

FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION

"SECURING THE FUTURE OF FLEET OPERATION AND MANAGEMENT IN NIGERIA."

BEING THE TEXT OF KEY NOTE ADDRESS PRESENTED BY THE CORPS MARSHAL OF THE FEDERAL ROAD SAFETY CORPS (FRSC) BOBOYE OYEYEMI, MFR, mni NPoM AT THE FRSC MANAGEMENT INTERACTION WITH THE CHIEF EXECUTIVES OF FLEET OPERATORS HELD ON WEDNESDAY 3RD FEBRUARY 2016 AT FRSC NATIONAL HEADQUARTERS ABUJA

PROTOCOL

1. It gives me a great pleasure to be here today on this occasion of the Management's interactive session with the Chief Executives of Fleet Operators from across the country. This session is in continuation of our ongoing efforts to expand the horizon of our awareness creation to all relevant stakeholders in the collective determination to address the menace of road traffic crashes in the country.
2. It must be pointed out that Road Transport Sector in Nigeria has witnessed tremendous development due to increased number of road networks, automobile sophistication and upsurge in socio-economic activities. All these pose great challenges to the country, as road serves as the most widely used means of transporting people, goods and services, with the consequences that safety of lives and property are undermined.
3. It is on record, for instance, that approximately 1.25 million lives are lost globally as a result of road traffic crashes. The deaths and injuries that result from these crashes cause considerable loss of economic and human resources not only to the victims and their families but the nation at large. Available statistics further reveal that the most vulnerable group to road traffic crashes are young people who fall within the production age bracket, especially from low and middle income countries like Nigeria. This makes it imperative that stakeholders in road safety matters take appropriate measures that could address the menace.
4. As the lead agency for road safety management and administration in Nigeria, FRSC has therefore, been working assiduously with the relevant

stakeholders to tackle the challenges through workable means. Part of the measures taken by the FRSC is the initiative on the Road Transport Safety Standardisation Scheme (FRSC) which was launched in September 2007 to address the chaos associated with fleet operations in the country. It is worthwhile to note that since the commencement of the programme, there has been noticeable improvements in road transport business especially fleet operations.

5. But the Corps is worried at the rising cases of road traffic crashes involving fleet operators' vehicles. We know that some of the crashes could have been avoided, if the operators had taken adequate measures to address the issues of minimum safety standards. That is why we have continued to bring different stakeholders in fleet management together with a view to engaging them for fruitful interactions that could result into improved safety as evidenced by today's event.

RTCS INVOLVING FLEET OPERATORS' VEHICLES

5. Our records indicate that last year alone, 540 road traffic crashes involving fleet operators' vehicles were recorded resulting in 283 deaths and over 1,391 persons sustaining various degree of injuries. Our finding further showed that most of the crashes could have been avoided if the fleet operators had observed the minimum safety standards and instilled sufficient safety awareness in the drivers. This is a very disturbing trend, and every steps must be taken to avert future occurrences.

6. It is against this backdrop that this important interactive forum is being organised today. The event demonstrates our commitment to creating safer road environment through joint action with relevant stakeholders, and I am particularly glad that participants at the forum are Chief Executives and officials within the senior cadre in the transportation companies who operate fleet of vehicles. The deliberations, are therefore, expected to be rich and targeted at addressing the immediate challenges facing safe fleet management in the country for the safety of the road users.

FRSC INITIATIVES

7. Awareness and educational tools are critical instruments that can stir positive action on the part of the major stakeholders. It is therefore necessary to intimate you with the various initiatives of the Management towards creating safe motoring environment that will enable the country to meeting the

goals of the United Nations Decade of Action for Road Safety-2011 - 2020 and the National development agenda aimed at bringing the country to the league of the 20 most developed economies in the world with safest roads by 2020. We must all put our hands together and demonstrate our commitment to achieving the goals through observance of safety rules and regulations.

8. In achieving the goals, the FRSC has come up with a number of measures that could support the campaigns, some of which are outlined as follows:-

a. **Implementation of the speed limiting devices**

Speed related cases have been identified as the most pervasive factors responsible for the alarming spate of road crashes occurring in the country. In fact, our records indicate that speeding accounted for about 50.8 percent of the causative factors in road traffic crashes last year. Considering the negative multiplier effects that this trend has on the nation, the Corps along with larger stakeholders comprising of SON, NADDC, NSE, NURTW, NARTO, RTEAN etc came up with a document on maximum road speed limit for vehicles. And in appreciation of that effort, President Mohammedu Buhari GCFR gave approval for the enforcement which would commence from 1st April, 2016

b. **Upgrade of National Uniform Licenses Scheme (NULS).**

In order to curtail wanton loss of lives and property resulting from road crashes and to reduce insecurity associated with the road transport sector, the Corps upgraded the national Uniform Licensing Scheme (NULS). The upgraded scheme was to eliminate fake drivers licences and number plate racketeering across the country. It is however unfortunate that most of the drivers still patronise touts who specialise in procuring fake driver's licence and number plates for unsuspecting members of the public at ridiculously prohibitive costs.

c. **Introduction of standard school bus**

In order to ensure the safety of lives of the youthful segment of the society and in line with international best practice, the Corps, as provided for in regulation 109-5 of the NRTR 2012 has introduced standards for school buses nationwide. It is expected that operators of school buses will comply with the set standards in order to achieve the desired objectives.

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d. **The Road Transport Safety Standardization Scheme (RTSSS)**

The FRSC came up with the scheme in order to ensure the maintenance of minimum safety standards on drivers and vehicles by all fleet operators. It is

however disheartening to note that despite its laudable achievement since its inception, many fleet operators are yet to key in to the scheme. For instance, in 2015, 1,617 fleet operators were served prosecution notice while 554 were out rightly prosecuted in the law courts for non-compliance with the provisions of the scheme. Furthermore, the Report of the 2015 Annual certification exercise revealed that over 305 fleet operators across the country have refused to participate in the exercise. Efforts are therefore, being made to prosecute them in line with the regulations.

e. Safe-To-Load programme

In response to the spate of crashes involving tankers/trailers nationwide as witnessed last year, the Corps introduced the safe-To-Load programme for safe operation and distribution of major petroleum products. The programme seeks to ensure that only vehicles that are in good condition, driven by qualified and competent drivers are allowed to be involved in the transportation of dry and wet cargoes in Nigeria. To this end, the Corps trained and deployed 168 of its personnel to 55 tank farms in Lagos and its environs for the implementation of the scheme. Other tank farms are expected to key in to this programme within the year.

f. Annual certification of safety managers and drivers

As provided for in the enabling regulations, fleet operators are required to send their safety managers and drivers on defensive training courses at least once in a year. We have however observed that several fleet operators are yet to comply with this provision, thus causing serious safety implications.

g. Driving school standardization programme (DSSP)

Managers of fleet are expected to play significant role in the success of this scheme in order to eliminate unwholesome driving practice and ensure sanity in the procurement of driver's licence in the country.

CONCLUSION

9. As we continue to chart a new course in searching for a more permanent solution to the problems bedeviling the transport sector in the country in line with the change mantra of the present administration, I call on all the Chief Executives of the various transport companies in the country to support this worthwhile cause. I urge you all to contribute your own quota to the realisation of the safe road principle in our safer roads, fuller lives campaigns through effective collaboration.

10. On this note, I wish you all fruitful deliberations, as I declare the interactive session open to the glory of Almighty God and safety on our roads.

10. Thank you.