

Nigeria

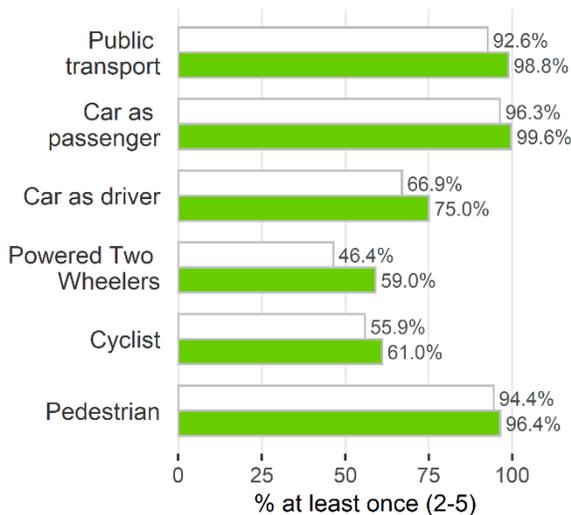
ESRA2 Country Fact Sheet

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors, from all over the world. The aim is to collect and analyse comparable data on road safety performance, in particular road safety culture and behaviour of road users. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with eleven core group partners (BAsT, BFU, CTL, IATSS, IFSTTAR, ITS, KfV, NTUA, PRP, SWOV, TIRF). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions¹. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcycle and moped drivers, cyclists and pedestrians.

This fact sheet contains the key results of the second edition of the ESRA survey, which was conducted simultaneously in 32 countries in 2018 and in 16 countries between 2019 and 2020. In total this online panel survey collected data from more than 45 000 road users (1000 in Nigeria). An overview of the initiative and more results are available on www.esranet.eu. The following figures show a core set of variables in which Nigeria (**green**) is compared with the African ESRA2 mean² (white).

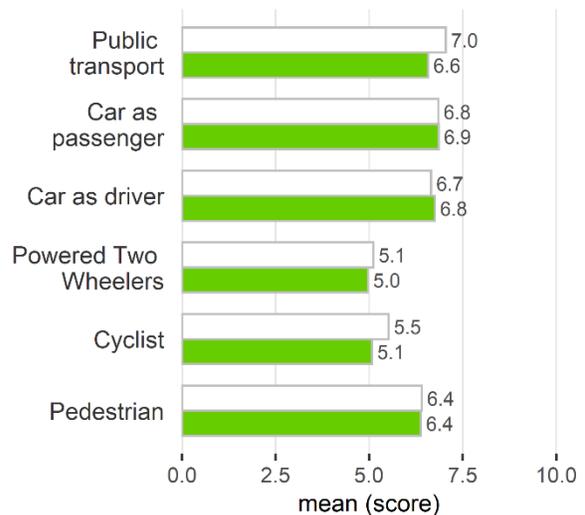
Mode of transportation

During the past 12 months, how often did you use the following transport modes (5-point scale from 1=never to 5=at least 4 days week)



Safety feeling

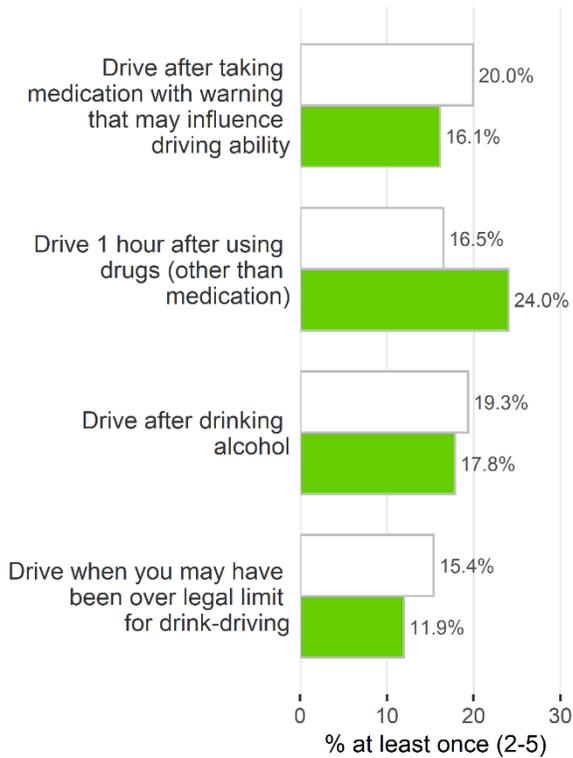
How safe or unsafe do you feel when using the following transport modes (11-point scale from 0=very unsafe to 10=very safe)



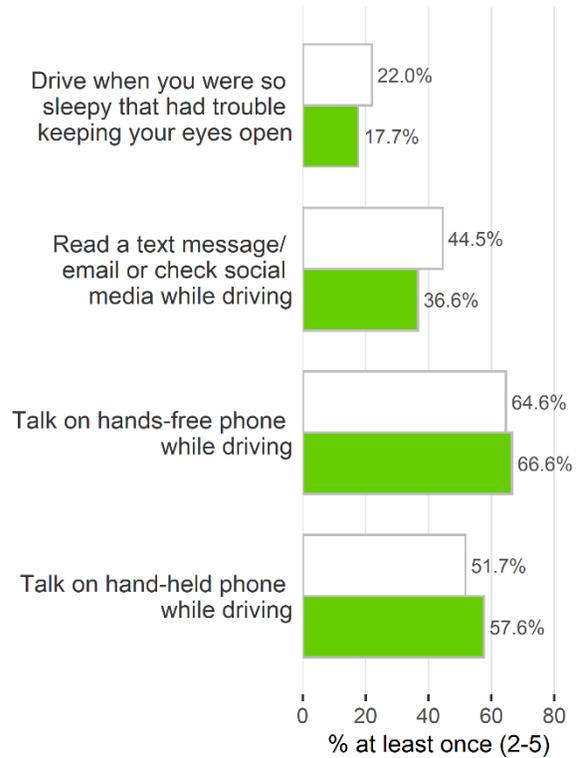
Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

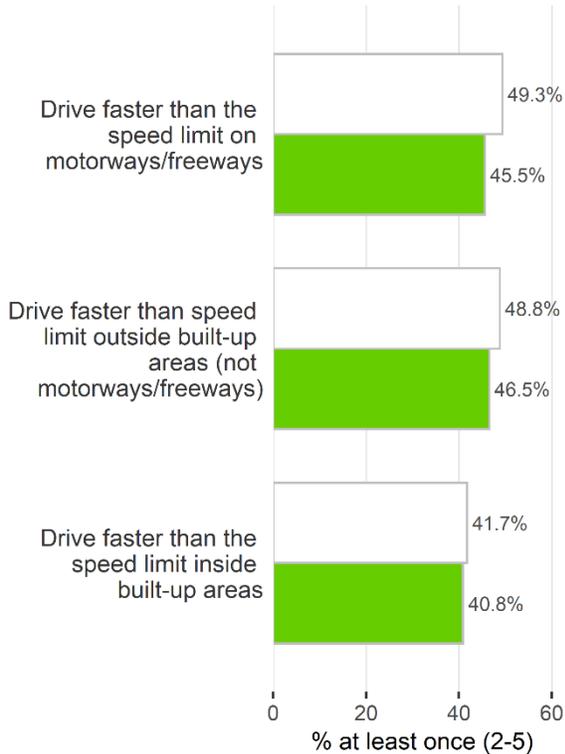
DUI as a car driver



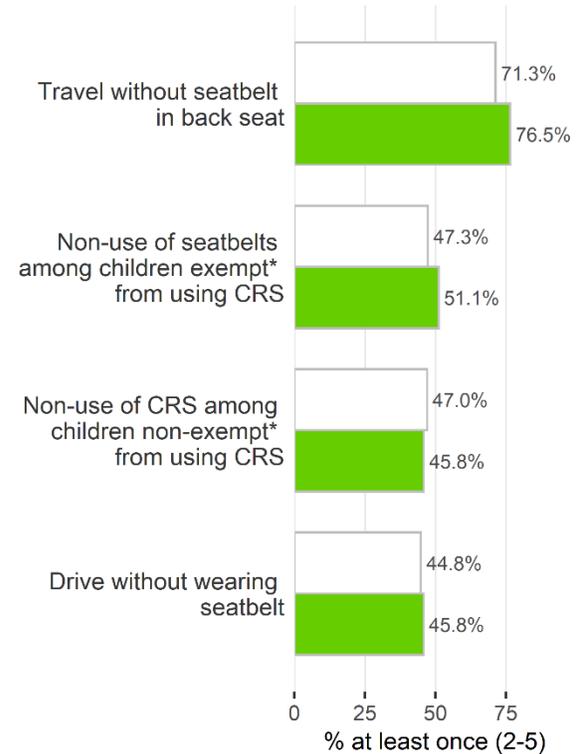
Distraction & fatigue as a car driver



Speeding as a car driver



Seat belt use in a passenger car

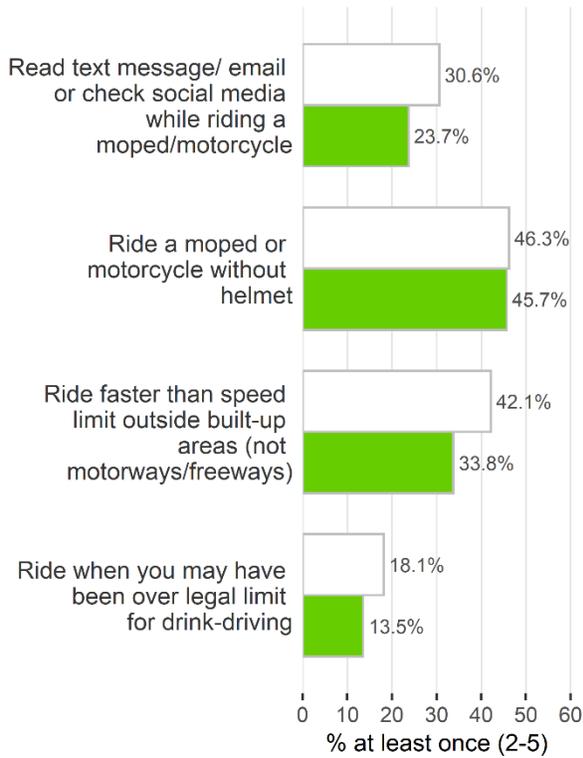


* specified based on national regulation on this topic

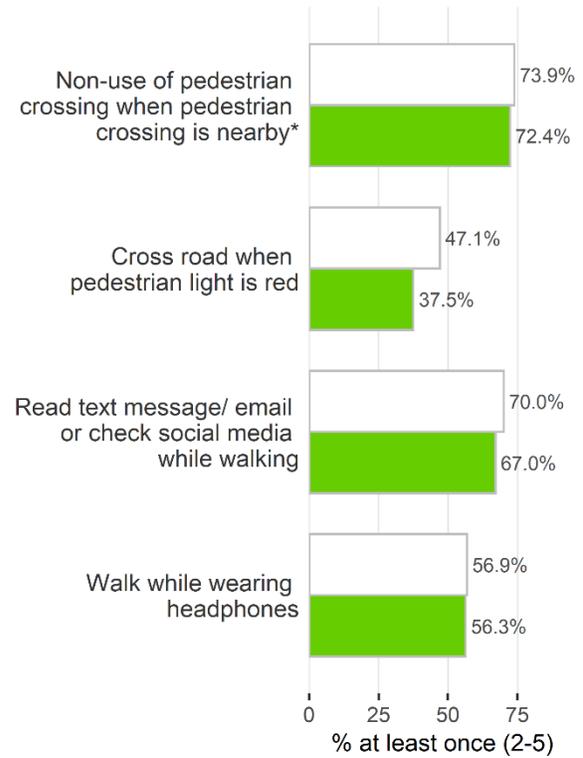
Self-declared behaviour

Over the last 30 days, how often did you... (5-point scale from 1=never to 5=(almost) always)

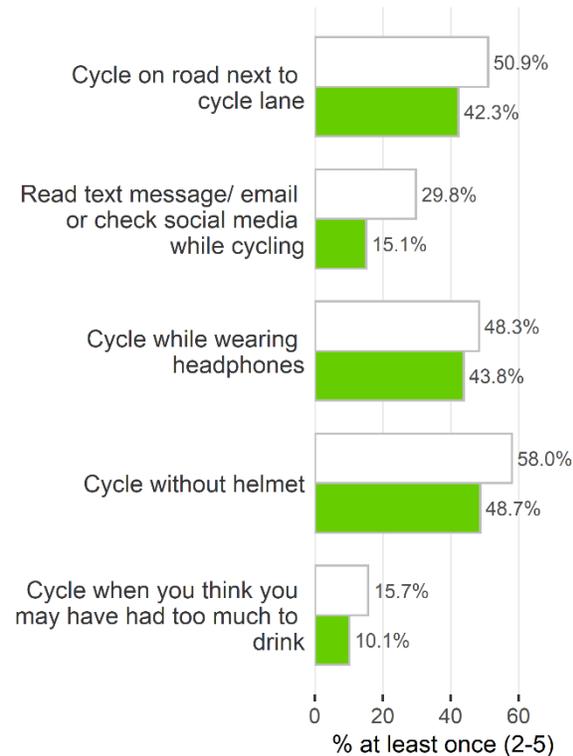
Powered Two Wheelers



Pedestrians



Cyclists



* specified based on national regulation on this topic

Sample size*

Road users who use each transport mode at least a few days per month.

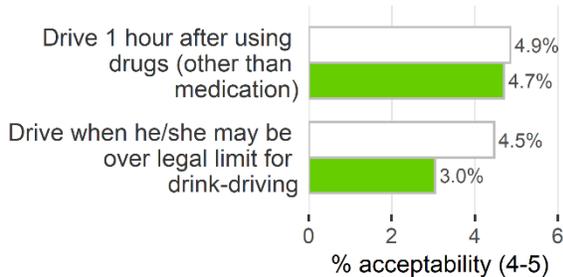
Mode of transportation	Nigeria	Africa12
Car drivers	689	6978
Car drivers who transported children (<18y) exempt from using CRS	516	3786
Car drivers who transported children (<18y) non-exempt from using CRS	428	4031
Car passengers	943	10552
Powered Two Wheelers	484	4066
Pedestrians	910	10636
Cyclists	450	4435

*weighted sample for self-declared behaviours.

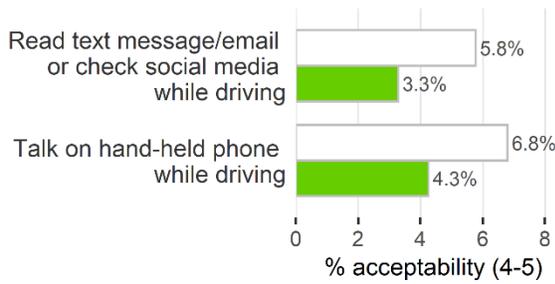
Personal acceptability

How acceptable do you, personally, feel it is for a CAR DRIVER to ... (5-point scale from 1=unacceptable to 5=acceptable)

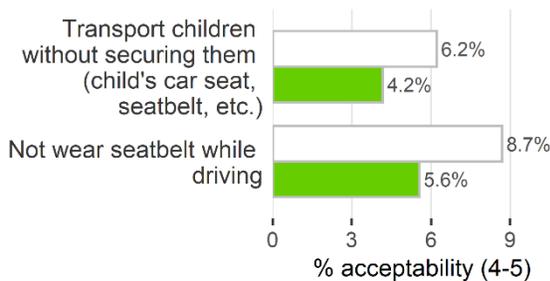
DUI



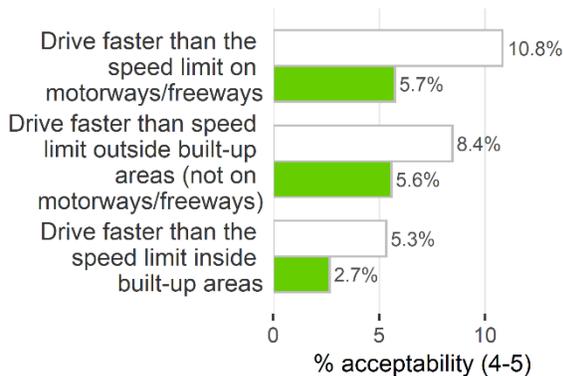
Distraction



Seat belt



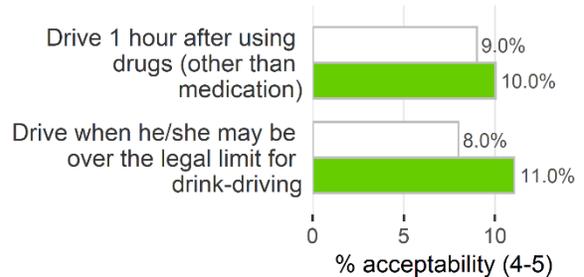
Speed



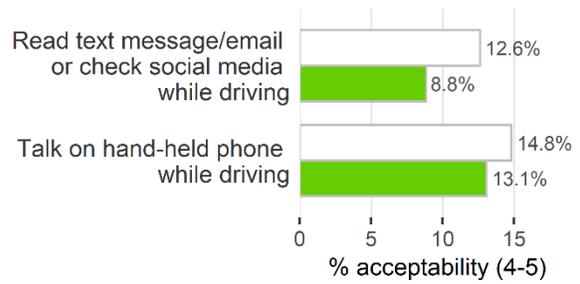
Others' acceptability

Where you live, how acceptable would most other people say it is for a CAR DRIVER to... (5-point scale from 1=unacceptable to 5=acceptable)

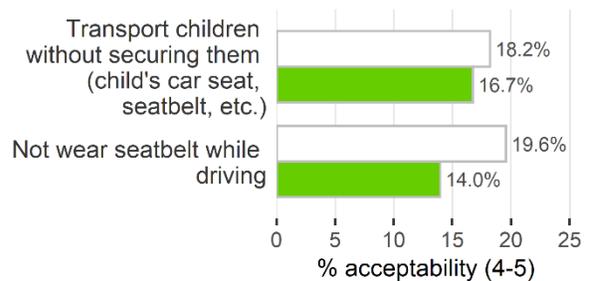
DUI



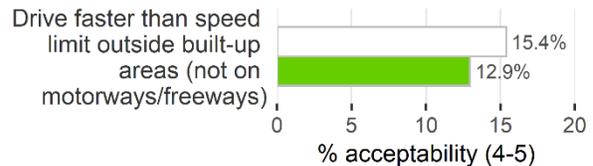
Distraction



Seat belt

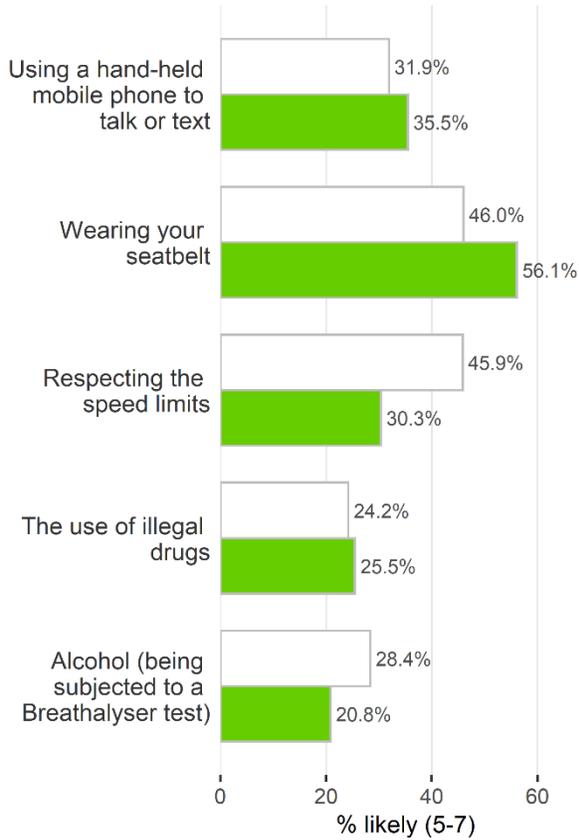


Speed

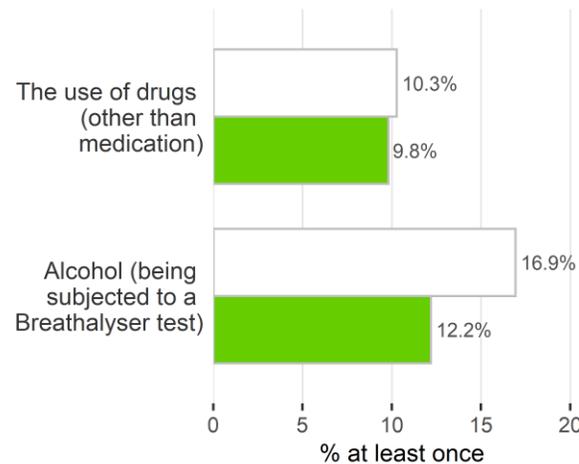


Enforcement

On a typical journey, how likely is it that you (as CAR DRIVER) will be checked by police for... (7-point scale from 1=very unlikely to 7=very likely)

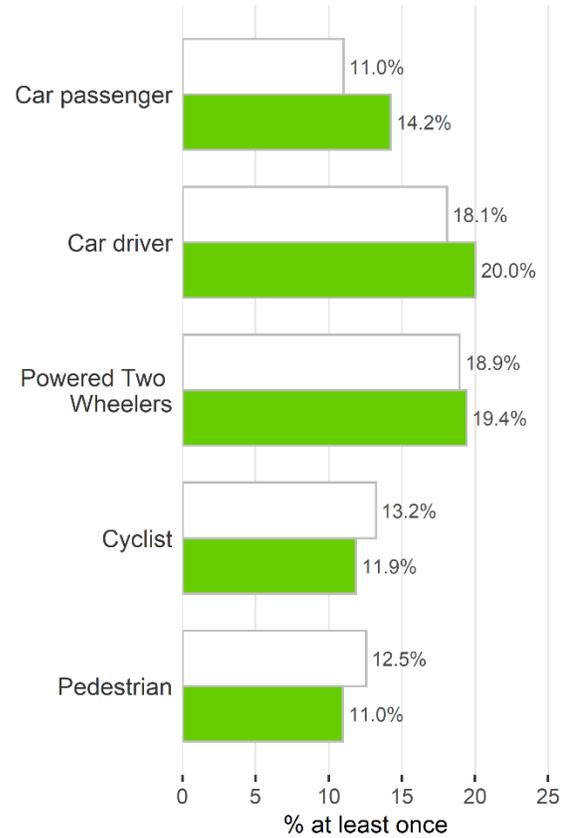


In the past 12 months, how many times (as a CAR DRIVER) have you been checked by the police for... (number)



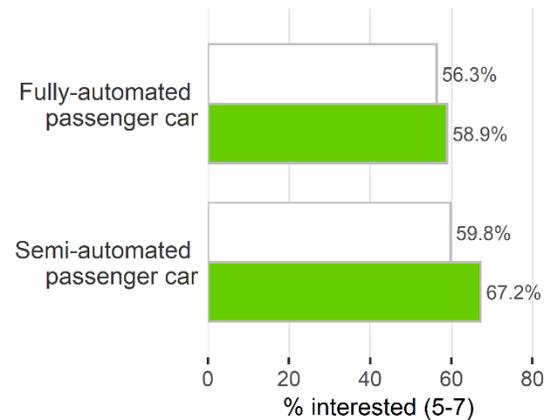
Involvement in road crashes

In the past 12 months, how many times have you personally been involved in road crashes as... (number)



Vehicle automation

How interested would you be in using a... (7-point scale from 1=not at all interested to 7=very interested)



Background Data

Basic data of Nigeria in relation to the European average³.

Exposure

	year	NG
total length of roads (km)	NA	204000
total length of motorways (km)	NA	NA
vehicle kilometres (total in millions)	NA	NA
motorisation rate (motor vehicles/1000 inhab.)*	2016	61

Source: IRTAD Annual Report 2018, *WHO 2018

Persons killed in road accidents by age (WHO & CARE database)

ages	year	NG		EU	
		absolute number	%	absolute number	%
0-14	2016	NA	NA	616	2.4
15-17	2016	NA	NA	593	2.3
18-24	2016	NA	NA	3370	13.1
25-49	2016	NA	NA	8808	34.2
50-64	2016	NA	NA	5177	20.1
≥65	2016	NA	NA	7057	27.4
unknown	2016	NA	NA	144	0.6
TOTAL	2016	5053	100.0	25765	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; others: 2016).

Persons killed in road accidents by transport mode (CARE database)

mode of transportation	year	NG		EU	
		absolute number	%	absolute number	%
car (including taxi)	2016	NA	NA	12034	46.7
moped	2016	NA	NA	677	2.6
motorcycle	2016	NA	NA	3606	14.0
pedal cycle	2016	NA	NA	2071	8.0
pedestrian	2016	NA	NA	5468	21.2
other	2016	NA	NA	1909	7.4
TOTAL	2016	5053	100.0	25765	100.0

European sum computed with the most recent available year by country (2010: SK; 2015: LT, IE; others: 2016)

Population

	year	NG	EU
population (M. inhab.)	2017	190.9	512.4
density (inhab./km ²)	2017	206.6	116.9
males (% of total)	2017	50.7	49.0
females (% of total)	2017	49.3	51.0
urban (% of total)	2017	50.0	75.4
internet users (per 100 people)	2017	28	81

Source: World Bank

Traffic legislation in Nigeria

Speed limits for passenger cars	(km/h)
motorways	100
secondary or regional roads	80
in built-up areas	50

Drink-driving	BAC limits
max. BAC for drivers (g/l)	0.5
max. BAC for young/novice drivers (g/l)	0.2
max. BAC for professional drivers (g/l)	0.2

Protective systems	
obligation to use seatbelt in front seat	yes
obligation to use seatbelt in rear seat	yes
obligation to use child restraint systems for transport of children*	yes
obligation to use a helmet as a moped rider	yes
obligation to use a helmet as a motorcyclist	yes

Source: IRTAD Annual Report 2018, *WHO 2018

¹ Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA2 survey.

² The African ESRA2 mean is based on the results of the 12 African countries participating in the ESRA2 survey: Benin, Cameroon, Egypt, Ghana, Ivory Coast, Kenya, Morocco, Nigeria, South Africa, Tunisia, Uganda, and Zambia.

³ The European average is based on the EU-28: Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Romania, Slovak Republic, Slovenia, Spain, Sweden and the United Kingdom.

Please refer to this document as: Vias institute (2021). *Nigeria – ESRA2 Country Fact Sheet. ESRA2 survey (E-Survey of Road users' Attitudes)*. Brussels, Belgium: Vias institute.

For more information: www.esranet.eu or email esra@vias.be