technology
16	Engage community and religious leaders as well as special interest groups to promote road safety messages	2 focus group discussions and Town Hall Meetings quarterly	2021	NOA	FRSC, Religious Bodies, Driving Schools, MOIC, Transport Unions, Media	Education

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
17	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	TGI, NOA, VIO, STMA, Transport Unions, Media Houses	Education
18	Develop Motorcycles training manual in major Nigerian Languages	Existence of training manual All major Nigerian languages covered in manual	2024	FRSC	SMoWT, NOA, VIO	Legislation, Enforcement, Education
19	Conduct advocacy campaigns on benefits of using highway rest areas	3 advocacy campaigns rolled out quarterly 50% occupancy rate of rest areas daily	2025	NOA	FRSC, FMoT	Education, Technology

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
20	Provide additional alcohol testing equipment	50% increase in number of additional testing equipment 50% increase in number of roadside testing conducted	2026	FRSC	NPF, Judiciary STMA, NURTW	Enforcement
21	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	2 advocacy campaigns to be conducted monthly Reduction of built up area maximum speed limit from 50km/hr. to 30km/hr.	2027	FRSC	FMW&H, FMoT, SMoWT, TGI	Legislation, Enforcement
22	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	FRSC	FRSC, FMoT, SMoWT, Driving Schools in all the States and FCT	Enforcement, Technology
23	Review and update the current National Road Traffic Regulations	Updated National Road Traffic Regulations	2026	FMOJ	FRSC	Education, Technology

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
24	Create a central offence database	Existence of a central offence database 100% input monthly into the database	2029	FRSC	VIO, NPF, STMA, NBS	Enforcement, Technology
25	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	FMW&H	FRSC, NaRSAC, SaRSAC, TWG Stakeholders	Enforcement

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - To develop a culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
26	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	FMW&H	FMoT, FRSC, SMoWT, FERMA, SEMA	Legislation
27	Biometric Data Capturing of Learner Drivers in Driving Schools	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	STMA, SBIR, SGs, Driving Schools	Enforcement, Technology
28	Fully implement the point-based driver penalty system as planned	100% implementation of point-based driver penalty system	2025	FRSC	SGs, VIO, STMA	Enforcement, Education, Technology
29	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within the Government and Industry	2024	SON	BPSR, NOA, FMoT, SMoWT	Enforcement, Technology
30	Set up standing mobile courts for defaulters	50% increase in number of sitting of mobile courts weekly 50% increase in number of prosecutions monthly	2022	State Judiciary	FRSC, NPF, Civil Defence, SGs, Driving Schools	Enforcement, Legislation

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - A culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
31	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% of prosecution for offenders 3 enlightenment campaigns every quarter Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	FMoT, FSRC, SMoWT, SGs, NPF, Hospitals and Relevant first responders	Enforcement, Education, Technology
32	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	Local Government	Private Sector, BOI, SMoWT, State Transport Corporation	Education

5.4 Strategic Activities by Road Safety Pillar – Safer Road Users (Cont'd)

Objective - A culture of personal responsibility for safe road use

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
33	Increase traffic fines and other deterrent measures such as community service in order to improve traffic discipline	Approval of the current Road Safety Act with its provisions concerning fines Increase current fine by 300% 20% annual increase in incidence of traffic offenders undergoing training before release	2024	FRSC	SGs, STMA, SaRSAC	Legislation, Enforcement
34	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	FRSC	FMoT, SMoWT, NOA, VIO	Enforcement, Education
35	Restrict the sale of any child restraints or motorcycle helmets which are not SON approved	100% compliance in SON approved child restraints and motorcycle helmets	2025	SON	FRSC, VIO	Enforcement

5.5 Strategic Activities by Road Safety Pillar – Safer Vehicles

Objective - To achieve a general compliance with vehicle standards and administration

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
1	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation of 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, STMA, NCS, VIO, NPF, NADDC	Legislation, Enforcement, Technology
2	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, STMA, NCS, VIO, NPF, NADDC	Legislation, Enforcement, Technology
3	Conduct free vehicle inspection checks nationwide	80% increase in number of vehicle inspection checks monthly	2028	FRSC	VIO, STMA	Legislation, Enforcement, Education, Technology
4	Rollout enlightenment campaigns on Manufacturers/Owners manual	3 enlightenment programmes quarterly	2024	FRSC	NOA, SON, VIO, STMA	Education, Technology
5	Establish Motor Vehicle Administration Agencies in all states	100% set up of functional Motor Vehicle Administration Agencies in all States	2026	FMoT	FRSC, SMOT, SMVAA, STMA	Enforcement, Education, Technology
6	License and brand all commercial vehicles nationwide	100% of commercial vehicles branded nationwide 100% of new licensed and branded commercial vehicles	2025	STMA	FRSC, NPF, VIO	Enforcement, Technology

5.5 Strategic Activities by Road Safety Pillar – Safer Vehicles (Cont'd)

Objective - To achieve a general compliance with vehicle standards and administration

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
7	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	FMoT	FMOJ, NASS, VIO, Private Fleet Operators, FRSC	Legislation, Enforcement
8	Full enforcement of UN Regulations 1958 Agreement as it relates to vehicle standards	80% of vehicles in operation complying with the provision	2030	FRSC	VIO, STMA	Enforcement
9	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 road traffic conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, SG, SMVAA, NADDC, FMoT, VIO, SON	Legislation
10	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	NADDC	FRSC, FMoT, SON, SMoWT, NITT, NSE	Enforcement
11	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	80% of registered vehicles captured on the database Update vehicle registration information to the FRSC database	2026	FRSC	FMoT, NBS, VIO, NIA, STMA	Enforcement, Education, Technology

5.5 Strategic Activities by Road Safety Pillar – Safer Vehicles (Cont'd)

Objective - To achieve a general compliance with vehicle standards and administration

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
12	Set minimum safety requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	90% of vehicles undergo mandatory technical inspection and meet minimum safety requirements for admission to traffic	2024	SON	FRSC, NADDC, VIO	Enforcement
13	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation Ratio of government to privately owned inspection centres should not be more than 2:1 100% of inspections centers every quarter	2026	State Governments (SG)	VIO, FRSC, FMoT, Private Sector Investors	Enforcement
14	Supervise and audit vehicle inspection centers	1 audit report on operations of existing inspection centres quarterly	2028	State Governments (SG)	VIO, FRSC, FMoT, Private Sector Investors	Enforcement
15	Carry out road side technical checks on High Goods Vehicles	15% growth rate in number of technical road side checks. 80% increase in vehicles achieving minimum safety criteria	2027	FRSC	VIO, SMVAA, NPF, FMoT	Enforcement, Technology

5.5 Strategic Activities by Road Safety Pillar – Safer Vehicles (Cont'd)

Objective - To achieve a general compliance with vehicle standards and administration

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
16	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy	80% reduction in number of not road-worthy vehicles on the road	2029	FRSC	FMoT, STMA, NESREA, VIO	Enforcement
17	Train, re-train and test inspectors to carry out high quality inspection and technical check	80% of vehicle inspectors trained 3 trainings carried out to improve quality inspection and technical checks every quarter 100% of staff trained in quality inspection and technical checks Performance assessment results of staff trained	2027	State Governments (SG)	NITT, VIO, FRSC	Education
18	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements 20% annual increase of vehicles using newer technologies 10% annual increase in vehicles with new market technologies	2025	Federal Ministry of Science and Technology	VIO, NADDC, FRSC, SON	Technology

5.5 Strategic Activities by Road Safety Pillar – Safer Vehicles (Cont'd)

Objective - To achieve a general compliance with vehicle standards and administration

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
19	Link free vehicle inspection check database with the offenders database	100% complete linkage of free vehicle inspection check database with the offenders database	2030	FRSC	STMA	Technology, Enforcement

5.6 Strategic Activities by Road Safety Pillar – Post Crash Response

Objective - To develop a prompt and effective emergency response and care

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
1	Allocate adequate funding for professional Crash investigation and hospital follow-up	50% increase in number of RTCs properly investigated	2024	FRSC	FMoH, SMOH	Legislation, Enforcement, Education, Technology
2	Develop an interactive platform for RTC victims compensation by interested parties	Number of contributors Volume of Compensation raised annually	2024	NIA	FMoH, NAICOM, SMOH, FRSC	Education, Technology
3	Develop a Crash Data and Trauma Database	100% accuracy of hospital care documentation 100% Fatal injury surveillance recorded (mortuary) Police evidence reports provided	2025	FMoH	FRSC, SMOH	Enforcement, Education, Technology
4	Establish additional trauma care centers in national, state general and teaching hospitals	Existence of a minimum of 3 trauma care centers in each state and FCT	2030	FMoH	SMOH, FRSC, SG	Enforcement
5	Legislate Road Traffic Crash victims compensation scheme	Existence of a Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CLO, NGOs, SG, FRSC, NPF, other relevant agencies	Legislation, Enforcement, Education, Technology

5.6 Strategic Activities by Road Safety Pillar – Post Crash Response (Cont'd)

Objective To develop a prompt and effective emergency response and care

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
6	Increase the capacity of existing road traffic crash investigators	10% annual increase in number of trained and certified road traffic crash investigators 100% of crashes investigated 50% reduction in turn around time of crash investigation	2029	FRSC	NPF, STMA	Education
7	Deploy additional ambulances on highways	Response time of First response (15 mins)	2024	FMoH	SMOH, FRSC, NPF, NEMA, SEMA, Other relevant agencies	Legislation, Enforcement, Education, Technology
8	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time to RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers and interested persons	2030	FRSC	FMoH, SMOH, Federal Fire Service, Red Cross, NGOs, Community Leaders, NOA, Religious Bodies	Education
9	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	FMoT, SMoWT, VIO, NPF, Hospitals & Relevant first responders	Technology

5.6 Strategic Activities by Road Safety Pillar – Post Crash Response (Cont'd)

Objective - To develop a prompt and effective emergency response and care

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
10	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, SMoWT, FMW&H, FERMA, SRMA, FMoT	Enforcement
11	Introduce a training regime covering minimum requirements for anyone to perform first-aid activities within his/her capacity	Establish uniform guidelines and certification for First aid performers	2021	FMoH		Legislation
12	Introduce a framework for RTC victims rehabilitation programmes	Establish a framework for rehabilitation programmes 100% of approved and licensed rehabilitation and trauma centres in operation	2030	FMoH	NGOs	Legislation, Enforcement
13	Review standards for emergency response	50% increase in compliance Atleast 5 standards reviewed monthly	2026	FMoH	FRSC, SMoH, NEMA, SEMA	Enforcement
14	Acquire additional fully equipped ambulances and medical supplies for each ambulance point	30% annual increase in the number of equipped ambulance and medical supplies for each dispatch center	2029	FMoH	FRSC, NGOs, Private Organisations	Enforcement

5.6 Strategic Activities by Road Safety Pillar – Post Crash Response (Cont'd)

Objective - Prompt and effective emergency response and care

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
15	Print out and distribute National Emergency Numbers	3 awareness campaigns rolled out quarterly	2025	NOA	FMOIC, FRSC, VIO	Education
16	Train technicians in rescue operations and in handling rescue equipment	Atleast 75% of technicians and divers trained quarterly 3 training sessions conducted quarterly for technicians and divers	2026	FRSC	FMoH, SMOH, Federal Fire Service, SEMA, NEMA	Education
17	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	FRSC, VIO FMoT, SMoWT, Hospitals & Relevant first responders	Education

6

Sustaining Road Safety Intervention in Nigeria

6.1 The Implementation Approach

Planning

Following the adoption of the NRSS II, all relevant MDAs at Federal and State levels will update their operational and cost plans to be in alignment with their responsibilities as specified in NRSS II .

Coordination

Strong and effective partnership across all sectors – government, private sector and civil society organisations and NGOs are necessary to achieve the goals of the NRSS II. The synergy between organizations that directly influence community support for road safety is key.

Execution

All responsible MDAs will execute the strategic activities assigned to them with guidance provided by the SaRSAC and NaRSAC secretariats respectively.

Design regulations

To support activities in the NRSS II, relevant regulations and standards are deemed necessary.

Create Awareness

To promote public understanding of the NRSS II strategies in order to encourage public participation and contribution in new road safety initiatives, awareness creation & education is necessary.

Research and Training

Continuous research and capacity development to expand the frontiers of knowledge for the key bodies tasked with road safety are necessary. Training is needed to develop local expertise in technical aspects of road safety based on global best practices

Funding

To achieve targets across sectors; government, private sector, civil society organisations and NGOs sufficient resources need to be allocated and appropriated

Monitoring and Evaluation

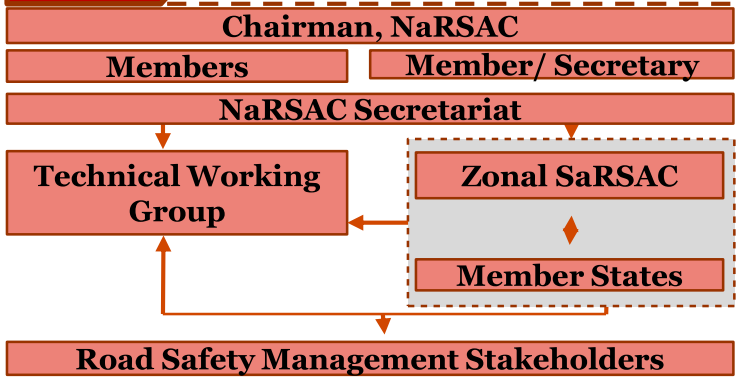
There will be a periodic review of the progress of the execution of NRSS II. The monitoring and evaluation will be performed by teams, from SaRSAC, NaRSAC Secretariat, reviewed by the TWG and approved by the NaRSAC

Accountability

It is expected that all MDAs tasked with specific activities are transparent in all dealings. The cardinal measure of success of their activities is an actual reduction in number of RTFs in the country.

To ensure successful and wholesale implementation of the NRSS II, the following approach will be adopted and driven by the NaRSAC Secretariat on road safety matters. These approaches are highlighted in the adjacent table.

6.2 Institutional Arrangement and Responsibilities



NaRSAC will continue to oversee the implementation of NRSS II with particular emphasis on:

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

The Council is assisted by a Secretariat which will be responsible for coordinating the activities of the NaRSAC and its Technical Working Group. A list of the membership of the NaRSAC is given in the table below;

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

6.2 Institutional Arrangement and Responsibilities (Cont'd)

NaRSAC Key Responsibility

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

Key Responsibilities of the NaRSAC Secretariat

1. Institute the process for amendment / update of the NRSS II
2. Follow up with relevant authority for the approval of NRSS II updates and budgets
3. Execute approved NRSS II amendment or update
4. Provide support to States and relevant MDAs (as required) for the effective performance of their assigned tasks
5. Conduct monitoring and evaluation (at the instance of the NaRSAC/ SaRSAC) of the performance of States and relevant MDAs along the NRSS II performance indicators
6. Prepare the consolidated budget of TWG
7. Co-ordinate proposals for specific interventions and submit to NaRSAC for approval and possible funding
8. Collate benchmark and communicate road safety data and trends

6.2 Institutional Arrangement and Responsibilities (Cont'd)

S/N	TWG Membership	Roles
1	Minister of State, Budget and National Planning (MBNP)	Chairman
2	Minister of Transportation (FMoT)	Member
3	Minister of Power, Works and Housing (FMPWH)	Member
4	Minister of Health (FMoH)	Member
5	Minister of Interior (FMoI)	Member
6	National Security Adviser (NSA)	Member
7	Office of the Secretary to the Government of the Federation (OSGF)	Member
8	Ministry of Transport Lagos State***	Member
9	Ministry of Works & Transport Kaduna State***	Member
10	Ministry Transport Delta State***	Member
11	Ministry of Road, Rail & Water Transportation Anambra State***	Member
12	Ministry of Housing & Transport Gombe State***	Member
13	Ministry of Transport Kwara State***	Member
14	Ministry of Science and Technology	Member
15	National Environmental Standards and Regulations Enforcement Agency (NESREA)	Member
16	The Nigeria Police	Member
17	Nigeria Medical Associations (NMA)	Member
18	Nigeria Society of Engineers (NSE)	Member
19	Institute of Safety Professional of Nigeria (ISPON)	Member
20	Nigerian Bar Association (NBA)	Member
21	National Council for Women Societies (NCWS)	Member
22	Standard Organization of Nigeria (SON)	Member
23	National Human Rights Commission (NHRC)	Member
24	Chartered Institute of Logistics and Transport (CILT)	Member
25	Nigeria Association of Road Transport Owners (NARTO)	Member
26	National Union of Road Transport Workers (NURTW)	Member
27	Nigeria Guild of Editors	Member
28	UN Decade of Action Focal Person (UN - DARSTIP)	Member
29	National Insurance Commission (NAICOM)	Member
30	National Orientation Agency (NOA)	Member
31	National Building and Road Research Institute (NBRRI)	Member
32	Transportation Growth Initiatives (TGI)	Member
33	National Emergency Management Agency (NEMA)	Member
34	Nigerian Automotive Design and Development Company (NADDC)	Member

*** As regards the asterisked members which represent Lagos, Kaduna, Delta, Anambra, Gombe & Kwara States respectively are the erstwhile Headquarters representing the Six (6) geo-political zones. Subsequently they are to be replaced by a member state from each zone which implies that the zonal headquarters would be rotated among member states.

6.2 Institutional Arrangement and Responsibilities (Cont'd)

S/N	TWG Membership	Roles
35	National Bureau of Statistics (NBS)	Member
36	Nigerian Education Research and Development Council (NERDC)	Member
37	Driving Schools Representative	Member
38	National Population Commission (NPC)	Member
39	Federal Road Safety Corps (FRSC)	Secretary

Key Responsibilities of the TWG

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

*** As regards the asterisked members which represent Lagos, Kaduna, Delta, Anambra, Gombe & Kwara States respectively are the erstwhile Headquarters representing the Six (6) geo-political zones. Subsequently they are to be replaced by a member state from each zone which implies that the zonal headquarters would be rotated among member states.

6.2 Institutional Arrangement and Responsibilities (Cont'd)

S/N	SaRSAC Membership	Roles
1	Deputy Governor	Council Chairman
2	Commissioner of Transport	Member
3	Commissioner of Works	Member
4	Commissioner of Health	Member
5	Commissioner of Justice	Member
6	Commissioner of Education	Member
7	Commissioner of Finance	Member
8	Commissioner of Environment	Member
9	State Planning Commission	Member
10	Nigeria Society of Engineers (NSE)	Member
11	FRSC Sector Commander	Secretary/Member

Key Responsibilities of the SaRSAC

1. Set State Road Safety Strategy target(s) in line with the NRSS
2. Ensure co-ordination between, States and Local Governments in achieving Road Safety targets
3. Drive the implementation of the NRSS via:

a. Requests for progress reports from relevant agencies
b. Invitation of relevant agencies to defend proposed activities and road safety efforts on a quarterly basis
c. Evaluation of the outcomes of National road safety initiatives
d. Development of a funding plan for strategic initiatives
e. Fund sourcing for implementation of strategic initiatives
f. Endorsement of disbursed of pre-approved funds for strategic initiatives
g. Monitoring of funds disbursement for strategic initiatives

4. Review of monitoring and evaluation reports (as submitted by the FRSC) for effective coordination of road safety programmes
5. Report to the SEC on progress made on the NRSS
6. Perform an annual review of the NRSS
7. Oversee aspects that relate to road safety enforcement of 10 per cent of the National Road Fund
8. Endorse subsequent NRSS prior to submission to the SEC
9. Ensure adequate representation of the state at the National TWG.

6.3 Possible sources of funding

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

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

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

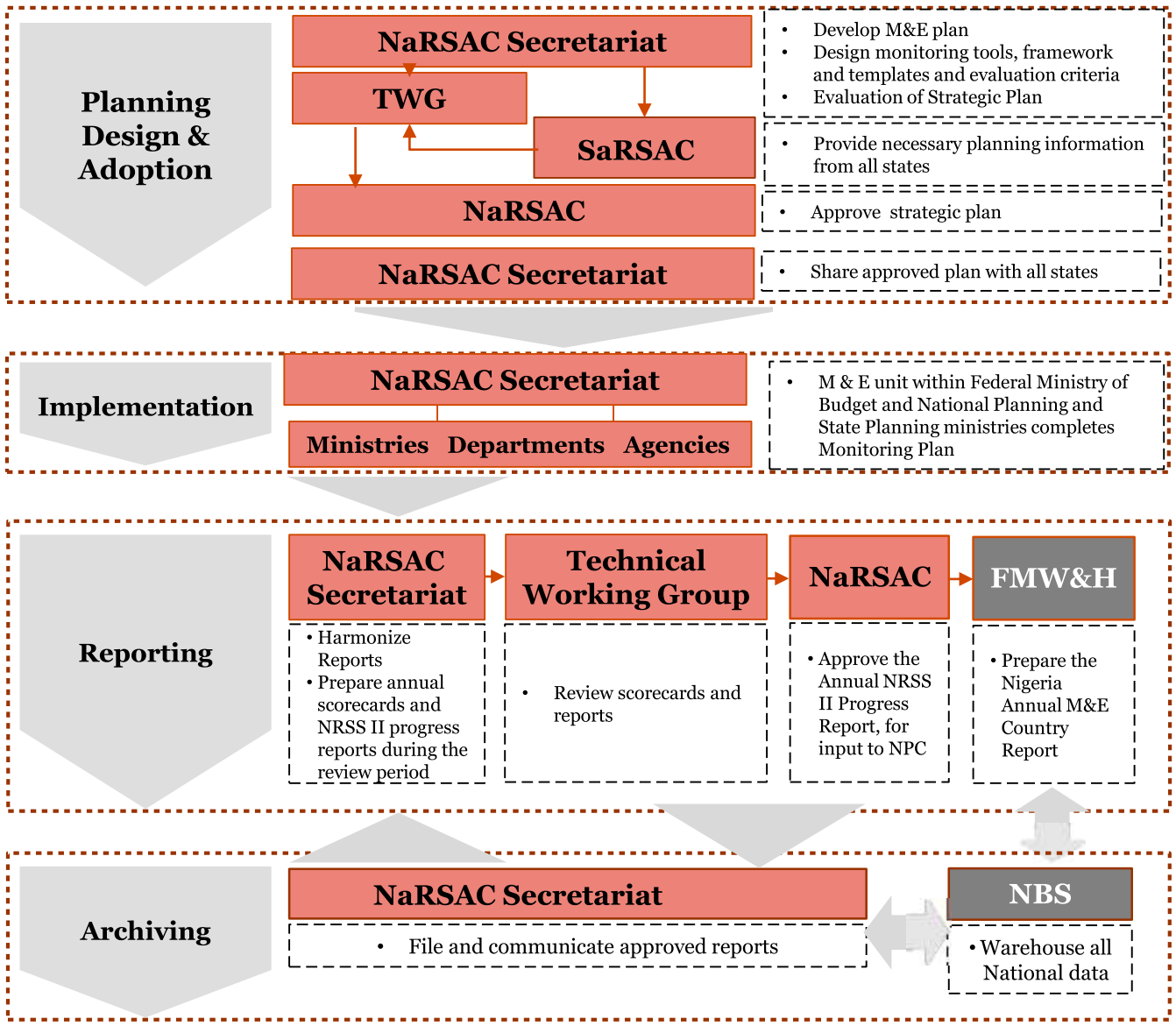
6.3 Possible sources of funding (Cont'd)

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

7

Monitoring and Evaluation of Road Safety Activities in Nigeria

7.1 The Monitoring & Evaluation Framework (M&E)



The NRSS II (2021 - 2030) M&E Framework is adapted from the National M&E Framework for the Nigerian Vision 20:2020.

The M&E framework is designed to enable independent fact-based assessment of achievement of the road safety goal of reducing road traffic crash fatality rate by 50% by 2029.

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

M&E activities will be driven by the NaRSAC Secretariat (as approved by NaRSAC).

M&E activities will be performed by the M&E units situated in the departments of Budget and National Planning.

Figure 36

7.2 The Monitoring & Evaluation Delivery approach

	Task	Timeline	Deliverable	Recipient
States /MDA	Agree on KPIs and outcome	• Quarterly • 3rd Wednesday of the Month following End of a Quarter	•Agreed list of KPI to work with •Quarterly report on milestone met	• SaRSAC • NaRSAC (Secretariat)
NaRSAC/ SaRSAC	Conduct performance review for Ministries and MDAs in each state	Bi annual	•Progress Reports from states	• NaRSAC (secretariat)
TWG	•Review progress report submitted by states •Give recommendation based on finding from report to NaRSAC •Submit proposal for Intervention findings •Prepare annual Budget for road safety fund	Quarterly Held 1st Wednesday of every month	•Reviewed progress report submitted by SaRSAC •Recommendation updated to be made to the NRSS II •Budget to achieve adjusted NRSS II	• NaRSAC (secretariat)
NaRSAC / FEC	•Prepare the NRSS II country report •Plan for Improvement based on evaluation result	Yearly Meeting is Ad Hoc	•Approved recommendation to be inputted into the NRSS II based on findings from yearly evaluation •Prepare the country for the next NRSS II	• All Stakeholders

8

The NRSS Implementation Cost

8.1 Costing Development Process

The cost development process of the NRSS II is given in the table below;

Cost Model Template design and training

Uniform template designed and used by the MDAs and states in capturing relevant cost data. The MDAs were trained on the use of the template.

Discussion and Update to Cost Model Template

Proposed amendments / updates were discussed at the Technical Working Committee (Costing Team) meetings and a consensus was reached for adoption.

Develop Costing Model for NRSS II

Using agreed assumptions and MDA inputs, a costing model was developed and the total cost of implementing the NRSS II.

Circulation of Cost Model to Stakeholders

Costing Model template was sent to MDAs and States within the 6 zones in Nigeria – MDAs and states respectively filled the costing sheets.

Submission of Key Cost Information by Stakeholders

A Costing model template was received from MDAs and states with all relevant cost data imputed.

Analysis of Key Cost Information

Master sheet aggregating the various costs per zone was developed and filled out.

Aggregation of Cost Model Master sheet

Aggregated costing from master sheet was inputted into the final costing model along with MDA information.

Finalize Costing Model

The updated model was discussed and finalized with the FRSC, Other MDAs, and the Inter-ministerial Technical Committee. The update was included in the 9th draft of the NRSS

8.2 Key Costing Assumptions

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

The incidence of RTCs and associated deaths in 2018 at over 4,000 is at odds with one of the key Pillars of the Nigeria Vision 20:2020 - *"Guaranteeing the productivity and well-being of the Nigerian people"*

To further curb the rate of RTCs with their resultant deaths and achieve the goal of reducing fatalities by 50% in 2030, significant investment is required to improve existing road infrastructure for mobility and safety.

A look at Government budgeted expenditure on road safety-related activities and comparative results achieved at the Federal, State and Local levels from 2013 to 2016 revealed that the estimated economic losses as a result of RTCs outweigh the estimated spent in those years.

A look at other countries with better road safety indices, further emphasized the need for an increased and focused spend on road safety matters. For example, the United Kingdom with 1,770 road traffic deaths in 2018, has a land area one-quarter the size of Nigeria, a total road network twice that of Nigeria and still spends approximately US$9Billion (~₦1 trillion) per annum on roads/infrastructure.

A comparison of the NRSS II target outcome in 2029 to outcomes achieved by selected countries with similar outputs shows that in order to achieve the goal of 35% reduction in deaths due to RTCs, the increased spend will need to be incurred on the activities defined in the NRSS II.

Assumptions:

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

The funds to implement NRSS II are from Budget provisions for Federal, State and Local Governments and not a new fund being sought for.

The effort to ensure that new roads constructed are safe is considered a core road safety activity.

Population growth rate will remain steady at 3%.

Percentage of road construction costs considered for road safety (road furniture / safety components) will be 10%.

GDP growth rate will remain steady at 10%.

The Implementation Cost detailed out by stakeholders are in addition to existing baseline expenditures

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

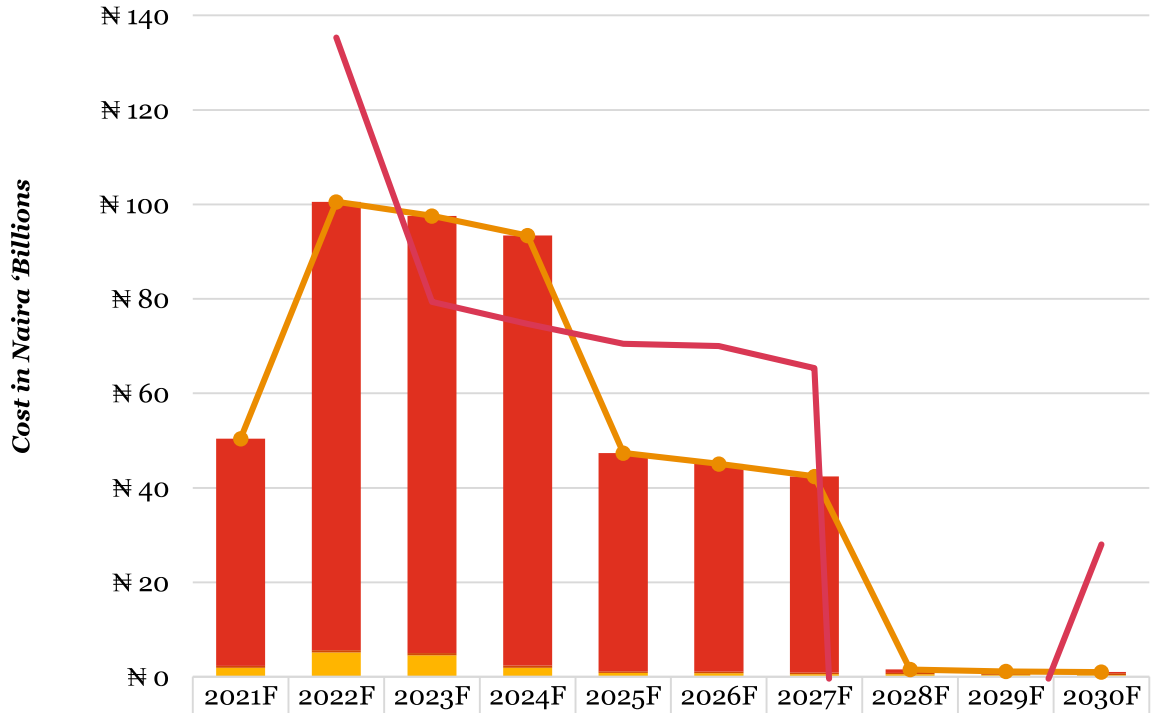
8.2 Key Costing Assumptions (Cont'd)

S/N	Narrative	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Source
1	Population (millions)	206.1	211.3	216.6	222.0	227.5	233.2	239.1	245.0	250.9	256.9	World Population Review, PwC Analysis
2	Population Growth Rate (%)	2.5	2.5	2.5	2.5	2.5	2.5	2.5	2.4	2.4	2.4	World Population Review
3	Inflation rates	12,3%	13.73%	12.00%	12.27%	12.92%	12.30%	12.00 %	12.00%	12.00%	12.00 %	CBN Statistical Bulletin, PwC Analysis
4	Exchange rate (Naira / US$.1)	361	363	360	360	360	401	400	400	400	400	CBN Statistical Bulletin, PwC Analysis
5	GDP (US$' billion)	392	379	389	400	412	424	437	454	472	491	National Bureau of Statistics, PwC Analysis
6	GDP growth rate	-3.4%	2.5%	3%	3%	3%	3%	3%	4%	4%	4%	National Bureau of Statistics, PwC Analysis
7	Cost of road construction per km (US$' million) – Federal and State roads	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	National Planning Commission (NIIMP)
8	Cost of road construction per km (US$' 000) – Local Government roads	750	750	750	750	750	750	750	750	750	750	National Planning Commission (NIIMP) & PwC Analysis
9	Target Road Metric for 2023 i.e. Km road per 100 sq. km of land area	22.6	23.2	23.7	24.3	25	25.6	26.2	26.8	27.3	30	National Planning Commission (NIIMP), PwC Analysis
10	Percentage of road construction costs considered for road safety (road furniture / safety components)	10%	10%	10%	10%	10%	10%	10%	10%	10%	10%	World Bank/UN (Decade of Action)

8.3 Costing Summary – Spend and Growth Rate

*Total cost of implementing the road safety strategy for the 10 year period (2021 to 2030) is estimated at ~ N **480Billion (N480,497,990,703).** The **Federal Government** budgetary allocation contribution makes up **90%** of the total cost due to their intensive impact to the implementation of the NRSS II, while **State Government** contributes **6%** and **Monitoring & Evaluation** makes up the remaining **4%** of the total cost.*

Figure 37: Total NRSS Costing Summary – Spend and Growth Rate



	2021F	2022F	2023F	2024F	2025F	2026F	2027F	2028F	2029F	2030F
Federal Government (NGN" B)	₦ 48.14	₦ 94.96	₦ 92.55	₦ 91.04	₦ 46.19	₦ 44.02	₦ 41.54	₦ 0.70	₦ 0.41	₦ 0.27
M&E (NGN" B)	₦ 0.38	₦ 0.43	₦ 0.43	₦ 0.44	₦ 0.38	₦ 0.33	₦ 0.33	₦ 0.33	₦ 0.31	₦ 0.36
State & Local Govt (NGN" B)	₦ 1.91	₦ 5.17	₦ 4.57	₦ 1.92	₦ 0.80	₦ 0.73	₦ 0.56	₦ 0.52	₦ 0.43	₦ 0.36
Total Cost (NGN" B)	₦ 50.43	₦ 100.55	₦ 97.56	₦ 93.39	₦ 47.37	₦ 45.08	₦ 42.43	₦ 1.55	₦ 1.15	₦ 0.99
Total Growth Rate (%)		9	-3	-4	-4.9	-5	-6	-98	-25	-14

Figures provided in Billions of Naira (e.g. ₦50.428 = ₦50,428,000,000)

Notes

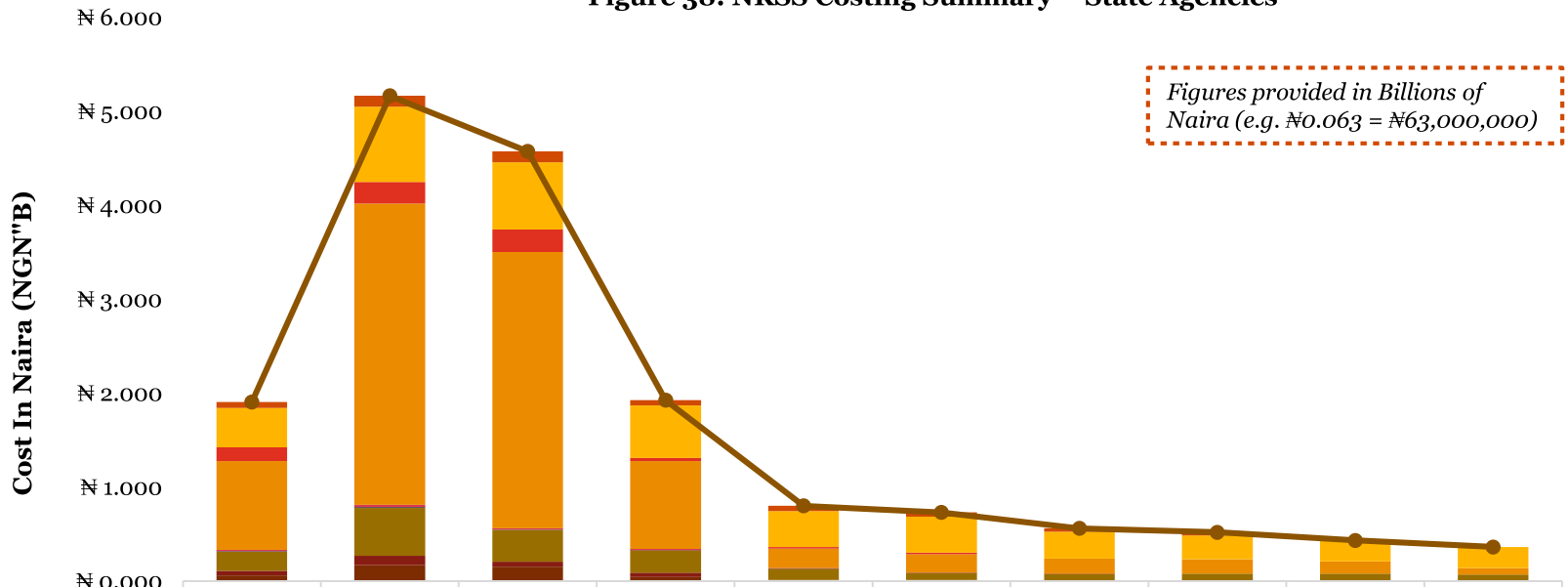
The high forecast spend in 2021 is as a result of the aggressive nature of implementation expected to happen in the first 5 years (2021-2025), whereas in the last 5 years (2026-2030) the majority of activities performed would involve Monitoring and evaluation of previous years relevant activities with each state.

Source: PwC Analysis (Based on NRSS Costing 2021 – 2030)

8.4 Costing Summary by States Related MDA's

State Ministries of Works and Transport and State governments constitute more than 50% of the required expenditure from States & related MDA's. The state Judiciary and state Health organizations also have major financial obligations, as well as the Local Governments. However, the overall success of the NRSS II will depend on the support of all stakeholders to deliver their road safety activities collaboratively. The chart below shows the costing summary by states related MDA's.

Figure 38: NRSS Costing Summary – State Agencies

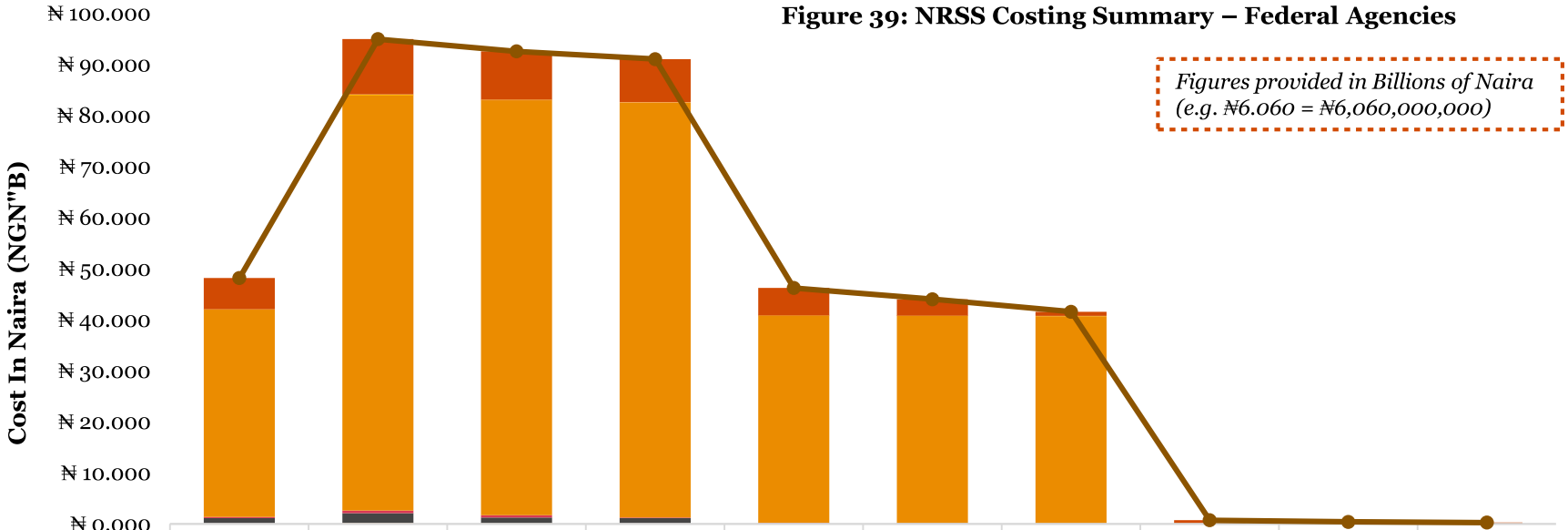


	2021F (N)	2022F (N)	2023F (N)	2024F (N)	2025F (N)	2026F (N)	2027F (N)	2028F (N)	2029F (N)	2030F (N)
LG (Local Government) (NGN"B)	₦ 0.063	₦ 0.116	₦ 0.116	₦ 0.055	₦ 0.055	₦ 0.047	₦ 0.035	₦ 0.035	₦ 0	₦ 0
SG (State Government) (NGN"B)	₦ 0.420	₦ 0.800	₦ 0.714	₦ 0.560	₦ 0.383	₦ 0.383	₦ 0.289	₦ 0.251	₦ 0.223	₦ 0.223
Judiciary (State) (NGN"B)	₦ 0.147	₦ 0.230	₦ 0.241	₦ 0.031	₦ 0.016	₦ 0.016	₦ 0	₦ 0	₦ 0	₦ 0
SMoWT (NGN"B)	₦ 0.947	₦ 3.207	₦ 2.939	₦ 0.935	₦ 0.207	₦ 0.192	₦ 0.157	₦ 0.154	₦ 0.131	₦ 0.071
SMVAA (NGN"B)	₦ 0.013	₦ 0.024	₦ 0.015	₦ 0.013	₦ 0.006	₦ 0.003	₦ 0.001	₦ 0	₦ 0	₦ 0
State Agencies (NGN"B)	₦ 0.005	₦ 0.010	₦ 0.005	₦ 0.002	₦ 0.002	₦ 0	₦ 0	₦ 0	₦ 0	₦ 0
SMoH (NGN"B)	₦ 0.204	₦ 0.508	₦ 0.339	₦ 0.237	₦ 0.119	₦ 0.078	₦ 0.069	₦ 0.069	₦ 0.069	₦ 0.069
SEMA (NGN"B)	₦ 0.051	₦ 0.100	₦ 0.051	₦ 0.048	₦ 0.012	₦ 0.012	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0
SBIR (NGN"B)	₦ 0.058	₦ 0.169	₦ 0.154	₦ 0.042	₦ 0	₦ 0	₦ 0	₦ 0	₦ 0	₦ 0
Total Costing (NGN"B)	₦ 1.907	₦ 5.165	₦ 4.572	₦ 1.924	₦ 0.800	₦ 0.731	₦ 0.561	₦ 0.519	₦ 0.433	₦ 0.363

8.5 Costing Summary by Other MDA's

The Federal Road Safety Corps is the key agency driver of the NRSS II, however the importance of infrastructural development and safer roads to the success of NRSS II makes FERMA the highest spending government agency by a mile up until 2027. The Federal Ministries of Transport and Health and the Standard Organisation of Nigeria also play key roles. The costing summary by other MDAs is shown in the chart below:

Figure 39: NRSS Costing Summary – Federal Agencies

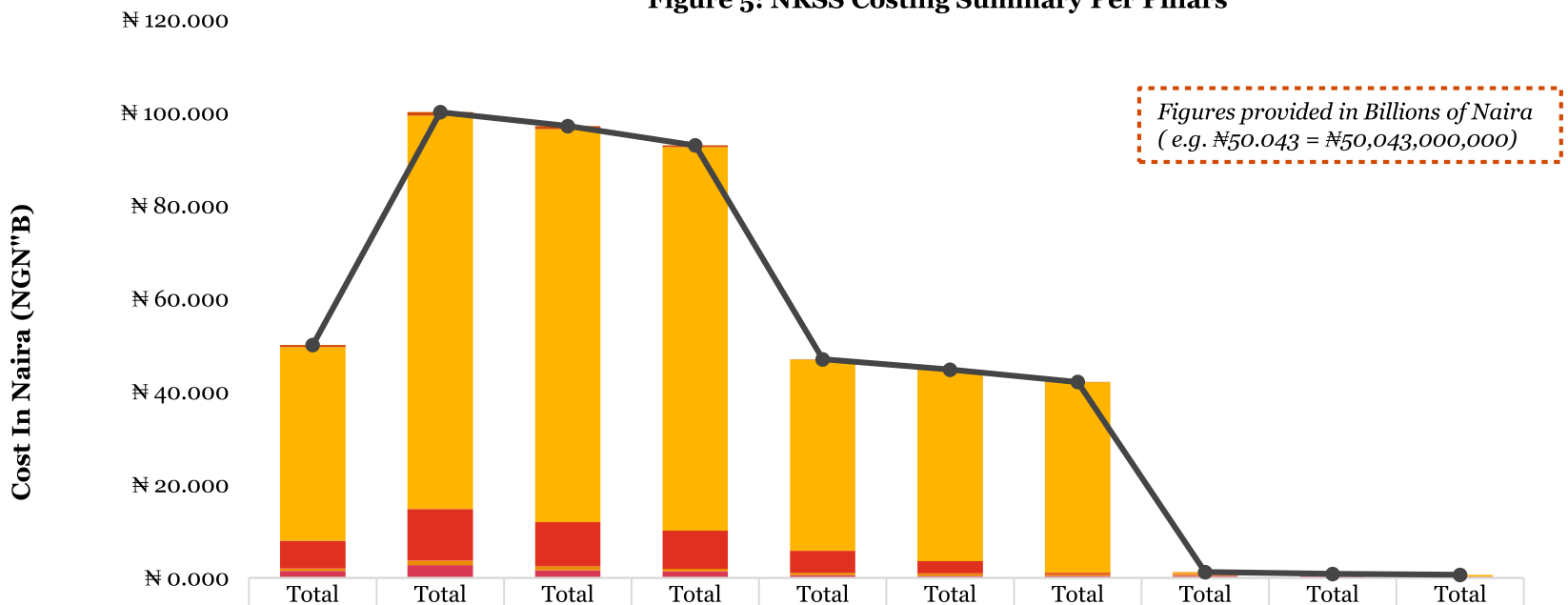


	2021F (N)	2022F (N)	2023F (N)	2024F (N)	2025F (N)	2026F (N)	2027F (N)	2028F (N)	2029F (N)	2030F (N)
FRSC (NGN"B)	₦ 6.060	₦ 10.857	₦ 9.468	₦ 8.389	₦ 5.335	₦ 3.208	₦ 0.828	₦ 0.637	₦ 0.373	₦ 0.241
SON (NGN"B)	₦ 0.097	₦ 0.206	₦ 0.114	₦ 0.095	₦ 0.012	₦ 0.008	₦ 0.007	₦ 0.007	₦ 0.007	₦ 0
CILT (NGN"B)	₦ 0.004	₦ 0.009	₦ 0.008	₦ 0.008	₦ 0.007	₦ 0.004	₦ 0	₦ 0	₦ 0	₦ 0
FERMA (NGN"B)	₦ 40.646	₦ 81.291	₦ 81.275	₦ 81.275	₦ 40.630	₦ 40.630	₦ 40.630	₦ 0	₦ 0	₦ 0
FMoT (NGN"B)	₦ 0.218	₦ 0.493	₦ 0.422	₦ 0.135	₦ 0.080	₦ 0.058	₦ 0.002	₦ 0	₦ 0	₦ 0
FMoH (NGN"B)	₦ 1.018	₦ 1.915	₦ 1.093	₦ 1.012	₦ 0.045	₦ 0.041	₦ 0.028	₦ 0.028	₦ 0.028	₦ 0.028
FMW&H (NGN"B)	₦ 0.013	₦ 0.020	₦ 0.033	₦ 0.026	₦ 0.020	₦ 0.020	₦ 0	₦ 0	₦ 0	₦ 0
NADDC (NGN"B)	₦ 0.026	₦ 0.048	₦ 0.043	₦ 0.026	₦ 0.022	₦ 0.012	₦ 0.007	₦ 0.007	₦ 0.002	₦ 0
TGI (NGN"B)	₦ 0.055	₦ 0.117	₦ 0.096	₦ 0.069	₦ 0.041	₦ 0.041	₦ 0.041	₦ 0.020	₦ 0	₦ 0
Total Costing (NGN"B)	₦ 48.137	₦ 94.955	₦ 92.551	₦ 91.035	₦ 46.190	₦ 44.020	₦ 41.542	₦ 0.699	₦ 0.409	₦ 0.269

8.6 Costing Summary by Safety Pillars / Outputs / Objectives

Improved road infrastructure for safety and mobility will require about ₦417 billion over the period, making it by far the most financially demanding pillar. Safer road users & Adequate Post crash response will also require a lot of expenditure, largely due to their capital requirements. Spending will be highest within the 3 year period 2022 – 2024 and providing all slated strategic activities are completed within this period, required expenditure falls by about half, to less than ₦ 3 billion over the final 3 years.

Figure 5: NRSS Costing Summary Per Pillars

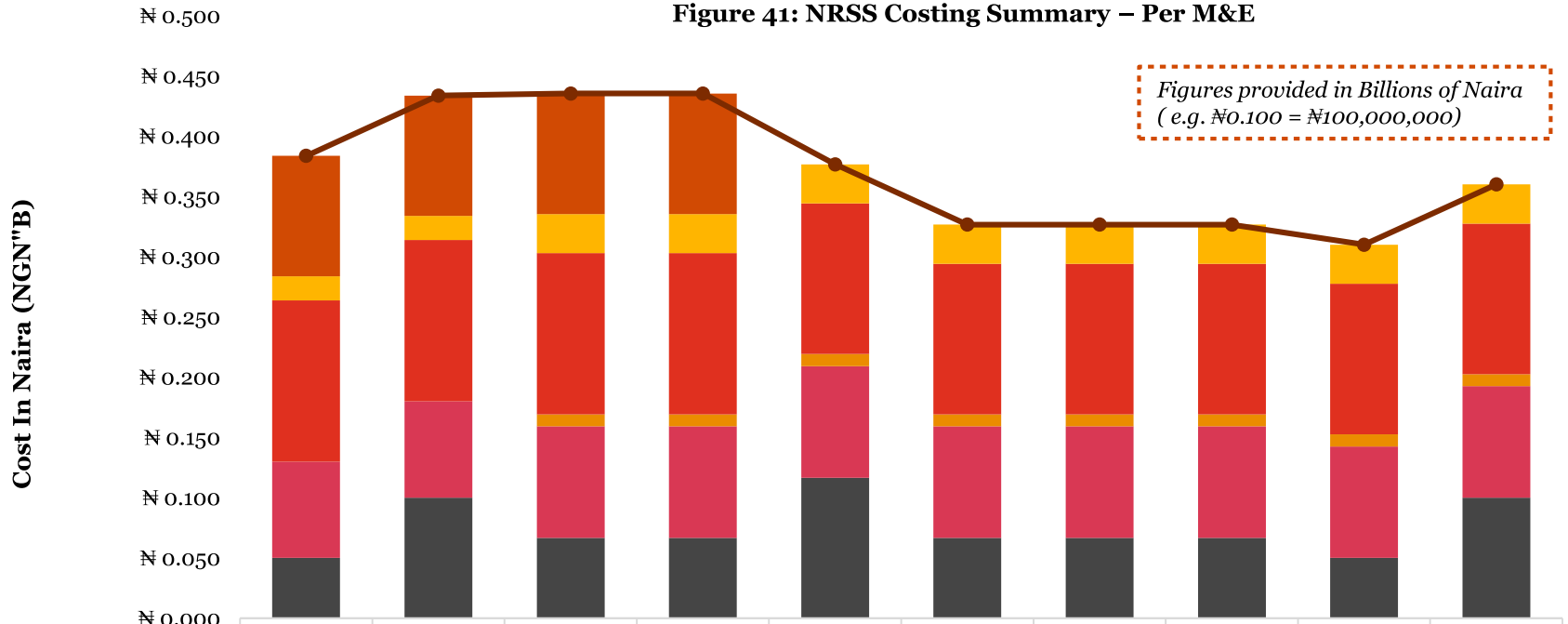


	Total Estimated Expenditure 2021F (N)	Total Estimated Expenditure 2022F (N)	Total Estimated Expenditure 2023F (N)	Total Estimated Expenditure 2024F (N)	Total Estimated Expenditure 2025F (N)	Total Estimated Expenditure 2026F (N)	Total Estimated Expenditure 2027F (N)	Total Estimated Expenditure 2028F (N)	Total Estimated Expenditure 2029F (N)	Total Estimated Expenditure 2030F (N)
Road Safety Management (NGN"B)	₦ 0.428	₦ 0.800	₦ 0.633	₦ 0.334	₦ 0.077	₦ 0.060	₦ 0.050	₦ 0.050	₦ 0	₦ 0
Safer Roads and Mobility (NGN"B)	₦ 41.655	₦ 84.528	₦ 84.528	₦ 82.487	₦ 41.085	₦ 41.088	₦ 40.955	₦ 0.326	₦ 0.290	₦ 0.378
Safer Road Users (NGN"B)	₦ 5.949	₦ 11.072	₦ 9.519	₦ 8.207	₦ 4.776	₦ 2.681	₦ 0.352	₦ 0.210	₦ 0	₦ 0
Safer Vehicles (NGN"B)	₦ 0.565	₦ 1.013	₦ 0.863	₦ 0.506	₦ 0.474	₦ 0.465	₦ 0.318	₦ 0.237	₦ 0.158	₦ 0.014
Post Crash Response (NGN"B)	₦ 1.447	₦ 2.707	₦ 1.581	₦ 1.425	₦ 0.578	₦ 0.459	₦ 0.428	₦ 0.396	₦ 0.395	₦ 0.240
Total (NGN"B)	₦ 50.043	₦ 100.120	₦ 97.123	₦ 92.959	₦ 46.990	₦ 44.751	₦ 42.103	₦ 1.218	₦ 0.842	₦ 0.632

8.7 Costing Summary by Monitoring & Evaluation (M&E)

Monitoring and evaluation activities, with the exception of planning, will continue in full force through to the end of the strategy period, implementation and Research & Training make up over 50% of M&E spending, while road design regulations will proceed in 2023 unlike other activities. In 2019 -2020, financial resources will be needed to execute the planning phase for M&E. This is represented in the chart below:

Figure 41: NRSS Costing Summary – Per M&E



	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2030 (N)
Planning (NGN"B)	₦ 0.100	₦ 0.100	₦ 0.100	₦ 0.100	₦ 0	₦ 0	₦ 0	₦ 0	₦ 0	₦ 0
Coordnation (NGN"B)	₦ 0.020	₦ 0.020	₦ 0.033	₦ 0.033	₦ 0.033	₦ 0.033	₦ 0.033	₦ 0.033	₦ 0.033	₦ 0.033
Implementation (NGN"B)	₦ 0.134	₦ 0.134	₦ 0.134	₦ 0.134	₦ 0.125	₦ 0.125	₦ 0.125	₦ 0.125	₦ 0.125	₦ 0.125
Design Regulations (NGN"B)	₦ 0	₦ 0	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0.010	₦ 0.010
Create Awareness (NGN"B)	₦ 0.080	₦ 0.080	₦ 0.093	₦ 0.093	₦ 0.093	₦ 0.093	₦ 0.093	₦ 0.093	₦ 0.093	₦ 0.093
Research and Training (NGN"B)	₦ 0.050	₦ 0.100	₦ 0.067	₦ 0.067	₦ 0.117	₦ 0.067	₦ 0.067	₦ 0.067	₦ 0.050	₦ 0.100
Total (NGN"B)	₦ 0.384	₦ 0.434	₦ 0.435	₦ 0.435	₦ 0.377	₦ 0.327	₦ 0.327	₦ 0.327	₦ 0.310	₦ 0.360

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

The expected outcome of 50% reduction in RTCs using planned output levels over the plan period (using WHO data for outcomes), will change Nigeria's ranking from 126th (in 2017) to top 100 by 2030. This is above that of the BRICS countries whose road safety indices are assumed to be improving at current rates. This costing ranking based on outcomes is shown below;

Country	Year	Population	Outputs				* Outcomes		
			Road network (km)	km of land area road per 100 kmkm²	Population to Road Ratio	Vehicle to Road Ratio*	Estimated Number of Deaths	RTC Deaths per 100,000 persons	Ranking RTC Deaths
Japan	2023	145,094,640	1,201,000	122.78	120.81	91.32	4,119	3.01	10th
United Kingdom	2023	75,797,449.74	404,139.02	185.22	187.55	84.58	1789	2.6	4th
Australia	2023	26,762,282.04	826,980	11.4	32.36	25.84	1339	5.23	22nd
Mexico	2023	137,204,845.92	400,318.54	22.33	333.139	126.56	16,736	11.67	69th
Nigeria	**2023**	**223,297,203**	**202,000**	**28**	**1,105.43**	**57.92**	**29,851**	**13.59**	**126th**
Ghana	2023	33,934,503.12	72,379.95	160.63	468.84	48.62	12,860	27.94	153rd
Kenya	2023	58,588,031.4	196,469	74.48	298.20	12.63	21,365.78	36.97	168th
India	2023	1,542,420,000	5,700,000	201.21	270.6	80.7	387,203	27.02	117th
Malaysia	2023	35,942,586.9	414,401.75	109.88	86.7	82.51	7,676	22.28	125th
Sweden	2023	11,608,819.5	217,000	179.03	53.50	24.3	278	2.61	2nd

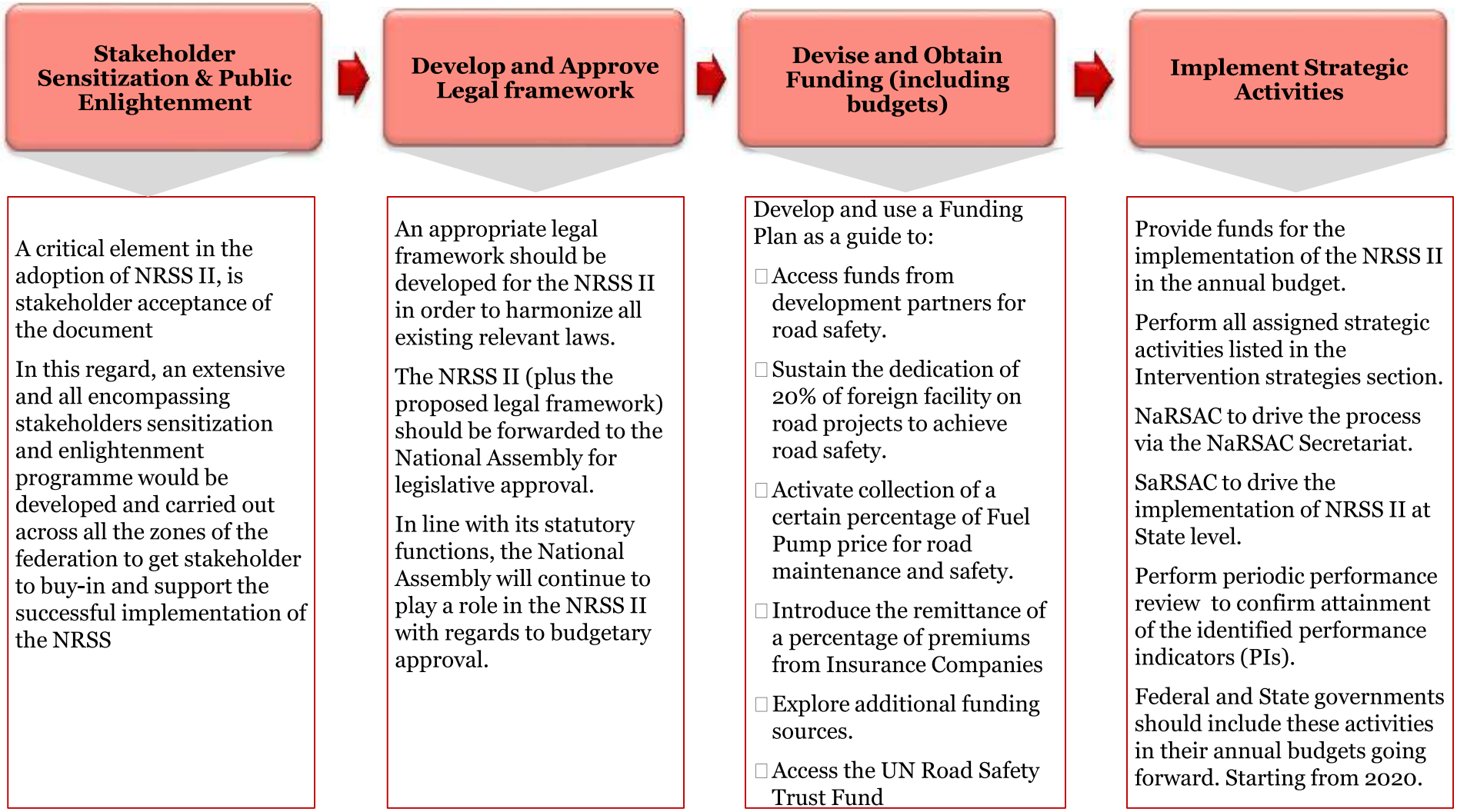
*Ranking of outcomes in comparison to other countries of the World as at 2017

Figure 42

9 Forging Ahead

9.1 Adoption of NRSS II

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



9.1.1 Next Steps towards embedding NRSS II

The success of the articulated strategies is dependent on the existence of a machinery that will enable, embed and sustain the coordinated execution of NRSS II. An effective machinery is one that takes a holistic view of road safety management and embodies the following key capitals:

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

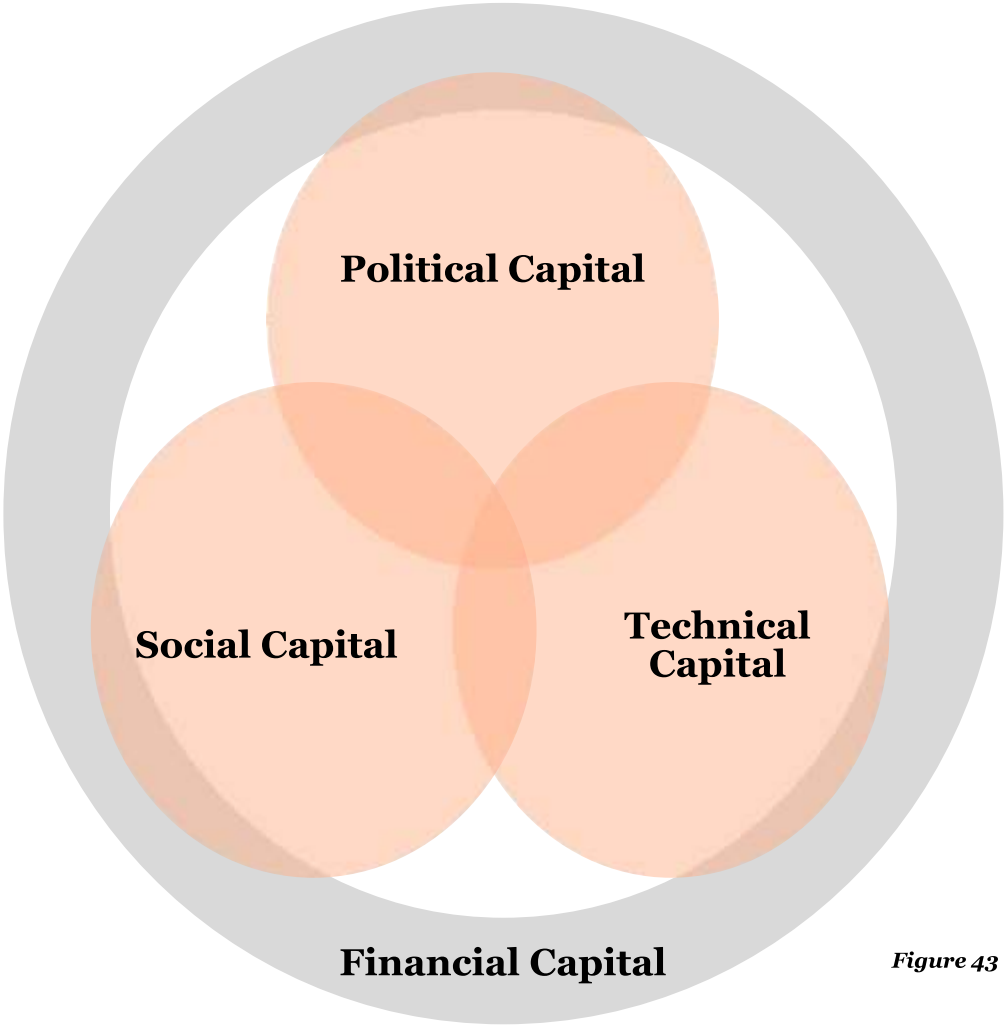


Figure 43

10 Appendix

A

Strategic
Activities by
Stakeholders

Strategic Activities by Stakeholder– SON

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop and delivers Road Traffic Safety Management Trainings with emphasis on enforcement of traffic rules	120 road safety ambassadors trained 80% reduction in number of traffic violations	2023	**SON**	FRSC, BPSR	**Education, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, States, NSE, **SON**, NITT,NIBRI	**Legislation, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
3	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within Government and Industry	2024	**SON**	BPSR, NOA, FMoT, SMoWT	**Enforcement, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
4	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	**SON**, STMA, NCS, VIO, NPF, NADDC	**Legislation, Enforcement, Technology**

Strategic Activities by Stakeholder– SON (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles – contd. ***Objective*** **-** *General compliance with vehicle standards and administration*						
5	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle parts standards	2029	**SON**	FRSC, STMA, NCS, VIO, NPF, NADDC	**Legislation, Enforcement, Technology**
6	Rollout enlightenment campaigns on Manufacturers/Owners manual	Three(3) enlightenment programmes quarterly	2024	FRSC	NOA, **SON**, VIO, STMA	**Education, Technology**
7	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 road traffic conventions acceded to	Alignment of local legislation with global best practices	2024	FRSC	FGN, SG, SMVAA, NADDC, FMoT, VIO, **SON**	**Legislation**
		80% of vehicles with identification marks conforming to global best practices				
8	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	NADDC	FRSC, FMoT, **SON**, SMoWT, NITT, NSE	**Enforcement**
9	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	90% of vehicles undergo mandatory technical inspection and meet minimum safety requirements for admission to traffic	2024	**SON**	FRSC, NADDC, VIO	**Enforcement**
10	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements	2025	Federal Ministry of Science and Technology	VIO, NADDC, FRSC, **SON**	**Technology**
		20% annual increase of vehicles using newer technologies				
		10% annual increase in vehicles with new market technologies				

Strategic Activities by Stakeholder– FRSC

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually	2023	**FRSC**	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, VIO, State agencies, NOA	**Technology, Enforcement, Education**
		75% reduction in accidents annually				
		80% reduction in injuries caused by RTC's				
2	Enhance vertical and horizontal coordination between action taken by designated authorities across road safety pillars and areas	Clearly defined role statements for all relevant road safety authorities	2024	**FRSC**	NOA, FMoT, SMoWT	**Education, Technology**
3	Develop and delivers Road Traffic Safety Management Trainings with emphasis on enforcement of traffic rules	120 road safety ambassadors trained	2023	SON	**FRSC**, BPSR	**Education, Technology**
		80% reduction in number of traffic violations				
4	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	**FRSC**	FMoT, SMoWT, FMoH, State agencies	**Enforcement, Education**
5	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to targets	Mid term review on performance of NRSS II	2026	**FRSC**	FMoT, SMoWT, FMoH, State agencies	**Education, Technology**
		Number of goals achieved as set out in NRSS II				
6	Develop and deliver trainings to all road safety authorities on the Safe System	Clearly defined role statements for all relevant road safety authorities	2023	**FRSC**	NOA, FMoT, SMoWT	**Enforcement, Education, Technology**
		70% increase in the awareness of the safe system approach				
		90% adoption of the safe system approach in operational practice of Road Safety Management authorities				

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management – contd. ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
7	Conduct Road Safety Data systems Audit	Quarterly road safety data systems audit	2024	**FRSC**	NOA, FMoT, SMoWT, FMoH, NPC, NPF	**Technology**
	Deployment of digital control in data collection	90% accuracy between digital and manual data				
8	Completion of approval of the National Cycling Policy	Approval of the National Cycling Policy	2024	FMoT	TGI, Cycling Federation of Nigeria, **FRSC**, Media, Bicycle Manufacturers Federal Ministry of Sports and Youth Development	
9	Develop a database to share information on road safety audit	Existence of road safety audit database	2025	**FRSC**	FERMA, SRMA, SMoWT, FMW&H	**Legislation, Technology**
10	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, SRMA, VIO, State agencies, NPF, **FRSC**	**Enforcement, Legislation, Technology**
11	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	Follow-up Traffic Safety Survey (level of agreement with what "traffic safety" is all about	2028	SG, LG	**FRSC**, Driving Schools	**Education**
		50% reduction in number of Residential and School-related complaints				
		Existence of Speed and volume datasheet compilation				
		Level of awareness regarding residential traffic safety				

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
12	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	**FRSC**, FERMA, SRMA, SMoWT, NBRRI	**Enforcement, Technology**
13	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, **FRSC**, NOA, Media, VIO, Driving Schools, Road Safety Clubs	**Education, Technology**
14	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, SMOE, FERMA, **FRSC**, SMoWT, Contractors	**Enforcement, Education, Technology, Legislation**
15	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, LG, **FRSC**, VIO, NPF, FMW&H, SMTMA	**Enforcement**
16	Conduct safety inspections of current roads in operation	80% coverage of all new roads in annual assessment programme	2026	**FRSC**	FMW&H, SRMA, FERMA	**Enforcement**
17	Establish rest areas along highways	At least one rest areas established on every major highway 100% of operational rest areas	2030	FMW&H	Fleet Operators, Relevant Unions, **FRSC**, SG, NPF	**Legislation, Enforcement**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
18	Enforce compliance on the use of child restraints and safety helmets	80% increase in the use of child restraints 80% increase in the use of safety helmets 35% decline in fatality rates of RTCs involving motorcycles	2024	**FRSC**	Traditional Rulers, Religious Leaders, STMA, NPF	**Legislation, Enforcement, Education, Technology**
19	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	**FRSC**	Driving Schools, CILT, NITT, Fleet Operators	**Education, Technology**
20	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	Implementation of 80% of the training programmes 35% decline in number of RTCs	2024	**FRSC**	VIO, Driving Schools, SBIR	**Education, Technology**
21	Physical checks of Heavy Goods Vehicles (Safe to load and safe to discharge) Routine patrols on motorways by safety management officials	50% reduction in RTCs involving Heavy duty vehicles.	2024	**FRSC**	VIO, NPF	**Legislation, Enforcement, Technology**
22	Develop a Road Safety Application for all smart phone users	Existence of Highway way Code App Number of App users	2028	**FRSC**	NITDA	**Education, Technology**
23	Enforce maximum traffic speed limits to 30km/h in built up areas	Review of existing policy for rural and urban highways 100% compliance of new average traffic speed in urban and rural area	2024	**FRSC**	FMoT, STMA, FMW&H, SMoWT	**Legislation, Enforcement, Education, Technology**
24	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	**FRSC**	NPF, NSCDC, VIO, STMA	**Enforcement**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
25	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, Driving Schools, NOA, **FRSC**, Transport Unions, Media, Nollywood	**Education**
26	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	**FRSC**	FMOT SMoWT, NITT, Driving Schools and School of Transportation (Lagos State University)	**Enforcement, Technology**
27	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	40% reduction of medical-related road traffic crashes	2024	**FRSC**	FMoH, SMOH, VIO, Driving Schools	**Education, Technology**
28	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	**FRSC**, NUC, Driving Schools, CILT	**Education, Technology**
29	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	80% reduction in the production of fake Driver License and Driver License Racketeering	2024	State Governments (SG)	VIO, **FRSC**, Driving Schools	**Education, Technology**
30	Implement admission of VIO computer based test in major local languages	Continuous admission of VIO computer based tests in local languages	2026	State Governments (SG)	VIO, **FRSC**, Driving Schools	**Education, Technology**
31	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	**FRSC**	JTB, VIO, FMoT, Driving Schools, SBIR, Riders Associations	**Education, Technology**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
32	Engage community, religious leaders and special interest groups to promote road safety messages	Two(2) focus group discussions and Town Hall Meetings quarterly	2021	NOA	**FRSC**, Religious Bodies, Driving Schools, FMOIC, Transport Unions, Media	**Education**
33	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	**FRSC**	TGI,NOA, VIO, STMA, Transport Unions, Media Houses	**Education**
34	Develop Motorcycles training manual in major Nigerian Languages	Existence of training manual All major Nigerian languages covered in manual	2024	**FRSC**	SMoWT, NOA, VIO	**Legislation, Enforcement, Education**
35	Conduct advocacy campaigns on benefits of using highway rest areas	Three(3) advocacy campaigns rolled out quarterly 50% occupancy rate of rest areas daily	2025	NOA	**FRSC**, FMoT	**Education, Technology**
36	Provide additional alcohol testing equipment	50% increase in number of additional testing equipment 50% increase in number of roadside testing conducted	2026	**FRSC**	NPF, Judiciary, STMA, NURTW	**Enforcement**
37	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	Two(2) advocacy campaigns conducted monthly Reduction of built up area maximum speed limit from 50km/hr.. to 30km/hr.. per hour	2027	**FRSC**	FMW&H, FMoT, SMoWT, TGI	**Legislation, Enforcement**
38	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	**FRSC**	FMoT, SMoWT, Driving Schools in all the States and FCT	**Enforcement, Technology**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
39	Review and update the current National Road Traffic Regulations	Updated National Road Traffic Regulations	2026	FMOJ	**FRSC**	**Education, Technology**
40	Create a central offence database	Existence of central offence 100% input monthly into the database	2029	**FRSC**	VIO, NPF, STMA, NBS	**Enforcement, Technology**
41	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	FMOBNP	**FRSC**, NaRSAC, SaRSAC, TWG Stakeholders	**Enforcement**
42	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	FMW&H	FMoT, **FRSC**, SMoWT, FERMA, SEMA	**Legislation**
43	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	**FRSC**	STMA, SBIR, VIO, Driving Schools	**Enforcement, Technology**
44	Fully implement the point-based driver penalty system as planned	100% implementation of point-based driver penalty system	2025	**FRSC**	VIO, SG STMA	**Enforcement, Education, Technology**
45	Set up standing mobile courts for defaulters	50% increase in number of sitting of mobile courts weekly 50% increase in number of prosecutions monthly	2022	State Judiciary	**FRSC**, NPF, Civil Defence, VIO, Driving Schools	**Enforcement, Legislation**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
46	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three enlightenment campaigns quarterly Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	FMoT, **FSRC**, SMoWT, SGs, NPF, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
47	Increase traffic fines and other deterrent measures such as community service to improve traffic discipline	Approval of the current Road Safety Act with its provisions concerning fines Increase current fine by 300% 20% annual increase in incidence of traffic offenders undergoing training before release	2024	**FRSC**	SGs, STMA, SaRSAC	**Legislation, Enforcement**
48	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	**FRSC**	FMoT, SMoWT, NOA, VIO	Enforcement, Education,
49	Restrict the sale of any child restraints or motorcycle helmets which are not SON approved	100% compliance in SON approved child restraints and motorcycle helmets	2025	SON	**FRSC**, VIO, SG	Enforcement

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective*** **-** *General compliance with vehicle standards and administration*						
50	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	**FRSC**	SON, STMA, NCS, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
51	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	**FRSC**, STMA, NCS, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
52	Conduct free vehicle inspection checks nationwide	80% increase in number of vehicle inspection checks monthly	2028	**FRSC**	VIO, STMA	Legislation, Enforcement, Education, Technology
53	Rollout enlightenment campaigns on Manufacturers/Owners manual	Three(3) enlightenment programmes quarterly	2024	**FRSC**	NOA, SON, VIO, STMA	**Education, Technology**
54	Establish Motor Vehicle Administration Agencies in all states	100% set up of functional Motor Vehicle Administration Agencies in all States	2026	FMoT	**FRSC**, SMOT, SMVAA, STMA	**Enforcement, Education, Technology**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles – contd. ***Objective*** **-** *General compliance with vehicle standards and administration*						
55	License and brand all commercial vehicles nationwide	100% of commercial vehicles branded nationwide 100% of new licensed and branded commercial vehicles	2025	STMA	**FRSC**, NPF, VIO	**Enforcement, Technology**
56	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	FMoT	FMOJ, NASS, VIO, Private Fleet Operators, **FRSC**	**Legislation, Enforcement**
57	Full enforcement of UN Regulations 1958 Agreement as it relates to vehicle standards	80% of vehicles in operation complying with the provision	2030	**FRSC**	VIO, STMA	**Enforcement**
58	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	**FRSC**	FGN, SG, SMVAA, NADDC, FMoT, VIO, SON	**Legislation**
59	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	NADDC	**FRSC**, FMoT, SON, SMoWT, NITT, NSE	**Enforcement**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles – contd. ***Objective -*** *General compliance with vehicle standards and administration*						
60	Maintain a National Registered Vehicle Database	80% of registered vehicles captured on the database	2026	**FRSC**	FMoT, NBS, VIO, NIA, STMA	**Enforcement, Education, Technology**
	Institute a Vehicle Replenishment policy	Update vehicle registration information to the FRSC database				
61	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	90% of vehicles undergo mandatory technical inspection and meet minimum safety requirements for admission to traffic	2024	SON	**FRSC**, NADDC, VIO	**Enforcement**
62	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation	2026	State Governments (SG)	VIO, **FRSC**, FMoT, Private Sector Investors	**Enforcement**
		Ratio of government to privately owned inspection centres not more than 2:1				
		100% of inspections centers every quarter				
63	Supervise and audit vehicle inspection centers	One(1) audit report on operations of existing inspection centres quarterly	2028	State Governments (SG)	VIO, **FRSC**, FMoT, Private Sector Investors	**Enforcement**
64	Carry out road side technical checks on High Goods Vehicles	15% growth rate in number of technical road side checks.	2027	**FRSC**	VIO, SMVAA, NPF, FMoT	**Enforcement, Technology**
		80% increase in vehicles achieving minimum safety criteria				
65	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	80% reduction in number of not road-worthy vehicles on the road	2029	**FRSC**	FMoT, STMA, NESREA, VIO	**Enforcement**
66	Train, re-train and test inspectors to carry out high quality inspection and technical check	80% of vehicle inspectors trained	2027	State Governments (SG)	NITT, VIO, **FRSC**	**Education**
		Three(3) trainings carried out to improve quality inspection and technical checks every quarter				
		100% of staff trained in quality inspection and technical check				
		Performance assessment results of staff trained				

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles – contd. ***Objective -*** *General compliance with vehicle standards and administration*						
67	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements 20% annual increase of vehicles using newer technologies 10% annual increase in vehicles with new market technologies	2025	Federal Ministry of Science and Technology	VIO, NADDC, **FRSC**, SON	**Technology**
68	Link free vehicle inspection check database with the offenders database	100% complete linkage of free vehicle inspection check database with the offenders database	2030	**FRSC**	STMA	**Technology, Enforcement**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
69	Allocate adequate funding for professional Crash investigation and hospital follow-up	50% increase in number of RTCs properly investigated	2024	**FRSC**	FMoH, SMOH	**Legislation, Enforcement, Education, Technology**
70	Develop an interactive platform for RTC victims compensation by interested parties	Number of contributors Volume of Compensation raised annually	2024	NIA	FMoH, NAICOM, SMOH, **FRSC**	**Education, Technology**
71	Develop a Crash Data and Trauma Database	100% accuracy of hospital care documentation 100% Fatal injury surveillance recorded (mortuary) Police evidence reports	2025	FMoH	**FRSC**, SMOH	**Enforcement, Education, Technology**
72	Establish additional trauma care centers in national, state general and teaching hospitals	Existence of a minimum of 3 trauma care centers in each state and FCT	2030	FMoH	SMOH, **FRSC**, SG	**Enforcement**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response – contd. ***Objective -*** *Prompt and effective emergency response and care*						
73	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CSO, NGOs, SG, **FRSC**, NPF, other relevant agencies	**Legislation, Enforcement, Education, Technology**
74	Increase capacity of existing road traffic crash investigators	10% annual increase in number of trained and certified road traffic crash investigators 100% of crashes investigated 50% reduction in Turn around time in crash investigation	2029	**FRSC**	NPF, STMA	**Education**
75	Deploy additional ambulances on highways	Response time of First response(15 mins)	2024	FMoH	SMOH, **FRSC**, NPF, NEMA, SEMA, Other relevant agencies	**Legislation, Enforcement, Education, Technology**
76	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	**FRSC**	FMoH, SMOH, Federal Fire Service, Red Cross, NGOs, Community Leaders, NOA, Religious Bodies	**Education**
77	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	**FRSC**	FMoT, SMoWT, VIO, NPF, Hospitals & Relevant first responders	**Technology**

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response – contd. ***Objective -*** *Prompt and effective emergency response and care*						
78	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	**FRSC**	NEMA, SEMA, SMoWT, FMW&H, FERMA, SRMA, FMoT	**Enforcement**
79	Review standards for emergency response	50% increase in compliance At least five(5) standards reviewed monthly	2026	FMoH	**FRSC**, SMoH, NEMA, SEMA	**Enforcement**
80	Acquire additional fully equipped ambulances and medical supplies for each ambulance point	30% annual increase in the number of equipped ambulance and medical supplies for each dispatch centre	2029	FMoH	**FRSC**, NGOs, Private Organisations	**Enforcement**
81	Print out and distribute National Emergency Numbers	Three (3) awareness campaigns rolled out	2025	NOA	FMOIC, **FRSC**, VIO	**Education**
82	Train technicians in rescue operations and in handling rescue equipment	At least 75% of technicians and divers trained quarterly Three (3) training sessions conducted quarterly for technicians and divers	2026	**FRSC**	FMoH, SMOH, Federal Fire Service, SEMA, NEMA	**Education**
83	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	**FRSC**, VIO FMoT, SMoWT, NPF, Hospitals & Relevant first responders	Education

Strategic Activities by Stakeholder– TWG (Technical Working Group)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	**TWG**	FERMA, SRMA, VIO, State agencies, NPF, FRSC	**Enforcement, Legislation, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	FMOBNP	FRSC, NaRSAC, SaRSAC, **TWG Stakeholders**	**Enforcement**

Strategic Activities by Stakeholder– LG (Local Governments)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	Follow-up Traffic Safety Survey (level of agreement with what "traffic safety" is all about 50% reduction in number of Residential and School-related complaints Existence of Speed and volume datasheet compilation Level of awareness regarding residential traffic safety	2028	SG, **LG**	FRSC, Driving Schools	**Education**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, **LG**, FRSC, VIO, NPF, FMW&H, SMTMA	**Enforcement**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
3	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	**Local Government (LG)**	Private Sector, BOI, SMoWT, State Transport Corporation	**Education**

Strategic Activities by Stakeholder– FMOIC (Federal Ministry of Information and Culture)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	**FMOIC**	SIA, FRSC, NOA, Media, VIO, Driving Schools, Road Safety Clubs	**Education, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	**FMOIC**	Religious Bodies, Driving Schools, NOA, FRSC, Transport Unions, Media, Nollywood	**Education**
3	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group discussions and Town Hall meetings quarterly	2021	NOA	FRSC, Religious Bodies, Driving Schools, **FMOIC**, Transport Unions, Media	**Education**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
4	Print out and distribute National Emergency Numbers	Three (3) awareness campaigns rolled out	2025	NOA	**FMOIC**, FRSC, VIO	**Education**

Strategic Activities by Stakeholder– FMoE (Federal Ministry of Environment)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	**FMOE**, SMOE, FERMA, FRSC, SMoWT, Contractors	**Enforcement, Education, Technology, Legislation**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	**FMOE**	FRSC, NUC, Driving Schools, CILT	**Education, Technology**

Strategic Activities by Stakeholder– FMOJ (Federal Ministry of Justice)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Review and update the current National Road Traffic Regulations	Updated National Road Traffic Regulations	2026	**FMOJ**	FRSC	**Education, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
2	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	FMoT	**FMOJ**, NASS, VIO, Private Fleet Operators, FRSC	**Legislation, Enforcement**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
3	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	**FMOJ**	NIA, CSO, NGOs, SG, FRSC, NPF, other relevant agencies	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– FMOBNP (Federal Ministry of Budget and National Planning)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	**FMOBNP**	FRSC, NaRSAC, SaRSAC, TWG Stakeholders	**Enforcement**

Strategic Activities by Stakeholder– Judiciary (State)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Provide additional alcohol testing equipment	50% increase in number of additional testing equipment 50% increase in number of roadside testing conducted	2026	FRSC	NPF, **Judiciary**, STMA, NURTW	**Enforcement**
2	Set up standing mobile courts for defaulters	50% increase in number of sitting of mobile courts weekly 50% increase in number of prosecutions monthly	2022	**State Judiciary**	FRSC, NPF, Civil Defence, VIO, Driving Schools	**Enforcement, Legislation**

Strategic Activities by Stakeholder– NADDC

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, STMA, NCS, VIO, NPF, **NADDC**	**Legislation, Enforcement, Technology**
2	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, STMA, NCS, VIO, CUSTOMS,NPF, **NADDC**	**Legislation, Enforcement, Technology**
3	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, SG, SMVAA, **NADDC**, FMoT, VIO, SON	**Legislation**
4	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	**NADDC**	FRSC, FMoT, SON, SMoWT, NITT, NSE	**Enforcement**
5	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	90% of vehicles undergo mandatory technical inspection and meet minimum safety requirements for admission to traffic	2024	SON	FRSC, **NADDC**, VIO	**Enforcement**
6	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements 20% annual increase of vehicles using newer technologies 10% annual increase in vehicles with new market technologies	2025	Federal Ministry of Science and Technology	VIO, **NADDC**, FRSC, SON	**Technology**

Strategic Activities by Stakeholder– Federal Ministry of Science and Technology

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements 20% annual increase of vehicles using newer technologies 10% annual increase in vehicles with new market technologies	2025	**Federal Ministry of Science and Technology**	VIO, NADDC, FRSC, SON	**Technology**

Strategic Activities by Stakeholder– Procuring Agencies and Professional Bodies

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Align the design of new roads with ISO 39001 standards	80% of construction / maintenance works that meet ISO 39001 standard	2030	FMW&H	FERMA, COREN, **Professional bodies relating to planning and design**	**Legislation, Enforcement, Education, Technology**
2	Initiate training programs for road administrators and contractors		2024	**Procuring Agencies and Professional Bodies**	NBRRI	**Education, Technology**

Strategic Activities by Stakeholder– NIA (Nigerian Insurance Association)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Maintain a National Registered Vehicle Database	80% of registered vehicles captured on the database	2026	FRSC	FMoT, NBS, VIO, **NIA**, STMA	**Education, Enforcement, Technology**
	Institute a Vehicle Replenishment policy	Update vehicle registration information to the FRSC database				
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
2	Develop an interactive platform for RTC victims compensation by interested parties	Number of contributors	2024	**NIA**	FMoH, NAICOM, SMOH, FRSC	**Education, Technology**
		Volume of Compensation raised annually				
3	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme	2027	FMOJ	**NIA**, CSO, NGOs, SG, FRSC, NPF, other relevant agencies	**Legislation, Enforcement, Education, Technology**
		75% of Road Traffic Crash victims compensated				

Strategic Activities by Stakeholder– BOI (Bank of Industry)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	Local Government (LG)	Private Sector, **BOI**, SMoWT, State Transport Corporation	**Education**

Strategic Activities by Stakeholder– BPSR (Bureau of Public Service Reforms)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop and delivers Road Traffic Safety Management Trainings with emphasis on enforcement of traffic rules	120 road safety ambassadors trained 80% reduction in number of traffic violations	2023	SON	FRSC, **BPSR**	**Education, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within Government and Industry	2024	SON	**BPSR**, NOA, FMoT, SMoWT	**Enforcement, Technology**

Strategic Activities by Stakeholder– CILT (Chartered Institute of Logistics and Transport)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	FRSC	Driving Schools, **CILT**, NITT, Fleet Operators	**Education, Technology**
2	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	FRSC, NUC, Driving Schools, **CILT**	**Education, Technology**

Strategic Activities by Stakeholder– SBIR (State Board of Internal Revenue)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	Implementation of 80% of the training programmes 35% decline in number of RTCs	2024	FRSC	VIO, Driving Schools, **SBIR**	**Education, Technology**
2	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	FRSC	JTB, VIO, FMoT, Driving Schools, **SBIR**, Riders Associations	**Education, Technology**
3	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	STMA, SBIR, VIO, Driving Schools	**Enforcement, Technology**

Strategic Activities by Stakeholder– State Transport Corporation

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	Local Government (LG)	Private Sector, BOI, SMoWT, **State Transport Corporation**	**Education**

Strategic Activities by Stakeholder– SMVAA

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Establish Motor Vehicle Administration Agencies in all states	100% set up of functional Motor Vehicle Administration Agencies in all States	2026	FMoT	FRSC, SMOT, **SMVAA**, STMA	**Education, Enforcement, Technology**
2	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, SG, **SMVAA**, NADDC, FMoT, VIO, SON	**Legislation**
3	Carry out road side technical checks on High Goods Vehicles	15% growth rate in number of technical road side checks. 80% increase in vehicles achieving minimum safety criteria	2027	FRSC	VIO, **SMVAA**, NPF, FMoT	**Enforcement, Technology**

Strategic Activities by Stakeholder– State Agencies

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, VIO, **State agencies**, NPF, NOA	**Technology, Enforcement, Education**
2	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	FRSC	FMoT, SMoWT, FMoH, **State agencies**	**Enforcement, Education**
3	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to targets	Mid term review on performance of NRSS II Number of goals achieved as set out in NRSS II	2026	FRSC	FMoT, SMoWT, FMoH, **State agencies**	**Education, Technology**
4	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, SRMA, VIO, **State agencies**, NPF, FRSC	**Enforcement, Legislation, Technology**

Strategic Activities by Stakeholder– SMoE (State Ministry of Environment)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, **SMOE**, FERMA, FRSC, SMoWT, Contractors	**Enforcement, Education, Technology, Legislation**

Strategic Activities by Stakeholder– Transport Unions

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, Driving Schools, NOA, FRSC, **Transport Unions,** Media, Nollywood	**Education**
2	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group discussions and Town Hall meetings quarterly	2021	NOA	FRSC, Religious Bodies, Driving Schools, FMOIC, **Transport Unions**, Media	**Education**
3	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	NOA, VIO, STMA, **Transport Unions**, Media Houses	**Education**

Strategic Activities by Stakeholder– Road Safety Clubs

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, NOA, Media, VIO, Driving Schools, **Road Safety Clubs**	**Education, Technology**

Strategic Activities by Stakeholder–SEMA (State Emergency Management Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2022	FMW&H	FMoT, FRSC, SMoWT, FERMA, **SEMA**	**Legislation**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
2	Deploy additional ambulances on highways	Response time of First response (15 minutes)	2024	FMoH	SMOH, FRSC, NPF, NEMA, **SEMA**, Other relevant agencies	**Legislation, Enforcement, Education, Technology**
3	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, **SEMA**, SMoWT, FMW&H, FERMA, SRMA, FMoT	**Enforcement**
4	Review standards for emergency response	50% increase in compliance At least five(5) standards reviewed monthly	2026	FMoH	FRSC, SMoH, NEMA, **SEMA**	**Enforcement**
5	Train technicians in rescue operations and in handling rescue equipment	At least 75% of technicians and divers trained quarterly Three (3) training sessions conducted quarterly for technicians and divers	2026	FRSC	FMoH, SMOH, Federal Fire Service, **SEMA**, NEMA	**Education**

Strategic Activities by Stakeholder– School of Transportation

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	FMOT SMoWT, NITT, Driving Schools and **School of Transportation (Lagos State University)**	**Enforcement, Technology**

Strategic Activities by Stakeholder– SIA (State Information Agencies)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	**SIA**, FRSC, NOA, Media, VIO, Driving Schools, Road Safety Clubs	**Education, Technology**

Strategic Activities by Stakeholder– Red Cross

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	FRSC	FMoH, SMOH, Federal Fire Service, **Red Cross**, NGOs, Community Leaders, NOA, Religious Bodies	**Education**

Strategic Activities by Stakeholder– Other relevant agencies

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CSO, NGOs, SG, FRSC, NPF, **Other relevant agencies**	**Legislation, Enforcement, Education, Technology**
2	Deploy additional ambulances on highways	Response time of First response (10 mins)	2024	FMoH	SMOH, FRSC, NPF, NEMA, SEMA, **Other relevant agencies**	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– Federal Fire Service

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers and interested persons	2030	FRSC	FMoH, SMOH, **Federal Fire Service**, Red Cross, NGOs, Community Leaders, NOA, Religious Bodies	**Education**
2	Train technicians in rescue operations and in handling rescue equipment	At least 75% of technicians and divers trained quarterly Three (3) training sessions conducted quarterly for technicians and divers	2026	FRSC	FMoH, SMOH, **Federal Fire Service**, SEMA, NEMA	**Education**

Strategic Activities by Stakeholder– FGN (Federal Government)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	**FGN**, SG, SMVAA, NADDC, FMoT, VIO, SON	**Legislation**

Strategic Activities by Stakeholder – CSO (Civil Society Organizations)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, **CSO**, NGOs, SG, FRSC, NPF, Other relevant agencies	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– Contractors

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, SMOE, FERMA, FRSC, SMoWT, **Contractors**	**Enforcement, Education, Technology, Legislation**

Strategic Activities by Stakeholder– COREN

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Align the design of new roads with ISO 39001 standards	80% of construction / maintenance works that meet ISO 39001 standard	2030	FMW&H	FERMA, **COREN**, Professional bodies relating to planning and design	**Legislation, Enforcement, Education, Technology**

6.35 Strategic Activities by Stakeholder– NESREA

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	80% reduction in number of not road-worthy vehicles on the road	2029	FRSC	FMoT, STMA, **NESREA**, VIO	**Enforcement**

Strategic Activities by Stakeholder– NGO (Non Governmental Organizations)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CSO, **NGOs**, SG, FRSC, NPF, other relevant agencies	**Legislation, Enforcement, Education, Technology**
2	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers and interested persons	2030	FRSC	FMoH, SMOH, Federal Fire Service, Red Cross, **NGOs**, Community Leaders, NOA, Religious Bodies	**Education**
3	Introduce a framework for RTC victims rehabilitation programmes	Established framework for rehabilitation programmes 100% of approved and licensed rehabilitation and trauma centres in operation	2030	FMoH	**NGOs**	**Legislation, Enforcement**
4	Acquire additional fully equipped ambulances and medical supplies for each ambulance point	30% annual increase in the number of equipped ambulance and medical supplies for each dispatch center	2029	FMoH	FRSC, **NGOs**, Private Organizations	**Enforcement**

Strategic Activities by Stakeholder– NEMA (National Emergency Management Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
1	Deploy additional ambulances on highways	Response time of First response (15 mins)	2024	FMoH	SMOH, FRSC, NPF, **NEMA**, SEMA, Other relevant agencies	**Legislation, Enforcement, Education, Technology**
2	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased	2025	FRSC	**NEMA**, SEMA, SMoWT, FMW&H, FERMA, SRMA, FMoT	**Enforcement**
		Existence of extrication unit on average of 50km				
3	Review standards for emergency response	50% increase in compliance	2026	FMoH	FRSC, SMoH, **NEMA**, SEMA	**Enforcement**
		At least five (5) standards reviewed monthly				
4	Train technicians in rescue operations and in handling rescue equipment	At least 75% technicians and divers trained	2026	FRSC	FMoH, SMOH, Federal Fire Service, SEMA, **NEMA**	**Education**
		Three (3) training sessions conducted quarterly for technicians and divers				

Strategic Activities by Stakeholder– Nollywood

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, Driving Schools, NOA, FRSC, Transport Unions, Media, **Nollywood**	**Education**

Strategic Activities by Stakeholder– NPC (National Population Commission)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually	2023	FRSC	FMoT, SMoWT, FMoH, **NPC**, NPF, SRMA, VIO, State agencies, NPF, NOA	**Technology, Enforcement, Education**
		75% reduction in accidents annually				
		80% reduction in injuries caused by RTC's				
2	Conduct Road Safety Data systems Audit	Quarterly road safety data systems audit	2024	FRSC	NOA, FMoT, SMoWT, FMoH, **NPC**, NPF	**Technology**
	Deployment of digital control in data collection	90% accuracy between digital and manual data				

Strategic Activities by Stakeholder– NSCDC (Nigeria Security and Civil Defence Corps)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Remove obstructive objects on pedestrian walkways and cycle lanes	70 reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, **NSCDC**, LG, FRSC, VIO, NPF, FMW&H, SMTMA	**Enforcement**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	FRSC	NPF, **NSCDC**, VIO, STMA	**Enforcement**

Strategic Activities by Stakeholder– NSE (Nigerian Society of Engineers)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, SG, **NSE**, SON, NITT,NIBRI	**Legislation, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
2	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2023	NADDC	FRSC, FMoT, SON, SMoWT, NITT, **NSE**	**Enforcement**

Strategic Activities by Stakeholder– NUC (National Universities Commission)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	FRSC, **NUC**, Driving Schools, CILT	**Education, Technology**

Strategic Activities by Stakeholder– NaRSAC (National Road Safety Advisory Council)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	FMOBNP	FRSC, **NaRSAC**, SaRSAC, TWG Stakeholders	**Enforcement**

Strategic Activities by Stakeholder– NCS (Nigeria Customs Service)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, STMA, **NCS**, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
2	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, STMA, **NCS**, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**

Strategic Activities by Stakeholder– NBS (Nigerian Bureau of Statistics)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Create a central offence database	Existence of central offence 100% inputs monthly into the database	2029	FRSC	VIO, NPF, STMA, **NBS**	**Enforcement, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
2	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	80% of registered vehicles captured on the database Update vehicle registration information to the FRSC database	2026	FRSC	FMoT, **NBS**, VIO, NIA, STMA	**Education, Enforcement, Technology**

Strategic Activities by Stakeholder– NASS (National Assembly)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
1	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	FMoT	FMOJ, **NASS**, VIO, Private Fleet Operators, FRSC	**Legislation, Enforcement**

Strategic Activities by Stakeholder– Riders Associations

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	FRSC	JTB, VIO, FMoT, Driving Schools, SBIR, **Riders Associations**	**Education, Technology**

Strategic Activities by Stakeholder– NURTW (National Union of Road Transport Workers)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Provide additional alcohol testing equipment	50% increase in number of additional testing equipment 50% increase in number of roadside testing conducted	2026	FRSC	NPF, Judiciary, STMA, **NURTW**	**Enforcement**

Strategic Activities by Stakeholder– NITDA (National Information Technology Development Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop a Road Safety Application for all smart phone users	Existence of Highway way Code App Number of App users	2028	FRSC	**NITDA**	**Education, Technology**

Strategic Activities by Stakeholder– Relevant Unions

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Establish rest areas along highways	At least one (1) rest area established on every major highway 100% of operational rest areas	2030	FMW&H	Fleet Operators, **Relevant Unions**, FRSC, SG, NPF	**Legislation, Enforcement**

Strategic Activities by Stakeholder– Hospitals & Relevant First Responders

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three (3) enlightenment campaigns every quarter Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	FMoT, FSRC, SMoWT, SGs, NPF, **Hospitals and Relevant first responders**	**Enforcement, Education, Technology**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
2	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	FMoT, SMoWT, VIO, NPF, **Hospitals & Relevant first responders**	**Technology**
3	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	FRSC, VIO FMoT, SMoWT, NPF, **Hospitals & Relevant first responders**	Education

Strategic Activities by Stakeholder– NBRRI (Nigerian Building & Road Research Institute (NBRRI)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	FRSC, FERMA, SRMA, SMoWT, **NBRRI**	**Enforcement, Technology**
2	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, States, NSE, SON, NITT, **NBBRI**	Legislation, Technology
3	Initiate training programs for road administrators and contractors	80% of construction / maintenance works that meet ISO 39001 standard	2024	Procuring Agencies and Professional Bodies	**NBRRI**	**Education, Technology**
4	Deploy advanced technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology equipment tools on road network	2024	FERMA	FMW&H, **NBRRI**, NITT, SRMA	**Education, Technology**
5	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	FMW&H	SRMA, FERMA, **NBRRI**, NITT	**Education, Technology**
6	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	FMW&H	FERMA, SRMA, SMoWT, **NBRRI**	**Enforcement**

Strategic Activities by Stakeholder– Media

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Completion of approval of the National Cycling Policy	Approval of the National Cycling Policy	2024	FMoT	TGI, Cycling Fed. of Nigeria, FRSC, **Media**, Bicycle Manufacturers Fed. Ministry of Sports and Youth Dev.	**Enforcement, Legislation, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, NOA, **Media**, VIO, Driving Schools, Road Safety Clubs	**Education, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
3	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, Driving Schools, NOA, FRSC, Transport Unions, **Media**, Nollywood	**Education**
4	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group and Town Hall Meetings quarterly	2021	NOA	FRSC, Religious Bodies, Driving Schools, FMOIC, Transport Unions, **Media**	**Education**
5	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	NOA, VIO, STMA, Transport Unions, **Media Houses**	**Education**

Strategic Activities by Stakeholder– Traditional and Religious Community

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Enforce compliance on the use of child restraints and safety helmets	80% increase in the use of child restraints 80% increase in the use of safety helmets 35% decline in fatality rates of RTCs involving motorcycles	2024	FRSC	**Traditional, Religious Leaders**, STMA, NPF	**Legislation, Enforcement, Education, Technology**
2	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	**Religious Bodies**, Driving Schools, NOA, FRSC, Transport Unions, Media, Nollywood	**Education**
3	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group and Town Hall meetings quarterly	2021	NOA	FRSC, **Religious Bodies**, Driving Schools, FMOIC, Transport Unions, Media	**Education**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
4	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	FRSC	FMoH, SMOH, Fire Service, Red Cross, NGOs, **Community Leaders**, NOA, **Religious Bodies**	**Education**

Strategic Activities by Stakeholder– Private Sector (Organizations)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	Local Government (LG)	**Private Sector**, BOI, SMoWT, State Transport Corporation	**Education**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
2	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation Ratio of government to privately owned inspection centres not more than 2:1 100% of inspections centres every quarter	2026	State Governments (SG)	VIO, FRSC, FMoT, **Private Sector Investors**	**Enforcement**
3	Supervise and audit vehicle inspection centers	One (1) of audit report on operations of inspection centres quarterly	2028	State Governments (SG)	VIO, FRSC, FMoT, **Private Sector Investors**	**Enforcement**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
4	Acquire additional fully equipped ambulances and medical supplies for each ambulance point	30% annual increase in the number of equipped ambulance and medical supplies for each dispatch center	2029	FMoH	FRSC, NGOs, **Private Organisations**	**Enforcement**

Strategic Activities by Stakeholder– Zonal SaRSAC (State Advisory Road Safety Council)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Ensure sufficient budget for enforcement activities (Road Safety Management) Conduct a financial assessment to budget enforcement activities	Budget allocation for enforcement activities	2026	FMOBNP	FRSC, NaRSAC, **SaRSAC**, TWG Stakeholders	**Enforcement**
2	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three (3) enlightenment campaigns every quarter Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	**SaRSAC**	FMoT, FSRC, SMoWT, SGs, NPF, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
3	Increase traffic fines and other deterrent measures such as community service to improve traffic discipline	Approval of the current Road Safety Act with its provisions concerning fines Increase current fine by 300% 20% annual increase in incidence of traffic offenders undergoing training before release	2024	FRSC	SG, STMA, **SaRSAC**	**Legislation, Enforcement**

Strategic Activities by Stakeholder– Fleet Operators

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Establish rest areas along highways	At least one (1) rest area established on every major highway 100% of operational rest areas	2030	FMW&H	**Fleet Operators**, Relevant Unions, FRSC, SG, NPF	**Legislation, Enforcement**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
2	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	FRSC	Driving Schools, CILT, NITT, **Fleet Operators**	**Education, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
3	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	FMoT	FMOJ, NASS, VIO, Private **Fleet Operators**, FRSC	**Legislation, Enforcement**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	**FMoT**, SMoWT, FMoH, NPC, NPF, SRMA, VIO, State agencies, NPF, NOA	**Technology, Enforcement, Education**
2	Enhance vertical and horizontal coordination between action taken by designated authorities across road safety pillars and areas	Clearly defined role statements for all relevant road safety authorities	2024	FRSC	NOA, **FMoT**, SMoWT	**Education, Technology**
3	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	FRSC	**FMoT**, SMoWT, FMoH, State agencies	**Enforcement, Education**
4	Review performance based on monitoring of actions at state level by relevant commissioners and make the necessary adjustments	Mid term review on performance of NRSS II Number of goals achieved as set out in NRSS II	2026	FRSC	**FMoT**, SMoWT, FMoH, State agencies	**Education, Technology**
5	Develop and deliver trainings to all road safety authorities on the Safe System	Clearly defined role statements for all relevant road safety authorities 70% increase in the awareness of the safe system approach 90% adoption of the safe system approach in operational practice of Road Safety Management authorities	2023	FRSC	NOA, **FMoT**, SMoWT	**Enforcement, Education, Technology**
6	Conduct Road Safety Data systems Audit Deployment of digital control in data collection	Quarterly road safety data systems audit 90% accuracy between digital and manual data	2024	FRSC	NOA, **FMoT**, SMoWT, FMoH, NPC, NPF	**Technology**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
7	Completion of approval of the National Cycling Policy	Approval of the National Cycling Policy	2024	**FMoT**	TGI, Cycling Federation of Nigeria, FRSC, Media, Bicycle Manufacturers Federal Ministry of Sports and Youth Development	
8	Finalize the National transportation Policy	50% increase in the number of Road Safety Review Programs completed each year 40% increase in the number of programs/projects ordered as a result of an RSRP 50% increase in the number of requests for RSRP each year	2025	**FMoT**	FMW&H, SMoWT, NITT	**Legislation, Enforcement, Education, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
9	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75 increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	**FMoT**, NSCDC, LG, FRSC, VIO, NPF, FMW&H, SMTMA	**Enforcement**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
10	Construct driving ranges in strategic locations nationwide for driving training and test	At least one (1) driving ranges state wide 100% of operational driving ranges	2030	SG	SMoWT, **FMoT**, VIO, Driving Schools	**Education, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
11	Enforce maximum traffic speed limits to 30km/h in built up areas	Review of existing policy for rural and urban highways 100% compliance of new average traffic speed in urban and rural area	2024	FRSC	**FMoT**, STMA, FMW&H, SMoWT	**Legislation, Enforcement, Education, Technology**
12	Implement the NMT policy	10% annual increase of NMT users (cyclist and persons of disability) 75 reduction in number of Vulnerable road users (VRUs) involved in a crash 70% reduction in number of Vulnerable road users (VRUs) fatality recorded	2024	**FMoT**	FMW&H, SMoWT	**Enforcement, Education, Technology**
13	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	**FMOT**, SMoWT, NITT, Driving Schools and School of Transportation (Lagos State University)	**Enforcement, Technology**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
14	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	FRSC	JTB, VIO, **FMoT**, Driving Schools, SBIR, Riders Associations	**Education, Technology**
15	Conduct advocacy campaigns on benefits of using highway rest areas	Three (3) advocacy campaigns rolled out quarterly 50% occupancy rate of rest areas daily	2024	NOA	FRSC, **FMoT**	**Education, Technology**
16	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	Two (2) advocacy campaigns conducted monthly Reduction of built up area maximum speed limit from 50km/hr.. to 30km/hr.. per hour	2027	FRSC	FMW&H, **FMoT**, SMoWT	**Legislation, Enforcement**
17	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	FRSC	**FMoT,** SMoWT, Driving Schools in all the States and FCT	**Enforcement, Technology**
18	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	FMW&H	**FMoT**, FRSC, SMoWT, FERMA, SEMA	**Legislation**
19	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within Government and Industry	2024	SON	BPSR, NOA, **FMoT**, SMoWT	**Enforcement, Technology**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
20	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three enlightenment campaigns quarterly Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	**FMoT**, FSRC, SMoWT, SGs, NPF, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
21	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	FRSC	**FMoT**, SMoWT, NOA, VIO	Enforcement, Education,
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
22	Establish Motor Vehicle Administration Agencies in all states	100% set up of functional Motor Vehicle Administration Agencies in all States	2026	**FMoT**	FRSC, SMOT, SMVAA, STMA	**Enforcement, Education, Technology**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
23	Domesticate the European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)	100% compliance with ADR standards	2029	**FMoT**	FMOJ, NASS, VIO, Private Fleet Operators, FRSC	**Legislation, Enforcement**
24	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, SG, SMVAA, NADDC, **FMoT**, VIO, SON	**Legislation**
25	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	80% of registered vehicles captured on the database Update vehicle registration information to the FRSC database	2026	FRSC	**FMoT**, NBS, VIO, NIA, STMA	**Enforcement, Education, Technology**
26	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation Ratio of government to privately owned inspection centres not more than 2:1 100% of inspections centres every quarter	2024	State Governments (SG)	VIO, FRSC, **FMoT**, Private Sector Investors	**Enforcement**
27	Supervise and audit vehicle inspection centers	One (1) audit report on operations of existing inspection centres quarterly	2028	State Governments (SG)	VIO, FRSC, **FMoT**, Private Sector Investors	**Enforcement**
28	Carry out road side technical checks on High Goods Vehicles	15% growth rate in number of technical road side checks. 80% increase in vehicles achieving minimum safety criteria	2027	FRSC	VIO, SMVAA, NPF, **FMoT**	**Enforcement, Technology**
29	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	80% reduction in number of not road-worthy vehicles on the road	2029	FRSC	**FMoT**, STMA, NESREA, VIO	**Enforcement**

Strategic Activities by Stakeholder– FMoT (Federal Ministry of Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
30	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	**FMoT**, SMoWT, VIO, NPF, Hospitals & Relevant first responders	**Technology**
31	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, SMoWT, FMW&H, FERMA, SRMA, **FMoT**	**Enforcement**
32	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	FRSC, VIO **FMoT**, SMoWT, NPF, Hospitals & Relevant first responders	Education

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, **SMoWT**, FMoH, NPC, NPF, SRMA, VIO, State agencies, NPF, NOA	**Technology, Enforcement, Education**
2	Enhance vertical and horizontal coordination between action taken by designated authorities across road safety pillars and areas	Clearly defined role statements for all relevant road safety authorities	2024	FRSC	NOA, FMoT, **SMoWT**	**Education, Technology**
3	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	FRSC	FMoT, **SMoWT**, FMoH, State agencies	**Enforcement, Education**
4	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to targets	Mid term review on performance of NRSS II Number of goals achieved as set out in NRSS II	2026	FRSC	FMoT, **SMoWT**, FMoH, State agencies	**Education, Technology**
5	Develop and deliver trainings to all road safety authorities on the Safe System	Clearly defined role statements for all relevant road safety authorities 70% increase in the awareness of the safe system approach 90% adoption of the safe system approach in operational practice of Road Safety Management authorities	2023	FRSC	NOA, FMoT, **SMoWT**	**Enforcement, Education, Technology**
6	Conduct Road Safety Data systems Audit Deployment of digital control in data collection	Quarterly road safety data systems audit 90% accuracy between digital and manual data	2024	FRSC	NOA, FMoT, **SMoWT**, FMoH, NPC, NPF	**Technology**

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
7	Finalize the National transportation Policy	50% increase in the number of Road Safety Review Programs completed each year 40% increase in the number of programs/projects ordered as a result of an RSRP 50% increase in the number of requests for RSRP each year	2025	FMoT	FMW&H, **SMoWT**, NITT	**Legislation, Enforcement, Education, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
8	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	FRSC, FERMA, SRMA, **SMoWT**, NBRRI	**Enforcement, Technology**
9	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, SMOE, FERMA, FRSC, **SMoWT**, Contractors	**Enforcement, Education, Technology, Legislation**
10	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2023	FMW&H	**SMoWT**, FERMA, SRMA	**Enforcement, Education, Technology**
11	Upgrade intersections of road networks to meet safety needs of NMT	100% Installation of traffic lights for cyclists and sound effect for vision impaired road users Painting of cycling parts on roundabouts and junctions	2028	FMW&H	**SMoWT,** TGI	**Enforcement**

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility – Contd. ***Objective -*** *Improved road infrastructure for all road users*						
12	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% reduction in number of pedestrian walkways and cycle lanes in use	2026	**SMoWT**	FMoT, NSCDC, LG, FRSC, VIO, NPF, FMW&H, SMTMA	**Enforcement**
13	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	FMW&H	FERMA, SRMA, **SMoWT**, NBRRI	**Enforcement**
14	Construct driving ranges in strategic locations nationwide for driving training and test	At least one (1) driving range state wide 100% of operational driving ranges	2030	SG	**SMoWT**, FMoT, VIO	**Education, Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
15	Enforce maximum traffic speed limits to 30km/h in built up areas	Review of existing policy for rural and urban highways 100% compliance of new average traffic speed in urban and rural area	2024	FRSC	FMoT, STMA, FMW&H, **SMoWT**	**Legislation, Enforcement, Education, Technology**
16	Implement the NMT policy	10% annual increase of NMT users (cyclist and persons of disability) 75% reduction in number of Vulnerable road users (VRUs) involved in a crash 70% reduction in number of Vulnerable road users (VRUs) fatality recorded	2024	FMoT	FMW&H, **SMoWT**	**Enforcement, Education, Technology**

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
17	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	FMOT, **SMoWT**, NITT, School of Transportation (Lagos State University)	**Enforcement, Technology**
18	Develop Motorcycles training manual in major Nigerian Languages	Existence of training manual All major Nigerian languages covered in manual	2024	FRSC	**SMoWT**, NOA, VIO	**Legislation, Enforcement, Education**
19	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	Two advocacy campaigns conducted monthly Reduction of built up area maximum speed limit from 50km/hr.. to 30km/hr.. per hour	2027	FRSC	FMW&H, FMoT, **SMoWT, TGI**	**Legislation, Enforcement**
20	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	FRSC	FMoT, SMoWT	**Enforcement, Technology**
21	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	FMW&H	FMoT, FRSC, **SMoWT**, FERMA, SEMA	**Legislation**
22	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within Government and Industry	2024	SON	BPSR, NOA, FMoT, **SMoWT**	**Enforcement, Technology**

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users – contd. ***Objective -*** *A culture of personal responsibility for safe road use*						
23	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three (3) enlightenment campaigns every quarter Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	FMoT, FSRC, **SMoWT**, SGs, NPF, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
24	Develop parking legislation for parking on the road	Passing of parking bill by the adequate legislative arm	2025	Local Government (LG)	Private Sector, BOI, **SMoWT**, State Transport Corporation	**Education**
25	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	FRSC	FMoT, **SMoWT**, NOA, VIO	Enforcement, Education,

Strategic Activities by Stakeholder– SMoWT (State Ministry of Works and Transport) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
26	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	NADDC	FRSC, FMoT, SON, **SMoWT**, NITT, NSE	**Enforcement**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
27	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	FMoT, **SMoWT**, NPF, Hospitals & Relevant first responders	**Technology**
28	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, **SMoWT**, FMW&H, FERMA, SRMA, FMoT	**Enforcement**
29	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	FRSC, VIO FMoT, **SMoWT**, NPF, Hospitals & Relevant first responders	Education

Strategic Activities by Stakeholder– FMoH (Federal Ministry of Health)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, **FMoH**, NPC, NPF, SRMA, VIO, State agencies, NPF, NOA	**Technology, Enforcement, Education**
2	Align country priorities and policies at Governors' forum with emphasis on the land use planning and mobility policy	Clearly defined role statements for all relevant road safety authorities	2022	FRSC	FMoT, SMoWT, **FMoH**, State agencies	**Enforcement, Education**
3	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to targets	Mid term review on performance of NRSS II Number of goals achieved as set out in NRSS II	2026	FRSC	FMoT, SMoWT, **FMoH**, State agencies	**Education, Technology**
4	Conduct Road Safety Data systems Audit Deployment of digital control in data collection	Quarterly road safety data systems audit 90% accuracy between digital and manual data	2024	FRSC	NOA, FMoT, SMoWT, **FMoH**, NPC, NPF	**Technology**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
5	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	40% reduction of medical-related road traffic crashes	2024	FRSC	**FMoH**, SMOH, VIO, Driving Schools	**Education, Technology**

Strategic Activities by Stakeholder– FMoH (Federal Ministry of Health) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
6	Allocate adequate funding for professional Crash investigation and hospital follow-up	50% increase in number of RTCs properly investigated	2024	FRSC	**FMoH**, SMOH	**Legislation, Enforcement, Education, Technology**
7	Develop an interactive platform for RTC victims compensation by interested parties	Number of contributors Volume of Compensation raised annually	2024	NIA	**FMoH**, NAICOM, SMOH, FRSC	**Education, Technology**
8	Develop a Crash Data and Trauma Database	100% accuracy of hospital care documentation 100% Fatal injury surveillance recorded (mortuary) Police evidence reports	2025	**FMoH**	FRSC, SMOH	**Enforcement, Education, Technology**
9	Establish additional trauma care centers in national, state general and teaching hospitals	Existence of a minimum of 3 trauma care centers in each state and FCT	2030	**FMoH**	SMOH, FRSC, SG	**Enforcement**
10	Deploy additional ambulances on highways	Response time of First response (15 mins)	2024	**FMoH**	SMOH, FRSC, NPF, NEMA, SEMA, Other relevant agencies	**Legislation, Enforcement, Education, Technology**
11	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	FRSC	**FMoH**, SMOH, Federal Fire Service, Red Cross, NGOs, Community Leaders, NOA, Religious Bodies	**Education**

Strategic Activities by Stakeholder– FMoH (Federal Ministry of Health) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
12	Introduce a training regime covering minimum requirements for anyone to perform first-aid activities within his/her capacity	Established uniform guidelines and certification for First aid performers	2021	**FMoH**		**Legislation**
13	Introduce a framework for RTC victims rehabilitation programmes	Established framework for rehabilitation programmes 100% of approved and licensed rehabilitation and trauma centres in operation	2030	**FMoH**	NGOs	**Legislation, Enforcement**
14	Review standards for emergency response	50% increase in compliance At least five(5) standards reviewed monthly	2026	**FMoH**	FRSC, SMoH, NEMA, SEMA	**Enforcement**
15	Acquire additional fully equipped ambulances and medical supplies for each ambulance point	30% annual increase in the number of equipped ambulance and medical supplies for each dispatch center	2029	**FMoH**	FRSC, NGOs, Private Organisations	**Enforcement**
16	Train technicians in rescue operations and in handling rescue equipment	At least 75% of technicians and divers trained quarterly Three (3) training sessions conducted quarterly for technicians and divers	2026	FRSC	**FMoH**, SMOH, Federal Fire Service, SEMA, NEMA	**Education**

Strategic Activities by Stakeholder– SMoH (State Ministry of Health)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
1	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	40% reduction of medical-related road traffic crashes	2024	FRSC	FMoH, **SMOH**, VIO, Driving Schools	**Education, Technology**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
2	Allocate adequate funding for professional Crash investigation and hospital follow-up	50% increase in number of RTCs properly investigated	2024	FRSC	FMoH, **SMOH**	**Legislation, Enforcement, Education, Technology**
3	Develop an interactive platform for RTC victims compensation by interested parties	Number of contributors Volume of Compensation raised annually	2024	NIA	FMoH, NAICOM, **SMOH**, FRSC	**Education, Technology**
4	Develop a Crash Data and Trauma Database	100% accuracy of hospital care documentation 100% Fatal injury surveillance recorded (mortuary) Police evidence reports	2025	FMoH	FRSC, **SMOH**	**Enforcement, Education, Technology**
5	Establish additional trauma care centers in national, state general and teaching hospitals	Existence of a minimum of 3 trauma care centers in each state and FCT	2030	FMoH	**SMOH**, FRSC, SG	**Enforcement**
6	Deploy additional ambulances on highways	Response time of First response	2024	FMoH	**SMOH**, FRSC, NPF, NEMA, SEMA, Other relevant agencies	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– SMoH (State Ministry of Health) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
7	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	FRSC	FMoH, **SMOH**, Federal Fire Service, Red Cross, NGOs, Community Leaders, NOA, Religious Bodies	**Education**
8	Review standards for emergency response	50% increase in compliance At least five (5) standards reviewed monthly	2026	FMoH	FRSC, **SMoH**, NEMA, SEMA	**Enforcement**
9	Train technicians in rescue operations and in handling rescue equipment	At least 75% of technicians and divers trained quarterly Three (3) training sessions conducted quarterly for technicians and divers	2026	FRSC	FMoH, **SMOH**, Federal Fire Service, SEMA, NEMA	**Education**

Strategic Activities by Stakeholder– SG (State Governments)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	Follow-up Traffic Safety Survey (level of agreement with what "traffic safety" is all about 50% reduction in number of Residential and School-related complaints Existence of speed and volume datasheet compilation Level of awareness regarding residential traffic safety	2028	**SG**, LG	FRSC, Driving Schools	**Education**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, **SG**, NSE, SON, NITT,NIBRI	**Enforcement, Technology**
3	Establish rest areas along highways	At least one (1) rest areas established on every major highway 100% of operational rest areas	2030	FMW&H	Fleet Operators, Relevant Unions, FRSC, **SG**, NPF	**Legislation, Enforcement**
4	Construct driving ranges in strategic locations nationwide for driving training and test	At least one (1) driving range state wide 100% of operational driving ranges	2030	**SG**	SMoWT, FMoT, VIO, Driving Schools	**Education, Technology**

Strategic Activities by Stakeholder– SG (State Governments) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
5	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, **SG**, SMVAA, NADDC, FMoT, VIO, SON	**Legislation**
6	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation Ratio of government to privately owned inspection centres not more than 2:1 100% of inspections centres every quarter	2026	**State Governments (SG)**	VIO, FRSC, FMoT, Private Sector Investors	**Enforcement**
7	Supervise and audit vehicle inspection centers	One (1) audit reports on operations of existing inspection centres quarterly	2028	**State Governments (SG)**	VIO, FRSC, FMoT, Private Sector Investors	**Enforcement**
8	Train, re-train and test inspectors to carry out high quality inspection and technical check	80% of vehicle inspectors trained Three (3) trainings carried out to improve quality inspection and technical checks 100% of staff trained in quality inspection and technical check Performance assessment results of staff trained	2027	**State Governments (SG)**	NITT, VIO, FRSC	**Education**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
9	Establish additional trauma care centers in national, state general and teaching hospitals	Existence of a minimum of 3 trauma care centers in each state and FCT	2030	FMoH	SMOH, FRSC, **SG**	**Enforcement**

Strategic Activities by Stakeholder– SG (State Governments) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
10	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CSO, NGOs, **SG**, FRSC, NPF, other relevant agencies	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– NITT (Nigerian Institute For Transport Technology)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Finalize the National transportation Policy	50% increase in the number of Road Safety Review Programs completed each year 40% increase in the number of programs/projects ordered as a result of an RSRP 50% increase in the number of requests for RSRP each year	2025	FMoT	FMW&H, SMoWT, **NITT**	**Legislation, Enforcement, Education, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	FERMA, SG, NSE, SON, **NITT**,NIBRI	**Legislation, Technology**
3	Deploy high tech technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology equipment/ ICT tools on road network	2024	FERMA	FMW&H, NBRRI, **NITT**, SRMA	**Education, Technology**
4	Upgrade road networks in line with findings from periodic road safety audits	80% upgrade to road networks nationwide	2027	FERMA	FMW&H, **NITT**, SRMA	**Technology**
5	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	FMW&H	SRMA, FERMA, NBRRI, **NITT**	**Education, Technology**

Strategic Activities by Stakeholder– NITT (Nigerian Institute For Transport Technology)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
6	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	FRSC	Driving Schools, CILT, **NITT**, Fleet Operators	**Education, Technology**
7	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	FMOT SMoWT, **NITT**, Driving Schools and School of Transportation (Lagos State University)	**Enforcement, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
8	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	Number of vehicles on the road with features improving accessibility for target users	2026	NADDC	FRSC, FMoT, SON, SMoWT, **NITT**, NSE	**Enforcement**
9	Train, re-train and test inspectors to carry out high quality inspection and technical check	80% of vehicle inspectors trained Three (3) trainings carried out to improve quality inspection and technical checks 100% of staff trained in quality inspection and technical check Performance assessment results of staff trained	2027	State Governments (SG)	**NITT**, VIO, FRSC	**Education**

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, **VIO**, State agencies, NPF, NOA	**Technology, Enforcement, Education**
2	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, SRMA, **VIO**, State agencies, NPF, FRSC	**Enforcement, Legislation, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
3	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, NOA, Media, **VIO**, Driving Schools, Road Safety Clubs	**Education, Technology**
4	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, LG, FRSC, **VIO**, NPF, FMW&H, SMTMA	**Enforcement**
5	Construct driving ranges in strategic locations nationwide for driving training and test	At least one (1) of driving ranges state wide 100% of operational driving ranges	2030	SG	SMoWT, FMoT, **VIO**, Driving Schools	**Education, Technology**

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
6	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	Implementation of 80% of the training programmes 35% decline in number of RTCs	2024	FRSC	**VIO**, Driving Schools, SBIR	**Education, Technology**
7	Physical checks of Heavy Goods Vehicles (Safe to load and safe to discharge) Routine patrols on motorways by safety management officials	50% reduction in RTCs involving Heavy duty vehicles.	2024	FRSC	**VIO**, NPF	**Legislation, Enforcement, Technology**
8	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	FRSC	NPF, NSCDC, **VIO**, STMA	**Enforcement**
9	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	40% reduction of medical-related road traffic crashes	2024	FRSC	FMoH, SMOH, **VIO**, Driving Schools	**Education, Technology**
10	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	80% reduction in the production of fake Driver License and Driver License Racketeering	2024	State Government (SG)	**VIO**, FRSC, Driving Schools	**Education, Technology**

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
11	Implement admission of VIO computer based test in major local languages	Continuous admission of VIO computer based tests in local languages	2026	State Government (SG)	**VIO,** FRSC, Driving Schools	**Education, Technology**
12	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	FRSC	JTB, **VIO**, FMoT, Driving Schools, SBIR, Riders Associations	**Education, Technology**
13	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	NOA, **VIO**, STMA, Transport Unions, Media Houses	**Education**
14	Develop Motorcycles training manual in major Nigerian Languages	Existence of training manual All major Nigerian languages covered in manual	2024	FRSC	SMoWT, NOA, **VIO**	**Legislation, Enforcement, Education**
15	Create a central offence database	Existence of central offence 100% inputs monthly into the database	2029	FRSC	**VIO**, NPF, STMA, NBS	**Enforcement, Technology**
16	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	STMA, SBIR, VIO, Driving Schools	**Enforcement, Technology**

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
17	Fully implement the point-based driver penalty system as planned	100% implementation of point-based driver penalty system	2025	FRSC	**VIO**, SG STMA	**Enforcement, Education, Technology**
18	Set up standing mobile courts for defaulters	50% increase in number of sitting of mobile courts weekly	2022	State Judiciary	FRSC, NPF, Civil Defence, **VIO**, Driving Schools	**Enforcement, Legislation**
		50% increase in number of prosecutions monthly				
19	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies)	2024	SaRSAC	FMoT, FSRC, SMoWT, **VIO**, NPF, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
		40% increase in the number of Intersection Safety Devices installed nationwide				
		50% decrease in the number of Intersection Safety Devices infractions				
		100% prosecution of offenders				
		Three (3) enlightenment campaigns every quarter				
		Reduction of NMT fatalities from current 44% to 20%				
		70% increase in the number of Joint Forces Operations nationwide				

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
20	Increase traffic fines and other deterrent measures such as community service to improve traffic discipline	Approval of the current Road Safety Act with its provisions concerning fines Increase current fine by 300% 20% annual increase in incidence of traffic offenders undergoing training before release	2024	FRSC	**VIO**, STMA, SaRSAC	**Legislation, Enforcement**
21	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	FRSC	FMoT, SMoWT, NOA, **VIO**	Enforcement, Education,
22	Restrict the sale of any child restraints or motorcycle helmets which are not SON approved	100% compliance in SON approved child restraints and motorcycle helmets	2025	SON	FRSC, **VIO**, SG	Enforcement
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
23	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, STMA, NCS, **VIO**, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
24	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, STMA, NCS, **VIO**, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
25	Conduct free vehicle inspection checks nationwide	80% increase in number of vehicle inspection checks monthly	2028	FRSC	**VIO**, STMA	**Legislation, Enforcement, Education, Technology**
26	Rollout enlightenment campaigns on Manufacturers/Owners manual	Three (3) enlightenment programmes quarterly	2024	FRSC	NOA, SON, **VIO**, STMA	**Education, Technology**
27	License and brand all commercial vehicles nationwide	100% of commercial vehicles branded nationwide	2025	STMA	FRSC, NPF, **VIO**	**Enforcement, Technology**
28	Full enforcement of UN Regulations 1958 Agreement as it relates to vehicle standards	80% of vehicles in operation complying with the provision	2030	FRSC	**VIO**, STMA	**Enforcement**
29	Align local rules on vehicle's identification marks with the provisions of the 1958, 1968 and 1998 road traffic conventions acceded to	Alignment of local legislation with global best practices 80% of vehicles with identification marks conforming to global best practices	2024	FRSC	FGN, SG, SMVAA, NADDC, FMoT, **VIO**, SON	**Legislation**
30	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	80% of registered vehicles captured on the database Update vehicle registration information to the FRSC database	2026	FRSC	FMoT, NBS, **VIO**, NIA, STMA	**Enforcement, Education, Technology**
31	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	90% of vehicles undergo mandatory technical inspection and meet minimum safety requirements for admission to traffic	2024	SON	FRSC, NADDC, **VIO**	**Enforcement**

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
32	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	100% compliance of operational inspection centres with legislation Ratio of government to privately owned inspection centres not more than 2:1 100% of inspections centres every quarter	2026	State Governments (SG)	**VIO**, FRSC, FMoT, Private Sector Investors	**Enforcement**
33	Supervise and audit vehicle inspection centers	One (1) audit reports on operations of existing inspection centres quarterly	2028	State Governments (SG)	**VIO**, FRSC, FMoT, Private Sector Investors	**Enforcement**
34	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	80% reduction in number of not road-worthy vehicles on the road	2029	FRSC	FMoT, STMA, NESREA, **VIO**	**Enforcement**
35	Train, re-train and test inspectors to carry out high quality inspection and technical check	80% of vehicle inspectors trained Three (3) trainings carried out to improve quality inspection and technical checks 100% of staff trained in quality inspection and technical check Performance assessment results of staff trained	2027	State Governments (SG)	NITT, **VIO**, FRSC	**Education**
36	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	35% decline in RTCs due to use of vehicles lacking minimum safety requirements 20% annual increase of vehicles using newer technologies 10% annual increase in vehicles with new market technologies	2025	Federal Ministry of Science and Technology	**VIO**, NADDC, FRSC, SON	**Technology**

Strategic Activities by Stakeholder– VIO (Directorate of Road Traffic Services) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
38	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	FMoT, SMoWT, **VIO**, NPF, Hospitals & Relevant first responders	**Technology**
39	Print out and distribute National Emergency Numbers	Three (3) awareness campaigns rolled out	2025	NOA	FMOIC, FRSC, **VIO**	**Education**
40	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	NOA	FRSC, **VIO** FMoT, SMoWT, NPF, Hospitals & Relevant first responders	Education

Strategic Activities by Stakeholder– NOA (National Orientation Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, VIO, State agencies, NPF, **NOA**	**Technology, Enforcement, Education**
		75% reduction in accidents annually				
		80% reduction in injuries caused by RTC's				
2	Enhance vertical and horizontal coordination between action taken by designated authorities across road safety pillars and areas	Clearly defined role statements for all relevant road safety authorities	2024	FRSC	**NOA**, FMoT, SMoWT	**Education, Technology**
3	Develop and deliver trainings to all road safety authorities on the Safe System	Clearly defined role statements for all relevant road safety authorities	2023	FRSC	**NOA**, FMoT, SMoWT	**Enforcement, Education, Technology**
		70% increase in the awareness of the safe system approach				
		90% adoption of the safe system approach in operational practice of Road Safety Management authorities				
4	Conduct Road Safety Data systems Audit	Quarterly road safety data systems audit	2024	FRSC	**NOA**, FMoT, SMoWT, FMoH, NPC, NPF	**Technology**
	Deployment of digital control in data collection	90% accuracy between digital and manual data				
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
5	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, **NOA**, Media, VIO, Driving Schools, Road Safety Clubs	**Education, Technology**

Strategic Activities by Stakeholder– NOA (National Orientation Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
6	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, Driving Schools, **NOA**, FRSC, Transport Unions, Media, Nollywood	**Education**
7	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group discussions and town Hall Meetings quarterly	2021	**NOA**	FRSC, Religious Bodies, Driving Schools, FMOIC, Transport Unions, Media	**Education**
8	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	**NOA**, VIO, STMA, Transport Unions, Media Houses, TGI	**Education**
9	Develop Motorcycles training manual in major Nigerian Languages	Existence of training manual All major Nigerian languages covered in manual	2024	FRSC	SMoWT, **NOA**, VIO	**Legislation, Enforcement, Education**
10	Conduct advocacy campaigns on benefits of using highway rest areas	Three(3) advocacy campaigns rolled out quarterly 50% occupancy rate of rest areas daily	2025	**NOA**	FRSC, FMoT	**Education, Technology**
11	Achieve ISO certification	5 new initiatives developed quarterly towards implementation of the Road Traffic Safety Management Systems (ISO39001), both within Government and Industry	2024	SON	BPSR, **NOA**, FMoT, SMoWT	**Enforcement, Technology**

Strategic Activities by Stakeholder– NOA (National Orientation Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
12	Develop a Child Safety Manual for use by road agencies, education agencies, and commercial transport operators Deliver child safety capacity building to road agencies, education agencies, and commercial transport operators	Existence of Child Safety Manual 100% awareness of child safety by relevant agencies	2022	FRSC	FMoT, SMoWT, **NOA**, VIO	Enforcement, Education,
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
13	Rollout enlightenment campaigns on Manufacturers/Owners manual	Three(3) enlightenment programmes quarterly	2024	FRSC	**NOA**, SON, VIO, STMA	**Education, Technology**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
14	Expand the coverage of the National Community Post Crash care initiative nationwide	Increased response time of RTC victims (10 mins) 10% annual increase in the number of RTC victims attended to by community first responders Number of First Responder Courses for volunteers an interested persons	2030	FRSC	FMoH, SMOH, Federal Fire Service, Red Cross, NGOs, Community Leaders, **NOA**, Religious Bodies	**Education**
15	Print out and distribute National Emergency Numbers	Three (3) awareness campaigns rolled out	2025	**NOA**	FMOIC, FRSC, VIO	**Education**
16	Highlight the impact of child road traffic injuries through first responder training within the community	Quarterly training of first responders within communities	2022	**NOA**	FRSC, VIO FMoT, SMoWT, NPF, Hospitals & Relevant first responders	Education

Strategic Activities by Stakeholder– STMA (State Traffic Management Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Enforce compliance on the use of child restraints and safety helmets	80% increase in the use of child restraints 80% increase in the use of safety helmets 35% decline in fatality rates of RTCs involving motorcycles	2024	FRSC	Traditional Rulers, Religious Leaders, **STMA**, NPF	**Enforcement, Education, Technology**
2	Enforce maximum traffic speed limits to 30km/h in built up areas	Review of existing policy for rural and urban highways 100% compliance of new average traffic speed in urban and rural area	2024	FRSC	FMoT, **STMA**, FMW&H, SMoWT	**Legislation, Enforcement, Education, Technology**
3	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	FRSC	NPF, NSCDC, VIO, **STMA**	**Enforcement**
4	Update the current drivers manual to emphasize the "share the road" concept	Inclusion of a mandatory "share the road" curriculum to the current drivers training manual Installation of "share the road" sign in 100% of shared public roads	2027	FRSC	NOA, VIO, **STMA**, Transport Unions, Media Houses, TGI	**Education**
5	Provide additional alcohol testing equipment	50% increase in umber of additional testing equipment 50% increase in number of roadside testing conducted	2026	FRSC	NPF, Judiciary, **STMA**, NURTW	**Enforcement**
6	Create a central offence database	Existence of central offence Number of inputs monthly into the database	2029	FRSC	VIO, NPF, **STMA**, NBS	**Enforcement, Technology**
7	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	**STMA,** SBIR, VIO, Driving Schools	**Enforcement, Technology**

Strategic Activities by Stakeholder– STMA (State Traffic Management Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
8	Fully implement the point-based driver penalty system as planned	100% implementation of point-based driver penalty system	2025	FRSC	VIO, SG **STMA**	**Enforcement, Education, Technology**
9	Increase traffic fines and other deterrent measures such as community service to improve traffic discipline	Approval of the current Road Safety Act with its provisions concerning fines Increase current fine by 300% 20% annual increase in incidence of traffic offenders undergoing training before release	2024	FRSC	SGs, **STMA**, SaRSAC	**Legislation, Enforcement**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
10	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, **STMA**, NCS, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
11	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, **STMA**, NCS, VIO, CUSTOMS,NPF, NADDC	**Legislation, Enforcement, Technology**
12	Conduct free vehicle inspection checks nationwide	80% increase in number of vehicle inspection checks monthly	2028	FRSC	VIO, **STMA**	**Legislation, Enforcement, Education, Technology**
13	Rollout enlightenment campaigns on Manufacturers/Owners manual	Three (3) enlightenment programmes monthly	2024	FRSC	NOA, SON, VIO, **STMA**	**Education, Technology**
14	Establish Motor Vehicle Administration Agencies in all states	100% set up of functional Motor Vehicle Administration Agencies in all States	2026	FMoT	FRSC, SMOT, SMVAA, **STMA**	**Enforcement, Education, Technology**

Strategic Activities by Stakeholder– STMA (State Traffic Management Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
15	License and brand all commercial vehicles nationwide	100% of commercial vehicles branded nationwide 100% of new licensed and branded commercial vehicles	2025	**STMA**	FRSC, NPF, VIO	**Enforcement, Technology**
16	Full enforcement of UN Regulations 1958 Agreement as it relates to vehicle standards	80% of vehicles in operation complying with the provision	2030	FRSC	VIO, **STMA**	**Enforcement**
17	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	80% of registered vehicles captured on the database Update vehicle registration information to the FRSC database	2026	FRSC	FMoT, NBS, VIO, NIA, **STMA**	**Enforcement, Education, Technology**
18	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	Reduction in number of not road-worthy vehicles on the road	2029	FRSC	FMoT, **STMA**, NESREA, VIO	**Enforcement**
19	Link free vehicle inspection check database with the offenders database	100% complete linkage of free vehicle inspection check database with the offenders database	2030	FRSC	**STMA**	Technology, Enforcement
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
19	Increase capacity of existing road traffic crash investigators	10% annual increase in number of trained and certified road traffic crash investigators 100% Number of crashes investigated 50% reduction in Turn around time in crash investigation	2029	FRSC	NPF, **STMA**	**Education**

Strategic Activities by Stakeholder– FMW&H (Federal Ministry of Power Works and Housing)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop a database to share information on road safety audit	Existence of road safety audit database	2025	FRSC	FERMA, SRMA, SMWT, **FMW&H**	**Legislation, Technology**
2	Finalize the National transportation Policy	50% increase in the number of Road Safety Review Programs completed each year	2025	FMoT	**FMW&H**, SMoWT, NITT	**Legislation, Enforcement, Education, Technology**
		40% increase in the number of programs/projects ordered as a result of an RSRP				
		50% increase in the number of requests for RSRP each year				
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
3	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	**FMW&H**	FRSC, FERMA, SRMA, SMoWT, NBRRI	**Enforcement, Technology**
4	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures	2026	**FMW&H**	FERMA, SG, NSE, SON, NITT,NIBRI	**Legislation, Technology**
		80% Implementation of designs and standards for construction, maintenance and signage for all road users				
5	Align the design of new roads with ISO 39001 standards	80% of construction / maintenance works that meet ISO 39001 standard	2030	**FMW&H**	FERMA, COREN, Professional bodies relating to planning and design	**Legislation, Enforcement, Education, Technology**

Strategic Activities by Stakeholder– FMW&H (Federal Ministry of Power Works and Housing) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
6	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	**FMW&H**	FMOE, SMOE, FERMA, FRSC, SMoWT, Contractors	**Enforcement, Education, Technology, Legislation**
7	Deploy high tech technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology equipment/ ICT tools on road network	2024	FERMA	**FMW&H**, NBRRI, NITT, SRMA	**Education, Technology**
8	Upgrade road networks in line with findings from periodic road safety audits	80% upgrade to road networks nationwide	2027	FERMA	**FMW&H**, NITT, SRMA	**Technology**
9	Activate weighbridge stations on all major highways	10 (ten) weighbridge stations constructed and put to use 100% of functioning Weighbridges	2028	**FMW&H**	FERMA, SRMA, NPF	**Enforcement, Technology**
10	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2023	**FMW&H**	SMoWT, FERMA, SRMA	**Enforcement, Education, Technology**
11	Upgrade intersections of road networks to meet safety needs of NMT	100% installation of traffic lights for cyclists and sound effect for vision impaired road users Painting of cycling parts on roundabouts and junctions	2028	**FMW&H**	SMoWT, TGI	**Enforcement**
12	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	**FMW&H**	SRMA, FERMA, NBRRI, NITT	**Education, Technology**

Strategic Activities by Stakeholder– FMW&H (Federal Ministry of Power Works and Housing) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
13	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	**FMW&H**	SRMA, FERMA, NBRRI, NITT	**Education, Technology**
14	Conduct safety inspections of current roads in operation	80% coverage of all new roads in annual assessment programme	2026	FRSC	**FMW&H**, SRMA, FERMA	**Enforcement**
15	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	**FMW&H**	FERMA, SRMA, SMoWT, NBRRI	**Enforcement**
16	Establish rest areas along highways	At least one(1) rest area established on every major highway 100% of operational rest areas	2030	**FMW&H**	Fleet Operators, Relevant Unions, FRSC, SG, NPF	**Legislation, Enforcement**
17	Remove obstructive objects on pedestrian walkways and cycle lanes	70% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, LG, FRSC, VIO, NPF, **FMW&H**, SMTMA	Enforcement
18	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2024	**FMW&H**	SMoWT, FERMA, SRMA	Enforcement, Education, Technology

Strategic Activities by Stakeholder– FMW&H (Federal Ministry of Power Works and Housing) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
19	Implement the NMT policy	10% annual increase of NMT users (cyclist and persons of disability) 75% reduction in number of Vulnerable road users (VRUs) involved in a crash 70% reduction in number of Vulnerable road users (VRUs) fatality recorded	2024	FMoT	**FMW&H**, SMoWT	**Enforcement, Education, Technology**
20	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	Two (2) advocacy campaigns conducted monthly Reduction of built up area maximum speed limit from 50km/hr. to 30km/hr. per hour	2027	FRSC	**FMW&H**, FMoT, SMoWT	**Legislation, Enforcement**
21	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	**FMW&H**	FMoT, FRSC, SMoWT, FERMA, SEMA	**Enforcement, Technology**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
22	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, SMoWT, **FMW&H**, FERMA, SRMA, FMoT	**Education**

Strategic Activities by Stakeholder– FERMA (Federal Roads Maintenance Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Develop a database to share information on road safety audit	Existence of road safety audit database	2025	FRSC	**FERMA**, SRMA, SMWT, FMW&H	**Legislation, Technology**
2	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	**FERMA**, SRMA, VIO, State agencies, NPF, FRSC	**Enforcement, Legislation, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
3	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	FRSC, **FERMA**, SRMA, SMoWT, NBRRI	**Enforcement, Technology**
4	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	80% Reduction in premature road failures 80% Implementation of designs and standards for construction, maintenance and signage for all road users	2026	FMW&H	**FERMA**, SG, NSE, SON, NITT,NIBRI	**Legislation, Technology**
5	Align the design of new roads with ISO 39001 standards	80% of construction / maintenance works that meet ISO 39001 standard	2030	FMW&H	**FERMA**, COREN, Professional bodies relating to planning and design	**Legislation, Enforcement, Education, Technology**
6	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	30% reduction in failures on the network from climate related causes 60 – 70% implementation of plan/schedule activities over the period 80% efficiency in work output	2024	FMW&H	FMOE, SMOE, **FERMA**, FRSC, SMoWT, Contractors	**Enforcement, Education, Technology**

Strategic Activities by Stakeholder– FERMA (Federal Roads Maintenance Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
7	Deploy high tech technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology/ ICT equipment on road network	2024	**FERMA**	FMW&H, NBRRI, NITT, SRMA	**Education, Technology**
8	Upgrade road networks in line with findings from periodic road safety audits	80% upgrade to road networks nationwide	2027	**FERMA**	FMW&H, NITT, SRMA	**Technology**
9	Activate weighbridge stations on all major highways	Ten (10) weighbridge stations constructed and put to use 100% of functioning Weighbridges	2028	FMW&H	**FERMA**, SRMA, NPF	**Enforcement, Technology**
10	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2023	FMW&H	SMoWT, **FERMA**, SRMA	**Enforcement, Education, Technology**
11	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	FMW&H	SRMA, **FERMA**, NBRRI, NITT	**Education, Technology**
12	Conduct safety inspections of current roads in operation	80% coverage of all new roads in annual assessment programme	2026	FRSC	FMW&H, SRMA, **FERMA**	**Enforcement**
13	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	FMW&H	**FERMA**, SRMA, SMoWT, NBRRI	**Enforcement**

Strategic Activities by Stakeholder– FERMA (Federal Roads Maintenance Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
14	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	100% Compliance with the 1968 convention on road signs and signals 35% increase in installation of road signs and signals	2024	FMW&H	FMoT, FRSC, SMoWT, **FERMA**, SEMA	**Legislation**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
15	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, SMoWT, FMW&H, **FERMA**, SRMA, FMoT	**Education**

Strategic Activities by Stakeholder– SRMA (State Road Maintenance Agency)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, **SRMA**, VIO, State agencies, NPF, NOA	**Technology, Enforcement, Education**
2	Develop a database to share information on road safety audit	Existence of road safety audit database	2025	FRSC	FERMA, **SRMA**, SMWT, FMW&H	**Legislation, Technology**
3	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, **SRMA**, VIO, State agencies, NPF, FRSC	**Enforcement, Legislation, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
4	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	100% completion of Network screening by the end of Q1 for the previous year to allow for the In-Service Road Safety Review process to start in a timely manner.	2024	FMW&H	FRSC, FERMA, **SRMA**, SMoWT, NBRRI	**Enforcement, Technology**
5	Deploy high tech technology equipment/ICT tools for road monitoring and maintenance	30% increase in installation of technology/ ICT equipment on road network	2024	FERMA	FMW&H, NBRRI, NITT, **SRMA**	**Education, Technology**
6	Upgrade road networks in line with findings from periodic road safety audits	80% upgrade to road networks nationwide	2027	FERMA	FMW&H, NITT, **SRMA**	**Technology**

Strategic Activities by Stakeholder– SRMA (State Road Maintenance Agency) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
7	Activate weighbridge stations on all major highways	Ten (10) weighbridge stations constructed and put to use 100% of functioning Weighbridges	2028	FMW&H	FERMA, **SRMA**, NPF	**Enforcement, Technology**
8	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	70% increase in the number of speed bumps on junctions nationwide 60% increase in the number of Zebra Crossings on roads nationwide 100% of Highways with Chevron markings	2024	FMW&H	SMoWT, FERMA, **SRMA**	**Enforcement, Education, Technology**
9	Design roads and construct more forgiving roads to minimize the impact of human error	Single vehicle run off road crashes, in terms of shoulder scaling, medium wire rope barrier and black spot treatment.	2024	FMW&H	**SRMA**, FERMA, NBRRI, NITT	**Education, Technology**
10	Conduct safety inspections of current roads in operation	80% coverage of all new roads in annual assessment programme	2026	FRSC	FMW&H, **SRMA**, FERMA	**Enforcement**
11	Construct roads within approved standards and procedure	80% Reduction in road failures due to poor construction/maintenance	2030	FMW&H	FERMA, **SRMA**, SMoWT, NBRRI	**Enforcement**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
12	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	50% increase in number of additional rescue equipment purchased Existence of extrication unit on average of 50km	2029	FRSC	NEMA, SEMA, SMoWT, FMW&H, FERMA, **SRMA**, FMoT	**Enforcement**

Strategic Activities by Stakeholder– Driving Schools (Driving Schools Association of Nigeria)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	Follow-up Traffic Safety Survey (level of agreement with what "traffic safety" is all about 50% reduction in number of Residential and School-related complaints Existence of Speed and volume datasheet compilation Level of awareness regarding residential traffic safety	2028	SG, LG	FRSC, **Driving Schools**	**Education**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
2	Construct driving ranges in strategic locations nationwide for driving training and test	At least one(1) driving range state wide 100% of operational driving ranges	2030	SG	SMoWT, FMoT, VIO, **Driving Schools**	**Education, Technology**
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
3	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	80% Compliance to Driving School Standardization and service delivery	2028	FRSC	FMOT SMoWT, NITT, **Driving Schools** and School of Transportation (Lagos State University)	**Enforcement, Technology**
4	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	40% reduction of medical-related road traffic crashes	2024	FRSC	FMoH, SMOH, VIO, **Driving Schools**	**Education, Technology**

Strategic Activities by Stakeholder– Driving Schools (Driving Schools Association of Nigeria) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
5	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	FRSC, NUC, **Driving Schools**, Accredited **Driving Schools** CILT	**Education, Technology**
6	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	80% reduction in the production of fake Driver License and Driver License Racketeering	2024	State Government (SG)	VIO, FRSC, **Driving Schools**	**Education, Technology**
7	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	100% training and licensing of riders monthly	2024	FRSC	JTB, VIO, FMoT, **Driving Schools**, SBIR, Riders Associations	**Education, Technology**
8	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	FRSC	FMoT, SMoWT, **Driving Schools** in all the States and FCT	**Enforcement, Technology**
9	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	STMA, SBIR, VIO, **Driving Schools**	**Enforcement, Technology**

Strategic Activities by Stakeholder– Driving Schools (Driving Schools Association of Nigeria) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
1	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	60 – 80% reduction in road abuse	2024	FMOIC	SIA, FRSC, NOA, Media, VIO, **Driving Schools**, Road Safety Clubs	**Education, Technology**
2	Construct driving ranges in strategic locations nationwide for driving training and test	At least one(1) driving ranges state wide 100% of operational driving ranges	2030	SG	SMoWT, FMoT, VIO, **Driving Schools**	**Education, Technology**
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
3	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	50% reduction in RTCs involving Heavy duty vehicles.	2026	FRSC	**Driving Schools**, CILT, NITT, Fleet Operators	**Education, Technology**
4	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	Implementation of 80% of the training programmes 35% decline in number of RTCs	2024	FRSC	VIO, **Driving Schools**, SBIR	**Education, Technology**
5	Develop and carry out Public enlightenment/awareness campaigns promoting a culture of personal responsibility for safe road use in various languages with focus on Gender equality for all road users	20% annual increase in the number of enlightenment/awareness activities conducted 25% annual increase in the number of Female Road Users	2026	FMOIC	Religious Bodies, **Driving Schools**, NOA, FRSC, Transport Unions, Media, Nollywood	**Education**

Strategic Activities by Stakeholder– Driving Schools (Driving Schools Association of Nigeria) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
6	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	50% increase in road safety awareness among youths	2026	FMOE	FRSC, NUC, Accredited **Driving Schools** CILT	**Education, Technology**
7	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	80% reduction in the production of fake Driver License and Driver License Racketeering	2024	State Government (SG)	VIO, FRSC, **Driving Schools**	**Education, Technology**
8	Implement admission of VIO computer based test in major local languages	Continuous admission of VIO computer based tests in local languages	2026	State Government (SG)	VIO, FRSC, **Driving Schools**	**Education, Technology**
8	Engage community, religious leaders and special interest groups to promote road safety messages	Two (2) focus group discussions and Town hall Meetings quarterly	2021	NOA	FRSC, Religious Bodies, **Driving Schools**, FMOIC, Transport Unions, Media	**Education**
9	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	Improved compliance to Road Traffic Regulations Driver progression rate annually	2024	FRSC	FMoT, SMoWT, **Driving Schools** in all the States and FCT	**Enforcement, Technology**
10	Biometric Data Capturing of Learner Drivers in Driving School	Reduction of Driving School Certificate racketeering by 70%.	2024	FRSC	STMA, SBIR, VIO, **Driving Schools**	**Enforcement, Technology**

Strategic Activities by Stakeholder– NPF (Nigeria Police Force)

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Improved Road Safety Management ***Objective -*** *Foster a cohesive and efficient road safety administrative system*						
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	90% reduction in Fatality rates annually 75% reduction in accidents annually 80% reduction in injuries caused by RTC's	2023	FRSC	FMoT, SMoWT, FMoH, NPC, NPF, SRMA, VIO, State agencies, **NPF**, NOA	**Technology, Enforcement, Education**
2	Conduct Road Safety Data systems Audit Deployment of digital control in data collection	Quarterly road safety data systems audit 90% accuracy between digital and manual data	2024	FRSC	NOA, FMoT, SMoWT, FMoH, NPC, **NPF**	**Technology**
3	Develop a centralized monitoring database to track initiatives implementation among all States	Existence of centralized monitoring database	2025	TWG	FERMA, SRMA, VIO, State agencies, **NPF**, FRSC	**Enforcement, Legislation, Technology**
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
4	Activate weighbridge stations on all major highways	Ten (10) weighbridge stations constructed and put to use 100% of functioning Weighbridges	2028	FMW&H	FERMA, SRMA, **NPF**	**Enforcement, Technology**
5	Remove obstructive objects on pedestrian walkways and cycle lanes	75% reduction in number of unobstructed pedestrian walkways and cycle lanes 75% increase in number of pedestrian walkways and cycle lanes in use	2026	SMoWT	FMoT, NSCDC, LG, FRSC, VIO, **NPF**, FMW&H, SMTMA	**Enforcement**

Strategic Activities by Stakeholder– NPF (Nigeria Police Force) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Roads and Mobility ***Objective -*** *Improved road infrastructure for all road users*						
6	Establish rest areas along highways	At least one(1) rest areas established on every major highway 100% of operational rest areas	2030	FMW&H	Fleet Operators, Relevant Unions, FRSC, SG, **NPF**	**Legislation, Enforcement**
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
7	Enforce compliance on the use of child restraints and safety helmets	80% increase in the use of child restraints 80% increase in the use of safety helmets 35% decline in fatality rates of RTCs involving motorcycles	2024	FRSC	Traditional Rulers, Religious Leaders, STMA, **NPF**	**Legislation, Enforcement, Education, Technology**
8	Physical checks of Heavy Goods Vehicles (Safe to load and safe to discharge) Routine patrols on motorways by safety management officials	50% reduction in RTCs involving Heavy duty vehicles.	2024	FRSC	VIO, **NPF**	**Legislation, Enforcement, Technology**
9	Increase patrol officers on all roads to enforce lawful traffic behavior with focus on curbing drug use and drink driving	100% of offenders arrested and prosecuted 80% reduction in unlawful road behavior Increase the likelihood of being caught for traffic violation to 80%	2024	FRSC	**NPF**, NSCDC, VIO, STMA	**Enforcement**
10	Provide additional alcohol testing equipment	50% increase in number of additional testing equipment 50% increase in number of roadside testing conducted	2026	FRSC	**NPF**, Judiciary, STMA, NURTW	**Enforcement**
11	Create a central offence database	Existence of central offence Number of inputs monthly into the database	2029	FRSC	VIO, **NPF**, STMA, NBS	**Enforcement, Technology**

Strategic Activities by Stakeholder– NPF (Nigeria Police Force) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Road Users ***Objective -*** *A culture of personal responsibility for safe road use*						
12	Set up standing mobile courts for defaulters	50% increase in number of sitting of mobile courts weekly 50% increase in number of prosecutions monthly	2022	State Judiciary	FRSC, **NPF**, Civil Defence, VIO, Driving Schools	**Enforcement, Legislation**
13	Conduct quarterly joint road safety focused enforcement programs	Response from Traffic Safety Survey (Level of agreement with the road traffic statements across all relevant agencies) 40% increase in the number of Intersection Safety Devices installed nationwide 50% decrease in the number of Intersection Safety Devices infractions 100% prosecution of offenders Three (3) enlightenment campaigns every quarter Reduction of NMT fatalities from current 44% to 20% 70% increase in the number of Joint Forces Operations nationwide	2024	SaRSAC	FMoT, FSRC, SMoWT, SGs, **NPF**, Hospitals and Relevant first responders	**Enforcement, Education, Technology**
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
14	Implement the UN Regulations of 1958 Agreement	100% Implementation of the UN Regulation 1958 Agreement 100% compliance with the UN Regulation 1958 Agreement	2028	FRSC	SON, STMA, NCS, VIO, **NPF**, NADDC	**Legislation, Enforcement, Technology**
15	Enforce the use of only SON approved vehicle parts nationwide	80% compliance with the use of SON approved vehicle part standards	2029	SON	FRSC, STMA, NCS, VIO, CUSTOMS,**NPF**, NADDC	**Legislation, Enforcement, Technology**

Strategic Activities by Stakeholder– NPF (Nigeria Police Force) Cont'd

S/N	Activity	KPI	Timeline	Lead Response	Support Stakeholders	GFPA Area
Safer Vehicles ***Objective -*** *General compliance with vehicle standards and administration*						
16	License and brand all commercial vehicles nationwide	100% of commercial vehicles branded nationwide 100% of new licensed and branded commercial vehicles	2025	STMA	FRSC, **NPF**, VIO	**Enforcement, Technology**
17	Carry out road side technical checks on High Goods Vehicles	15% growth rate in number of technical road side checks. 80% increase in vehicles achieving minimum safety criteria	2027	FRSC	VIO, SMVAA, **NPF**, FMoT	**Enforcement, Technology**
Post Crash Response ***Objective -*** *Prompt and effective emergency response and care*						
18	Legislate Road Traffic Crash victims compensation scheme	Existence of Road Traffic Crash victim Compensation scheme 75% of Road Traffic Crash victims compensated	2027	FMOJ	NIA, CSO, NGOs, SG, FRSC, **NPF**, other relevant agencies	**Legislation, Enforcement, Education, Technology**
19	Increase capacity of existing road traffic crash investigators	10% annual increase in number of trained and certified road traffic crash investigators 100% number of crashes investigated 50% reduction in turn around time in crash investigation	2029	FRSC	**NPF**, STMA	**Education**
20	Deploy additional ambulances on highways	Response time of First response (15 mins)	2024	FMoH	SMOH, FRSC, **NPF**, NEMA, SEMA, Other relevant agency	**Legislation, Enforcement, Education, Technology**
21	Develop and deliver Traffic Crash Data Collection Software Trainings	70% increase in the number of crashes entered within 30 days of receiving the road traffic incident report	2025	FRSC	FMoT, SMoWT, VIO, **NPF**, Hospitals & Relevant first responders	**Technology**

B

Glossary

Glossary of Acronyms and Abbreviations

Acronym/ Abbreviation	Definition
AAP	Annual Assessment Programme
ADR	Agreement concerning the International Carriage of Dangerous Goods by Road
ALGON	Association of Local Governments of Nigeria
AIDS	Acquired Immune Deficiency Syndrome
BAC	Blood Alcohol Content
BFL	Brake Failure
BOI	Bank of Industry
BPSR	Bureau of Public Service Reforms
BRT	Bus Rapid Transit
BRICS	Brazil, Russia, India, China and South Africa
CILT	Chartered Institute of Logistics and Transport
CLO	Civil Liberties Organization
COREN	Council for the Regulation of Engineering in Nigeria
CP	Contracting Party
DGD	Dangerous Driving
DPRS	Department of Planning Research and Statistics
Driving Schools	
DSS	Department of State Security
DUI	Driving Under Influence
EU	European Union
FCT	Federal Capital Territory

Glossary of Acronyms and Abbreviations (Cont'd)

Acronym/ Abbreviation	Definition
FEC	Federal Executive Council
FERMA	Federal Roads Maintenance Agency
FGN	Federal Government of Nigeria
FMW&H	Federal Ministry of Budget and National Planning
FMOE	Federal Ministry of Environment
FMoH	Federal Ministry of Health
FMOIC	Federal Ministry of Information and Culture
FMOJ	Federal Ministry of Justice
FMW&H	Federal Ministry of Works and Housing
FMOST	Federal Ministry of Science and Technology
FMOT	Federal Ministry of Transport
FRSC	Federal Road Safety Corp
g/dl	Gram per deciliter
GA	General Assembly
GFPA	Global Framework Plan of Action
GNP	Gross National Product
GRSF	Global Road Safety Facility
GTR	Global Technical Regulations
ICPC	Independent Corrupt Practices Commission
IRF	International Road Federation

Acronym/ Abbreviation	Definition
ISO	International Organization for Standardization
JTB	Joint Tax Board
LG	Local Government
LOC	Loss of Control
M&E	Monitoring and Evaluation
MDA	Ministries, Departments and Agencies
MDCI	Multidisciplinary Crash Investigation
MDV	Mechanically Deficient Vehicle
MOIC	Ministry of Information and Communication
NACCIMA	Nigerian Association of Chambers of Commerce, Industry, Mines and Agriculture
NADDC	National Automotive Design and Development Council
NAICOM	National Insurance Commission
NAN	News Agency of Nigeria
NaRSAC	National Road Safety Advisory Council
NASS	National Assembly
NARTO	Nigerian Association of Road Transport Owners (NARTO)
NBRRI	National Building and Road Research Institute
NBS	Nigerian Bureau of Statistics
NCS	Nigeria Customs Service
NDLEA	National Drug Law Enforcement Agency
NEMA	National Emergency Management Agency

Glossary of Acronyms and Abbreviations (Cont'd)

Acronym/ Abbreviation	Definition
NESREA	National Environmental Standards and Regulations Enforcement Agency
NERDC	Nigerian Educational Research and Development Council
NGOs	Non-Governmental Organizations
NHIS	National Health Insurance Scheme
NIA	Nigerian Insurance Association
NIDI	National Institute for Driving Instructors
NITDA	National Information Technology Development Agency
NITT	Nigerian Institute for Transport Technology
NMT	Non-Motorized Transport
NOA	National Orientation Agency
NPC	National Population Commission
NPF	Nigerian Police Force
NRF	Nigeria Road Fund
NRSS	Nigeria Road Safety Strategy
NSCDC	Nigeria Security and Civil Defence Corps
NSE	Nigerian Society of Engineers
NUC	National Universities Commission
NURTW	National Union of Road Transport Workers
OECD	Organization for Economic Co-operation and Development
PPP	Public Private Partnership

Glossary of Acronyms and Abbreviations (Cont'd)

Acronym/ Abbreviation	Definition
RAPNEC	Road Accident Prevention Network Centre
RSRP	Road Safety Review Programmes
RTC	Road Traffic Crash
RTF	Road Traffic Fatality
RTSSS	Road Transport Safety Standardization Scheme
RTV	Route Violation
RS	Road Safety
SaRSAC	State Road Safety Advisory Council
SBIR	State Board of Internal Revenue
SDGs	Sustainable Development Goal
SEMA	State Emergency Management Agency
SG	State Government
SIA	State Information Agencies
SMOH	State Ministry of Health
SMOWT	State Ministry of Works and Transport
SMVAA	State Motor Vehicle Administration Agencies
SMOE	State Ministry of Environment
SON	Standards Organization of Nigeria
SPV	Speed Violation
SRMA	State Roads Maintenance Agency

Glossary of Acronyms and Abbreviations (Cont'd)

Acronym/ Abbreviation	Definition
STMA	State Traffic Maintenance Agency
TBT	Tyre Burst
TWG	Technical Working Group
TGI	Transportation Growth Initiative
UN	United Nations
UNECA	United Nations Economic Commission for Africa
UNECE	United Nations Economic Commission for Europe
UNICEF	United Nations Children's Fund
VIC	Vehicle Information and Communication System
VIO	Vehicle Inspection Officer
VMS	Vehicle Management System
VRU	Vulnerable Road Users
VTA	Vehicle Type Approval
WHO	World Health Organisation
WOT	Wrongful Overtaking
WP	Working Party

C

Impact of UN conventions on NRSS II

Impact of UN Conventions on NRSS II

Conventions	Description	Impact on NRSS II
The 1949 Convention in Geneva on Road Traffic	This convention validates the desires of signatory countries to facilitate international road traffic and to increase road safety through the adoption of uniform traffic rules. It was adopted in September, 1949 but came into force in March, 1952.	Nigeria made no reservation when signing this treaty and so must comply with all guidelines of the treaty. The impact on the NRSS would be for Nigeria to ensure the followings are in line with international standards as stated In the treaty annexes: • Additional provision concerning definition of motor vehicle and cycle • Priority of passage • Registration number of vehicles • Distinguishing sign of vehicles • Identification marks of vehicles • Technical conditions concerning the equipment of motor vehicles and trailers (braking , lighting, and other conditions) • Conditions to be fulfilled by drivers of motor vehicles • Driving permit
The 1968 Convention in Vienna on Road Signs and Signals	The convention was held in Vienna in November 1968 but became enforceable on 6 June 1978. This aims to increase road safety and aid international road traffic by standardizing all road sign system globally.	In developing NRSS II, road signs and signals must be incorporated under Safer Roads and Mobility. The strategic initiatives set must be in line with all standards set at the conventions. Former road signs in Nigeria that do not conform with the international standards should be corrected and proposed road (infrastructure) must also be in line with the international set standards.

Impact of UN Conventions on NRSS II - (Cont'd)

Conventions	Description	Impact on NRSS II
The 1957 Agreement concerning the international Carriage of Dangerous Goods by Road (ADR)	This agreement was adopted in Geneva on 30 September, 1968. this treaty governs transnational transport of hazardous materials among contracting parties desires	Nigeria is a contracting party to this agreement, we must conform with the provisions of annexure A (this regulates the merchandize involved, notably their packaging and label) and annexure B (regulates the construction, equipment and use of vehicles for the transport of hazardous material).
1958 Agreement Concerning the adoption for wheeled vehicle, equipment and parts and the conditions for reciprocal recognition of approvals granted	This agreement was adopted in Geneva on 20 march, 1958 and came into force on 20 June 1959. It deals with harmonized requirement developed by the United Nations Economic Commission for Europe (UNECE) and is aimed at removing technical barriers to the trade in motor vehicles between Contracting Parties and to ensure that such vehicles offer minimum level of safety and environmental protection.	NRSS II would have to set strategic initiatives relating to headlamps, barking ,tyres, safety belts. By acceding to this, Nigeria has the approval to test and approve any manufacturer design of a regulated product regardless of the country in which that competent was produced
1968 Convention on Road Traffic.	The 1968 Convention on Road Traffic provides a framework to aid the regulation of road traffic towards achieving safer roads. It provides rules concerning drivers, overtaking, slowing down, giving way, level crossing, pedestrians, standing and parking, loading of vehicles and behavior at accidents sites.	Nigeria being a Contracting Party to this convention may have its own process of implementing and enforcing the stipulations assisted by the UNECE in provision of technical assistance. The stipulations of this convention should be captured in the legislation and education concerning vehicle users in the NRSS to ensure uniformity with standard global practices.

Impact of UN Conventions on NRSS II - (Cont'd)

Conventions	Description	Impact on NRSS II
The 1997 Agreement Concerning Uniform Conditions for Periodic Technical Inspection for Wheeled Vehicles	Thus agreement was adopted by the UN General Assembly on 13 November 1997. It was necessitated as a result of the growth in road traffic and the resultant increase in danger and nuisance which presents all contracting parties with safety and environmental problems of a similar nature and seriousness	NRSS II would have to include rules on the; categories of wheeled vehicles concerned and the frequency of inspection , the equipment and or parts to be inspected, test methods by which any performance equipment are to be tested, conditions for granting inspection certificate , the date on which the rules enter into force.
The 1998 Agreement Concerning Establishment of Global Technical Regulations for wheeled vehicles, equipment and parts which can be fitted and or used on wheeled vehicles	This agreement provides a legal framework for the establishment and implementation of uniform Global Technical Regulations (GTR) for wheeled vehicles, equipment and parts which can be fitted and/or used on wheeled vehicles and the conditions for recognition of approvals granted on basis of the prescriptions made by CPs.	It is recommended that the strategic activities in the NRSS should be aimed at ensuring conformity of vehicle regulations with the stipulations of the UNECE conditions for approving motor vehicles equipment and parts.

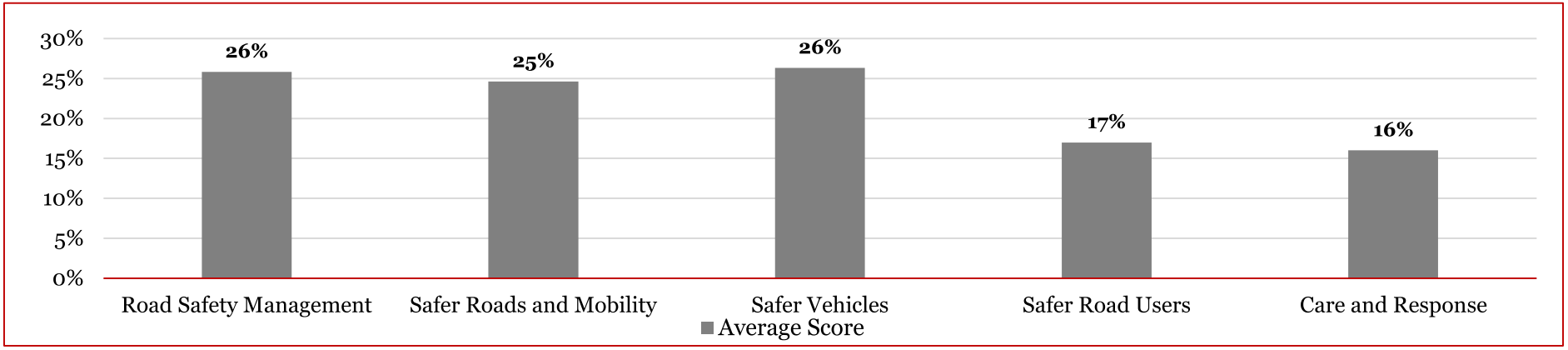
D

Performance Review of NRSS (2014-2018)

Performance Review of NRSS (2014 – 2018)

The schedule below provides information on the performance of the nation as a whole on the execution of strategic activities across all five pillars targeted at improving road safety covered in the NRSS

Figure 44: Nigeria's Road Safety Performance across Safe-System's 5 Pillars



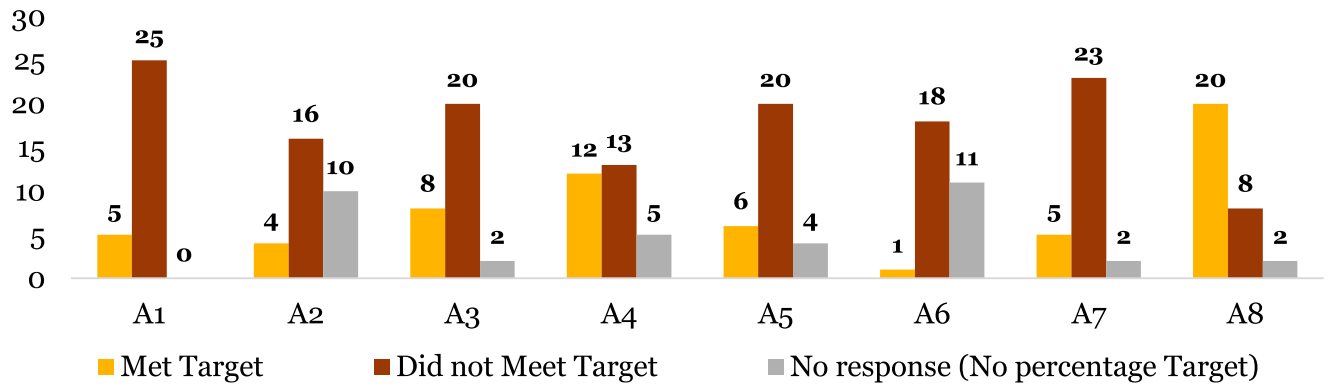
The performance review of the expired NRSS across each pillar further highlighted the below:

- **Road safety Management**: a vast majority of the states did not meet the targets set for the eight activities dedicated to this pillar. Across the 8 activities, more than half the states met the target for only the activity focused on the promoting the design and construction of safer roads, while the other activities record less than half of the states meeting the set targets.
- **Safer Roads and Mobility**: more than half of the states did not meet the targets set across all 14 activities in the pillar. On the other hand, the targets that were met across the 14 activities represents a minute number of states as no activity has up to half the states in the country meeting its set target.
- **Safer Vehicles**: 6 activities were set, targets were not met by more than half the states for 5 of the activities whereas about half the states met the targets set for the activity concerned with enacting a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria
- **Safer Road Users**: more than half of the states did not meet the targets set for all 6 activities dedicated to the pillar whereas a very minute number of states met the targets set in this pillar which is consistent with the issues identified as causes of RTCs in the country.
- **Care and Response**: only 2 activities were identified, once again a minute number of states met the target set for this pillar, more than half did not meet the targets set and few states did not provide responses as to whether or not the target were met

Source: PwC Analysis

Road Safety Management

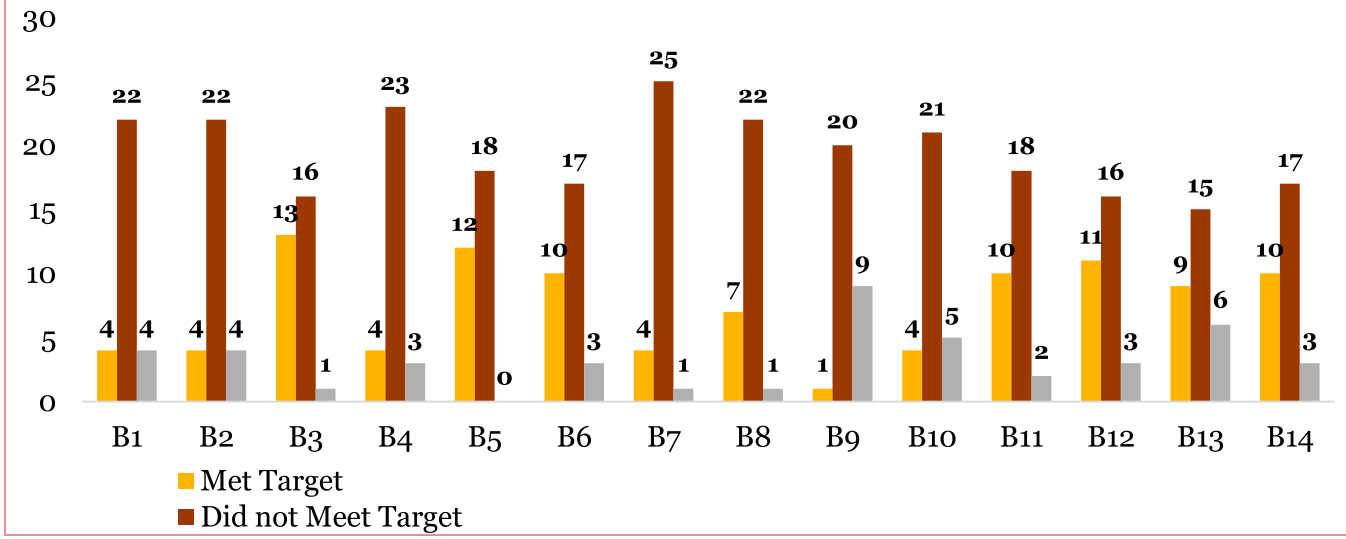
Figure 45



Under Road safety Management, there are 8 activities set for states in the past expired NRSS. About 20 states in Nigeria met the target for activity A8 (Promote the design and construction of safer roads – Mobility and access). For A2 (utilizing a standard template for recording RTC) and A7 (Install speed (limit) signs on all highways), most states did not meet target.

Safer Road and Mobility

Figure 46



Safer Road and Mobility in the past NRSS had 14 strategic activities. This Pillar had more activities than other pillars. Activity B5 (Enact a law prohibiting refuse dumping on roads and streets) was achieved by most states whereas majority of states did not achieve activity B7(Ensure removal of markets, motor parks and other obstructions from the highways in line with the right of way rule).
Across each activity, some state did not give a response across each activity

Source: PwC Analysis

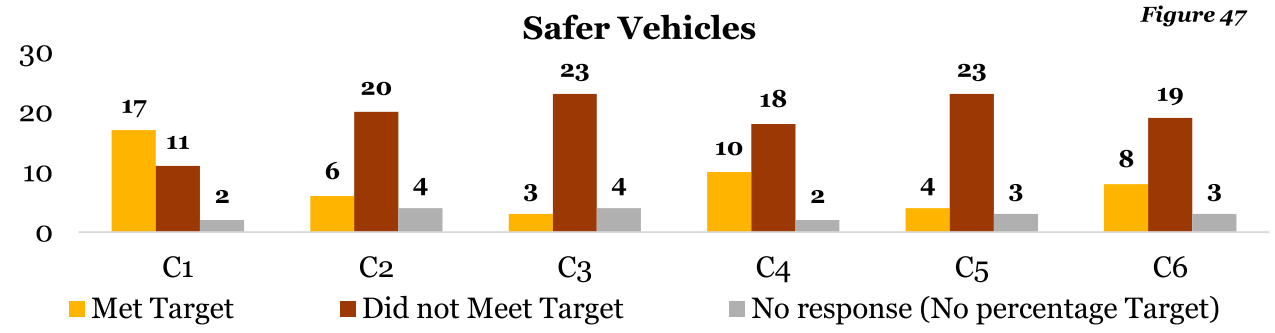


Figure 47

Activity C1 (Enact a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria) was the most achieved target set under Safer Vehicle. Activities C3 (Provide driving ranges to test drivers in the state) and C5 (Encourage PPP for the establishment of VIC's).

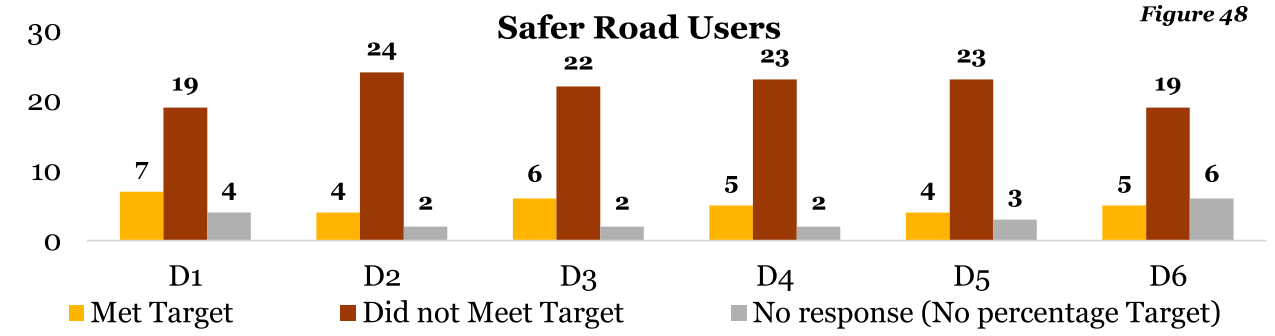


Figure 48

Six strategic activities where set under the pillar, Safer Road Users, of which activity D1 (Develop and implement behavioral change programs on proper (safe) road culture). Activity D2 (Enlighten road users on response to RTC's as a civic responsibility) was the least achieved by states.

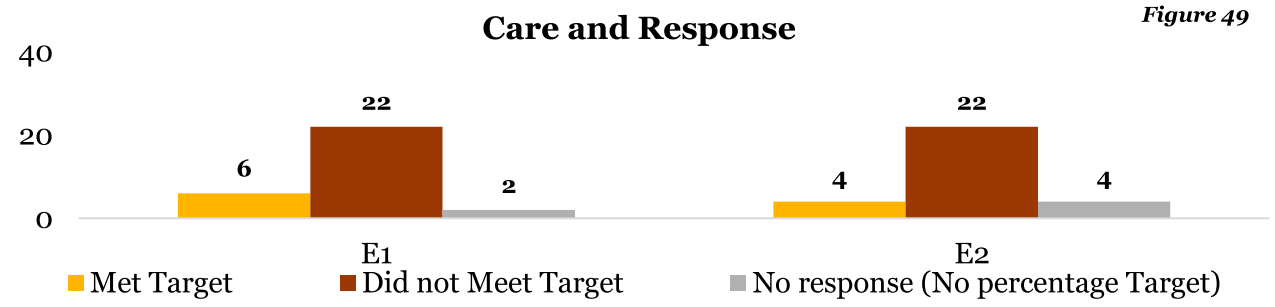


Figure 49

Only two activities were given for Care and Response in the expired NRSS. For each activity, 22 states did not meet the target on providing additional medical equipment, emergency rescue ambulances &sensitizing road users on the need to timely report RTCs to appropriate agencies.

Source: PwC Analysis

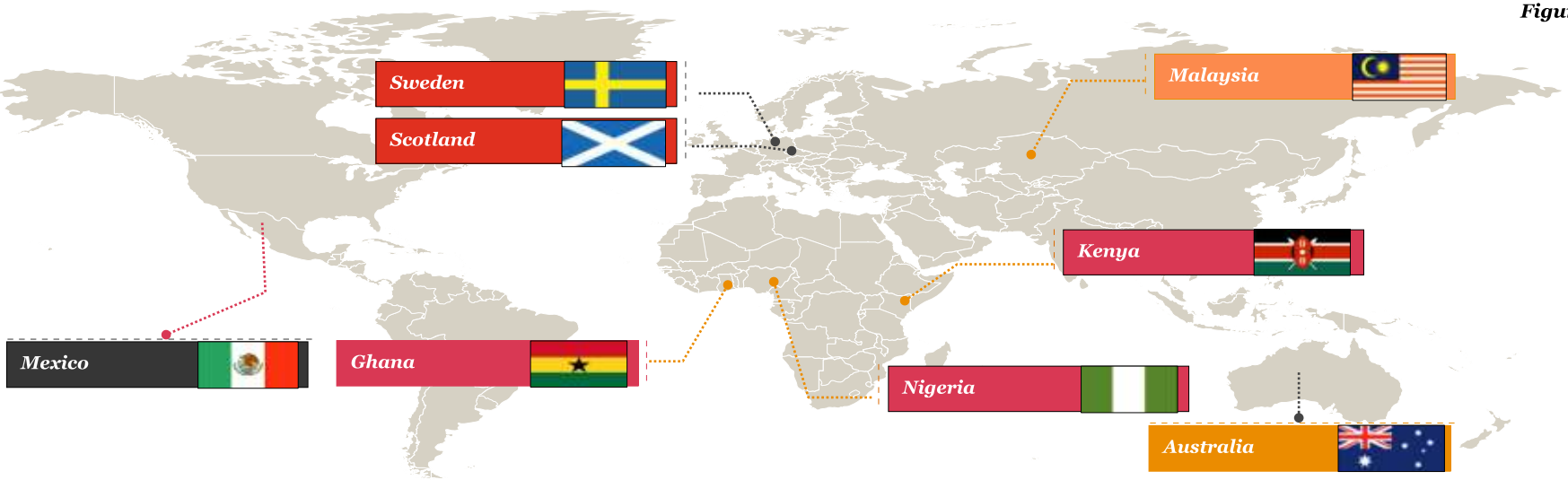
E

Benchmarking Analysis: Nigeria vs other selected countries

Benchmarking Analysis by Country

Using the five pillars of the UN decade of Action, Nigeria was compared to Seven (7) other countries selected as follows: two (2) from Africa, one (1) from Asia, one (1) from South America, two (2) from Europe and Australia.

Figure 50



Factors considered in selecting these countries include:

- Vehicle registration relative to population;
- Landmass relative to population;
- Mode of transportation (must be predominantly by road);
- Culture and Lifestyle;
- Political factors;
- Level of Income; and
- Fatality rates

Gaps Identified from Benchmarking Analysis by Country

The table below provides benchmark results of the key areas that were covered. The Benchmark results highlighted gaps and areas of improvement for Nigeria especially around the use of Technology to facilitate and conform with Road Safety rules and regulations and non compliance with the vehicle standards set by the UNECE World Forum for Harmonization of Vehicle Regulations

Criteria	Nigeria's Status	Justification
Standards for safety of pedestrians/ cyclists	Partial	The aim is to have clearly stated standards in this regard- 6 out of the benchmark countries have functional standards
Conformity with UNECE Vehicle Standards:		
Frontal impact standard	No	4 of the benchmark countries conform with the UNECE Vehicle standards which stipulate minimum safety standards for vehicles in operation
Electronic stability control	No	
Pedestrian protection	No	
Motorcycle anti-lock braking system	No	
Children prohibited on motorcycles	No	Only Australia prohibits children less than 8 years from being passengers on motorcycles among the countries selected for comparison
Enforcement of the National Motorcycle Law	4 / 10	5 out of the benchmark countries have higher enforcement levels than Nigeria, with 6 being the average enforcement score across the countries
Data on Helmet wearing rate	Not Available	6 of the 7 benchmark countries have data in this regard
Data on Seat belt wearing rate	Not Available	5 of the 7 benchmark countries have data in this regard
Child restraint standard specified	Not Specified	3 out of the benchmark countries have standards. Data on the availability of these standards in 4 countries are inconclusive
Enforcement of the National Child Restraint Law	3 out of 10	Data on enforcement levels was not available in 4 of the countries selected. The remaining 3 benchmark countries scored higher, average among them being 8.

Gaps Identified from Benchmarking Analysis by Country (Cont'd)

Criteria	Nigeria's Status	Justification
Data on percentage of children using child restraints	Not Available	Data was available for Sweden only
Enforcement of the National speed limit law	6 out of 10	Average across benchmark countries is also 6 though 3 out of the countries identified scored higher (Sweden, Scotland and Australia)
Predominant type of speed limit enforcement	Manual	3 of the benchmark countries apply automated typed of enforcement to promote efficiency
BAC limit for general population and younger drivers	0.005mg/100ml	Nigeria is the only country which does not state the unit of measurement for its BAC limit. All other countries state "g/dl"
Testing for drug/alcohol carried out in case of fatal crash	None	4 out of the 7 countries benchmark carry out testing on "all" drivers and 2 of the 7 countries carry out testing on "some" drivers in case of fatal crash
Enforcement of the National drink-driving law	4 out of 10	5 out of the 7 countries benchmark have higher scores with the average across all countries benchmark being 6
Trauma registry in national facilities	Some facilities	3 out of the benchmark countries have trauma registries in all national facilities as it aids the data collation process
National assessment of emergency care systems	No	Only 2 of the benchmark countries carry out assessment of emergency care systems.

Benchmarking Analysis- Highlights from Countries Comparison

Using indicators of the five pillars of the UN Decade of Action, Nigeria was compared with seven countries, below are key findings from the analysis

Road Safety Management	Nigeria	Best in Class	Mode in Ambiguous to be Reviewed
Lead agency	Yes	Yes	Yes
Funded in national budget	Yes	Yes	Yes
National road safety strategy	Yes	Yes	Yes
Government funding to implement strategy	Full	Full	Partial
Safer Roads & Mobility			
Audit for new road infrastructure	Yes	Yes	Yes
Standard for safety of pedestrians/ cyclists	Partial	Yes	Yes
Inspections/ star rating of existing roads	Yes	Yes	Yes
Investments to upgrade high risk locations	Yes	Yes	Yes
Policies & investments in urban public transport	Yes	Yes	Yes
Safer Vehicles			
UNECE vehicle standards applied			
Frontal impact standard	No	Yes	Yes
Electronic stability control	No	Yes	Yes
Pedestrian protection	No	Yes	Yes
Motorcycle anti-lock braking system	No	Yes	Yes

Benchmarking Analysis- Highlights from Countries Comparison (Cont'd)

Safer Road Users	Nigeria	Best in Class	Mode in Ambiguous to be Reviewed
National motorcycle helmet law	Yes	Yes	Yes
Applies to drivers and passengers	Yes	Yes	Yes
Helmet fastening required	Yes	Yes	Yes
Helmet standard referred to & specified	Yes	Yes	Yes
Children prohibited on motorcycles	No	<8 years	No
Enforcement	4	9	3
National seat-belt law	Yes	Yes	Yes
Applies to front and rear seat occupants	Yes	Yes	Yes
Enforcement	10	10	3
National child restraint law	Yes	Yes	No
Children seated in front seat restricted	<7years	<7years	No
Child restraint required	<7years	<7years	N/A
Child restraint standard specified	No	Yes	N/A
Enforcement	3	10	N/A
% children using child restraints	N/A	96%	N/A
National speed limit law	Yes	Yes	Yes
Max urban speed limit (km/h)	50	90	50
Max rural speed limit (km/h)	80	100	90
Max motorway speed limit (km/h)	100	100	100

Safer Road Users	Nigeria	Best in Class	Mode in Ambiguous to be Reviewed
Local authorities can modify limits	Yes	Yes	Yes
Enforcement	6	8	8
Predominant type of enforcement	Manual	Manual& Automatic	Manual
National law on mobile phone use while driving	Yes	Yes	Y
Ban on hand-held mobile phone use	Yes	Yes	Y
Ban on hands-free mobile phone use	Yes		N
National drug-driving law	Yes	Yes	Y
National drink-driving law	Yes	Yes	Yes
BAC limit- general population (g/dl)	≤0.05*	≤0.05	≤0.08
BAC limit- young or novice drivers (g/dl)	≤0.002*	0.00	≤0.08
Random breath testing carried out	Yes	Yes	Yes
Testing carried out in case of fatal crash	None	All	All
Enforcement	4	8	3
Post- Crash Care			
National emergency care access number	Yes	Yes	Yes
Trauma registry in national facilities	Some	National	Some
Certification for prehospital care providers	Yes	Yes	Yes
National assessment of emergency care systems	No	Yes	No

F

Country Comparison – Benchmarking Analysis

Y- Yes M-Manual
N-No A- Automatic

Country Comparison – Benchmarking Analysis

Using the five pillars of the UN decade of Action, Nigeria was benchmarked against seven countries

Road Safety Mgt.	NIG	AUS	GHA	KEN	MAL	MEX	SCO	SWE
Lead agency	Y	Y	Y	Y	Y	Y	Y	Y
Funded in national budget	Y	Y	Y	Y	Y	Y	Y	Y
National road safety strategy	Y	Y	Y	N	Y	Y	Y	Y
Government funding to implement strategy	Full	N	Partial	-	Partial	Partial	Partial	Partial
Fatality reduction target	25%	30%	50%	-	50%	50%	40-60%	50%
Safer Roads & Mobility								
Audit for new road infrastructure	Y	Y	Y	Partial	Y	N	Y	Partial
Standard for safety of pedestrians/ cyclists	Partial	Y	Y	Partial	Y	Y	Y	Y
Inspections/ star rating of existing roads	Y	Y	Y	N	Y	Y	Y	Y
Investments to upgrade high risk locations	Y	Y	Y	Y	Y	Y	Y	Y
Policies & investments in urban public transport	Y	N	Y	Y	Y	Y	Y	Y
Safer Vehicles								
UNECE vehicle standards applied								
Frontal impact standard	N	Y	N	N	Y	N	Y	Y
Electronic stability control	N	Y	N	N	Y	N	Y	Y
Pedestrian protection	N	Y	N	N	Y	N	Y	Y
Motorcycle anti-lock braking system	N	Y	N	N	N	N	Y	Y

Y- Yes M-Manual
N-No A- Automatic

Country Comparison – Benchmarking Analysis (Cont'd)

Safer Road Users	NIG	AUS	GHA	KEN	MAL	MEX	SCO	SWE
National motorcycle helmet law	Y	Y	Y	Y	Y	N	Y	Y
Applies to drivers and passengers	Y	Y	Y	Y	Y	N	Y	Y
Helmet fastening required	Y	Y	Y	Y	Y	N	Y	Y
Helmet standard referred to & specified	Y	Y	Y	Y	Y	N	Y	Y
Children prohibited on motorcycles	N	<8 years	N	N	N	N	N	N
Enforcement	4	8	5	3	8	4	9	8
Helmet wearing rate	N/A	99%	29.5%*	19%*	89%*	69%*	N/A	97-99%
National seat-belt law	Y	Y	Y	Y	Y	N	Y	Y
Applies to front and rear seat occupants	Y	Y	Y	Y	N	N	Y	Y
Enforcement	9	7	3	4	4	N/A	10	6
Seat-belt wearing rate	N/A	96.5%*	11%*	N/A	42%*	27.5%*	N/A	93%*
National child restraint law	Y	Y	N	N	N	N	Y	Y
Children seated in front seat restricted	<7years	<7years	<5years	N	N	N	Y**	Y**
Child restraint required	<7years	<7years	N/A	N/A	N/A	N/A	135cm	135cm
Child restraint standard specified	N	Y	N/A	N/A	N/A	N/A	Y	Y
Enforcement	3	7	N/A	N/A	N/A	N/A	10	6
% children using child restraints	N/A	N/A	N/A	N/A	N/A	N/A	N/A	96%

Y- Yes M-Manual
N-No A- Automatic

Country Comparison – Benchmarking Analysis (Cont'd)

Safer Road Users	NIG	AUS	GHA	KEN	MAL	MEX	SCO	SWE
National speed limit law	Y	Y	Y	Y	Y	Y	Y	Y
Max urban speed limit (km/h)	50	50	50	50	90	70	~48	50
Max rural speed limit (km/h)	80	130	90	100	90	90	~96	110
Max motorway speed limit (km/h)	100	130	100	110	100	110	~112	120
Local authorities can modify limits	Y	Y	N	N	Y	Y	Y	Y
Enforcement	6	8	4	4	6	4	8	8
Predominant type of enforcement	M	M & A	M	M	M	M	A	A
National law on mobile phone use while driving	Y	Y	Y	Y	Y	N	Y	Y
Ban on hand-held mobile phone use	Y	Y	Y	Y	Y	N	Y	N
Ban on hands-free mobile phone use	Y	N	N	N	Y	N	N	N
National drug-driving law	Y	Y	Y	Y	N	Y	Y	Y
National drink-driving law	Y	Y	Y	Y	N	Y	Y	Y
BAC limit- general population (g/dl)	≤0.05*	≤0.05	≤0.08	≤0.08	≤0.08	N/A	≤0.08	≤0.02
BAC limit- young or novice drivers (g/dl)	≤0.002*	0.00	≤0.08	≤0.08	≤0.08	N/A	≤0.08	≤0.02
Random breath testing carried out	Y	Y	Y	Y	Y	Y	Y	Y

Y- Yes M-Manual
N-No A- Automatic

Country Comparison – Benchmarking Analysis (Cont'd)

Safer Road Users	NIG	AUS	GHA	KEN	MAL	MEX	SCO	SWE
Testing carried out in case of fatal crash	None	All	Some	None	All	Some	All	All
Enforcement	4	8	3	5	4	7	8	6
% road traffic deaths involving alcohol	<1%	17%	N/A	N/A	<1%	20%	N/A	24%
Post- Crash Care								
National emergency care access number	Y	Y	Y	Y	Y	Y	Y	Y
Trauma registry in national facilities	Some	National	Some	Some	None	National	Some	National
Certification for prehospital care providers	Y	Y	Y	N	Y	Y	Y	N
National assessment of emergency care systems	N	N	Y	N	N	Y	N	N

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018)

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018)

This provides information on which criteria of the global decade of action confirms with the expired NRSS

Safer Users			
Legislation			
Put in place a comprehensive system of signs, signals and instructions to be observed on the road		√	
Adopt strict rules for drivers and specific rules for professional drivers	√		
Adopt adequate rules for pedestrians and cyclists and their interaction with drivers and behavior of drives towards pedestrians and cyclists with appropriate liability for drivers			√
Put in place effective rules on position on carriageway, maneuvering, overtaking, passing of traffic, change of directions, slowing down		√	
Adopt rules for intersections, level-crossings and giving way		√	
Regulate reasonable speed and distance management			√
Strictly regulate driving under fatigue and the influence of substances that negatively affect the driving capacity			√
Put in place rules on the compulsory use of safety equipment (safety belts, child restraint systems, helmets)	√		
Regulate the use of lamps			√
Put in place regulations relating to public transport vehicles and rail-born vehicles		√	
Put in place adequate rules on behavior in case of accident		√	
Regulate adequately standing and parking on road, opening of doors		√	
Put in place special regulations for motorways and/or tunnels			√
Put in place special rules applicable to cyclists, moped and motorcycle drivers			√
Introduce effective penalties scheme for offending rules of road		√	
Adopt compulsory liability insurance system for driving motor vehicles	√		
Regulate strictly loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing for road transport and for carriage of passengers by buses and coaches		√	
Adequately regulate distraction during driving and walking due to use of infotainment systems, portable electronic devices or mobile phones		√	
Designate authorities responsible for implementation including those for enforcement of the rules and regulations put in force as well as for their further development, as necessary		√	
Adopt specific rules for carrying dangerous goods by road and define such goods, their classification, labeling or packaging			√

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Safer Users			
Enforcement			
Prevent public spaces – sidewalks and cycle lanes from being appropriated from vehicles or commercial activities			√
Cary out other checks (e.g. inspection at enterprises, – driving-rest times of professional drivers)		√	
Carry out road side checks on compliance of traffic rules for drivers, pedestrians and cyclists as well as overloading of cargoes and passengers (police and other inspectors, use of enforcement technology e.g. speed cameras, other monitoring high-resolution cameras for detecting offences, breath analyzers)		√	
License and inspect driver training organizations and supervise examinations	√		
Apply penalties effectively and use anti-corruption mechanism		√	
Enable multiple offence enforcement mechanism (e.g. speed – technical inspection– liability insurance) by interlinking and providing access of enforcement authorities to databases on vehicle technical inspection, vehicle registration, driver permit.		√	
Support development of and implement more sophisticated technology for identifying and monitoring offences by users		√	
Assess effectiveness of user enforcement activities by use of appropriate indicators			√
Ensure sufficient budget for enforcement activities		√	
Education			
Provide periodic re-training for professional drivers, especially drivers driving vehicles carrying dangerous goods			√
Introduce changes to training and examination following technology progress and changes to driving		√	
Enhance awareness on rules of the road beyond drivers by road safety programmes at schools and by targeted awareness raising campaigns		√	
Train enforcement authorities: roadside check authorities, to educate on the rules of the road while enforcing them		√	
Assess effectiveness of education activities by use of appropriate indicators			√
Ensure adequate budget for education and training			√
Technology			
Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration			√
Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions			√

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Safer Vehicles			
Legislation			
Adopt rules for registration of vehicles that include strict vehicle inspection schemes		√	
Adopt rules on vehicle's identification marks		√	
Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tires, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)		√	
Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance		√	
Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods assessment of deficiencies, test equipment and facilities, skills and training of inspectors, and supervision of test centers		√	
Designate authorities responsible for implementation including enforcement of the rules and regulations put in force as well as for their further development, as necessary.	√		
Introduce effective penalties scheme for incompliance with vehicle requirements		√	
Introduce vehicle requirements and certification for carriage of dangerous goods		√	
Assess effectiveness and completeness of legislation (completeness of regulatory framework benchmarked against international regulatory framework)		√	
Enforcement			
Authorize inspection centers, which may include privately operated workshops, for technical inspections and supervise and audit inspection centers		√	
Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)		√	
Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections		√	
Undertake import/export control on new and used vehicles		√	
Apply effectively penalties for use of vehicles with expired certificates		√	
Apply effectively penalties to inspection centers and use anti-corruption mechanism		√	
Assess effectiveness of vehicle enforcement activities by use of appropriate indicators		√	
Ensure sufficient budget for inspection, supervision and audit		√	

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Safer Vehicles			
Education			
Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, importance of continuous vehicle maintenance and proper use of safety related systems and equipment		√	
Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets)		√	
Train, re-train and test inspectors to carry out high quality inspection and technical check		√	
Assess effectiveness of education activities by use of appropriate indicators		√	
Ensure adequate budget for education and training		√	
Technology			
Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration			√
Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions		√	

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Safer Road			
Legislation			
Put in place road classification including for urban streets that meet the safety needs of all road users			√
Put in place adequate standards for geometric and design characteristics per classified road (No. of lanes, separation of lanes, width of lanes, curve radii, horizontal and vertical alignment, cross-sections, overhead clearance, intersections, tunnels, level-crossings, roundabouts, roadsides, etc.)		√	
Adopt general prescriptions and related standards for infrastructure for nonmotorized traffic, crossings and separation with motorized traffic of bicycle lanes and pedestrian paths and sidewalks			√
Adopt internationally harmonized signs and signals			√
Establish national standards on safety facilities (including sufficient numbers of rest areas and adequate emergency lanes) and devices (such as traffic separation device and fence)			√
Adopt standards to remove level crossings in areas of high traffic flows and do not place bus stops in proximities of level crossings		√	
Regulate shared traffic zones and non-motorized traffic zones as well as special school zones			√
Regulate road equipment per classified road (markings, signage, calming equipment)			√
Put in places regulations to ensure that infrastructure plans and land use planning prioritize safety		√	
Introduce standards for road maintenance			√
Introduce standards for road work zones			√
Designate authorities responsible for implementation including inspection/auditing and enforcement of the existing standards as well as for their further development, as necessary		√	
Assess effectiveness and completeness of standards (completeness of standards benchmarked against international regulatory framework)		√	
Enforcement			
License and accredit road assessment, inspection and audit organizations		√	
Conduct traffic safety audits of new infrastructure plans		√	
Conduct new road safety design assessment and audit before construction work starts		√	
Conduct new road safety audit before opening it to traffic		√	
Carry out periodic safety inspection of roads in operation, including risk mapping		√	
Introduce safety measures if safety conditions of a road deteriorate (e.g. decrease travel speed, close road as an extreme case)		√	
Assess effectiveness of road enforcement activities by use of appropriate indicators		√	
Ensure sufficient budget for road assessment, inspection and audit		√	

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Safer Road			
Education			
Carry out campaigns to build public support to construction and maintenance of safe roads as well as their proper usage			√
Provide engaging public outreach experiences through temporary street and intersection redesigns and develop community awareness of the benefits of road safety interventions			√
Train road designers, construction engineers, inspection and audit organizations to perform high-quality work, when possible by developing local road safety assessment, inspection or audit programmes			√
Assess effectiveness of education activities by use of appropriate indicators			√
Ensure adequate budget for awareness raising and training			√
Technology			
Use equipment and technologies to measure, benchmark and report on safety performance of roads			√
Use equipment, materials and technologies for design and construction of urban streets including elements such as separation of pedestrian areas, speed humps, traffic calming equipment, cycling lanes, parking areas, school zones, lanes for individual transport and lanes for public transport, information systems for road users (waiting times, delays in traffic, alternative routing)			√
Use equipment, materials and technologies for design and construction of forgiving, self-explaining roads including elements such as lane separation devices, emergency lanes, positioning, school zones, design and protection of traffic sign stayers			√
Use equipment and technology and support development of new technology to measure objectively the safe performance of road design			√
Support development of intelligent cost-effective road system (VMS, systems to increase user attention, infrastructure to vehicle communication systems)			√
Introduce intelligent traffic management system based on sensor data and traffic forecasts with intelligent speed managements, re-routing, etc.			√

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Effective Post Crash Response			
Legislation			
Introduce legal requirement for anyone to perform first-aid activities within his/her capacity			√
Introduce standards for post-crash professional emergency response			√
Introduce framework for rehabilitation programmes			√
Establish a link between liability insurance and financing of care for crash victims and rehabilitation programmes			√
Enable multi-disciplinary crash rescue operation and investigation			√
Introduce a clear framework for crash investigation and data collection			√
Designate authorities responsible for implementation including enforcement of the existing standards as well as for their further development, as necessary			√
Assess effectiveness and completeness of standards (completeness of standards benchmarked against international regulatory framework)			√
Enforcement			
License (if private run) or review application of standards for emergency response (if state run) to improve the response, maintain compliance and avoid complacency			√
Oversee rehabilitation programmes and trauma centers			√
Ensure sufficient budget for emergency response			√
Carry out multidisciplinary crash rescue and investigations			√
Assess through multidisciplinary crash investigations (MDCIs) gaps in national road safety system and make recommendations for improvements, especially in areas of legislation and enforcement			√
Produce, analyze and publish data and indicators on accidents and their consequences - Number of road traffic fatalities and serious injuries and their number per type of users (drivers, vehicle occupants, children occupants, PTW users, pedestrians) - Number of road traffic fatalities and serious injuries attributable to or combination of factors such as: • speed, distraction, driving under influence, non-use of safety-belt, of child restraint, of helmet • vehicle defects • infrastructure defect - Effectiveness of response			√
Assess effectiveness of post-crash enforcement activities by use of appropriate indicators			√

The NRSS fully conform with this	The NRSS partially conform with this	The NRSS does not conform with this

Benchmarking Analysis- GFPA vs NRSS (2014 – 2018) – (Cont'd)

Effective Post Crash Response			
Education			
Carry out campaigns to build public understanding to call professional emergency services to the crash scene and to provide first aid by everyone within his/her capacity			√
Provide general training for users to be capable to provide first aid and take care of victims until professional emergency services arrive			√
Provide regular training and certification for professional emergency services			√
Provide training and certification for rehabilitation organizations and trauma centers			√
Provide training and certification for investigators in MDCIs			√
Assess effectiveness of education activities by use of appropriate indicators			√
Ensure adequate budget for awareness raising and training			√
Technology			
Support development of intelligent systems supporting the work of emergency response centers, rehabilitation centers and facilitating victims support			√
Support development of technology facilitating MDCIs (crash investigation specific geo-information systems, crash simulation software, vehicle crash performance databases)			√
			√

H

Strategic Activities of the Global Plan of Action

Safer Users
Legislation
Put in place a comprehensive system of signs, signals and instructions to be observed on the road
Adopt strict rules for drivers and specific rules for professional drivers
Adopt adequate rules for pedestrians and cyclists and their interaction with drivers and behavior of drives towards pedestrians and cyclists with appropriate liability for drivers
Put in place effective rules on position on carriageway, maneuvering, overtaking, passing of traffic, change of directions, slowing down
Adopt rules for intersections, level-crossings and giving way
Regulate reasonable speed and distance management
Strictly regulate driving under fatigue and the influence of substances that negatively affect the driving capacity
Put in place rules on the compulsory use of safety equipment (safety belts, child restraint systems, helmets)
Regulate the use of lamps
Put in place regulations relating to public transport vehicles and rail-born vehicles
Put in place adequate rules on behavior in case of accident
Regulate adequately standing and parking on road, opening of doors
Put in place special regulations for motorways and/or tunnels
Put in place special rules applicable to cyclists, moped and motorcycle drivers
Introduce effective penalties scheme for offending rules of road
Adopt compulsory liability insurance system for driving motor vehicles
Regulate strictly loading of vehicles and carriage of passengers and put in place specific regulations for cargo securing for road transport and for carriage of passengers by buses and coaches
Adequately regulate distraction during driving and walking due to use of infotainment systems, portable electronic devices or mobile phones
Designate authorities responsible for implementation including those for enforcement of the rules and regulations put in force as well as for their further development, as necessary
Adopt specific rules for carrying dangerous goods by road and define such goods, their classification, labeling or packaging

Safer Users
Enforcement
Prevent public spaces – sidewalks and cycle lanes from being appropriated from vehicles or commercial activities
Cary out other checks (e.g. inspection at enterprises, – driving-rest times of professional drivers)
Carry out road side checks on compliance of traffic rules for drivers, pedestrians and cyclists as well as overloading of cargoes and passengers (police and other inspectors, use of enforcement technology e.g. speed cameras, other monitoring high-resolution cameras for detecting offences, breath analyzers)
License and inspect driver training organizations and supervise examinations
Apply penalties effectively and use anti-corruption mechanism
Enable multiple offence enforcement mechanism (e.g. speed – technical inspection– liability insurance) by interlinking and providing access of enforcement authorities to databases on vehicle technical inspection, vehicle registration, driver permit.
Support development of and implement more sophisticated technology for identifying and monitoring offences by users
Assess effectiveness of user enforcement activities by use of appropriate indicators
Ensure sufficient budget for enforcement activities

Safer Users
Education
Provide periodic re-training for professional drivers, especially drivers driving vehicles carrying dangerous goods
Introduce changes to training and examination following technology progress and changes to driving
Enhance awareness on rules of the road beyond drivers by road safety programmes at schools and by targeted awareness raising campaigns
Train enforcement authorities: roadside check authorities, to educate on the rules of the road while enforcing them
Assess effectiveness of education activities by use of appropriate indicators
Ensure adequate budget for education and training
Technology
Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration
Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions

Strategic Activities of the Global Plan of Action (Cont'd)

Safer Vehicles
Legislation
Adopt rules for registration of vehicles that include strict vehicle inspection schemes
Adopt rules on vehicle's identification marks
Establish vehicle's minimum safety requirements for admission to traffic, both for new and/or imported second hand vehicles (braking, electronic stability control, steering, tires, lighting and lighting devices, safety belts, child restraint anchorages (ISOfix), crash protection against front-, lateral- and pole-side- impact, pedestrian protection, child restraint systems and helmets, front and rear underrun protection, safety glazing)
Put in place a regime for vehicle certification for both new and/or imported second hand vehicles with requirements for the certification processes, designation of technical services and/or inspectors, their facilities and knowledge, quality control and conformity of production and/or market surveillance
Put in place a regime for periodic technical inspection of vehicles in use (registered) with requirements of scope, frequency of inspections, inspection items, test methods assessment of deficiencies, test equipment and facilities, skills and training of inspectors, and supervision of test centers
Designate authorities responsible for implementation including enforcement of the rules and regulations put in force as well as for their further development, as necessary.
Introduce effective penalties scheme for incompliance with vehicle requirements
Introduce vehicle requirements and certification for carriage of dangerous goods
Assess effectiveness and completeness of legislation (completeness of regulatory framework compared with international regulatory framework)
Enforcement
Authorize inspection centers, which may include privately operated workshops, for technical inspections and supervise and audit inspection centers
Carry out road side technical checks including load securing (police and technical inspectors, enforcement technology e.g. mobile testing stations, portable inspection tools)
Establish and interlink databases for vehicle registration, periodic technical inspection and technical roadside inspections
Undertake import/export control on new and used vehicles
Apply effectively penalties for use of vehicles with expired certificates
Apply effectively penalties to inspection centers and use anti-corruption mechanism
Assess effectiveness of vehicle enforcement activities by use of appropriate indicators
Ensure sufficient budget for inspection, supervision and audit

Safer Vehicles
Education
Conduct campaigns to raise general awareness of safety benefits from safety systems of vehicles and proper equipment, importance of continuous vehicle maintenance and proper use of safety related systems and equipment
Carry out targeted campaigns for specific groups of users (e.g. equipment for safe transport of children in vehicles, motorcycle helmets)
Train, re-train and test inspectors to carry out high quality inspection and technical check
Assess effectiveness of education activities by use of appropriate indicators
Ensure adequate budget for education and training
Technology
Support developers to bring to market automated technologies reminding vehicle owners to renew technical inspection or registration
Support developers to bring to market technologies making vehicles safer and provide higher protection for other road users especial vulnerable ones (blind spot monitoring and detection, rear crossing detection, active bonnets (outside airbags), night vision systems, door opening monitoring, intelligent cruise control, pedestrian/cyclist detection, emergency steering functions, automated emergency braking systems, etc.) as well as automated solutions

Strategic Activities of the Global Plan of Action (Cont'd)

Safer Road
Legislation
Put in place road classification including for urban streets that meet the safety needs of all road users
Put in place adequate standards for geometric and design characteristics per classified road (No. of lanes, separation of lanes, width of lanes, curve radii, horizontal and vertical alignment, cross-sections, overhead clearance, intersections, tunnels, level-crossings, roundabouts, roadsides, etc.)
Adopt general prescriptions and related standards for infrastructure for non motorized traffic, crossings and separation with motorized traffic of bicycle lanes and pedestrian paths and sidewalks
Adopt internationally harmonized signs and signals
Establish national standards on safety facilities (including sufficient numbers of rest areas and adequate emergency lanes) and devices (such as traffic separation device and fence)
Adopt standards to remove level crossings in areas of high traffic flows and do not place bus stops in proximities of level crossings
Regulate shared traffic zones and non-motorized traffic zones as well as special school zones
Regulate road equipment per classified road (markings, signage, calming equipment)
Put in places regulations to ensure that infrastructure plans and land use planning prioritize safety
Introduce standards for road maintenance
Introduce standards for road work zones
Designate authorities responsible for implementation including inspection/auditing and enforcement of the existing standards as well as for their further development, as necessary
Assess effectiveness and completeness of standards (completeness of standards compared with international regulatory framework)
Enforcement
License and accredit road assessment, inspection and audit organizations
Conduct traffic safety audits of new infrastructure plans
Conduct new road safety design assessment and audit before construction work starts
Conduct new road safety audit before opening it to traffic
Carry out periodic safety inspection of roads in operation, including risk mapping
Introduce safety measures if safety conditions of a road deteriorate (e.g. decrease travel speed, close road as an extreme case)
Assess effectiveness of road enforcement activities by use of appropriate indicators
Ensure sufficient budget for road assessment, inspection and audit

Safer Road
Education
Carry out campaigns to build public support to construction and maintenance of safe roads as well as their proper usage
Provide engaging public outreach experiences through temporary street and intersection redesigns and develop community awareness of the benefits of road safety interventions
Train road designers, construction engineers, inspection and audit organizations to perform high-quality work, when possible by developing local road safety assessment, inspection or audit programs
Assess effectiveness of education activities by use of appropriate indicators
Ensure adequate budget for awareness raising and training
Technology
Use equipment and technologies to measure, benchmark and report on safety performance of roads
Use equipment, materials and technologies for design and construction of urban streets including elements such as separation of pedestrian areas, speed humps, traffic calming equipment, cycling lanes, parking areas, school zones, lanes for individual transport and lanes for public transport, information systems for road users (waiting times, delays in traffic, alternative routing)
Use equipment, materials and technologies for design and construction of forgiving, self-explaining roads including elements such as lane separation devices, emergency lanes, positioning, school zones, design and protection of traffic sign stayers
Use equipment and technology and support development of new technology to measure objectively the safe performance of road design
Support development of intelligent cost-effective road system (VMS, systems to increase user attention, infrastructure to vehicle communication systems)
Introduce intelligent traffic management system based on sensor data and traffic forecasts with intelligent speed managements, re-routing, etc.

Effective Post Crash Response
Legislation
Introduce legal requirement for anyone to perform first-aid activities within his/her capacity
Introduce standards for post-crash professional emergency response
Introduce framework for rehabilitation programs
Establish a link between liability insurance and financing of care for crash victims and rehabilitation programs
Enable multi-disciplinary crash rescue operation and investigation
Introduce a clear framework for crash investigation and data collection
Designate authorities responsible for implementation including enforcement of the existing standards as well as for their further development, as necessary
Assess effectiveness and completeness of standards (completeness of standards compared with international regulatory framework)
Enforcement
License (if private run) or review application of standards for emergency response (if state run) to improve the response, maintain compliance and avoid complacency
Oversee rehabilitation programs and trauma centers
Ensure sufficient budget for emergency response
Carry out multidisciplinary crash rescue and investigations
Assess through multidisciplinary crash investigations (MDCIs) gaps in national road safety system and make recommendations for improvements, especially in areas of legislation and enforcement
Produce, analyze and publish data and indicators on accidents and their consequences - Number of road traffic fatalities and serious injuries and their number per type of users (drivers, vehicle occupants, children occupants, PTW users, pedestrians) - Number of road traffic fatalities and serious injuries attributable to or combination of factors such as: • speed, distraction, driving under influence, non-use of safety-belt, of child restraint, of helmet • vehicle defects • infrastructure defect - Effectiveness of response
Assess effectiveness of post-crash enforcement activities by use of appropriate indicators

Effective Post Crash Response
Education
Carry out campaigns to build public understanding to call professional emergency services to the crash scene and to provide first aid by everyone within his/her capacity
Provide general training for users to be capable to provide first aid and take care of victims until professional emergency services arrive
Provide regular training and certification for professional emergency services
Provide training and certification for rehabilitation organizations and trauma centers
Provide training and certification for investigators in MDCIs
Assess effectiveness of education activities by use of appropriate indicators
Ensure adequate budget for awareness raising and training
Technology
Support development of intelligent systems supporting the work of emergency response centers, rehabilitation centers and facilitating victims support
Support development of technology facilitating MDCIs (crash investigation specific geo-information systems, crash simulation software, vehicle crash performance databases)

Strategic Activities of the African Plan of Action

Strategic Activities of the African Plan of Action

Road Safety Management	
Established/ Strengthen Lead Agencies	Establish/strengthen national road safety lead agency with legal, financial and human backing
	Prepare & approve a Road Safety Policy/Strategy.
	Set realistic and attainable RS targets
	Advocate RS to become one of the focus areas for development plans
	Promote and assist road safety research and studies and use good practices from other countries
	Create knowledge management portals on road safety issues in Africa
	Establish self-standing RS Financing
	Allocate at least 10% of road infrastructure investment to RS
	Allocate sufficient financial and human resources to improve RS
	Allocate 5% of road maintenance resources to road safety
Improved Management of Data	Develop and implement a sustainable and accurate national database on RS crashes
	Enforce mandatory reporting, standardized data in conformity with international definitions and provision of sustainable funding
	Develop a national crash analysis and reporting system
	Harmonize data format in road crash reporting in line with international standards
	Harmonize vehicle and driver registration data system
	Build capacity for data management on road safety
	Engage local and regional research centres on road safety data management
	Establish/strengthen and harmonize injury data system to be recorded by health facilities
	Establish a baseline data on road safety
Develop/Strength Partnership and collaboration	Commit appropriate Road Safety component in all relevant international partner funded interventions
	Transport corridors to put in place appropriate road safety programs and carry out related activities
	Establish national associations of road accident victims and survivors
	Promote Private Sector and Civil society Organizations involvement in RS development effort/program

Strategic Activities of the African Plan of Action (Cont'd)

Safer Roads and Mobility	
Safer Roads Infrastructure for all road users	Establish effective safety engineering units in road agencies with responsibilities to strengthen safety considerations in roads development;
	Mainstream RS sustainability in the protocol of key relevant public entities in charge of the planning, designing and construction and maintenance of the road network,
	Develop & implement National RS audit and inspection guideline
	Carry out road safety inspection/audit of priority corridors
	Support to the multi sector pilot RS project targeting a high risk corridor
	Provide facilities for nonmotorized/ vulnerable road users in urban and Sub urban areas
Safer Vehicles	
Road Worthiness of Vehicles (Vehicle Safety)	Make regular inspection of vehicles mandatory and ensure enforcement of inspection
	Develop and implement motor vehicle and related equipment safety standards
	Implement or strengthen enforcement in accordance with good practices
	Encourage the use of fiscal advantage and other incentives for motor vehicles that provide high levels of road user protection and discourage import/ export of new or used cars that have reduced safety standards
	Setup & implement regulations on transportation of dangerous goods
Educated General Public (Road Users)	Undertake& intensify safety awareness campaign
	Develop national communication framework
	Include Road Safety in school curricula
	Produce and distribute standardized road safety educational and awareness materials for school
	Support the implementation of road safety education in all primary schools
	Harmonize Road Safety in school curricula at the Sub-regional level
	Strengthen drivers' training, testing and licensing standards & rule
	Implement or strengthen enforcement in accordance with good practice;
	Issue and enforce safety directives for commercial transport services which includes vehicle operation times and drivers working and resting hours
	Establishment of Driver Inspectorate

Strategic Activities of the African Plan of Action (Cont'd)

Safer Road Users	
Use of Helmets	Develop or amend an appropriate helmet law for motorcycle riders and their passengers;
	Promote public awareness campaign on benefits of helmet
	Publicity on legislation and penalties for non-compliance
Alcohol	Set rules to reduce alcohol and drug related crashes and injuries; and seek compliance with drink-driving laws and evidence-based standards
	Set inspection target to inspect drivers under the influence of drug and alcohol
	Regulation prohibiting driving under the drug and alcohol
Seat Belt	Issue and enforcement regulations to wear seat belts;
	Compulsory wearing of seat belt wearing for front seat occupants and encouragement for back seat occupants
	Promote use of child restraints
	No kids less than 10 years in front seat of vehicle
	Issue and enforce regulations for all imported vehicles or domestic productions to be equipped with seat belts
	Increase support to the fasten seat belt campaign while driving
	Exchange experience with other countries.
Mobile Phone Use	Regulation against use of mobile phone
Speeding	Campaign against speeding
	Clear speed limit regulated
Post Crash Response	
Emergency Care	Increase coverage of emergency assistance systems for road traffic victims to cover all urban areas and regional corridors
	Implement 3rd party motor vehicle insurance law to ensure EMS and rehabilitation of vehicle crash victims
	Establish emergency medical services coordinating centers at strategic locations ;
	Acquire fully equipped ambulances and medical supplies for each dispatch center
	Implement universal three digit emergency telephone communication system
	Train "first responders" (traffic controllers, fire fighters & commercial public transport drivers) in injury emergency response service

Post Crash Response	
Emergency Care	Popularize and implement WHO's Guideline for trauma quality improvement programs
	Acquire fully equipped ambulances with medical supplies and crash extraction and rescue equipment
	Develop long term hospital trauma care and rehabilitation capacity
	Train technicians in rescue operations and in handling crash extraction tools
	Support health facilities along main highways with Emergency Medical System supplies and facilities.
Cross Cutting Issues	
Rural Transport Safety	Carry out & implement road safety audits on rural roads and ensure that safety features are Incorporated at the planning and construction stages
	Ensure that safety features are incorporated at the planning and construction stages of the roads.
	Sensitization of rural population on road safety
Evaluation of the Decade	Carry out mid-term review
	Carry final report
For all Pillars	
	Capacity building Training is essential for all road safety professionals and road agency executives

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Strategic Activities NRSS (2014 -2018)

Road Safety Management	
A1	Establish the National Road Safety Advisory Council (NaRSAC) and Technical Working Group
A2	Sustain and Maintain a central database for motor vehicle administration for harmonization of data across agencies
A3	Develop standard templates for capturing and reporting RTCs and other relevant traffic data
A4	Utilize standard templates to capture and report RTCs and other relevant traffic data
A5	Review extant laws to eliminate role conflicts among road traffic law enforcement agencies
A6	Review extant laws to incorporate stiffer sanctions for traffic law violations including the Criminalisation of certain offences such Driving Under Influence (DUI)
A7	Procure toll free lines across all existing telecommunication networks
A8	Pass executive bills legislating establishment of Motor Vehicle Administration Agencies in all States
A9	Develop and implement a funding plan for national road safety initiatives
A10	Identify and harness sources of funding for national road safety initiatives
A11	Review funding structure and fund sources
A12	Track disbursement and utilization of funds
A13	Perform quarterly review of progress made on NRSS by relevant agencies
A15	Institute and adopt uniform traffic law violation booking system to harmonise enforcement efforts
A15	Review current FRSC Act to enable full enforcement of schemes to include suspension of operations or premises seal-off
A16	Improve coordination of land transport in Nigeria
A17	Direct hospitals to maintain and share data on RTCs with relevant agencies
A18	Strengthening coordination and ICT capacity for national M&E coverage and surveillance

Safer Roads and Mobility	
B19	Install Speed (limit) signs on all highways
B20	Establish the Nigeria Road Fund (NRF), to cater for periodic maintenance and safety improvements on Nigerian roads
B21	Promote the design and construction of safer roads – mobility and access
B22	Perform regular road maintenance in line with approved work schedule for various road categories
B23	Perform road improvement works on major roads in line with findings from safety audits
B24	Conduct road safety audit and safety impact assessments
B25	Implement 10% safety component rule on all road infrastructure projects
B26	Promote mass transit system among the three tiers of Government and develop transport policies that will encourage high occupancy vehicles
B27	Implement design standards for all road types including the provision of rest-stops, weighbridges, vehicle parking areas at regular intervals on highways
B28	Enact a law prohibiting refuse dumping on roads and streets
B29	Review designs of road construction projects to ensure suitability with approved town plans prior to award of road construction projects
B30	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule
B31	Provide designated parking areas on all roads to prevent obstructions caused by illicit parking
B32	Develop and maintain an online index which provides information on the condition of all roads across the country, agencies responsible and fiscal appropriations made to date
B33	Develop and implement National Standards on Road Signs and Markings based on the recommendations of the Geneva Convention

Safer Roads and Mobility	
B34	Enact and enforce a law prohibiting road/street trading
B35	Enforce legislation on control of billboards and advertisements on State highways
B36	Enact a law prohibiting social and cultural gatherings/activities on roadways
B37	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
B38	Institute pre-commissioning safety impact assessment for all new road projects
B39	Institute setting up of special grant to assist states in their road safety enhancement effort
Safer Vehicles	
C40	Enact a law mandating installation of speed limiting devices in all commercial vehicles in Nigeria
C41	Ensure that only approved vehicle types are imported into the country
C42	Review existing standards for Vehicle Type Approval (VTA) covering all vehicle categories (cars, commercial vehicles, motorcycles etc.) including airbags, seatbelts, maximum carbon emission, reflectors etc.
C43	Provide driver testing centres in major parts of the States
C44	Certify all driving instructors
C45	Provide driving ranges and all categories of vehicles for testing of drivers in the states
C46	Expand RTSSS coverage to include all commercial vehicles that ply interstate roads
C47	Implement recommendations from commercial fleet operator assessment
C48	Publicize list of approved commercial vehicle operators

Safer Vehicles	
C49	Establish and equip standard Vehicle Inspection Centres (VIC) and enforce thorough inspections
C50	Encourage Public Private Partnership for establishment of VICs
C51	Perform technical accreditation of interested private operators of VICs
C52	Perform thorough annual vehicle inspection prior to issuance of roadworthiness certificates
C53	Train Vehicle Inspection Officers (VIOS) for effectiveness
Safer Road Users	
D54	Develop and implement awareness campaigns on proper road use
D55	Develop and implement behavioural change programmes on proper (safe) road culture
D56	Enlighten road users on response to RTCs as a civic responsibility
D57	Conduct certification of registered Driving Schools
D58	Develop and implement uniform training, testing and licensing programme for all vehicle operators including drivers and motorcycle riders
D59	Enforce compliance with seat belt law
D60	Enforce compliance with Driving Under Influence (DUI) laws
D61	Enact a law introducing "passenger culpability" for vehicle overload as part of traffic law violations
D62	Enforce compliance with law prohibiting overloading
D63	Enforce compliance with speed limits

Safer Road Users	
D64	Increase capacity of trying officers in conducting trials of suspected road traffic offenders through training
D65	Develop and implement training programmes based on vehicle license category
D66	Incorporate/strengthen road safety education including First Aid administration in Primary and Secondary schools' curricula
D67	Establish additional Mobile Courts to hear cases of traffic infractions
D68	Maintain National Traffic Offenders Register
Post - Crash Response	
E69	Publicize all toll-free lines to promote awareness
E70	Provide additional medical equipment and emergency rescue ambulances
E71	Establish additional road side clinics
E72	Establish trauma care centres
E73	Promote crash scene information management
E74	Enforce the law on treatment of all road traffic crash victims before payment of hospital charges or recourse to the Police
E75	Train paramedics and emergency care givers on casualty handling
E76	Sensitize road users on the need for timely reporting of RTCs to appropriate agencies
E77	Establish bilateral agreements with international stakeholders to achieve intensive emergency response services

Post - Crash Response	
E78	Implement road user insurance scheme to finance rehabilitation of crash victims
E79	Direct hospitals to adopt the National RTC reporting format
E80	Promote awareness and encourage participation of the public in the NHIS
E81	Establish and equip disaster relief camps for multiple crashes, fire or flood enabled roadside accidents

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Identified gaps by stakeholders on NRSS (2014-2018)

Gaps Identified by Stakeholders on NRSS (2014 – 2018)

During the workshop meeting held in each zone, stakeholders identified gaps hindering the progress of the expired NRSS(2014-2018)

Gaps Observed	Stakeholders Response
Poor condition of various roads in the nation which contribute to road traffic crashes.	Same level of attention dedicated to vehicles should be dedicated to the state of roads in the country to reduce the number of RTCs
	Results of road safety audits should be communicated to relevant authorities responsible for maintenance of identified roads
	FRSC should collaborate with the Federal Ministry of Power, Works & Housing- Works section to serve as an advisory body on roads constructed in Nigeria.
Commercial motor cyclists are a huge obstacle to achieving safer roads due to their penchant for ignoring traffic lights	Relevant law enforcement agencies are expected to pay same level of attention to motor vehicles drivers and motorcycle riders
	Implement motorcycle traffic stops to aid stronger enforcement. Relevant FRSC officials should also be provided fleet of motorcycles to aid pursuit in cases where riders attempt to flee
Inadequate rescue equipment's such as ambulances.	Provision of medical facilities and extrication units for every 25km radius of roads nationwide
	Stationing of air ambulances in major corridors nationwide to facilitate care and response.
Numerous deaths which occur in the process of vehicle extrication	Relevant authorities should be given appropriate and contemporary training on vehicle extrication as a salient life saving operation
	Provision of specialized extrication tools and equipment to facilitate the process
Increasing levels of resistance form the motoring public	The Corps should collaborate more with media stations for more airtime to disseminate more information about road safety
	Increased enforcement levels to combat resistance from the motoring public

Gaps Identified by Stakeholders on NRSS (2014 – 2018) – (Cont'd)

Gaps Observed	Stakeholders Response
Absence of a Zonal and State Secretariat to drive the NRSS in the region and the States respectively.	Establish a zonal secretariat in the Sector Command of the coordinating State.
Absence of Road Traffic Agencies in some states	Establishment of state road traffic agencies to aid the operations of the FRSC in identified states
Absence of desk officers in MDAs/ Stakeholders in the States.	NRSS Desk Officers should be appointed in all MDAs and Stakeholders in the States.
Poor dissemination of information to stakeholders	The FRSC is expected to communicate to relevant stakeholders all decisions taken as synergy between all stakeholders is key to the success of NRSS.
Absence of uniformity in data collation and rendition	Improved report rendition, monitoring, evaluation and implementation of the strategic activities of the NRSS document.
Inadequate data for planning and forecasting purposes	Encourage sponsored and personal research on critical road safety issues within the framework of road safety strategy
Low levels of stakeholder participation and involvement	Existing synergy between the States and FRSC should be sustained and improved upon while encouraging other relevant stakeholders to participate actively
No platform for states to implement the NRSS and interface within themselves before TWG meetings	Establishment of standing platforms per state to interface before attending TWG meetings
	The FRSC should communicate to relevant stakeholders all decisions taken to facilitate implementation

Gaps Identified by Stakeholders on NRSS (2014 – 2018) – (Cont'd)

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No platform for states to implement the NRSS and interface within themselves before TWG meetings	Establishment of standing platforms per state to interface before attending TWG meetings
	The FRSC should communicate to relevant stakeholders all decisions taken to facilitate implementation

Gaps Identified by Stakeholders on NRSS (2014 – 2018) – (Cont'd)

Gaps Observed	Stakeholders Response
No periodic review of the NRSS to effectively measure its performance in states	A Central Monitoring Mechanism should be established to independently track the implementation level of the NRSS in the North-West Zone.
	Each state should establish a State Road Safety Advisory Council to drive the NRSS as it is done at the national level.
	Each state should appoint a Monitoring and Evaluation Officer to measure performance of the NRSS in the state.
	States should prioritize documentation and reporting of efforts made on road safety so as to reflect the true monitoring and evaluation periodically
	Periodic meeting at state level to constantly review the level of progress on NRSS in the state.
	A Peer-Review Committee should be established among the states within the North-West Geo-Political Zone to learn of the successes and challenges from each other.
Inadequate funds	Commitment of adequate funding through the funding plan of the NRSS
	Ensure improved funding by exploring alternative sources which includes the Road Safety Trust Fund of the UN if necessary.
RTCs which occur at wee and unusual hours	Commencement of night patrol by FRSC to give attention to RTCs that occur at wee hours

Gaps Identified by Stakeholders on NRSS (2014 – 2018) – (Cont'd)

Gaps Observed	Stakeholders Response
Lack of political will to implement the NRSS	Political leaders at federal, state and local government levels should be sufficiently engaged to secure the support and commitment required for the implementation of the strategic initiatives of the NRSS
High levels of insecurity in driver rest areas which discourage drivers from taking much needed breaks over long journeys	Deployment of security operatives at proposed truck transit parks to ensure adequate protection of lives
	Stated standard limited number of hours for drivers to stop and take breaks on long journeys

Global
Commitment to
Road Safety

Global Commitment to Road Safety

Event	Date	Description
First African Road Safety Conference	February 2007	Held in Accra, Ghana and co organized by the WHO and the UNECA alongside numerous other agencies, its overall theme was road safety and the millennium development goals; reducing road traffic fatalities by half by 2015.
First UN Global Road Safety Week: Youth Road Safety	May 2007	The first Global Week culminated in an event titled: The World Youth Assembly for Road Safety. The Assembly brought together over 400 young people from more than 100 countries to help tackle this crisis. They adopted the Youth Declaration for Road Safety and were committed to take practical measures to improve road safety and called on adults to play their part as parents and leaders.
African Regional Road Safety Seminar	July 2009	The seminar held in Dar es Salaam, Tanzania with the theme "Setting Road Safety Targets: A Way Forward for Reducing Accident fatalities by Half by 2015" was a milestone in road safety management in Africa as it developed and adopted targets and indicators to help track the implementation of the First African Road Safety Conference that was held in Accra, Ghana in 2007
First Global Status Report on Road Safety is launched by the WHO	2009	With the Global status report on road safety for the first time an assessment on the status of road safety around the globe was presented. This unique and comparable set of data from 178 countries which confirmed the relevance of this issue to the societal challenges
Proclamation of A Decade of Action for Road Safety by the UN General Assembly	March 2010	The First Global Ministerial Conference on Road Safety was hosted by the Government of the Russian Federation in November 2009, at this conference a call was made for global action to halt the increasing trend of preventable road traffic fatalities. The global response to this call was a proclamation made by the United Nations General Assembly proclaiming 2011-2020, the Decade of Action for Road Safety

Global Commitment to Road Safety (Cont'd)

Event	Date	Description
Launch of the Decade of Action for Road Safety	May 2011	More than 100 countries around the world kick off the first global Decade of Action for Road Safety 2011–2020, governments committed to taking new steps to save lives on their roads. The Global Plan for the Decade of Action outlines steps towards improving road safety within 5 pillars of activity
Second African Road Safety Conference	November 2011	Held in Addis Ababa and adopted the African Road Safety Action Plan for the Decade. The plan aligns with the 5 pillars of the Global Decade for Road Safety Action Plan with an additional pillar on cross cutting issues addressing rural road safety.
The African Charter and African Road Safety Action Plan for the Decade is Endorsed	January 2012	Endorsed by the continents' Heads of States in Addis Ababa in recognition of the importance of having effective and efficient national road accident data systems and strengthening of national road safety lead agencies to spearhead harmonization of road safety data collection, treatment and dissemination
International Conference on Road Safety Management in Africa	February 2013	The Federal Road Safety Commission (FRSC) on its 25th Anniversary and International Road Federation (IRF) in collaboration with the Global Road safety Facility (GRSF), UN Economic Commission for Africa (UNECA) and the World Bank organized an International Conference on Road Safety in Africa with the aim of preparing local strategies that meet international best practices to manage Africa's road safety situation
Second UN Global Road Safety Week: Pedestrian Safety	May 2013	The Second UN Global Road Safety Week was dedicated to pedestrian safety. Requested by the UN General Assembly, the Week drew attention to the urgent need to better protect pedestrians worldwide, generate action on the measures needed to do so, and contribute to achieving the goal of the Decade of Action for Road Safety 2011-2020 to save 5 million lives

Event	Date	Description
Third UN Global Road Safety Week: Save Kids Lives	May 2015	The Third United Nations Road Safety Week was dedicated to the plight of children on the world's roads. The campaign gathered more than 1 million signatures in support of the Child Declaration for Road Safety calling on decision makers around the world to make the roads safe for children.
Mid- Term Review of the African Action Plan	July, 2015	The year 2015 was midway in the implementation of the Action Plan and therefore an appropriate time to undertake its mid-term review. The Mid-term Review established that progress had been made in the implementation of the African Road Safety Action Plan
The Global Goals for Sustainable Development	September 2015	193 world leaders agreed to 17 Sustainable Development Goals (SDGs). If the SDGs are achieved. A specific stand-alone target (3.6) in the Health Goal to reduce road traffic fatalities was adopted to By 2020, halve the number of global fatalities and injuries from road traffic accidents Following this is SDG 11 which addresses the provision of access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, and children, persons with disabilities and older persons by 2029
WHO and UN tasked with Developing Global Targets for Road Safety	May, 2016	Following WHO assembly resolution 69.7 adopted in May 2016, the WHO, in collaboration with other UN agencies and the UN Regional Commissions, to continue facilitating a transparent, sustainable and participatory process with all stakeholders to assist interested countries to develop global performance targets on key risk factors and service delivery mechanisms to reduce road traffic fatalities and injuries

Event	Date	Description
Fourth UN Global Road Safety Week: Slow Down	May 2017	The Fourth UN Global Road Safety Week focused on speed management. These events set political momentum for slower roads all around the world with a view to permanently slow down roads around schools and in neighborhoods. These events reached hundreds of thousands of people and set about a global movement to slow down roads all around the world.
Agreement on 12 Global Road Safety Performance Targets	May 2017	Following the request of the United Nations General Assembly, on November 22, 2017 Member States reached consensus on 12 global road safety performance targets. 2 on road safety management, 2 on safer roads and mobility, 1 on safer vehicles, 6 on safer road users and 1 on post-crash response.
Fifth UN Global Road Safety Week: Leadership for Road Safety	May 2019	This Week will focus on leadership for road safety. It is widely acknowledged that stronger leadership for road safety is needed to achieve the Global Goals. It will also inspire leaders to take action by showcasing strong leadership for road safety within governments, international agencies, NGOs, foundations, schools and universities and private companies

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Costing Details

Strategic Activities by Stakeholder - Local Government (LG)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved safety management**												
1	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	₦ 35,089,524	₦70,179,048	₦70,179,048	₦ 35,089,524	₦ 35,089,524	₦ 35,089,524	₦ 35,089,524	₦ 35,089,524	-	-	₦ 350,895,242.26
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
2	Remove obstructive objects on pedestrian walkways and cycle lanes	₦11,699,190	₦35,097,571	₦35,097,571	₦11,699,190	₦11,699,190	₦11,699,190	-	-	-	-	₦116,991,904.76
Safer Road Users												
3	Develop parking legislation for parking on the road	₦16,075,064	₦10,716,709	₦10,716,709	₦8,037,532	₦8,037,532	-	-	-	-	-	₦53,583,547.62

Strategic Activities by Stakeholder - State Government (SG)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved safety management**												
1	Set up a Neighborhood Traffic Safety Strategy at Local Government level Nationwide	₦ 14,553,333	₦ 29,106,666.7	₦29,106,666.7	₦ 14,553,333	₦ 14,553,333	₦ 14,553,333	₦ 14,553,333	₦ 14,553,333	-	-	₦ 145,533,333.33
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
2	Update Standards for Design, Construction, Maintenance of roads and Signage taking into consideration the needs for Non-Motorized Transport	₦ 30,193,926	₦ 90,581,778	₦ 60,387,852	₦60,387,852	₦ 30,193,926	₦ 30,193,926	-	-	-	-	₦ 301,939,260
3	Establish rest areas along highways	₦ 15,975,371	₦ 31,950,742	₦ 47,926,114	₦ 31,950,742	₦ 31,950,742	₦ 31,950,742	₦ 31,950,742	₦ 31,950,742	₦ 31,950,742	₦ 31,950,742	₦ 319,507,428
4	Construct driving ranges in strategic locations nationwide for driving training and test	₦ 30,241,904	₦ 60,483,809	₦ 90,725,714	₦ 60,483,809	₦ 60,483,809	₦ 60,483,809	₦ 60,483,809	₦ 60,483,809	₦ 60,483,809	₦ 60,483,809	₦ 604,838,095

Strategic Activities by Stakeholder - State Government (SG)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
5	Align local rules on vehicle's identification marks with the provisions of the 1958 and 1998 conventions acceded to	₦82,265,464	₦123,398,197	₦123,398,197	₦82,265,464	-	-	-	-	-	-	₦411,327,324.76
6	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	₦64,412,009	₦193,236,028	₦128,824,019	₦128,824,019	₦64,412,009	₦64,412,009	-	-	-	-	₦644,120,096.57
7	Supervise and audit vehicle inspection centers	₦12,925,595	₦25,851,190	₦25,851,190	₦12,925,595	₦12,925,595	₦12,925,595	₦12,925,595	₦12,925,595	-	-	₦129,255,952.38
8	Train, re-train and test inspectors to carry out high quality inspection and technical check	₦10,817,997	₦32,453,992	₦21,635,995	₦10,817,997	₦10,817,997	₦10,817,997	₦10,817,997	-	-	-	₦108,179,976.19
Objectives: *General compliance with vehicle standards and administration* **Post Crash Response**												
9	Establish additional trauma care centers in national, state general and teaching hospitals	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦130,655,238	₦1,306,552,380.90
10	Legislate Road Traffic Crash victims compensation scheme	₦27,506,928	₦82,520,785	₦55,013,857	₦27,506,928	₦27,506,928	₦27,506,928	₦27,506,928	-	-	-	₦275,069,285.71

Strategic Activities by Stakeholder - Judiciary (State)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
1	Provide additional alcohol testing equipment	₦15,600,000	₦46,800,000	₦31,200,000	₦31,200,000	₦15,600,000	₦15,600,000	-	-	-	-	₦156,000,000
2	Set up standing mobile courts for defaulters	₦130,900,000	₦183,260,000	₦209,440,000	-	-	-	-	-	-	-	₦523,600,000

Strategic Activities by Stakeholder - State Ministry of Works & Transport

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved safety management**												
1	Develop and deliver trainings to all road safety authorities on the safe system	₦8,223,809	₦16,447,619	₦16,447,619	-	-	-	-	-	-	-	₦41,119,047.62
2	Conduct Road Safety Data systems Audit	₦1,880,000	₦3,760,000	₦1,880,000	₦1,880,000	-	-	-	-	-	-	₦9,400,000
3	Deployment of digital control in data collection	₦1,880,000	₦3,760,000	₦1,880,000	₦1,880,000	-	-	-	-	-	-	₦9,400,000
4	Finalize the National transportation Policy	₦6,168,571	₦9,252,857	₦6,168,571	₦6,168,571	₦3,084,285	-	-	-	-	-	₦30,842,857.14
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
5	Adapt the design and constructions of new roads/routes to accommodate Climatic Changes (flooding, erosion, vegetation control)	₦600,892,857	₦2,403,571,428	₦2,403,571,428	₦600,892,857	-	-	-	-	-	-	₦6,008,928,571.43

Strategic Activities by Stakeholder - State Ministry of Works & Transport (cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
6	Deploy speed calming devices and traffic enforcement management systems to make roads self-enforcing and self-explaining	₦13,854,285	₦27,708,571	₦27,708,571	-	-	-	-	-	-	-	₦69,271,428.57
7	Upgrade intersections of road networks to meet safety needs of NMT	₦15,547,619	₦31,095,238	₦31,095,238	₦15,547,619	₦15,547,619	₦15,547,619	₦15,547,619	₦15,547,619	-	-	₦155,476,190.48
8	Remove obstructive objects on pedestrian walkways and cycle lanes	₦17,807,619	₦53,422,857	₦53,422,857	₦17,807,619	₦17,807,619	₦17,807,619	-	-	-	-	₦178,076,190.48
9	Construct roads within approved standards and procedure	₦14,369,047	₦43,107,142	₦28,738,095	₦28,738,095	₦28,738,095	₦28,738,095	₦28,738,095	₦28,738,095	₦28,738,095	₦28,738,095	₦287,380,952.38
10	Construct driving ranges in strategic locations nationwide for driving training and test	₦21,169,047	₦63,507,142	₦42,338,095	₦42,338,095	₦42,338,095	₦42,338,095	₦42,338,095	₦42,338,095	₦42,338,095	₦42,338,095	₦423,380,952.38

Strategic Activities by Stakeholder - State Ministry of Works & Transport (cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
11	Enforce maximum traffic speed limits to 30km/h in built up areas	₦4,806,666	₦12,016,666	₦4,806,666	₦2,403,333	-	-	-	-	-	-	₦24,033,333.33
12	Implement the NMT policy	₦62,163,238	₦155,408,095	₦62,163,238	₦31,081,619	-	-	-	-	-	-	₦310,816,190.48
13	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	₦7,370,952	₦14,741,904	₦14,741,904	₦7,370,952	₦7,370,952	₦7,370,952	₦7,370,952	₦7,370,952	-	-	₦73,709,523.81
	Develop Motorcycles training manual in major Nigerian Languages	₦8,619,047	₦17,238,095	₦8,619,047	₦8,619,047	-	-	-	-	-	-	₦43,095,238.10
14	Develop and deliver "share the route" campaigns using the FRSC pedestrian manual	₦3,293,333	₦6,586,666	₦6,586,666	₦6,586,666	₦3,293,333	₦3,293,333	₦3,293,333	-	-	-	₦32,933,333.33

Strategic Activities by Stakeholder - State Ministry of Works & Transport (cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
15	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	₦5,731,428	₦11,462,857	₦5,731,428	₦5,731,428	-	-	-	-	-	-	₦28,657,142.86
16	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	₦4,216,190	₦16,864,761	₦16,864,761	₦4,216,190	-	-	-	-	-	-	₦42,161,904.76
17	Achieve ISO certification	₦1,597,619	₦6,390,476	₦6,390,476	₦1,597,619	-	-	-	-	-	-	₦15,976,190.48
18	Conduct quarterly joint road safety focused enforcement programs	₦53,105,142	₦106,210,285	₦53,105,142	₦53,105,142	-	-	-	-	-	-	₦265,525,714.29

Strategic Activities by Stakeholder - State Ministry of Works & Transport (cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users Cont'd**												
19	Develop parking legislation for parking on the road	₦10,076,190	₦12,595,238	₦15,114,285	₦7,557,142	₦5,038,095	-	-	-	-	-	₦50,380,952.38
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
1	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	₦16,776,190	₦50,328,571	₦50,328,571	₦16,776,190	₦16,776,190	₦16,776,190	-	-	-	-	₦167,761,904.76
Objectives: *General compliance with vehicle standards and administration* **Post Crash Response**												
1	Develop and deliver Traffic Crash Data Collection Software Trainings	₦7,092,619	₦21,277,857	₦21,277,857	₦14,185,238	₦7,092,619	-	-	-	-	-	₦70,926,190.48
2	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	₦60,164,285	₦120,328,571	₦60,164,285	₦60,164,285	₦60,164,285	₦60,164,285	₦60,164,285	₦60,164,285	₦60,164,285	-	₦601,642,857

Strategic Activities by Stakeholder - State Motor Vehicles Administrative Agencies

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
1	Establish Motor Vehicle Administration Agencies in all states	₦3,923,809	₦5,885,714	₦3,923,809	₦1,961,904	₦1,961,904	₦1,961,904	-	-	-	-	₦19,619,047.62
2	Align local rules on vehicle's identification marks with the provisions of the 1958 and 1998 conventions acceded to	₦7,222,857	₦14,445,714	₦7,222,857	₦7,222,857	-	-	-	-	-	-	₦36,114,285.71
3	Carry out road side technical checks on High Goods Vehicles	₦1,837,460	₦3,674,920	₦3,674,920	₦3,674,920	₦3,674,920	₦918,730	₦918,730	-	-	-	₦18,374,603.17

Strategic Activities by Stakeholder - State Agencies

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved road safety management**												
1	Develop a centralized monitoring database to track initiatives implementation among all States	₦4,987,619	₦9,975,238	₦4,987,619	₦2,493,809	₦2,493,809	-	-	-	-	-	₦24,938,095.22

Strategic Activities by Stakeholder - State Board of Internal Revenue (SBIR)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Roads User**												
1	Develop and implement effective training, testing and licensing programme for Tricyclists and Motorcyclists	₦8,709,809	₦34,839,238	₦34,839,238	₦8,709,809	-	-	-	-	-	-	₦87,098,095.24
2	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	₦30,753,833	₦61,507,666	₦46,130,750	₦15,376,916	-	-	-	-	-	-	₦153,769,166.67
3	Biometric Data Capturing of Learner Drivers in Driving School	₦18,190,631	₦72,762,525	₦72,762,525	₦18,190,631	-	-	-	-	-	-	₦181,906,313.07

Strategic Activities by Stakeholder - State Ministry of Health

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
1	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	₦4,357,142	₦6,535,714	₦5,446,428						-	-	₦21,785,714.30
Objectives: *General compliance with vehicle standards and administration* **Post Crash Response**												
2	Allocate adequate funding for professional Crash investigation and hospital follow-up	₦77,480,952	₦154,961,904	₦77,480,952	₦77,480,952	-	-	-	-	-	-	₦387,404,761.90
3	Develop an interactive platform for RTC victims compensation by interested parties	₦6,597,619	₦26,390,476	₦26,390,476	₦6,597,619	-	-	-	-	-	-	₦65,976,190.48
4	Develop a Crash Data and Trauma Database	₦40,976,190	₦163,904,761	₦122,928,571	₦40,976,190	₦40,976,190	-	-	-	-	-	₦409,761,904.76
5	Establish additional trauma care centers in national, state general and teaching hospitals	₦31,452,380	₦94,357,142	₦62,904,761	₦62,904,761	₦62,904,761	₦62,904,761	₦62,904,761	₦62,904,761	₦62,904,761	₦62,904,761	₦629,047,619.05

Strategic Activities by Stakeholder - State Ministry of Health (contd')

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Post Crash Response Contd'**												
6	Deploy additional ambulances on highways	₦18,547,619	₦37,095,238	₦18,547,619	₦18,547,619	-	-	-	-	-	-	₦92,738,095.24
7	Expand the coverage of the National Community Post Crash care initiative nationwide	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦6,117,857	₦61,178,571.43
8	Review standards for emergency response	₦8,519,047	₦8,519,047	₦8,519,047	₦8,519,047	₦4,259,523	-	-	-	-	-	₦42,595,238.10
9	Train technicians in rescue operations and in handling rescue equipment	₦10,395,238	₦10,395,238	₦10,395,238	₦10,395,238	₦5,197,619	-	-	-	-	-	₦51,976,190.48

Strategic Activities by Stakeholder - State Emergency Management Agency

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
1	Put in place a comprehensive system of signs, signals and instructions to be observed on the road	₦1,906,666	₦3,813,333	₦1,906,666	₦1,906,666	-	-	-	-	-	-	₦9,533,333.33
Objectives: *General compliance with vehicle standards and administration* **Post Crash Response**												
2	Deploy additional ambulances on highways	₦33,366,666	₦66,733,333	₦33,366,666	₦33,366,666	-	-	-	-	-	-	₦166,833,333.33
3	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	₦9,771,428	₦19,542,857	₦9,771,428	₦9,771,428	₦9,771,428	₦9,771,428	₦9,771,428	₦9,771,428	₦9,771,428	-	₦97,714,285.71
4	Review standards for emergency response	₦1,547,619	₦1,934,523	₦1,547,619	₦1,160,714	₦773,809	₦773,809	-	-	-	-	₦7,738,095.24
5	Train technicians in rescue operations and in handling rescue equipment	₦4,144,761	₦8,289,523	₦4,144,761	₦2,072,380	₦1,036,190	₦1,036,190	-	-	-	-	₦20,723,809.52

Strategic Activities by Stakeholder– FRSC

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
1	Conduct road inspection to identify and prioritize specific routes where improvements have the potential to reduce the number of crashes and fatalities	₦ 37,280,497	₦ 37,280,497	₦ 24,853,664	₦ 24,853,664	-	-	-	-	-	-	₦ 124,268,323.40
2	Deploy awareness campaigns nationwide on road abuse (vandalization of road infrastructure and all activities that break road safety laws) and its consequences	₦ 56,823,138	₦ 56,823,138	₦ 71,028,923	₦ 99,440,493	-	-	-	-	-	-	₦ 284,115,694.56
3	Conduct safety inspections of current roads in operation	₦ 10,200,061	₦ 10,200,061	₦ 18,360,110	₦ 20,400,122	₦ 20,400,122	₦ 22,440,134	-	-	-	-	₦ 102,000,612.95
4	Establish rest along highways	₦ 63,150,854	₦ 101,041,367	₦ 126,301,709	₦ 126,301,709	₦ 126,301,709	₦ 126,301,709	₦ 126,301,709	₦ 126,301,709	₦ 126,301,709	₦ 214,712,905	₦ 1,263,017,090.74

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
1	Enforce compliance on the use of child restraints and safety helmets	₦ 60,381,243	₦ 69,438,429	₦ 75,476,554	₦ 96,609,989	-	-	-	-	-	-	₦ 301,906,216.80
2	Conduct periodic training of drivers of heavy duty vehicles and vehicles conveying flammable/hazardous goods	₦ 12,449,349	₦ 16,184,154	₦ 24,898,698	₦ 27,388,568	₦ 18,674,023	₦ 24,898,698	-	-	-	-	₦ 124,493,493.00
3	Develop and implement effective training and licensing programme for tricyclists and motorcyclists	₦ 82,054,920	₦ 82,054,920	₦ 123,082,380	₦ 123,082,380	-	-	-	-	-	-	₦ 410,274,600.00
4	Physical checks of Heavy Goods Vehicles (Safe to load and safe to discharge) Routine patrols on motorways by safety management officials	₦ 190,495,969	₦ 190,495,969	₦ 285,743,953	₦ 285,743,953	-	-	-	-	-	-	₦ 952,479,846.13
5	Develop a Road Safety Application for all smart phone users	₦ 11,895,894	₦ 23,791,788	₦ 23,791,788	₦ 23,791,788	₦ 35,687,682	₦ 35,687,682	₦ 35,687,682	₦ 47,583,576	-	-	₦ 237,917,880.65
6	Enforce maximum traffic speed limits to 30km/h in built up areas	₦ 392,267,239	₦ 490,334,049	₦ 490,334,049	₦ 588,400,858	-	-	-	-	-	-	₦ 1,961,336,196.13

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users (Cont'd)**												
6	Increase patrol officers on all roads to ensure lawful traffic behavior	₦ 251,887,699	₦ 314,859.623	₦ 314,859.623	₦ 377,831,548	-	-	-	-	-	-	₦ 1,259,438,495.13
7	Present a Bill to the National Assembly to establish the National Institute for Driving instructors	₦ 164,163,337	₦ 54,721,112	₦ 54,721,112	₦ 54,721,112	₦ 54,721,112	₦ 54,721,112	₦ 54,721,112	₦ 54,721,112	-	-	₦ 547,211,125.50
8	Conduct medical fitness tests for driving instructors, professional drivers and riders at time of annual training	₦ 25,404,000	₦ 31,755,000	₦ 44,457,000	₦ 25,404,000	-	-	-	-	-	-	₦ 127,020,000.00
9	Infuse Road Safety awareness into General Studies courses in all Tertiary Institutions	₦ 5,047,033	₦10,094,067	₦ 20,188,134	₦ 15,141,100	₦ 30,282,201	₦ 20,188,134	-	-	-	-	₦ 100,940,670.00
10	Introduce a special code on the Driver License for candidates that passed the VIO Computer - Based Theory Test	₦ 2,117,000	₦ 1,587,750	₦ 4,234,000	₦ 2,646,250	-	-	-	-	-	-	₦ 10,585,000.00

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users (Cont'd)**												
11	Implement admission of VIO computer based test in major languages	₦ 17,843,842	₦ 23,791,789	₦ 23,791,789	₦ 5,947,947	₦ 23,791,789	₦ 23,791,789	-	-	-	-	₦ 118,958,949.33
	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	₦ 29,739,737	₦ 29,739,737	₦ 29,739,737	₦ 29,739,737	-	-	-	-	-	-	₦ 118,958,949.33
12	Engage community, religious leaders and special interest groups to promote road safety messages	₦ 10,000,000	-	-	-	-	-	-	-	-	-	₦ 10,000,000.00
13	Update the current manual to emphasize the "share the route" concept	₦ 101,041,367	₦ 113,671,538	₦ 63,150,854	₦ 31,575,427	₦ 126,301,709	₦ 94,726,281	₦ 101,041,367	-	-	-	₦ 631,508,545.37
14	Develop motorcycle training manual in different languages	₦ 37,394,688	₦ 37,394,688	₦ 24,929,792	₦ 24,929,792	-	-	-	-	-	-	₦ 124,648,960.00
15	Provide additional alcohol testing equipment	₦ 5,638,545	₦ 14,096,364	₦ 8,457,818.74	₦ 2,819,272.91	₦ 11,277,091.65	₦ 14,096,364	-	-	-	-	₦ 56,385,458.26
16	Develop and deliver "share the route" campaigns using the FRSC pedestrian	₦ 19,576,764	₦ 29,365,147	₦ 29,365,147	₦ 9,788,382	₦ 39,153,529	₦ 39,153,529	₦ 29,365,147	-	-	-	₦ 195,767,649.07

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users (Cont'd)**												
17	Increase proficiency of training from Basic to Intermediate and Advance Level	₦ 37,492,070	₦ 47,717,180	₦ 40,900,440	₦ 44,308,810	-	-	-	-	-	-	₦ 170,418,500.00
18	Biometric Data Capturing of Learner Drivers in Driving School	₦ 6,351,000	₦ 10,585,000	₦ 13,972,200	₦ 11,431,800	-	-	-	-	-	-	₦ 42,340,000.00
19	Fully implement the point-based driver penalty system as planned	₦ 28,599,856	₦ 33,646,890	₦ 50,470,335	₦ 21,870,478	₦ 33,646,890	-	-	-	-	-	₦ 168,234,450.00
20	Set up standing mobile courts for defaulters	₦ 15,000,000	₦ 16,755,000	₦ 18,715,335	-	-	-	-	-	-	-	₦ 50,470,335.00
21	Conduct quarterly joint road safety focused enforcement programs	₦ 135,033,621	₦ 165,041,098	₦ 125,031,131	₦ 75,018,678	-	-	-	-	-	-	₦ 500,124,525.70

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users (Cont'd)**												
22	Increase Traffic fines and other deterrent measures such as community service to improve traffic discipline	₦ 2,857,950	₦ 3,493,050	₦ 2,646,250	₦ 1,587,750	-	-	-	-	-	-	₦ 10,585,000.00

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
1	Implement the UN Regulations of 1958 Agreement	₦ 2,855,0114	₦ 5,710,029	₦ 5,710,029	₦ 2,284,011	₦ 8,565,043	₦ 12,562,064	₦ 13,704,069	₦ 5,710,029	-	-	₦ 57,100,291.36
2	Conduct free vehicle inspection checks nationwide	₦ 30,724,976	₦ 36,311,336	₦ 44,690,875	₦ 13,965,898	₦ 27,931,797	₦ 27,931,797	₦ 41,897,695	₦ 55,863,594	-	-	₦ 279,317,971.06
3	Rollout enlightenment campaigns on Manufacturers/Owners manual	₦ 31,437,450	₦ 38,423,550	₦ 34,390,500	₦ 11,643,500		-	-	-	-	-	₦ 116,435,000.00
4	Full enforcement of UN Regulations 1958 Agreement as it relates to vehicle standards	₦ 8,335,912	₦ 11,114,550	₦ 13,893,188	₦ 6,946,594	₦ 19,450,463	₦ 19,450,463	₦ 18,061,144	₦ 13,893,188	₦ 13,893,188	₦ 13,893,188	₦ 138,931,879.98
5	Align local rules on vehicle's identification marks with the provisions of the 1958 and 1998 conventions acceded to	₦ 3,958,790	₦ 6,986,100	₦ 6,986,100	₦5,356,010	-	-	-	-	-	-	₦ 23,287,000.00
6	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	₦ 18,505,789	₦ 35,161,000	₦ 35,161,000	₦ 9,252,894	₦ 37,011,579	₦ 49,965,631	-	-	-	-	₦ 185,057,895.00
7	Set up inspection centers, which may include privately owned operated workshops, for technical inspections	₦ 16,648,481	₦ 38,291,506	₦ 44,950,899	₦ 8,324,240	₦ 33,296,962	₦ 24,972,721	-	-	-	-	₦ 166,484,811.72

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
8	Carry out road side technical checks on High Goods Vehicles	₦ 59,311,484	₦ 66,725,420	₦ 55,604,516	₦ 18,534,838	₦ 51,897,549	₦ 44,483,613	₦ 74,139,355	-	-	-	₦ 370,696,779.15
9	Enforcement of the "OFF THE ROAD" policy for vehicles not road-worthy.	₦ 54,035,811	₦ 72,047,749	₦ 90,059,686	₦ 36,023,874	₦ 126,083,560	₦ 135,089,529	₦ 117,077,592	₦ 135,089,529	₦ 135,089,529	-	₦ 900,596,862.59
10	Train, retrain and test inspectors to carry out high quality	₦ 21,218,687	₦ 23,871,023	₦ 26,523,358	₦ 6,630,839	₦ 19,892,519	₦ 21,218,687	₦ 13,261,679	-	-	-	₦ 132,616,794.53

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Prompt and effective emergency response and care* **Post crash response**												
1	Allocate adequate funding for professional Crash investigation and hospital follow-up	₦ 9,552,266	₦ 16,663,965	₦ 7,141,699	₦ 14,283,399	-	-	-	-	-	-	₦ 47,611,330.00
2	Legislate road traffic crash victims compensation scheme	₦ 7,197,800	₦ 8,648,000	₦ 8,648,000	₦ 3,387,200	₦ 6,351,000	₦ 4,234,000	₦ 4,234,000	-	-	-	₦ 42,340,000.00
3	Increase capacity of existing road traffic crash investigators	₦ 4,265,713	₦ 5,687,618	₦ 7,109,523	₦ 3,554,761	₦ 9,953,332	₦ 10,664,284	₦ 10,664,284	₦ 9,953,332	₦ 9,242,380	-	₦ 71,095,232.04
4	Deploy additional ambulances on highways	₦ 114,318,000	₦ 139,722,000	₦ 63,510,000	₦ 105,850,000	-	-	-	-	-	-	₦ 423,400,000.00
5	Expand the coverage of the National Community Post Crash care initiative worldwide	₦ 12,630,170	₦ 12,630,170	₦ 12,630,170	₦ 6,315,085	₦ 18,945,256	₦ 12,630,170	₦ 12,630,170	₦ 12,630,170	₦ 12,630,170	₦ 12,630,170	₦ 126,301,709.07

Strategic Activities by Stakeholder– FRSC (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Prompt and effective emergency response and care* **Post crash response**												
6	Provide additional rescue equipment to facilitate the process of evacuation from crash sites	₦ 75,475,217	₦ 135,855,391	₦ 75,475,217	₦ 37,737,608	₦ 128,307,869	₦ 75,475,217	₦ 75,475,217	₦ 75,475,217	₦ 75,475,217	-	₦ 754,752,174.32
7	Train technicians in rescue operations and in handling rescue equipment	₦ 13,943,708	₦ 15,686,672	₦ 17,429,635	₦ 8,714,817	₦ 20,915,563	₦ 10,457,781	-	-	-	-	₦ 87,148,179

Strategic Activities by Stakeholder– SON

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved Road Safety Management**												
1	Develop and delivers Road Traffic Safety Management Trainings with emphasis on enforcement of traffic rules	₦4,320,000	₦12,960,000	₦4,320,000	-	-	-	-	-	-	-	₦21,600,000.00
Objectives: *A culture of personal responsibility for safe road use* **Safer Road Users**												
2	Achieve ISO certification	₦20,000,000	₦5,000,000	₦20,000,000	₦5,000,000	-	-	-	-	-	-	₦50,000,000.00
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
3	Enforce the use of only SON approved vehicle parts nationwide	₦7,200,000	₦14,400,000	₦7,200,000	₦7,200,000	₦7,200,000	₦7,200,000	₦7,200,000	₦7,200,000	₦7,200,000	-	₦72,000,000.00
4	Align local rules on vehicle's identification marks with the provisions of the 1958 and 1998 conventions acceded to	₦1,500,000	₦3,500,000	₦2,500,000	₦2,500,000	-	-	-	-	-	-	₦10,000,000.00

Strategic Activities by Stakeholder– SON (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles (Cont'd)**												
5	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	₦720,000	₦1,440,000	₦1,440,000	₦1,440,000	₦1,440,000	₦720,000	-	-	-	-	₦7,200,000
6	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	₦75,508,040	₦151,016,080	₦75,508,040	₦75,508,040	-	-	-	-	-	-	₦377,540,200
7	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN regulations 1958 agreement	₦3,000,000	₦3,000,000	₦3,000,000	₦3,000,000	₦3,000,000	-	-	-	-	-	₦15,000,000

Strategic Activities by Stakeholder– FERMA

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Improved road infrastructure for all road users* **Safer Roads and Mobility**												
1	Deploy high tech technology equipment/ICT tools for road monitoring and maintenance	₦16,044,328	₦32,088,656	₦16,044,328	₦16,044,328	-	-	-	-	-	-	₦80,221,642.15
2	Upgrade road networks in line with findings from periodic road safety audits	₦40,629,618,264	₦81,259,236,528	₦81,259,236,528	₦81,259,236,528	₦40,629,618,264	₦40,629,618,264	₦40,629,618,264	-	-	-	₦406,296,182,640.00

Strategic Activities by Stakeholder– FMoT

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved Road Safety Management**												
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	₦14,465,800	₦28,931,600	₦28,931,600	-	-	-	-	-	-	-	₦72,329,000.00
2	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to ta	₦6,000,000	₦12,000,000	₦12,000,000	₦12,000,000	₦12,000,000	₦6,000,000	-	-	-	-	₦60,000,000.00
3	Develop and deliver trainings to all road safety authorities on the Safe System	₦60,000,000	₦120,000,000	₦120,000,000	-	-	-	-	-	-	-	₦300,000,000.00
4	Conduct Road Safety Data systems Audit	₦3,000,000	₦6,000,000	₦3,000,000	₦3,000,000	-	-	-	-	-	-	₦15,000,000
	Deployment of digital control in data collection	₦3,000,000	₦6,000,000	₦3,000,000	₦3,000,000	-	-	-	-	-	-	₦15,000,000
5	Completion of approval of the National Cycling Policy	₦2,000,000	₦8,000,000	₦6,000,000	₦4,000,000	-	-	-	-	-	-	₦20,000,000
6	Finalize the National Transportation Policy	₦4,177,866	₦6,266,799	₦4,177,866	₦4,177,866	₦2,088,933	-	-	-	-	-	₦20,889,330

Strategic Activities by Stakeholder– FMoT (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Roads and Mobility**												
7	Remove obstructive objects on pedestrian walkways and cycle lanes	₦50,000,000	₦150,000,000	₦150,000,000	₦50,000,000	₦50,000,000	₦50,000,000	-	-	-	-	₦50,000,000.00
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
8	Implement the NMT policy	₦20,000,000	₦50,000,000	₦20,000,000	₦10,000,000	-	-	-	-	-	-	₦100,000,000.00
9	Theoretical, practical training and licensing for Riders of Motorcycles and Tricycles	₦20,000,000	₦40,000,000	₦30,000,000	₦10,000,000	-	-	-	-	-	-	₦100,000,000.00
10	Conduct advocacy campaigns on benefits of using highway rest areas	₦20,000,000	₦30,000,000	₦20,000,000	₦20,000,000	₦10,000,000	-	-	-	-	-	₦100,000,000.00
11	Increase proficiency of training from Basic to Intermediate and Advance level for all drivers of fleet operators	₦2,000,000	₦4,000,000	₦2,000,000	₦2,000,000	-	-	-	-	-	-	₦10,000,000.00
12	Put in place a comprehensive systems of signs, signals and instructions to be observed on the road	₦2,000,000	₦8,000,000	₦8,000,000	₦2,000,000	-	-	-	-	-	-	₦20,000,000.00

Strategic Activities by Stakeholder– FMoT (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
12	Conduct quarterly joint road safety focused enforcement programs	₦8,000,000	₦16,000,000	₦8,000,000	₦8,000,000	-	-	-	-	-	-	₦40,000,000.00
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
13	Maintain a National Registered Vehicle Database Institute a Vehicle Replenishment policy	₦500,000	₦2,000,000	₦1,000,000	₦1,000,000	₦250,000	₦250,000	-	-	-	-	₦5,000,000.00
14	Carry out road side technical checks on High Goods Vehicles	₦3,000,000	₦6,000,000	₦6,000,000	₦6,000,000	₦6,000,000	₦1,500,000	₦1,500,000	-	-	-	₦30,000,000

Strategic Activities by Stakeholder– FMoH

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Improved safety management**												
1	Set road safety targets (fatality reduction, accident reduction, serious injury reduction) linked to the implementation of NRSS II	₦10,619,597	₦26,548,994	₦15,929,396.56	-	-	-	-	-	-	-	₦53,097,988.54
2	Align country priorities and policies especially with land use planning and mobility policies	₦5,540,000	₦6,188,180	-	-	-	-	-	-	-	-	₦11,728,180.00
3	Review performance based on monitoring of actions at state level by relevant commissioners and make necessary adjustments to ta	₦4,037,626	₦8,075,253	₦8,075,253	₦8,075,253	₦8,075,253	₦4,037,626	-	-	-	-	₦40,376,268.00
4	Conduct Road Safety Data systems Audit	₦50,249,098	₦87,935,922	₦62,811,373.07	₦50,249,098	-	-	-	-	-	-	₦251,245,492.26
	Deployment of digital control in data collection	₦187,460,350	₦328,055,612	₦234,325,437	₦187,460,350	-	-	-	-	-	-	₦937,301,750.00
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
5	Conduct medical fitness tests for driving instructors professional drivers and riders at time of annual training	₦25,400,000	₦38,100,000	₦31,750,000	₦31,750,000	-	-	-	-	-	-	₦127,000,000.00
Objectives: *Prompt and effective emergency response and care* **Post crash response**												
6	Allocate adequate funding for professional crash investigation and hospital follow-up	₦9,522,266	₦14,283,399	₦14,283,399	₦9,522,266	-	-	-	-	-	-	₦47,611,330.00
7	Deploy additional ambulances on highways	₦680,000,000	₦1,360,000,000	₦680,000,000	₦680,000,000	-	-	-	-	-	-	₦3,400,000,000.00

Strategic Activities by Stakeholder– FMoH (Cont'd)

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Prompt and effective emergency response and care* **Post crash response (Cont'd)**												
8	Expand the coverage of the National Community Post Crash care initiative nationwide	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦28,000,000	₦280,000,000
9	Train technicians in rescue operations and in handling rescue equipment	₦17,429,635	₦17,429,635	₦17,429,635	₦17,429,635	₦8,714,817	₦8,714,817	-	-	-	-	₦87,148,179.26

Strategic Activities by Stakeholder - NADDC

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *General compliance with vehicle standards and administration* **Safer Vehicles**												
1	Implement the UN Regulations of 1958 Agreement	₦5,000,000	₦10,000,000	₦10,000,000	₦5,000,000	₦5,000,000	₦5,000,000	₦5,000,000	₦5,000,000	-	-	₦50,000,000
2	Enforce the use of only SON approved vehicle parts nationwide	₦1,500,000	₦3,000,000	₦1,500,000	₦1,500,000	₦1,500,000	₦1,500,000	₦1,500,000	₦1,500,000	₦1,500,000	-	₦15,000,000
3	Align local rules on vehicle's identification marks with the provisions of the 1958 and 1998 conventions acceded to	₦4,000,000	₦8,000,000	₦4,000,000	₦4,000,000	-	-	-	-	-	-	₦20,000,000
4	Adopt vehicle designs that improve accessibility for pregnant women and persons living with disabilities	₦5,000,000	₦15,000,000	₦15,000,000	₦5,000,000	₦5,000,000	₦5,000,000	-	-	-	-	₦50,000,000
5	Set safety minimum requirements for vehicle admission to traffic, both for new and/or imported second hand vehicles	₦500,000	₦2,000,000	₦2,000,000	₦500,000	-	-	-	-	-	-	₦5,000,000
6	Introduce tax based incentives for manufacturers and developers of vehicles with high safety features based on the UN Regulations 1958 Agreement	₦10,000,000	₦10,000,000	₦10,000,000	₦10,000,000	₦10,000,000	-	-	-	-	-	₦50,000,000

Strategic Activities by Stakeholder - FMOBNP

S/N	Activities	Estimated Expenditure 2021 (N)	Estimated Expenditure 2022 (N)	Estimated Expenditure 2023 (N)	Estimated Expenditure 2024 (N)	Estimated Expenditure 2025 (N)	Estimated Expenditure 2026 (N)	Estimated Expenditure 2027 (N)	Estimated Expenditure 2028 (N)	Estimated Expenditure 2029 (N)	Estimated Expenditure 2030 (N)	Total Expenditure 2021 - 2030
Objectives: *Foster a cohesive and efficient road safety administrative system* **Safer Road Users**												
1	Ensure sufficient budget for enforcement activities (Road Safety Management)	₦ 13,000,000	₦ 19,500,000	₦ 32,500,000	₦ 26,000,000	₦ 19,500,000	₦ 19,500,000	-	-	-	-	₦ 130,000,000.00
2	Conduct a financial assessment to budget enforcement activities											

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