

SAFETY AS AN IMPERATIVE FOR ROAD CARGO TRANSPORTATION



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Introduction

Globally, mobility needs have increased significantly. Human and material resources are constantly moved around to places of demand



In Nigeria, the under-developed transport system has created a problem where the road has become the primary means of transporting these resources across the nation



Introduction...ii



Road haulage industry in Nigeria plays a critical role in ensuring the economic prosperity of the nation.

NNPC declared that an average of 1,255 tankers laden with petroleum products are dispatched daily. Similarly, Dangote Industries claimed that at least 70% of their 7000-strong fleet of Trailers ply the roads daily

This unprecedented traffic unfortunately does not correspond with availability of necessary infrastructure and other safety components.

This has given rise to devastating statistics in road traffic crashes and fatality in the country

Addressing Articulated Vehicles Crashes in Nigeria

The country has recorded several cases of road traffic crashes involving tankers/trailers for which several stakeholders' engagements have been held and preventive measures proffered for implementation across board.



Articulated Vehicles Crash Data in Nigeria

| Data on Articulated vehicles involved in RTCs in Nigeria | | | |
|--|-------|--------|---------|
| Year | Truck | Tanker | Trailer |
| 2016 | 1637 | 359 | 657 |
| 2017 | 1732 | 308 | 624 |

| Year | Total RTCs Recorded | RTCs Involving Articulated Vehicles | % |
|------|---------------------|-------------------------------------|-------|
| 2016 | 9694 | 2653 | 27.4% |
| 2017 | 9383 | 2664 | 28.4% |

Crashes involving articulated vehicles are much more distressing because of the higher rate in fatality and over all negative multiplier economic effects, asides environmental pollution



Source: FRSC Road Traffic Crash Data; 2007;2017

Articulated Vehicles Crash Data in Nigeria...ii

Trailers and Tankers RTC Statistics (Fatality and Injury): 2007-2017:

| YEAR | NO. OF TRAILERS INVOLVED | NO. OF TANKERS INVOLVED | TOTAL RTCs | TOTAL PERSONS KILLED | TOTAL PERSONS INJURED | TOTAL CASUALTY |
|------|--------------------------|-------------------------|------------|----------------------|-----------------------|----------------|
| 2007 | 703 | 273 | 607 | 805 | 269 | 1074 |
| 2008 | 1192 | 463 | 1229 | 1221 | 3891 | 5112 |
| 2009 | 1272 | 495 | 1213 | 1085 | 3714 | 4799 |
| 2010 | 1186 | 461 | 968 | 965 | 3220 | 4185 |
| 2011 | 464 | 180 | 1188 | 1090 | 4117 | 5207 |
| 2012 | 462 | 179 | 1194 | 1097 | 3935 | 5032 |
| 2013 | 1180 | 315 | 1222 | 1178 | 4006 | 5184 |
| 2014 | 727 | 271 | 934 | 1079 | 3206 | 4285 |
| 2015 | 761 | 331 | 876 | 979 | 3048 | 4027 |
| 2016 | 657 | 359 | 872 | 910 | 3516 | 4426 |
| 2017 | 624 | 308 | 779 | 737 | 2622 | 3359 |



Source: FRSC Road Traffic Crash Data; 2007;2017

Issues in Articulated Vehicles Crashes in Nigeria

Several issues warranted stakeholders forums in the bid to stem the tide of crashes.



It is true that driver's training/retraining and best practice are in deficit in many instances.

Available statistics on road crashes has shown that about 85% of the mishaps are human triggered.



Issues in Articulated Vehicles Crashes in Nigeria...ii

These include:

- ☐ Non-adherence to road traffic safety practices
- ☐ Inadequate driver's training/certification and re-training leading to drivers' errors
- ☐ Inadequate provision of tanker/trailers parks across the country
- ☐ Non adherence to safe laden/haulage practices /standards (including vehicle's) by stakeholders; inspite of practice guidance
- ☐ Non-functional weighbridges to assist in enforcement of axle load compliance, including overload with sundry goods e.g. Tomatoes, firewood)
- ☐ Aging trucks and lack of fleet renewal programmes



Issues in Articulated Vehicles Crashes in Nigeria...iii



- ❑ Heady and non-cooperative attitude of drivers and other stakeholders
- ❑ Security challenges and lack of clear-cut policy on tanker/truck transit in Nigeria
- ❑ Non-adherence to standards by operators and by tank constructors
- ❑ Alteration of original design value of truck heads and/or trailer
- ❑ State of the nation's roads (though this is being tackled head-on currently)
- ❑ Parking on unauthorized location along the road.
- ❑ Failure to install Speed limiting Device
- ❑ Lack of cooperation of private tank farm owners on Safe-To-Load programme.

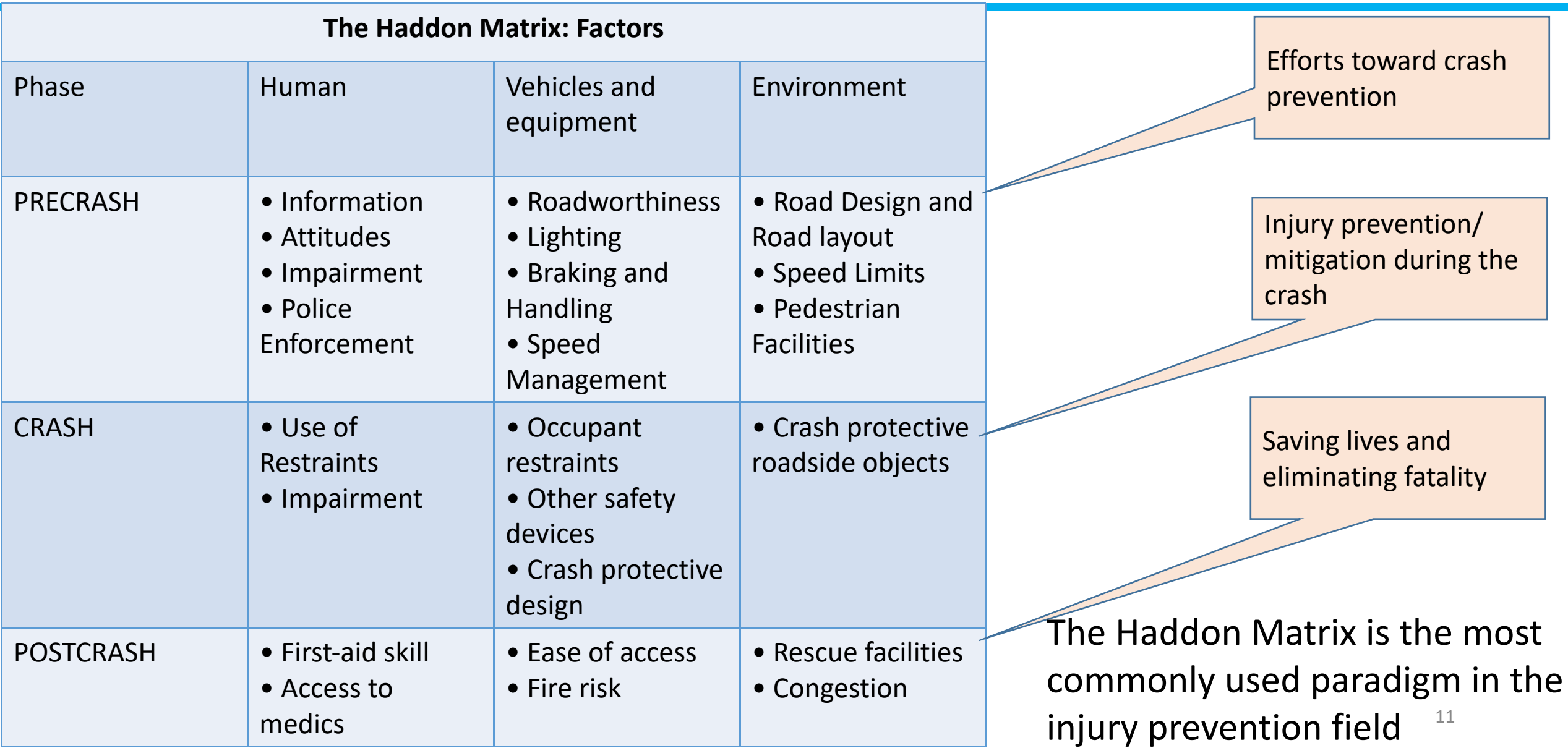
Curbing Road Crashes in the Cargo Industry and National Development

The Federal Road Safety Corps (FRSC) has estimated that Nigeria loses 3% of its GDP to Road Crashes Annually. This translates to billions of naira lost in human and capital resources



In addition, about 38% of road traffic deaths in Africa involve innocent pedestrians and bystanders

Safety of Life and Property in the Cargo Industry: **Employing the Haddon Matrix**



OUTCOME OF EARLIER INTERVENTION EFFORTS BY FRSC



Outcome of Earlier Intervention Efforts by FRSC...i

To forestall the unfortunate re-ccurrence and colossal human and material losses, including social and environmental degradation, several stakeholder meetings were convened culminating in that of Abuja on 9th JULY, 2018 at the Office of the Secretary General of the Federation, Shehu Shagari Office Complex, Abuja



Earlier Intervention Efforts by FRSC on Tanker/Trailers Crashesii

All stakeholders resolved as follows:



Plan of Action

- i. Mandatory certification of all haulage vehicles to be carried out twice in twelve calendar months;
- ii. Importation of haulage vehicles exceeding ten years (10) from date of manufacture would be stopped with effect from 01/01/2020;
- iii. Standard speed limiters must be installed in all haulage vehicles in Nigeria;
- iv. Tankers without safety valves and the required number plates will henceforth be disallowed from loading;
- v. The Safe-To-Load programme would continue to be enforced by relevant Agencies at all loading points;
- vi. Department of Petroleum Resources (DPR), Nigeria National Petroleum Corporation (NNPC), Federal Road Safety Corps (FRSC) and other relevant Agencies should immediately harmonize operating safety requirements at all Tank Farms;
- vii. Periodic checks of haulage vehicles must be carried out at relevant loading points;
- viii. Payment of National Transportation Allowance (NTA) and bridging claims to tanker operators will henceforth be contingent on compliance to minimum safety standards;

Earlier Intervention Efforts by FRSC on Tanker/Trailers Crashesiii

All stakeholders resolved as follows:



- ix. Single operators of haulage vehicles **MUST** be duly registered with National Association of Road Transport Owners (NARTO) and comply with RTSSS provisions;
- x. FRSC should establish appropriate command and control centers to monitor and ensure safety on the highways;
- xi. Continuous public enlightenment by FRSC and other relevant stakeholders should be conducted at all loading points of haulage vehicles and their Rest Areas;
- xii. Federal Highways (Control of Dimensions, Weights and Axle Load of Heavy Duty Goods Transport Vehicles) regulations (2018) will be enforced;
- xiii. Loading limits as approved by Government will be enforced;
- xiv. Government will work closely with the Bank of Industry and other financial institutions towards the establishment of a Fleet Acquisition Renewal Scheme for haulage operators;
- xv. Haulage vehicles conveying hazardous materials must be clearly labelled in conformity with the highway code;
- xvi. The Forum endorsed the convocation of bi-annual meetings in order to sustain Government engagement with stakeholders to exchange ideas and share information for the sustenance of safer road management in the country;
- xvii. The Forum equally agreed that an Inter-Ministerial Stakeholders Committee should be set-up to ensure the effective implementation of the Plan of Action; and
- xviii. The Inter-Ministerial Stakeholders Committee must brief Government on the progress of the implementation of the Plan of Action on a monthly basis.

Outcome of Earlier Intervention Efforts by FRSC...iv

❑ Safe-To-Load programme at Tank Farms, where FRSC Officers were deployed to ensure adherence to minimum vehicle and drivers' standard before loading.



❑ As a step to further concretize the efforts, the Corps embarked upon: Special enforcement coded "**Operation Scorpion**" that led to impoundments of 3,450 articulated vehicles and mobile court trial

Outcome of Earlier Intervention Efforts by FRSC...v

Positive Statistical Outcomes

As a result of the efforts put into tanker safety from 2015 to 2017, road traffic crashes involving the category of vehicles trended downwards in the three years

| YEAR | NO. OF TRAILERS INVOLVED | NO. OF TANKERS INVOLVED | TOTAL RTCs | TOTAL PERSONS KILLED | TOTAL PERSONS INJURED | TOTAL CASUALTIES | Trend |
|------|--------------------------|-------------------------|------------|----------------------|-----------------------|------------------|-------|
| 2015 | 761 | 331 | 876 | 979 | 3048 | 4027 | ↓ |
| 2016 | 657 | 359 | 872 | 910 | 3516 | 4426 | ↓ |
| 2017 | 624 | 308 | 779 | 737 | 2622 | 3359 | ↓ |

Challenges



Stakeholders' Growing Apathy & FRSC Negative Experiences at Sustainability

The Corps observed apathy on the side of stakeholders relating to upholding the resolutions and good practice and its attempt to discharge its own duties often met brick walls, some of which include:



- ☐ Assault on personnel on duty
- ☐ Abduction of operatives
- ☐ Knock down/Maiming
- ☐ Killing of operatives
- ☐ Mob attacks on Commands and vandalism
- ☐ Kidnapping
- ☐ Ensuring non-conducive environment for proper duty discharge, where required.

Improper Vehicle Identification/Registration...i



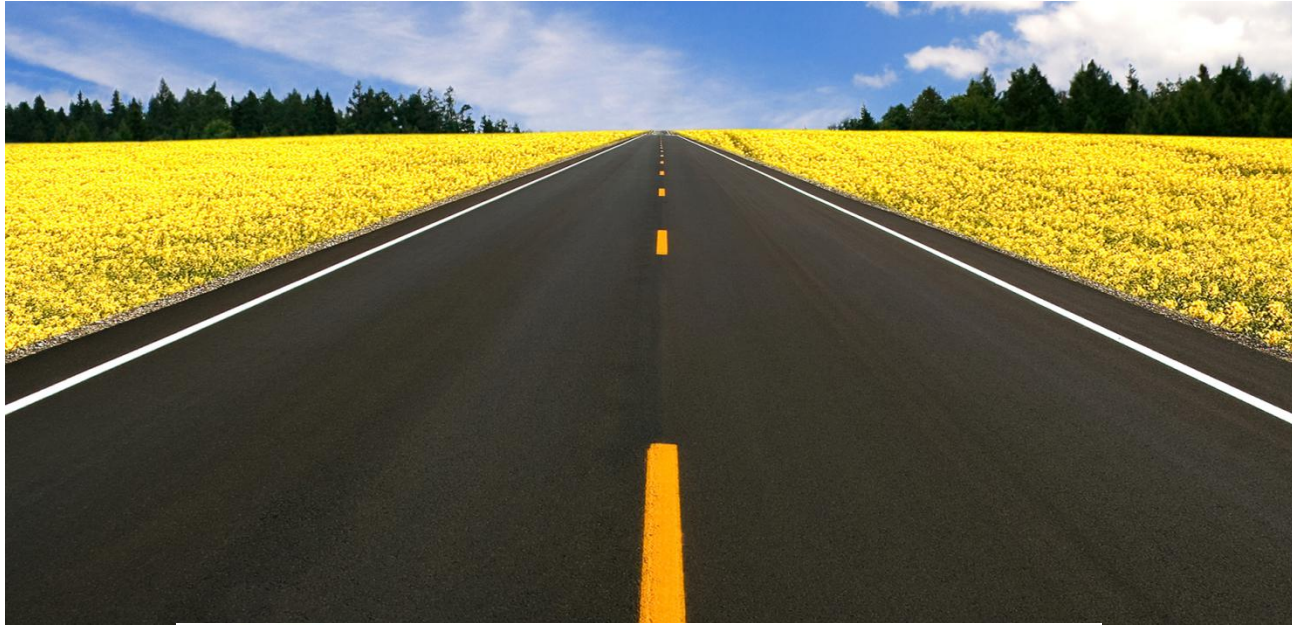
- ☐ Trailer tankers are mandatorily to affix three (3) Number Plates.
- ☐ In many instances drivers and operators swap one tanker head for another thereby making the vehicle carry double identity in the form of Number Plates.
- ☐ Efforts at verifying ownership often leads to double identity making law enforcement and corrective measures difficult.

Improper Vehicle Identification/Registration...i

- ☐ Sometimes the vehicles do not bear Number Plates.
- ☐ The owners indulge in improper registration , vehicle data will not being captured on the National Identification portal/data bank.
- ☐ This practice can lead to non traceability of such vehicles when stolen.
- ☐ It also constitute national security risk as they could be used for subversion purposes.



Way Forward

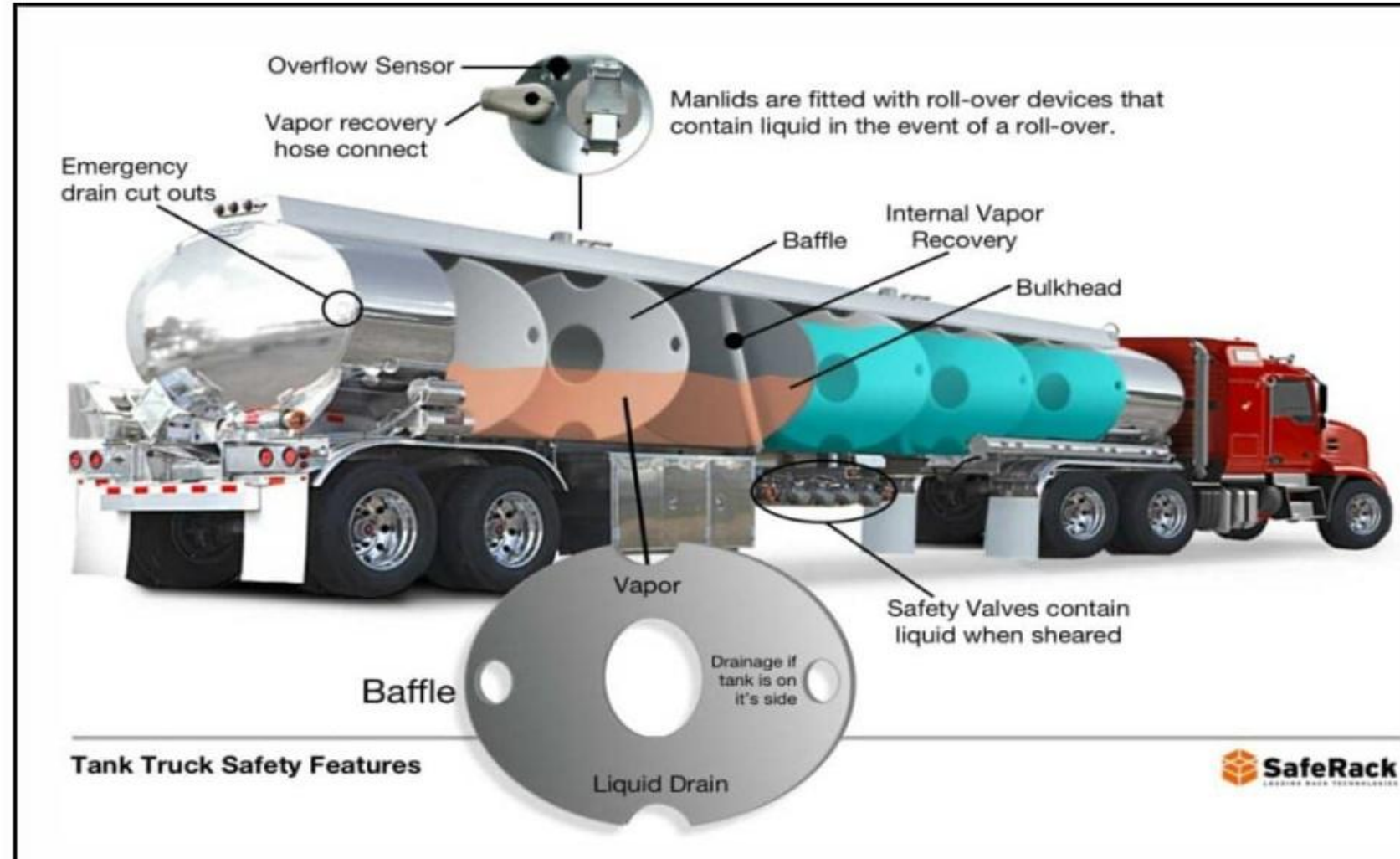


Lampoon
Apathy

Operators' mandatory compliance to standards



SON has standards for construction of tanker/trailer bodies



Apart from the construction method and material specifications, vehicle inspection must be improved





**Addressing
ageing trucks
through Fleet
Renewal facility**

Enhancement of drivers training/certification and Re-training

There is need to engage the services of properly trained truck drivers from reputable specialist driving schools and ensure that their knowledge is constantly updated through re-training.



Embracing the FRSC Safe-To-Load Programme

Standards will be fully enforced before loading, during loading, on transit and off-loading of cargoes



Mandatory Use of Inflammable signs and retro-reflective tapes



Fleet Operators should ensure the mandatory Use of Inflammable signs and retro-reflective tapes on all trucks to enhance visibility



All trucks with flammable contents must comply with the Agreement for Dangerous Roads (ADR) standards and fix necessary signs on trucks for recognition.

Fire Extinguishers



Mandatory Use of the specified standard fire extinguishers (2 Nos. of 9Kg ABC fire extinguishers)

Monitoring and Tracking



Consider investing in On-Board Cameras and satellite tracking to monitor the behavior of drivers





All forms of attack on law enforcement personnel should cease. Obedience to road traffic regulations is key, including traffic signs, markings and law enforcement officers must be encouraged.



- ☐ Stakeholders in the Haulage industry are reminded that Road Safety is a collective responsibility more so as they are critical participants who have tremendous investment in the road transport sector
- ☐ You must continue to ensure compliance to safety standards and play your part in securing the safety of lives and property on Nigeria's roads
- ☐ FRSC remains committed to ensuring a safe motoring environment for the seamless movement of lives and cargo in the country



Safety starts with
you

Thank you

Phone Only



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