



# ***NIGERIA ROAD SAFETY STRATEGY (NRSS)***

**2014 – 2018**

*Strictly Private  
and Confidential  
Summary For Presentation Only*

*September 2014*



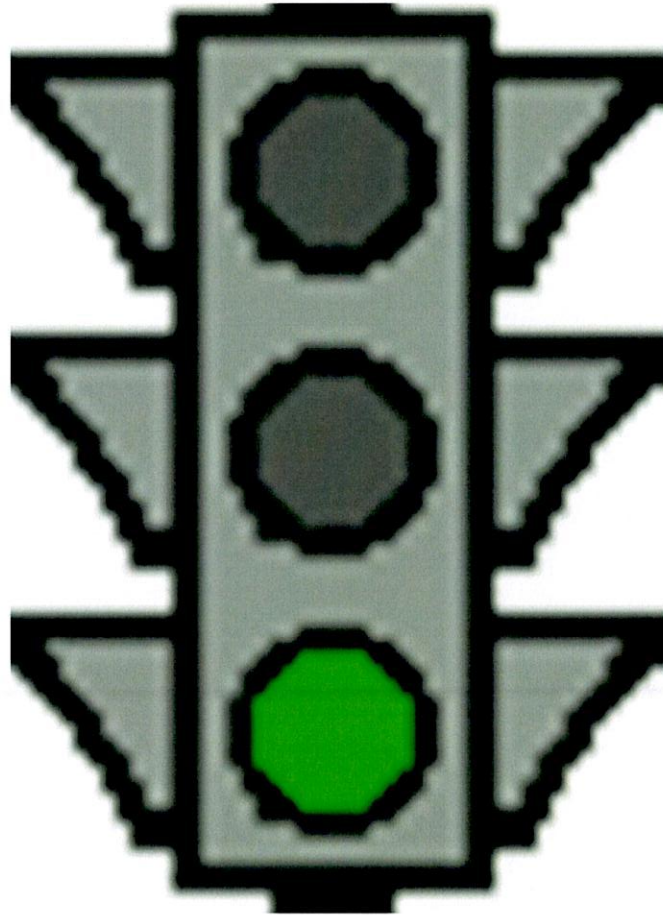
## Outline

---

		Page
1	Introduction	1
2	Why Develop the NRSS?	5
3	NRSS Development Process	9
4	Key Elements of NRSS and Proposed Implementation Plan	18
	- Institutional Arrangement	
	- Monitoring and Evaluation Framework	
5	Implementation Challenges	36
6	Role of States in NRSS Implementation	40
7	Prayer and Conclusion	44

---

# *1.0 Introduction*



## ***1.1 Introducing the NRSS***

- The Nigeria Road Safety Strategy (NRSS) 2014-2018 is a medium-term plan on Road Safety Management.
- The document provides for a diagnosis of the road safety situation in Nigeria.
  - Detailed exposition of several distressing issues that have contributed to the present rate of road carnage, resulting in the loss of about 4,000 lives and properties worth about USD10 billion in 2012 alone.
- The development of the document is in response to the following:
  - The UN Decade of Action Declaration for Road Safety (2011-2020) which demands that member countries should develop a strategy to provide a direction towards achieving the vision for road safety using the Safe System's Approach. This is anchored on the five pillars identified in the Declaration; and
  - The Country Capacity Review (CCR) conducted by the World Bank in 2010 to measure Nigeria's capacity to deliver on road safety.

## ***1.2 Objective of the NRSS***

- The overall objective of the NRSS is to establish an integrated national approach towards reducing;
  - the incessant occurrences of deaths and serious injuries,
  - damage to property, including infrastructureas a result of recurring road traffic crashes on Nigerian roads.
- To accomplish this objective, the document further seeks to:
  - engender higher road safety standard;
  - harmonise the different road safety efforts by emphasising the vision, goal, purpose, output, outcomes as well as the initiatives for road safety in Nigeria; and
  - provide a 5-year plan of action towards the achievement of established targets.
- The NRSS, when fully implemented, is envisioned to transform Nigeria into a country where road traffic crashes result in zero death.
- It also projects a goal of 35% reduction in road traffic crash fatality rate by 2018.

This presentation seeks to:

- Acquaint the members of NEC on the relevance of NRSS to National Development;
- Discuss key highlights of the NRSS; and
- Obtain the endorsement of NEC for the Implementation of the NRSS.

## ***2.0 Why Develop the NRSS?***



## 2.0 Why Develop the NRSS (1)?

The NRSS addresses five broad areas:

### Global Imperative

Declaration of a decade of action ... with the primary goal of reducing fatalities by a minimum of 50%

### Transformation Imperative

Focus on “The well-being of the Nigerian people”

### Economic Imperative

Current annual losses of > 3% GDP due to RTCs (~NGN1.3T in 2012)

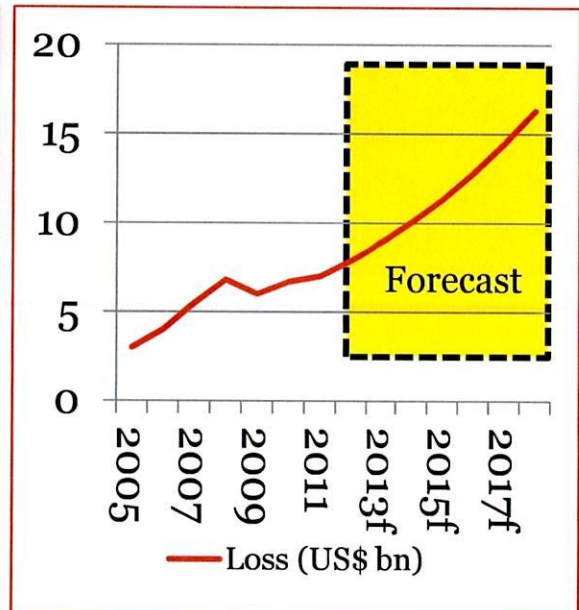
Country	Population Rank	Fatality Rank
India	2	119
USA	3	55
Indonesia	4	106
<b>Nigeria</b>	<b>7</b>	<b>176</b>
Ethiopia	14	106
UK	22	7
Kenya	31	135

### Behavioural Imperative

Embed user driven road safety

### National Image Imperative

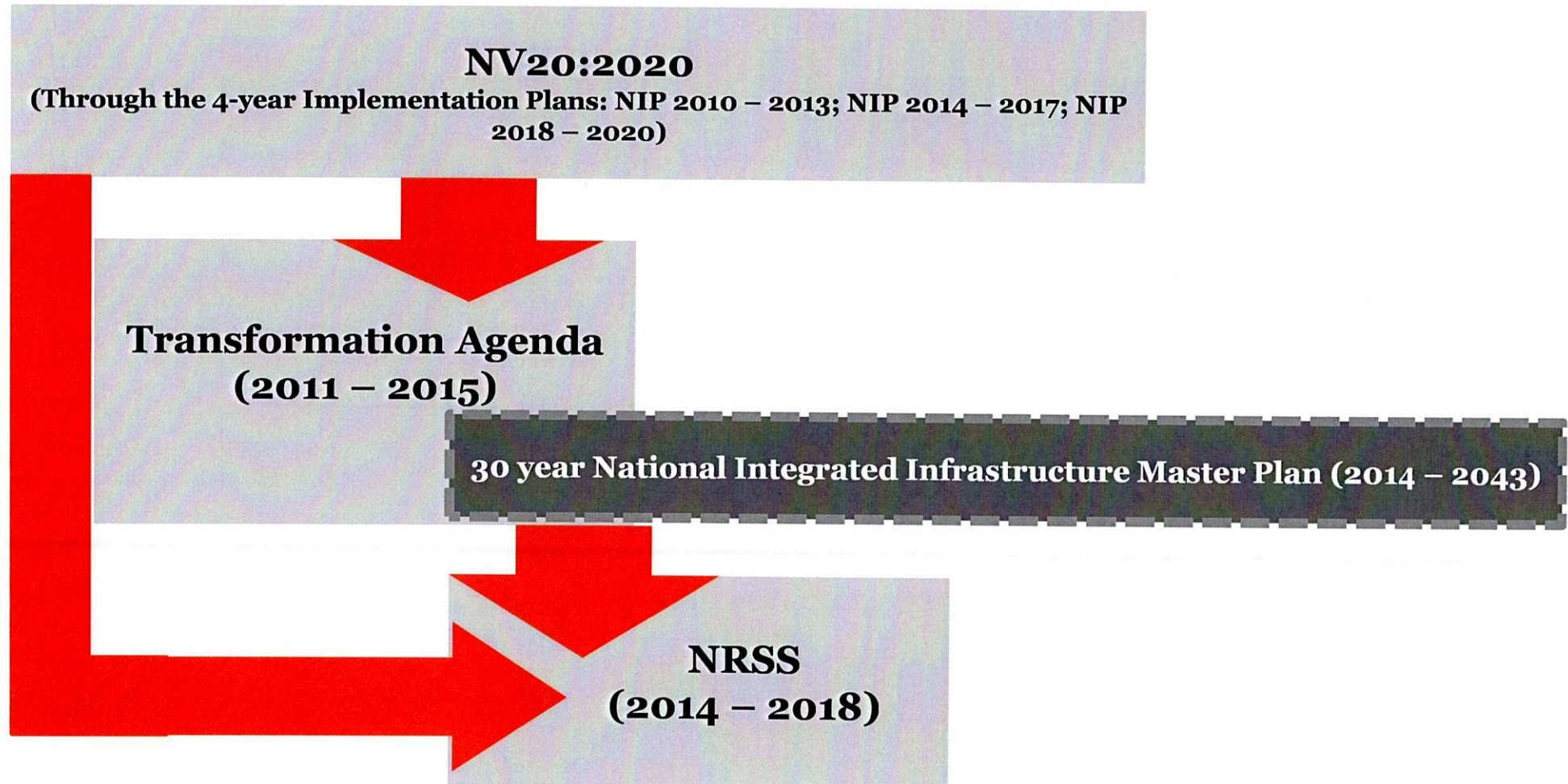
To dispel current road safety image





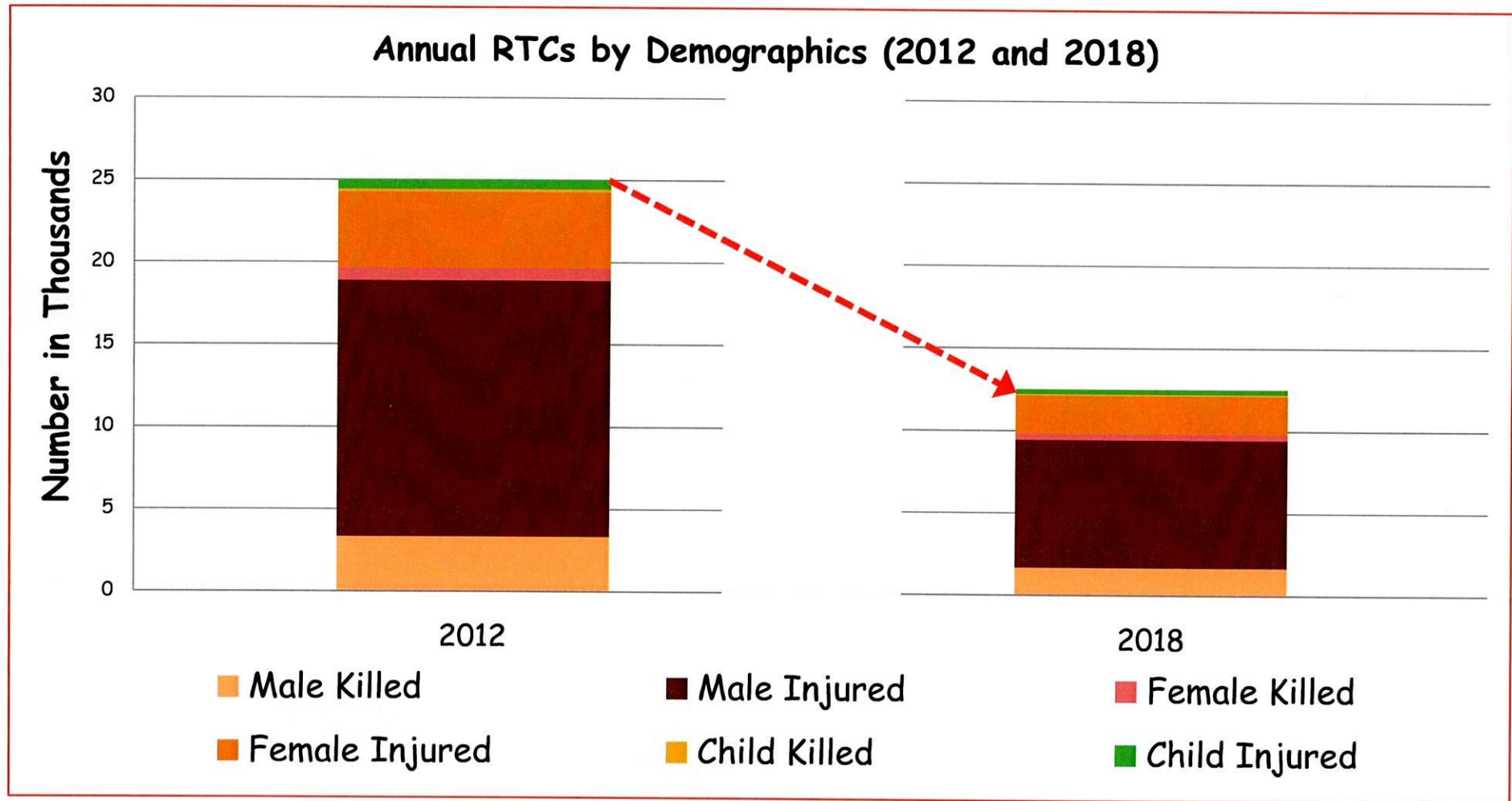
## ***2.0 Why Develop the NRSS (2)?***

***The NRSS focuses on the road safety component of existing national strategic plans***



## 2.0 Why Develop the NRSS (3)?

*The NRSS will facilitate improvement in the current road safety situation*



Source: FRSC (2012)

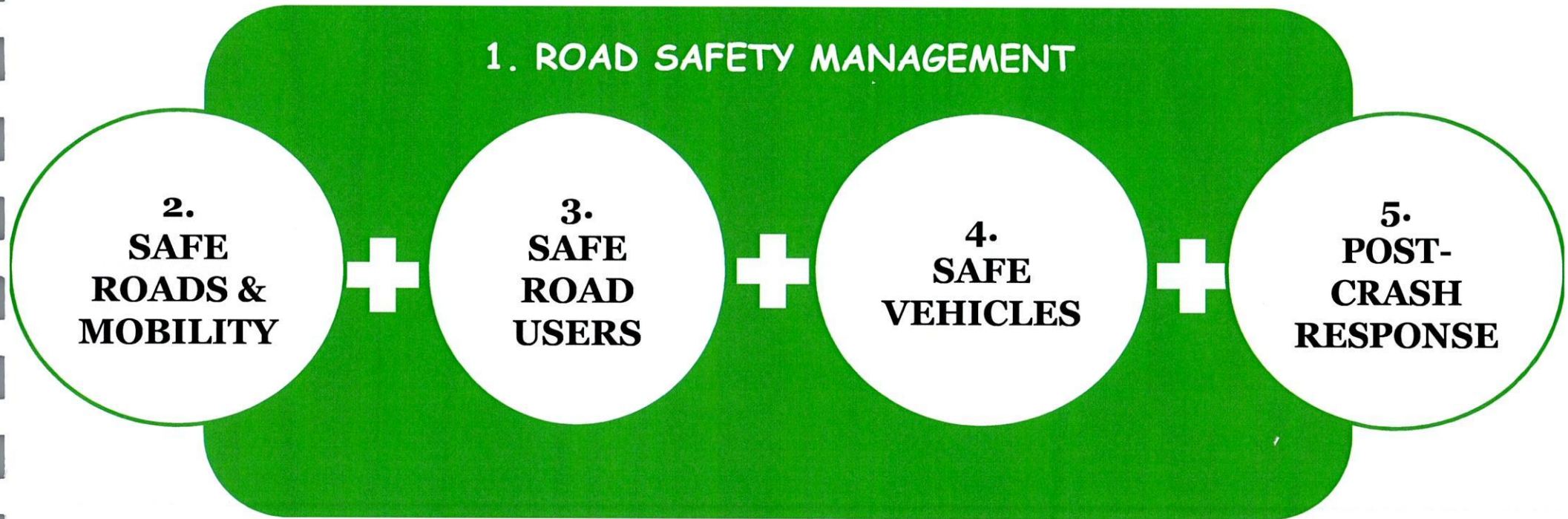
## ***3.0 NRSS Development Process***



## ***3.0 NRSS Development Process***

- The process adopted for the development of the NRSS was participatory and highly inclusive
- All relevant stakeholders at the Federal and State levels were actively involved in the process
- The “Safe Systems Approach” was adopted in developing the NRSS
  - Consistent with the UN Decade of Action
  - The goal of the safe systems approach is to **ensure that when crashes occur, they do not result in serious human injury or death.**

## 3.1 The “Safe Systems Approach”



The safe systems approach is anchored on five pillars identified in the UN Decade of Action Declaration for Road Safety (2011 – 2020)

## 3.2 Application of the Safe Systems Approach to Road Safety Strategy Development in Selected Countries

### Canada



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

**Vision:** “To have the safest roads in the world”

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

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

### Sweden



**Plan:** Vision Zero, prepared in 1997

**Vision:** “all fatalities or serious injuries reduced to zero by 2020”

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

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

### Singapore



**Plan:** National Road Safety Action Plan

**Vision:** “making our roads safer”

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

**Benefits:** 68 lives saved by 2008

### Scotland



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

**Vision:** “the ultimate vision where no one is killed on Scotland’s roads, and the injury rate much reduced.”

**Goal:** 40% decline in numbers killed or seriously injured

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

### Ghana



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

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

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

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

### Australia









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

**Vision:** “to achieve no death”

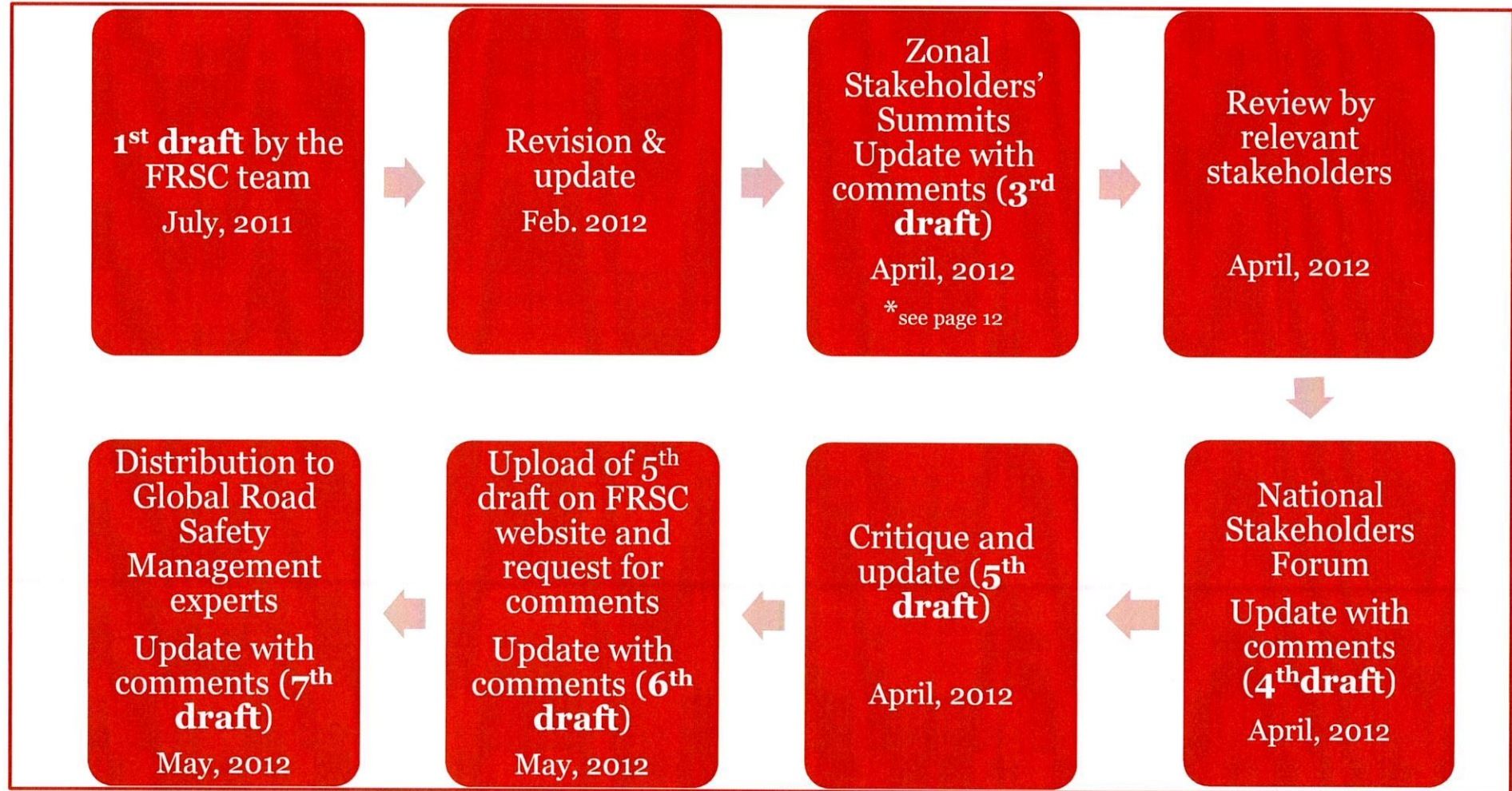
**Goal:** 40% decrease in the number of road user fatalities per 10,000 inhabitants by 2010 compared with the 1999 rate

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

## 3.3 Benefits of the Safe Systems Approach in Selected Countries

	Canada	Scotland	Singapore	Sweden	Ghana	Australia
						
<b>Goal</b>	30% decrease in the average number of road users killed or seriously injured	40% decline in numbers killed or seriously injured	To save 100 lives over 5 years from 2004 to 2008	50% decrease in the number of road users killed by 2007 compared with 1997	20% decline in the total number of road traffic crashes from the 2005 level by 2015 and reduce fatalities by 50%	40% decrease in the road user fatalities per 10,000 inhabitants by 2010 compared with the 1999 rate
<b>Benefits</b>	<p>10% decrease in Road crash fatalities</p> <p>16% decline in serious injuries and lowest death toll in &gt; 60 years</p> <p>Rate of seatbelt use increased to 90%</p> <p>RTC injuries due to drunk driving reduced by 20%</p>	<p>43% reduction in people seriously injured by 2015 compared to the mid-nineties</p> <p>30% reduction in people killed</p>	<p>68 lives saved by 2008</p>	<p>13% and 34.5% decreases in the number of road users killed in 2007 and 2009 respectively compared with 1997</p> <p>Fatalities involving unprotected pedestrians have fallen by almost 50% in the last five years</p>	<p>Reduction of fatality rate from 36/10,000 vehicles in 1996 to 18.76 in 2008</p>	<p>Reduction in road crash fatalities over the last 30 years, despite a 50% growth in population &amp; registered motor vehicles</p> <p>16.5% decrease in deaths per 10,000 vehicles</p> <p>8.2% reduction in number of fatal RTCs</p>

## 3.4 NRSS Development Process and Time Frame





## 3.4 NRSS Development Process and Time Frame, cont'd

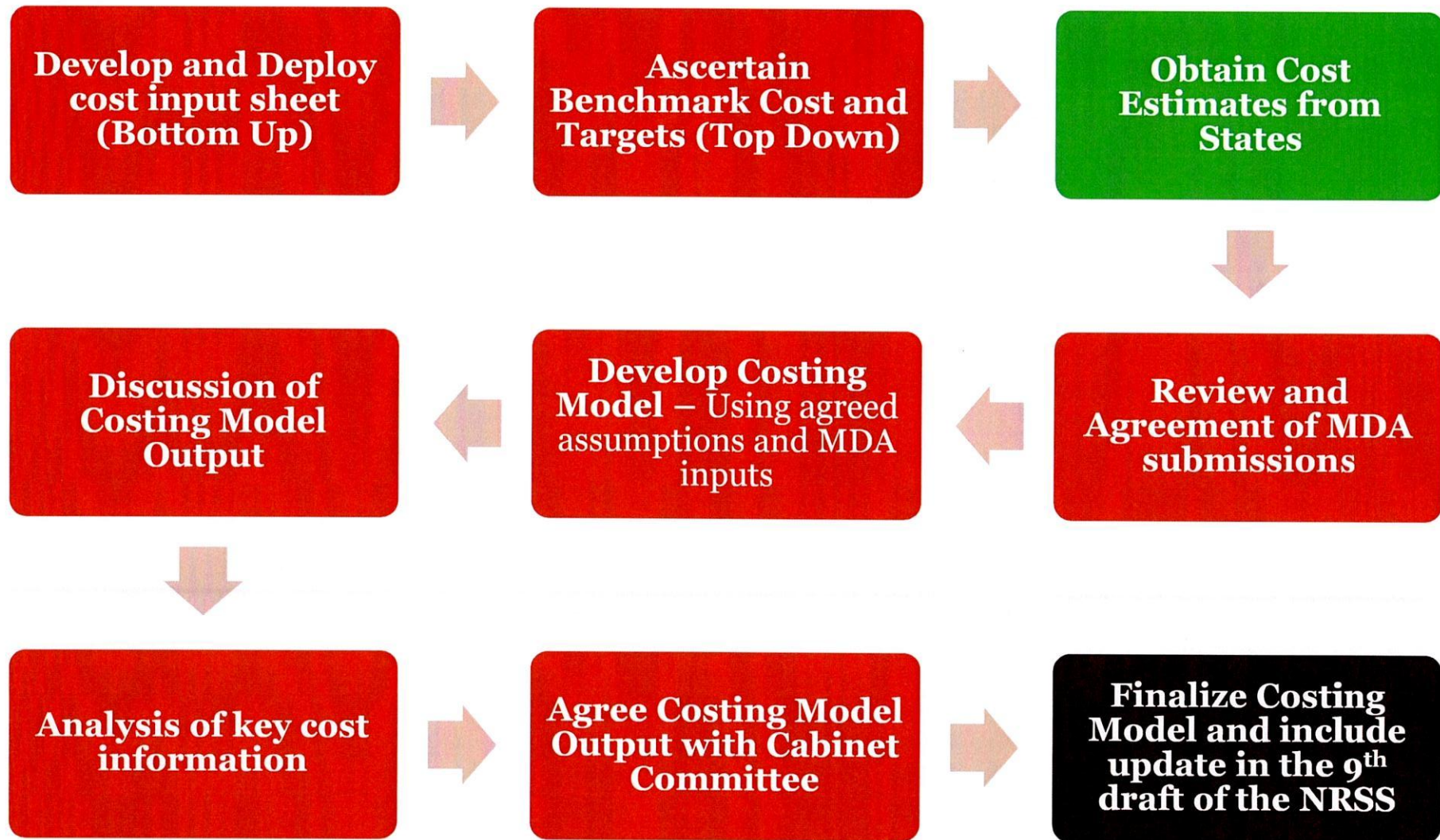


### ***3.5 Stakeholders Response from the States***

A total of 741 stakeholders attended and contributed at the Zonal workshops on Nigeria Road Safety Strategy (2014 – 2018)

<b>Zones</b>	<b>Number of States under the Zones</b>	<b>Number of Participants</b>
Owerri	Imo, Rivers, Bayelsa	62
Oshogbo	Osun, Kwara, Ekiti	38
Lagos	Lagos, Ogun, Oyo	52
Lafia	Plateau, Nasarwa, Benue	91
Abuja	FCT, Niger, Kogi, Kaduna	65
Damaturu	Yobe, Borno, Bauchi	43
Yola	Adamawa, Taraba, Gombe	86
Sokoto	Sokoto, Kebbi, Zamfara	38
Kano	Kano, Katsina, Jigawa	78
Enugu	Enugu, Anambra, Ebonyi	55
Benin	Edo, Ondo, Delta	64
Uyo	Akwa-Ibom, Abia, Cross River	71

### 3.6 NRSS costing development process and timeframe



## ***4.0 Key Elements of NRSS and Proposed Implementation Plan***



**VISION**

A country where Road Traffic Crash results in no death

**GOAL**

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

**PURPOSE**

Wide adoption of Safe system approach to road safety management in Nigeria

<b>Road Safety Management</b>	<b>Safe Roads and Mobility</b>	<b>Safe Vehicles</b>	<b>Safe Road Users</b>	<b>Post – Crash Response and Care</b>
Non-standardised road traffic data templates	Construction of Roads without specific standards	Limited coverage of the RTSSS	Poor compliance with traffic rules	Insufficient rescue ambulance and equipment
Undefined Lead Traffic Agencies in some states	Failure to perform safety audits on roads	Insufficient Vehicle Inspection Centres (VICs) operated by PPP	Inadequate monitoring of learners in driving schools	Poor implementation of insurance scheme
Develop and utilize standard templates to capture and report relevant traffic data	Implement design standards for all road types	Expand RTSSS to cover all commercial vehicles that ply interstate roads	Develop and implement awareness campaigns on proper road use	Provide additional medical equipment and emergency rescue ambulances
Legislate the establishment of Motor Vehicle Administration Agencies in states	Conduct road safety audit and safety impact assessments	Encourage Public Private Partnership for establishment of VICs	Develop and implement training programmes based on vehicle license category	Implement road user insurance scheme to finance victim rehabilitation

**SAFE SYSTEMS PILLARS**

**GAPS**

**STRATEGIC INITIATIVES**

## 4.1 NRSS Institutional Arrangement

***A National Road Safety Advisory Council (NaRSAC) is proposed to oversee the implementation of the NRSS under the Chairmanship of H.E Mr Vice President***



## 4.2 NaRSAC Membership

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

*\*Rotational Basis of 4 years per Governor*

## ***4.3 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



## ***4.4 Technical Working Group (TWG) Membership***

The TWG shall comprise mainly of:

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

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

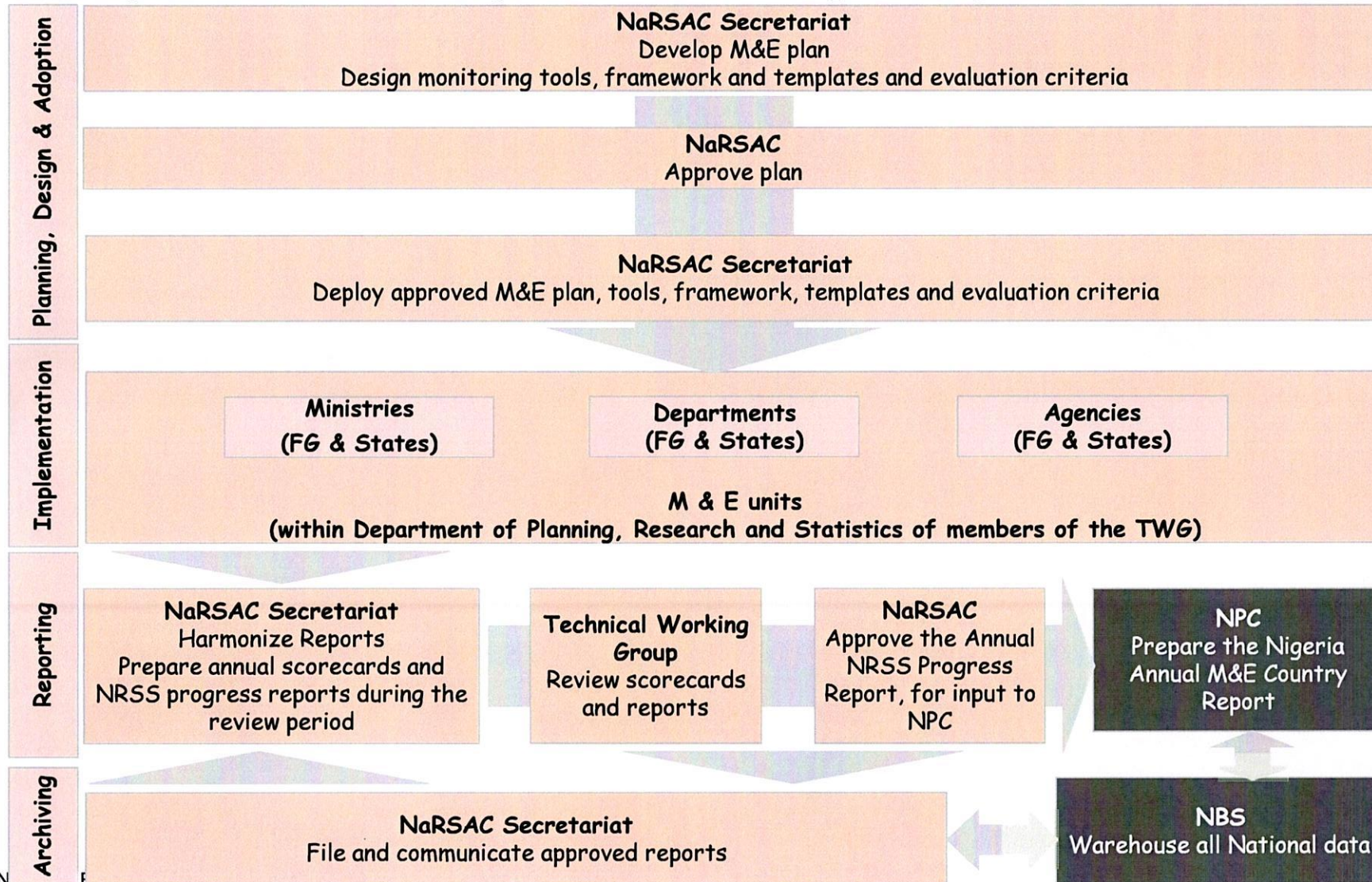
1. Nigerian Medical Association (NMA)
2. Nigeria Society of Engineers (NSE)
3. Nigeria Bar Association (NBA)
4. Guild of Editors
5. National Council of Women Societies (NCWS)
6. Standards Organisation of Nigeria (SON)
7. The Nigeria Institute of Town Planners (NITP)
8. Human Rights Organisations
9. Chartered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

## ***4.5 TWG Key Responsibilities***

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

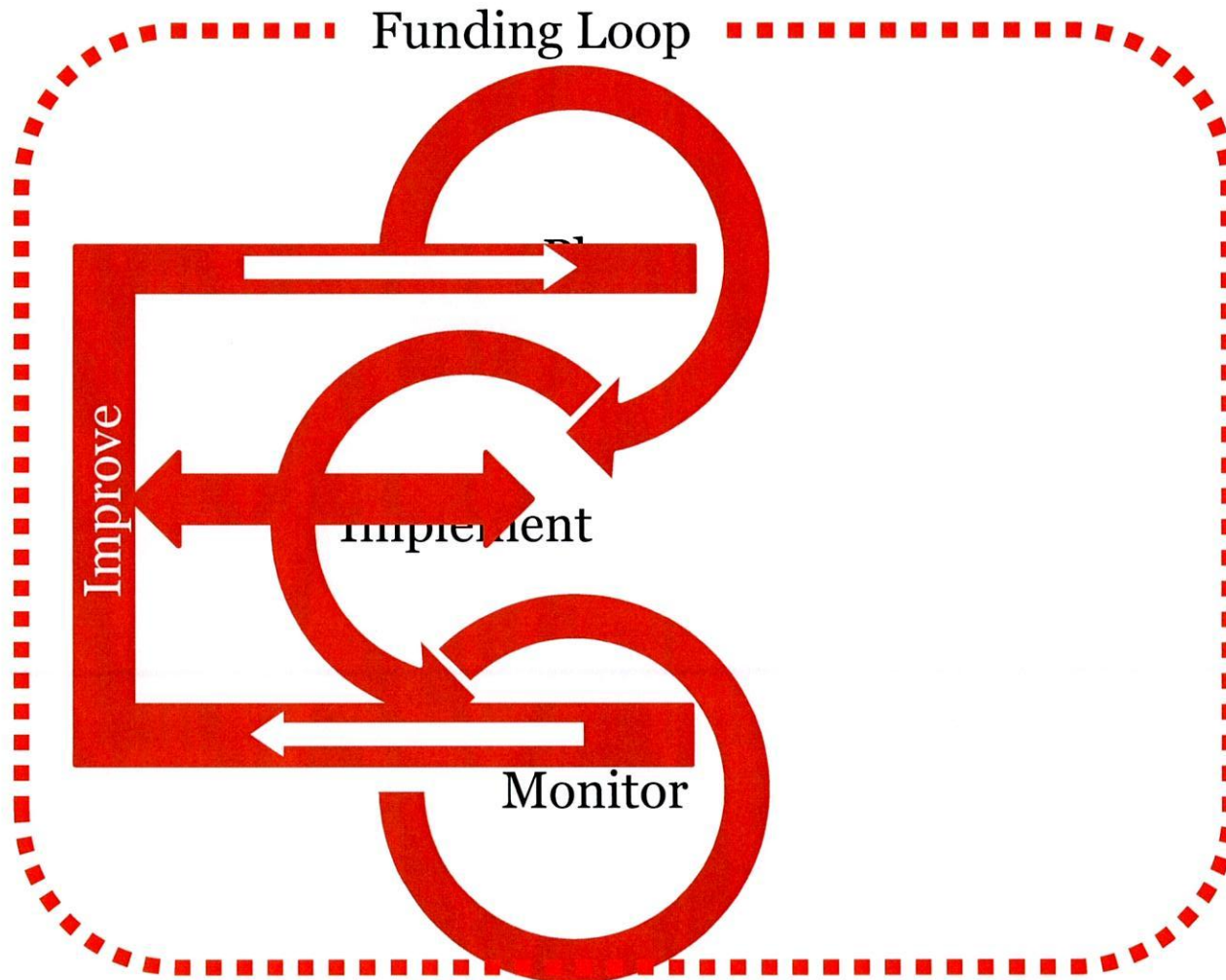
## 4.6 NRSS Monitoring and Evaluation Framework

*An M&E framework was designed to enable independent fact based assessment*

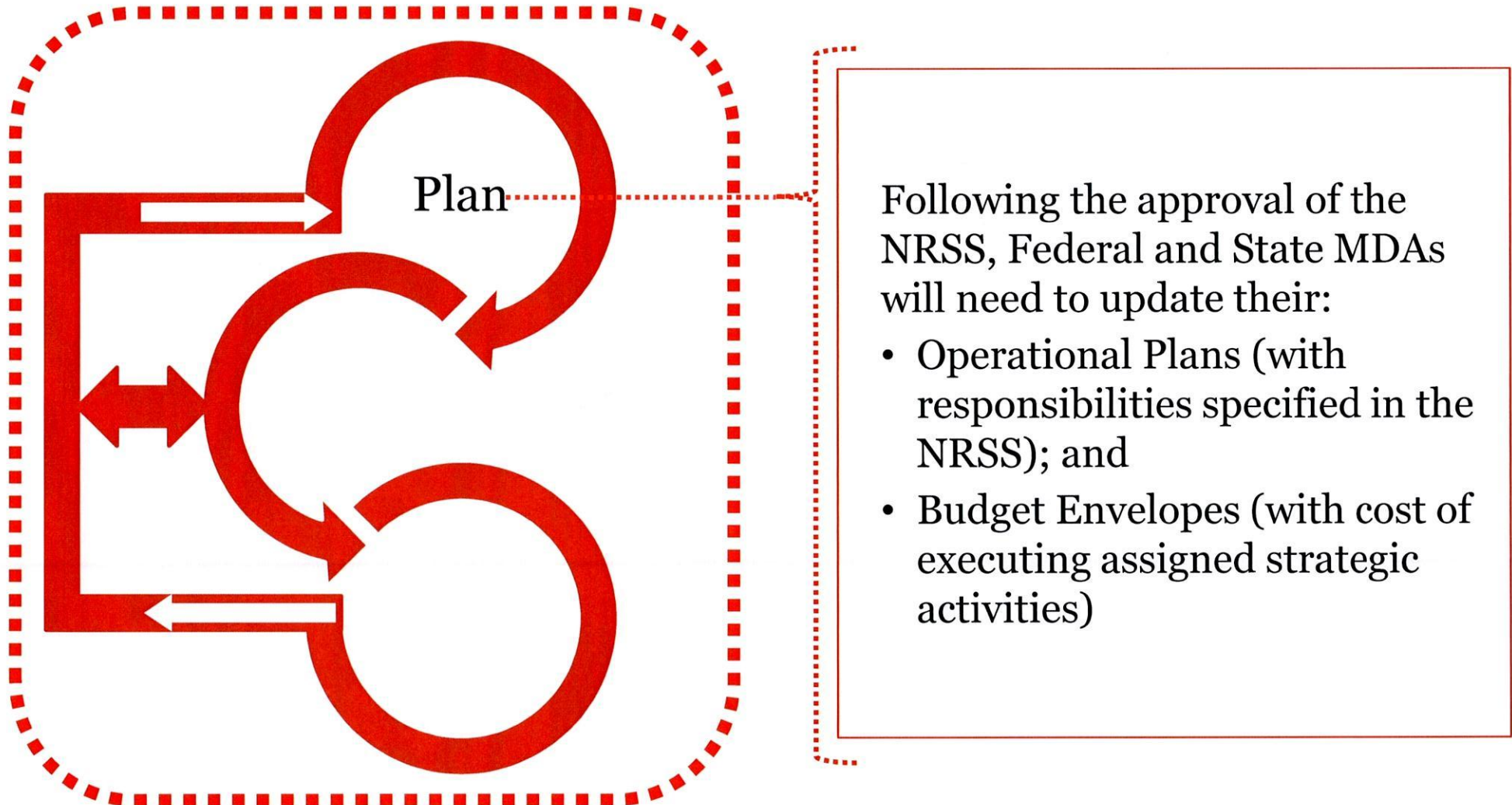


## 4.7 Proposed Implementation Plan

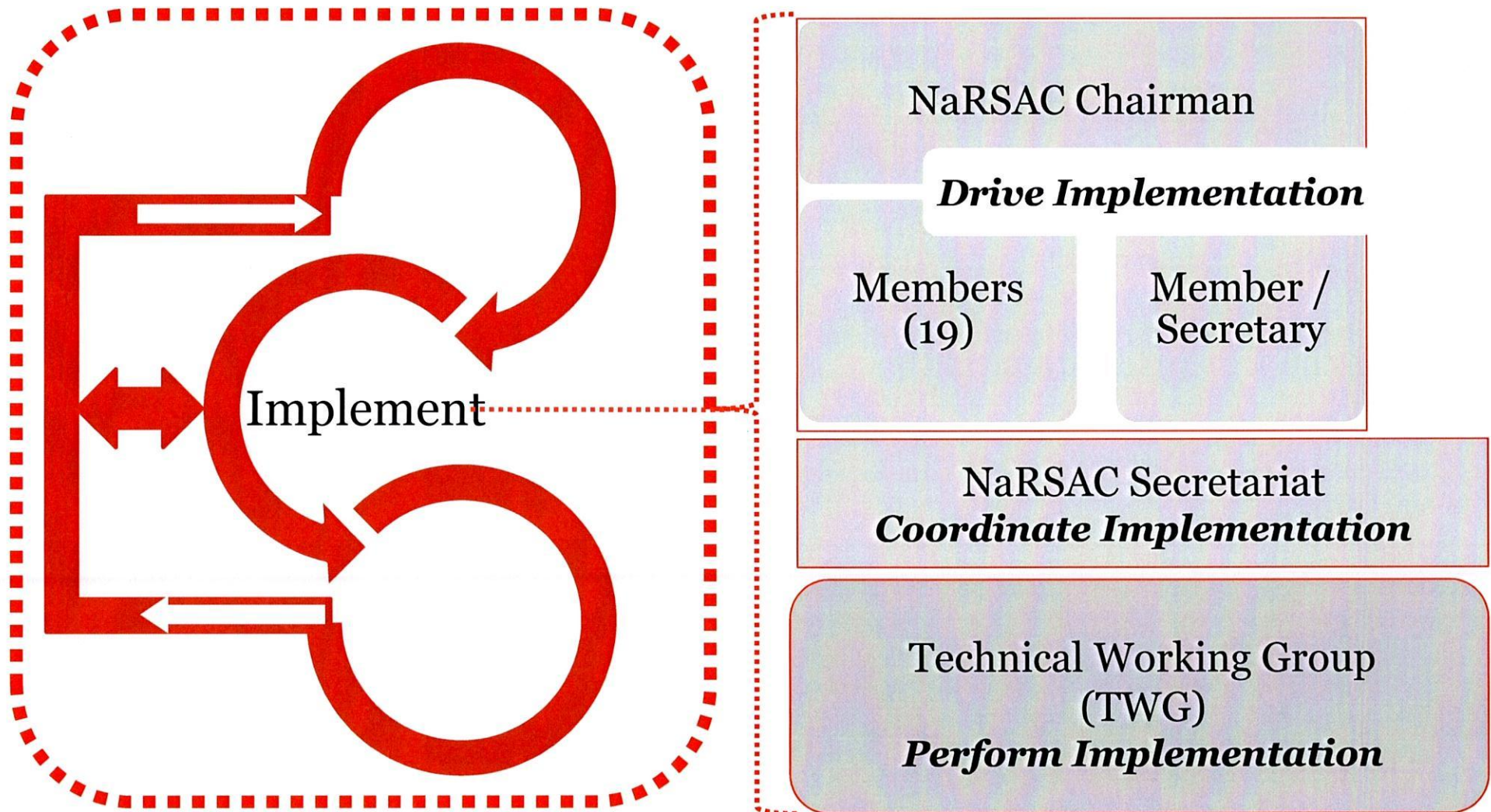
*To ensure successful implementation of the NRSS, the following hybrid approach will be adopted...*



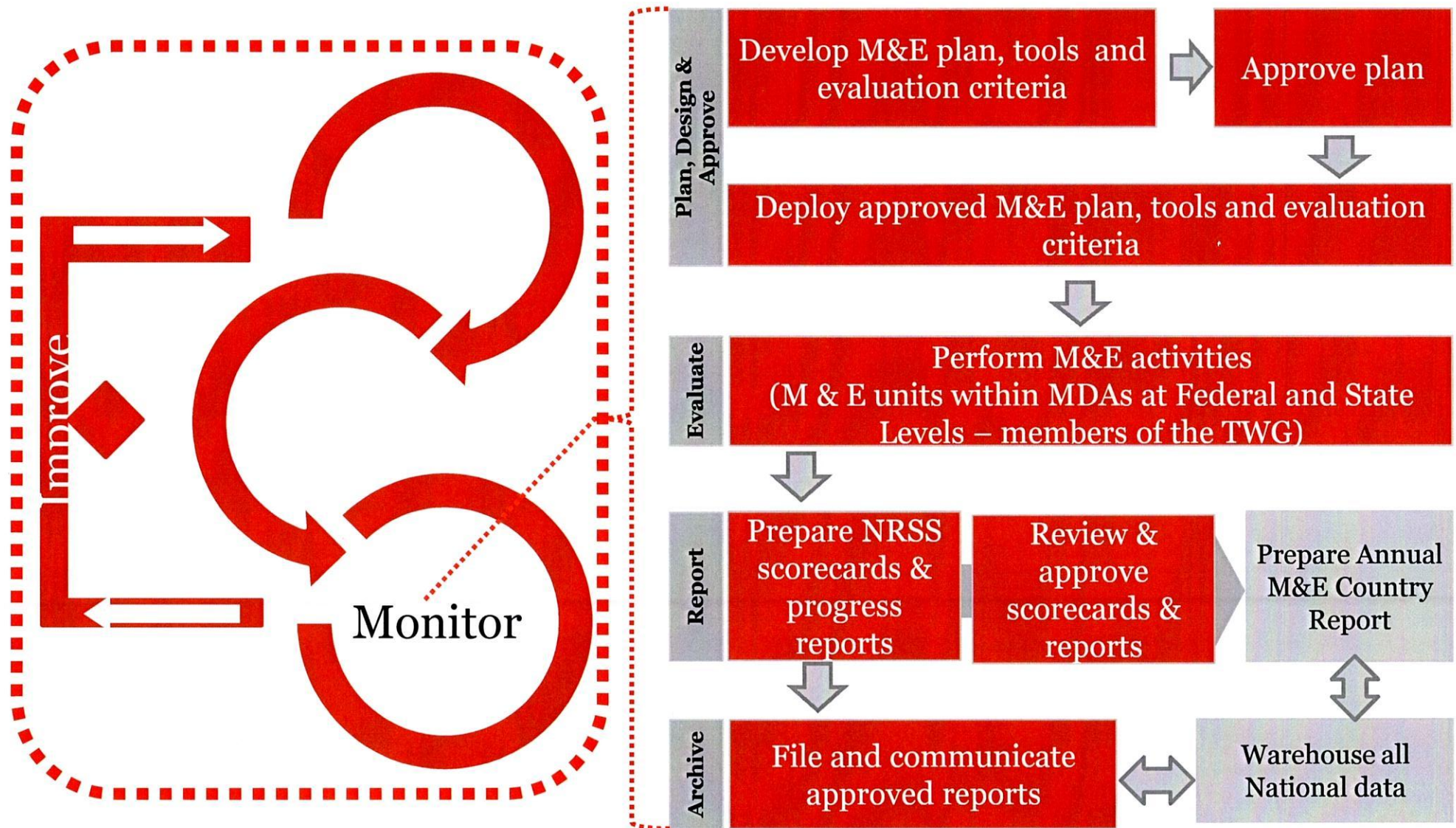
## 4.7 (i) Hybrid approach – Plan Component



## 4.7 (ii) Hybrid Approach – Implement Component

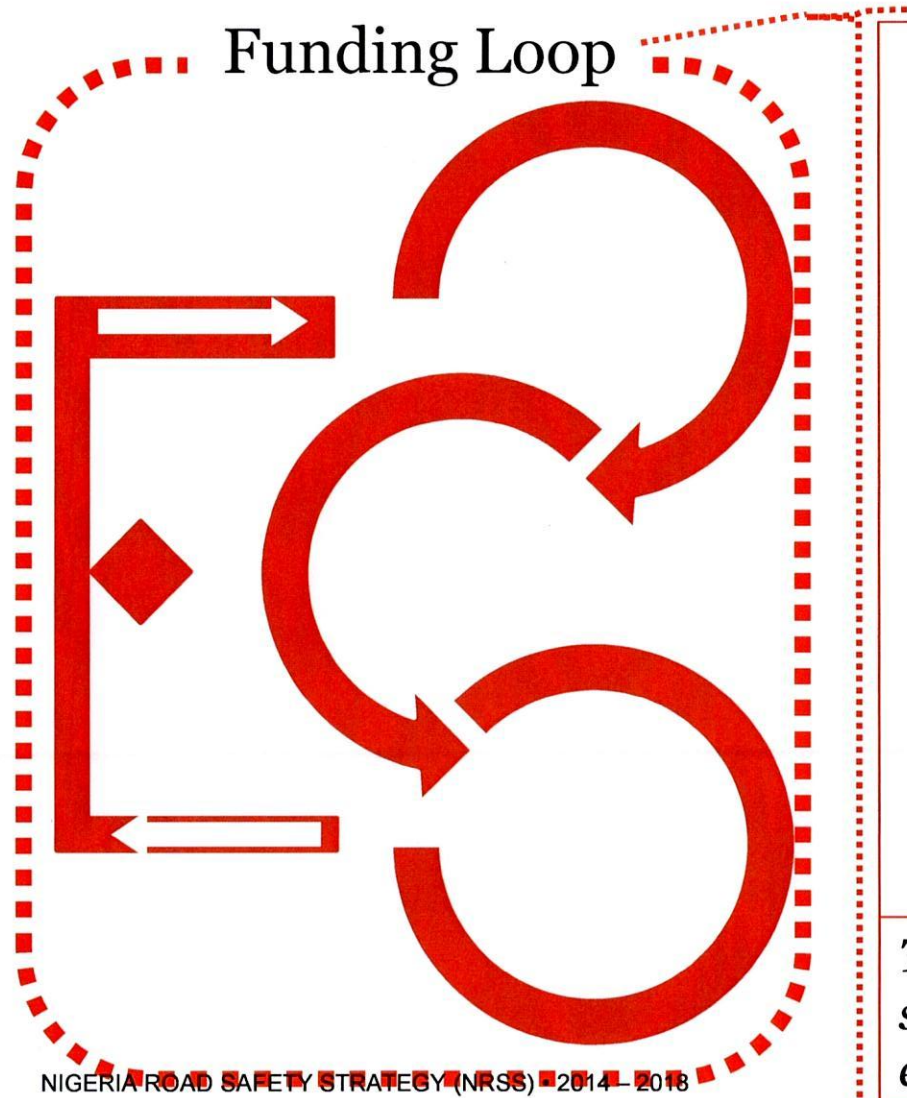


## 4.7 (iii) Hybrid Approach – Monitor Component

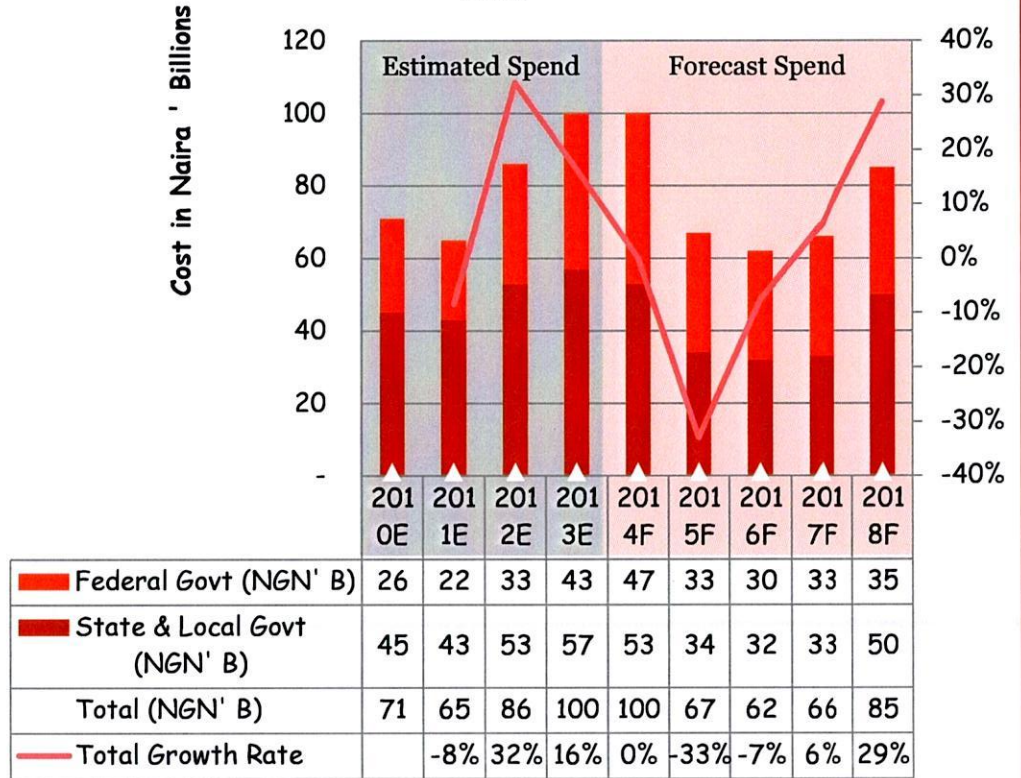


## 4.7 (iv) Hybrid Approach – Funding Loop

This shows the proposed cost of implementing the NRSS



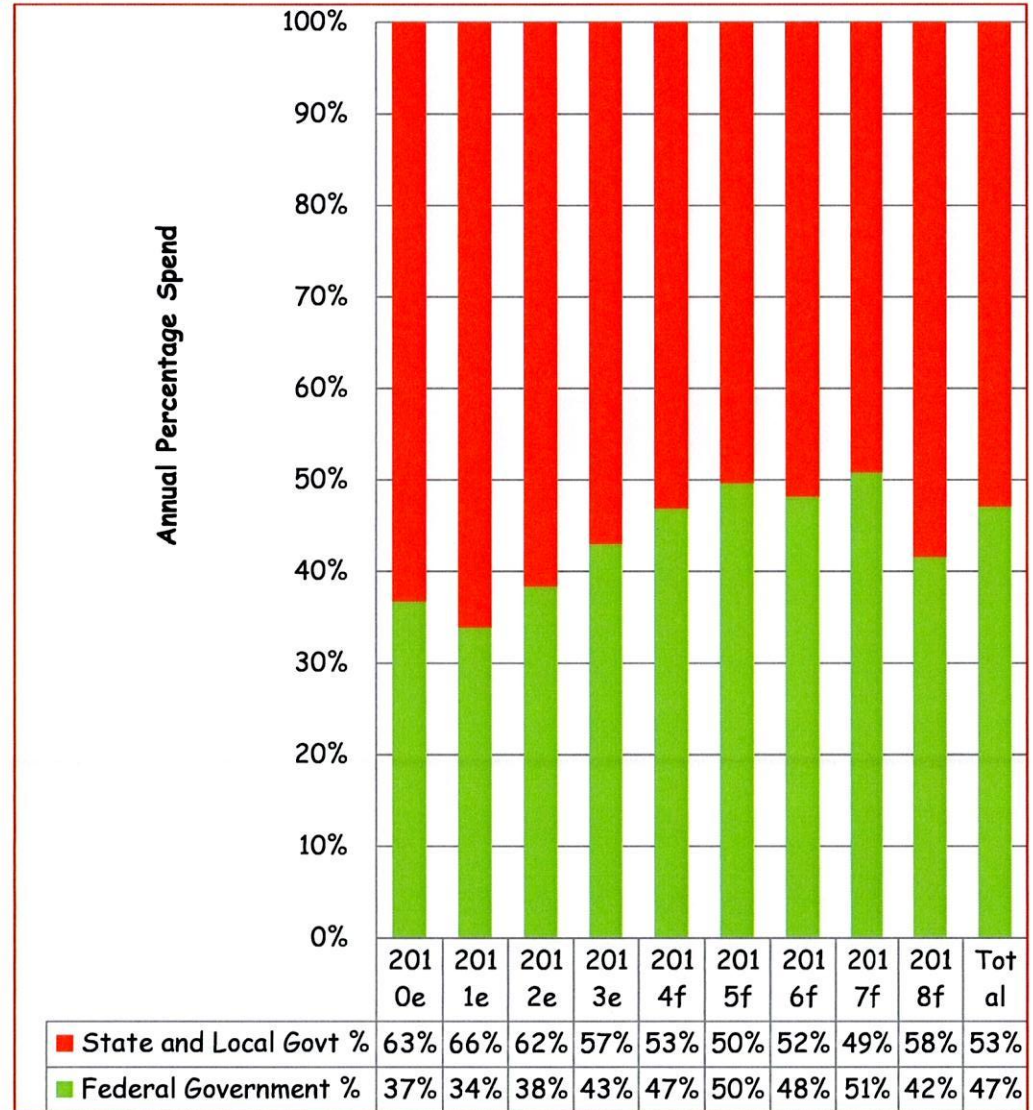
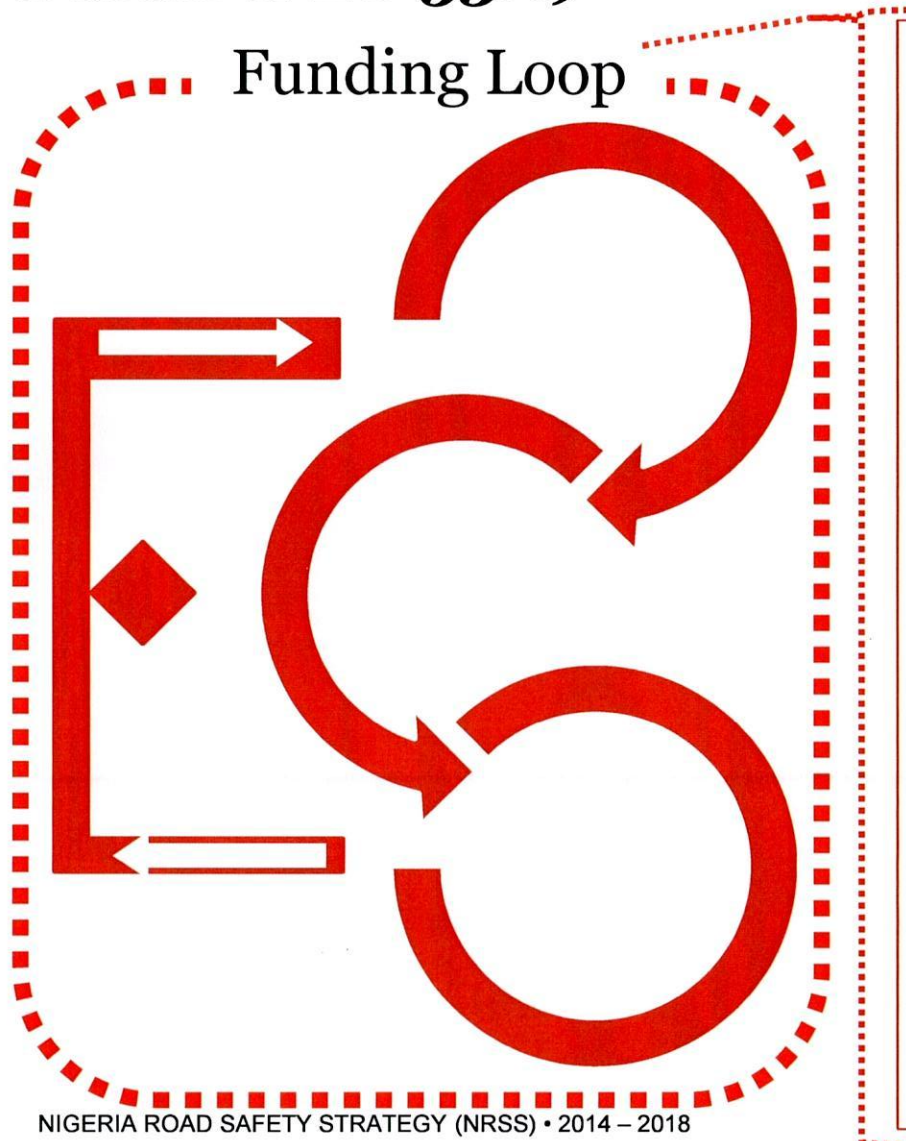
Total NRSS Costing Summary - Spend and Growth Rate



Total cost of implementing the road safety strategy for the 5 year period (2014 to 2018) is estimated at ~~~A~~382Billion (~~A~~381,974,018,199)



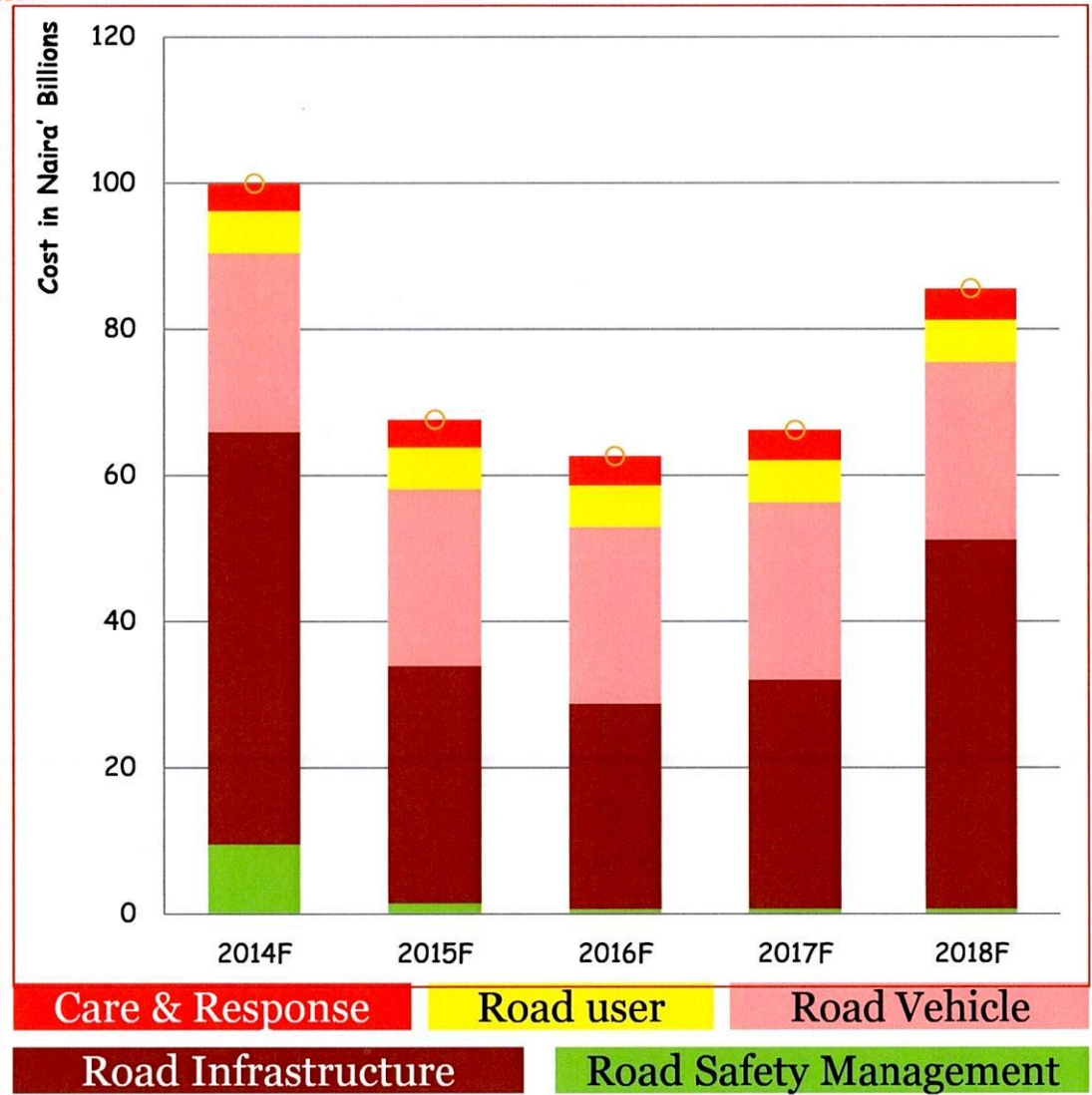
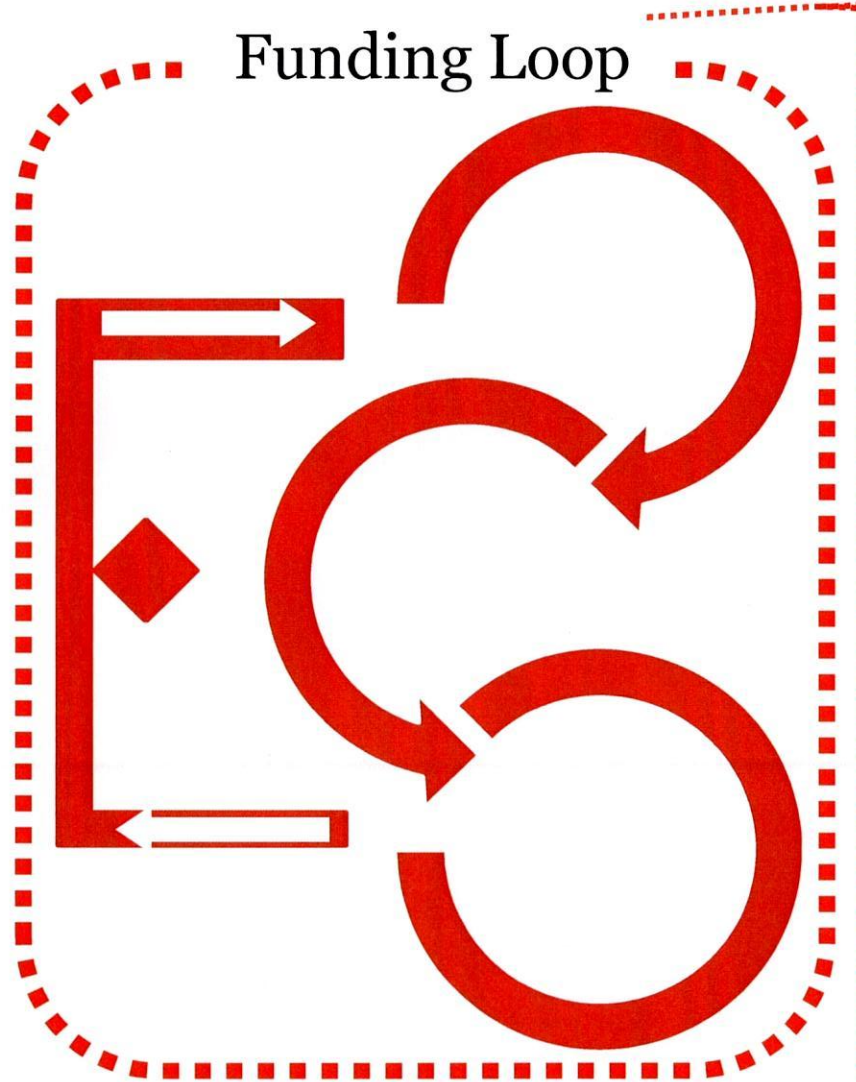
## 4.8 Distribution of proposed funding plan (FG 47% : States & LG 53%)



NIGERIA ROAD SAFETY STRATEGY (NRSS) • 2014 – 2018

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

## 4.9 Expenditure by output for the 5 pillars of the Safe Systems Approach



## 4.10 Key costing assumptions for the NRSS

S/N	Narrative	2014	2015	2016	2017	2018	Source
1	Population (millions)	177.8	183.2	188.7	194.4	200	National Population Commission, Analysis
2	Inflation rates	9.5%	9.8%	9.9%	10.2%	10.4%	National Bureau of Statistics, Analysis
3	Exchange rate (Naira / US\$1)	157	154	154.06	154.12	154.18	Central Bank of Nigeria, Analysis
4	GDP (NGN' trillion) – Old Series	48.5	53.4	58.7	64.4	70.6	National Bureau of Statistics, Analysis
5	Planned increase in road network (%)	3.30	2.85*	2.60*	3.00	3.26	NRSS, Analysis (to result in Road Metric for 2018)
6	Percentage of road construction costs considered for road safety (road furniture / safety components)	10%	10%	10%	10%	10%	World Bank/UN (Decade of Action)
<ul style="list-style-type: none"> <li>• The total cost of implementing the road safety strategy is approximately 10% of the road infrastructure cost as contained in the NIIMP (2014-2018)</li> <li>• It is envisaged that the level of output for the period leading up to and shortly after the elections may be impacted</li> <li>• The cost of constructing new roads and carrying out major rehabilitation of existing roads have been excluded from the costing plan</li> <li>• the NRSS is a national plan, and as such the cost of implementing the plan will be borne by all parties involved including Federal, State and Local Governments</li> <li>• Past Government (Federal and States) expenditure was obtained by applying an average Budget Implementation Rate of 70% to the sum of available relevant budgetary allocations.</li> </ul>							

## 4.11 Proposed Source of Funding for NRSS

*Multiple sources of funding will be required...*

Description	Unit	2014	2015	2016	2017	2018
Cost	NGN'B	99.9	67.6	62.6	66.2	85.5
<b>Possible Funding Sources and Contribution</b>						
Budget (Fed. & States)	%	60	55	50	45	40
Road Funds	%	10	10	10	10	10
Earmarked Income	%	10	10	10	10	10
Development Partners	%	5	10	15	15	15
Private Sponsorship	%	15	15	15	20	25

Average current spend (2010 – 2012) is ~75% of the forecast spend in 2014.  
Successful elections in 2015 will encourage private sector and development partner spend

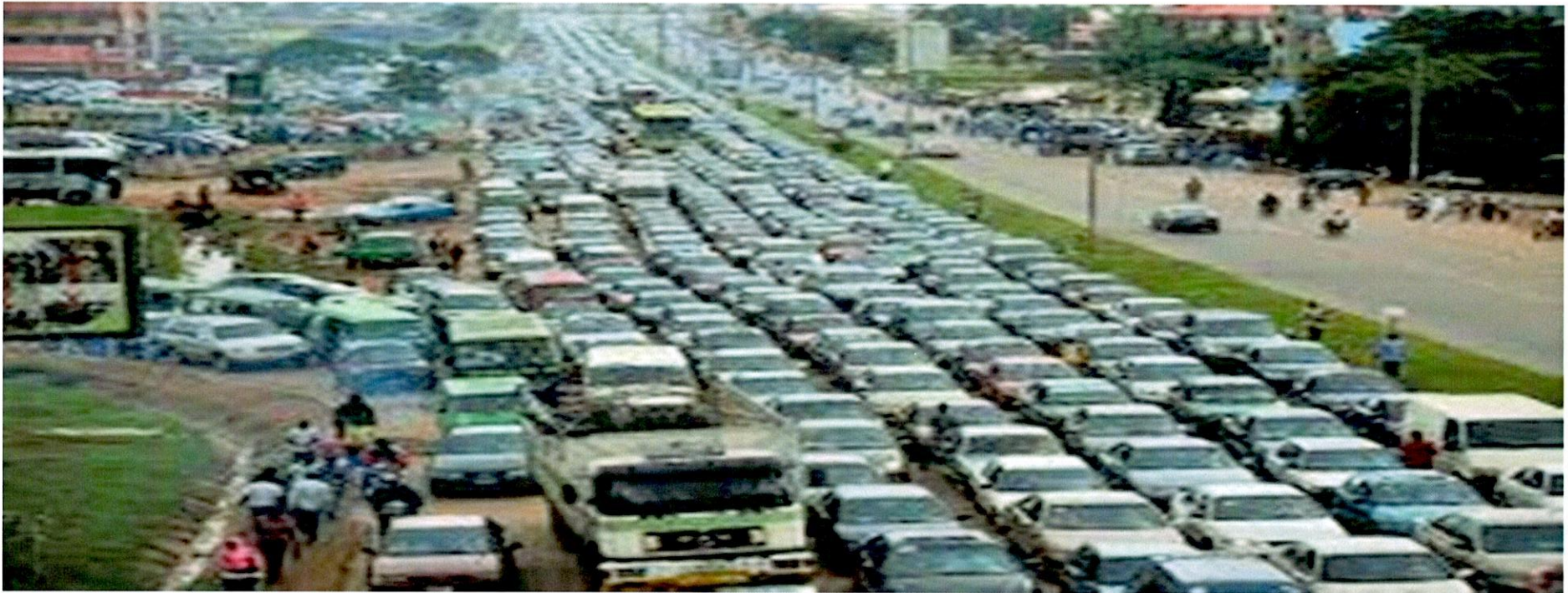
## 4.12 Envisaged impact of NRSS implementation on Road Safety Indices

Change Nigeria's ranking (by the WHO of 181 countries) from 176 (in 2010) to top 100 in 2018

Expected Outcomes	Outcomes						Note
	2012A	2014F	2015F	2016F	2017F	2018F	
Reported No. of RTCs	6,269	5,830	5,391	4,953	4,514	4,075	Based on FRSC compilation
RTCs per 10,000 vehicles	8	7.4	6.9	6.3	5.8	5.2	
Reported No. of Deaths	4,260	3,962	3,664	3,365	3,067	2,769	
RTC Deaths per 100,000 persons	33.7	27.5	24.6	21.9	19.3	16.9	Based on WHO report (2012)

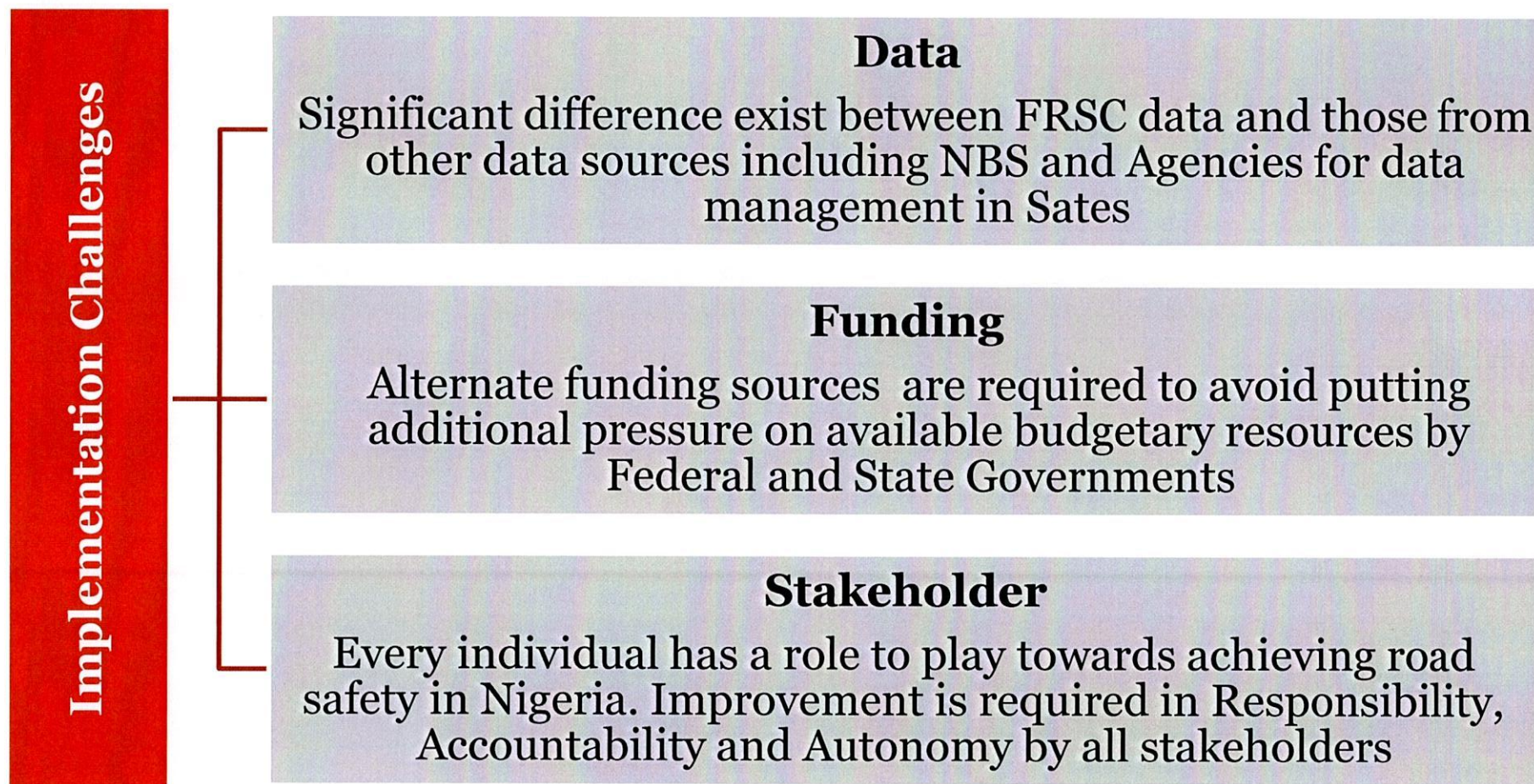
35% reduction in RTCs and RTC deaths

## *5.0 Implementation Challenges*



## 5.1 Implementation Challenges

***The success of the NRSS is only achievable if the identified challenges are overcome***



## 5.2 Global practice on funding of Road Safety Strategy

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

Potential Sources	Attributes	Countries where this is being practiced
Government General Revenues (From taxes etc..)	<ul style="list-style-type: none"> <li>• Simple to administer, but difficult to disaggregate safety spend which are combined with other budget figures</li> <li>• Government persuasion (via Loss benchmarking) required for Early stage countries</li> </ul>	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)	<ul style="list-style-type: none"> <li>• Defaulters pay more</li> <li>• “Awakens” road safety compliance authorities who are recipients and who are permitted to appropriate same for operational/resource improvement.</li> <li>• Often resisted by treasury except for new offence categories or if they constitute revenue neutrality and have no impact</li> </ul>	Used in many countries to varying degrees: <ul style="list-style-type: none"> <li>• Serbia and Vietnam assign 100% of fines to road safety;</li> <li>• UK 100% of speed and red light cameras fines; and</li> <li>• West Australia 35% and Sweden 35% of parking fines.</li> <li>• Most apply income from personalized registration plate sales</li> </ul>
Insurance Levies (Small levy on compulsory 3rd party insurance to fund road safety )	<ul style="list-style-type: none"> <li>• Guaranteed income</li> <li>• Considered by Insurance companies as efforts in “loss reduction”</li> <li>• Easily accepted especially by Government owned insurance companies</li> </ul>	<ul style="list-style-type: none"> <li>• In use in many countries with premiums ranging from 1% -10%</li> <li>• Victoria, Fiji, Zambia and several others use 10%.</li> </ul>



## 5.2 Global practice on funding of Road Safety Strategy, 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)	<ul style="list-style-type: none"> <li>• Very simple to apply</li> <li>• Advocates for expenditure on safety as an investment to reduce losses</li> </ul>	<p>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.</p> <p>Success recorded = Reduced deaths and injuries by 50% (similar to the NRSS goal for the period 2014 to 2018)</p>
Road Funds (Road user charges from fuel, excise duties, vehicle licenses etc.)	<ul style="list-style-type: none"> <li>• Potential source of significant funding</li> <li>• Reliable and allows for planning</li> <li>• Few demerits</li> </ul>	<p>Used in many countries to fund road safety:</p> <p>New Zealand is the only country to fund entire safety budget from 15% share of road fund .</p> <p>Others typically adopt 3-10% of fund for safety, or the road fund board makes discretionary payments annually to fund safety activities.</p>
Multilateral Development Banks(MDBs) and Bilateral Donors (Loans and grants from development banks and aid agencies )	<ul style="list-style-type: none"> <li>• Evidence of recent commitment of MDBs to additional funding for road safety</li> <li>• Several foreign donors thereby guaranteeing steady streams of funding</li> </ul>	<p>Many countries around the world e.g. Vietnam implementing a \$32 million world bank funded road safety project.</p> <p>ADB funding regional projects in 10 countries.</p>
General Sponsorship (Private companies providing funding for specific activities of interest to them)	<ul style="list-style-type: none"> <li>• Usually small individual amounts</li> <li>• Can be used to supplement main funding</li> <li>• May target areas not covered by other funding</li> </ul>	<p>Insurance and other private Companies often willing to fund campaigns or enforcement on particular topics of interest to them as part of their loss reduction activities</p>

## ***6.0 Role of States in NRSS Implementation***



## ***6.0 The Role of States in NRSS Implementation***

State Governments are required to:

- Mobilise support for the successful implementation of the NRSS country-wide;
- Cascade the NRSS to the Local Government level, by institutionalising the process in their respective States;
- Make adequate budgetary provision for the NRSS as it concerns their implementing Agencies from 2014;
- Liaise with FRSC to organise workshops to validate the targets set for them in the NRSS document;
- Establish or reposition in the States, Units responsible for data management to facilitate the collation of all relevant data

## 6.1 Key Strategic Activities to be carried out at the State Level

S/N	Strategic Activities	Timelines in Years					Performance Indicators
1	Review extant laws to: eliminate role conflicts with Federal agencies; incorporate stiffer sanctions for traffic law violations including the criminalisation of certain offences such Driving Under Influence (DUI)		2015				<p>Elimination of role conflicts with Federal agencies</p> <p>Inclusion of stiffer sanctions for road traffic offenses in State Penal Code</p> <p>Criminalisation of certain offenses</p>
2	Train Vehicle Inspection Officers (VIOS) for effectiveness	2014	2015	2016	2017	2018	80% of VIOs trained
3	Implement 10% safety rule on all road infrastructure projects	2014	2015	2016	2017	2018	100% compliance with 10% minimum safety component rule
4	Enact law establishing Motor Vehicle Administration Agencies	2014					Existence of Motor Vehicle Administration Agencies in all States
5	Implement design standards for all road types including the provision of rest-stop, weighbridges and vehicle parking areas at regular intervals on highways.	2014	2015	2016	2017	2018	<p>100% compliance of newly constructed roads with defined standards</p> <p>50% decline in deaths of vulnerable road users – bus passengers, motorcyclists and pedestrians</p>
6	Install Speed (limit) signs on all highways	2014	2015				Existence of speed (limit) signs on all highways
7	Automate and Maintain a database for road traffic information	2014	2015	2016	2017	2018	Availability of relevant and timely road traffic information at least 70% of the time

## 6.1 Key Strategic Activities to be carried out at the State Level, cont'd

S/N	Strategic Activities	Timelines in Years					Performance Indicators
		2014	2015	2016	2017	2018	
8	Prevent and arrest roads and road furniture vandals including those responsible for defacement of road signs, illegal excavation and construction of bumps on the highways	2014	2015	2016	2017	2018	80% decline in incidents of road and road furniture canalisation
9	Ensure removal of markets, motor parks and other obstructions from the highway in line with the right of way rule		2015	2016	2017	2018	100% elimination of obstructions on right of way
10	Enact and enforce laws on; prohibiting road/street trading; refuse dumping on roads and streets, installation of speed limiting devices in all commercial vehicles, prohibiting social and cultural gatherings/activities on roadways	2014	2015				Existence of legislations 100% compliance with legislation
11	Establish and equip standard Vehicle Inspection Centres (VIC) and enforce thorough inspections		2015				Existence of a minimum of 4 VICs in all States and FCT 50% decline in RTCs due to defective vehicles
12	Create enabling legislative, regulatory and institutional environment for Public Private Partnership in vehicle inspection			2016			Ratio of Government to privately owned VICs not more than 2:1 per State
13	Develop and implement awareness campaigns on proper road use		2015	2016	2017	2018	50% decline in number of road traffic law violations 50% decline in number of RTCs
14	Enforce compliance with road traffic laws and regulations with emphasis on speed limits; use of seat belts and crash helmets; prohibited telephone use while driving; overloading and Driving Under Influence	2014	2015	2016	2017	2018	50% reduction in road traffic law violations and crashes

## ***7.0 Prayer and Conclusion***



## *Prayer*

Seek NEC endorsement for Implementation of NRSS country wide



## ***Clarifications / Questions / Points of order...***





**Safety starts with you...**

---

***...and ends with all.***