

# FEDERAL REPUBLIC OF NIGERIA



## FEDERAL ROAD SAFETY CORPS

### SAFETY REQUIREMENTS / GUIDELINES FOR ARTICULATED LORRIES (TANKERS/TRAILERS) OPERATIONS IN NIGERIA.

#### INTRODUCTION

- 1.0 Driving articulated Lorries (Tankers/Trailers) requires special skills and knowledge of traffic laws and regulations in force in the Country. In Nigeria today, many drivers of articulated Lorries (Tankers/Trailers) are not qualified to operate such vehicles as they are not properly licensed and also lack the basic requirements to operate such vehicles, hence high incidences of Road Traffic Crashes (RTC) on the highways. In view of this high rate of road crashes resulting from unprofessional conduct and carelessness by some tanker/trailer drivers on the highways, the Federal Government mandated the Federal Road Safety Commission (FRSC) to establish Minimum Safety Requirements for heavy good vehicles.
  
- 2.0 The administration of minimum safety requirements among others, demand the Articulated lorries (Tankers/Trailers) operators to conform to the Road Transport Safety standardization scheme which ensures the registration of operators with at least 5 (five) vehicles in their fleet and compliance with set-standards. Operators with vehicles less than five are also to comply with the minimum safety standards as clearly spelt out in traffic laws and regulations. The responsibilities of FRSC include monitoring, certifying, registering and enforcing compliance with

regulations governing safety operations of articulated vehicles in Nigeria. Consequently before any driver could be legally permitted to operate articulated vehicles on the nation highways, especially on inter-city roads, he has to be certified in skill and attributes.

- 3.0 Furtherance to the Road transport safety standardization scheme (RTSSS ), registration of companies, all tankers/tractor-trailers or any other form of articulated vehicle, including those conveying dangerous goods are also required to comply with the guidelines on safe operations of this category of specialized vehicles. They are also expected to be properly registered and their services adequately regulated in line with laid down guidelines for safe operations.

### **REGISTRATION REQUIREMENTS**

- 4.0 Federal Road Safety corps registration process mandated tanker/tractor-trailer transport services/ operators to define the type of heavy good vehicles business operation they are engaged in, then register their transport companies with the FRSC. Each Operator is assigned a unique Registration Number which serves as identity for collation and monitoring the company's safety compliance records. It is not a form of licensing. These records include safety review, crash investigations and facility inspection activities. All tankers/tractors-trailers operators are mandated to visit a nearby FRSC command to obtain registration forms and other necessary information that will guide them to complete the forms accurately. And the appropriate registration form is the Road Safety Registration for Tankers and tractor-Trailers (RSRTT) series. All applicants for Articulated lorries (Tankers/Trailers) Operators must be incorporated and must have insurance and legal process documents before authorization is issued by FRSC . Below is a list of registration application forms, which are colour coded:

**RSRTT - : Tanker Registration Form (Red colour)**

**RSRTT - : Trailer Registration Form (Blue colour)**

**RSRTT - : Tanker/Trailer (Dangerous goods) Registration Form, (e.g, hazardous chemicals, poisonous gas, etc (Yellow colour)**

**Note:**

- **RSRTT- means Road Safety Registration for Tankers / Trailers**

- 5.0 Articulated lorries (Tankers/Trailers) operators must have specific Insurance and Legal process agent document on record before the FRSC will issue the actual authorities. Liability and Cargo Insurance Forms must be submitted directly by the office of the Insurance Company handling the cover. Applicants for registration should contact FRSC to request filing of the required forms immediately after obtaining their designated docket numbers. These completed forms must be received within 90 days after the FRSC has published notice of intention to register the applicant. Applicants are advised to ensure that the name and address of the business as set out in all pre-registration records matches exactly the information provided in their Form RSRTT1-3. Any deviation will result in rejection of the pre-registration process.
- 6.0 Applicants for registration of vehicles should contact FRSC to request for the completion of required Form. These completed forms must be received within 90 days after the FRSC has published Public Notice of Intention to register applicants. Applicants shall ensure that the names and addresses of the business on registration forms tally with earlier licensing records. Verification and confirmation of information supplied by applicants shall be carried out and any false claims shall lead to cancellation of the application and possible prosecution. Application processing fees are not refundable.

**FRSC REGISTRATION NUMBER.**

- 7.0 FRSC Registration Number serves as a unique identity for Tanker/Trailer Transport Operators, for collating information and monitoring of the company's safety compliant records. Appraisals will be made periodically during compliance assessment reviews, crash investigations and facility inspections.

## NEW-ENTRANT PROGRAMME.

8.0. First-time Articulated lorries (Tankers/Trailers) operators/applicants for FRSC Registration Number shall be automatically enrolled in the New-Entrant Safety Assurance Program that requires them to pass Safety audit and maintain acceptable probation operating safety performance over an initial 18-month period before they are given permanent registration status.

## STEPS IN FRSC REGISTRATION PROCESS.

9.0 The steps to be followed are:

- a. Obtain registration forms.
- b. Complete and submit application form(s).
- c. Complete notifications/registration requirements (with details provided).
- d. Begin New Entrant Safety Assurance Program.
- e. Obtain permanent FRSC registration/maintain FRSC Number and maintain operating Authority information.

### **Note:**

Applicants may visit a nearby FRSC Command or FRSC website : [www.frsc.gov.ng](http://www.frsc.gov.ng) to obtain Registration Forms and other necessary information that will help users complete the forms correctly. Detailed instructions for completing all registration forms and requirements are Provided.

## ADMINISTRATIVE PROCEDURES CONCERNING TANKERS/TRAILERS OPERATIONS IN NIGERIA.

10.0 The administrative procedures shall include:

10.1 **SAFETY AUDIT NOTIFICATIONS:** FRSC will notify the operator in writing of the results of the safety audit within 45 days from the date it was completed. The safety audit checklists are:

10.1.1 OPERATORS SAFETY AUDIT CHECKLIST

10.1.2 Management

- Commitment to safety
- Company Safety policy
- Organization/job responsibilities
- Safety meetings/tailgate sessions
- Driver awards/recognition program

10.1.3 Personnel & Training

- Driver Training schedules
- Drivers selection criteria
- Driver selection qualification process
- Driver induction training
- Defensive driving training
- Refresher training

10.1.4 Process/Documentation

- License certification
- Regulated weight limitations
- Hours of work

10.1.5 Operations & maintenance

- Tanker/Trailer operating procedures
- Tanker/Trailer routing and delivery sites
- Basic rules for safe operations on the road

10.1.6 Incident Investigation & Analysis

- Reporting/notification
- Investigation and analysis
- Investigation process

### 10.1.7 Emergency Preparedness

- Safety steering committee
- Emergency response plans
- Organization and responsibilities
- Training
- Inspection and maintenance of equipment
- Handling of emergency equipment

### 10.1.8 Management of change

- Procedures for review/approval
- Risk assessment
- Follow up trigger mechanism

### 10.1.9 Tanker/trailer Inspection/Certification Checklist

- This exempts vehicles that are less than 3 years from the date of manufacture

### 10.1.10 Tanker/Trailer/Safety Features

- Balanced air-braking system (all axles)
- Single pane laminated windshield
- Large exterior mirrors (all round vision)
- Halogen headlights
- Daytime running lights
- Master battery switch
- Clearance and warning lights
- Stop, tail, turn lights
- Audible backing alarm
- Vibration and sound proofing
- Cab mounted grab handles
- Fully adjustable driver's seat and energy absorbing steering wheel
- Power operated controls for windows and mirrors

- Anti-lock braking system (ABS)
- 3 point seat belt
- Ergonomically designed seats & head restraints
- Fire retardant seat material
- Fire extinguishers - 2 kg dry chemical powder
- O-truck-computer

#### 10.1.11 Road Tanker/Trailer Safety Features

- Balanced air-braking system (all axles)
- Fall protection harness
- Rear/side under-run protection
- Tank Hatch and dome roll-over protection
- Hatch and Dome cover latches
- Stop, tail and wide turn lights
- Side and rear reflective tape
- Bottom valves for each compartment
- Ground plug
- Overfill protection sensor in each compartment
- Anti-lock braking system (ABS) - all axles
- Product grade indicators - each compartment
- Each compartment outlet (faucet) numbers with fill capacity
- Positive pressure-vacuum roll over vent
- Fire extinguisher - 9 kg dry chemical
- Sigh glasses fitted to each compartment outlet (faucet)

10.2 **CONDUCTING SAFETY AUDIT.** Safety audit will be conducted by Road Safety Auditors , bearing in mind the RTSSS requirements. New entrant of Tanker/Trailer operators can expect to start receiving Auditors between 3-4 months after they have been granted new entrant registration. The safety audits will primarily be conducted on-site at the operators' principal place of business

10.3 **PRE-TRIP INSPECTION:** This shall be conducted at the loading point.

## Pre-Trip Inspection Checklist

Operator to keep documentation for FRSC checks

### 10.3.1 Tankers

- Air brake connections, air compressor, air lines, battery, body, brake accessories, brake air pressure, vacuum gauge, brake booster, brake failure warning light, brake pedal, hydraulic brake fluid, parking brake, clutch, delivery equipment, drive line, oil pressure, emergency equipment (fire extinguisher, reflective cones or triangles, spare bulbs and fuses), engine, exhaust system, fifth wheel, front axle, fuel system, horn, all lights and reflectors (head stop, tail dash, turn indicators clearance), mirrors, radiator, driver seat belt, steering mechanism, steering wheel, suspension, springs, air bags and controlling attachments, on truck computer, tank, tyres (correct pressure, <3mm tread), towing devices, transmission, warning signals, wheels (rims, fasteners), windshield/windows (wiper, washer), others

### 10.3.2 Trailers

Air brake connections, parking brake, landing gear, all lights and reflectors, tank, suspension, spring, air bags, towing and coupling devices, tyres (correct pressure, < 3mm tread), wheels (rims, fasteners), backup alarm, others

10.4 **OPERATORS SAFETY STANDARDS.** The Federal Government requires the FRSC to establish minimum safety requirements for new Tanker /Trailer Operators seeking to operate on Nigerian roads. These minimum requirements include having the operator certified, that it has systems in place to ensure compliance with FRSC regulations and Standards. Safety Audits are conducted within the first 18



(eighteen) months of the carrier's interstate operation for necessary appraisals.

### **PROBATION PERIOD.**

10.5 Successful Operator will be notified in writing after the 18 (eighteen) month probation period before the "New - Entrant" designation will be removed from their registration, hence they acquire the full registration. The non-successful operator will have their "New-Entrant" Registration status revoked.

### **NEW ENTRANT**

11.0 Operators with at least 5 (five) Tankers/Trailers in their Fleet (Private / for-hire) operating on inter-state, must apply for registration as a "New- Entrant" under the relevant group.

### **GROUPING**

12.0 There shall be three broad categorization and classifications of Standards. There shall be three groups.

#### **GROUPS:**

A - Operators with at least 100 vehicles

B - Between 25 and 99 vehicles

C - Less than 25 vehicles

### **CLASSES OF CERTIFICATION**

13.0 In each group, there are three classes of certification which are as follows:

#### **13.1 CLASS A**

Operators with at least 80 (Eighty) percent compliance level That is:

- (i) The terminals are rated 80% and above in terms of location and other safety parameters.
- (ii) 80% of the Drivers have been trained by FRSC/and other competent certified trainers/instructors.
- (iii) 80% of their vehicles are RTSSS compliant and hence attracts the RTSSS compliant stickers.
- (iv) Have competent and certified Safety Managers at their Headquarters and Assistant Safety Managers at their other locations and Terminals.

### 13.2 CLASS B

At least 60% compliance level in all the parameters listed for Class A above

### 13.3 CLASS C

At least 50% compliance level in all the parameters listed for Class A above

## YEARLY RE-CERTIFICATION

14.0. There will be yearly assessment to determine the Groupings and classes of certification based on the parameters listed above.

### EFFECTIVE DATE:

15.0. The Safety Requirements/ Guidelines for articulated Lorries (Tankers/ Trailers) become effective on July 1<sup>st</sup> 2010

CODE OF PRACTICE FOR HEAVY GOODS VEHICLE DRIVERS/OPERATORS, INCORPORATING STANDARDS ORGANISATION OF NIGERIA (SON) APPROVED STANDARDS

16.0. **Foreword**- The Nigerian Industrial Standard (NIS) Code of Practice (NCP 040:2008) for heavy good vehicle drivers was prepared by the Technical Committee on Automobiles. It covers the safety requirements for road users. It is aimed at abating potential risks on the Highway. It is an exigency in view of the high rate of road traffic accidents resulting from incompetence, unprofessional conduct or carelessness of heavy-duty drivers especially the tanker and trailer drivers.

#### 16.1 **SCOPE**:-

The standard covers the safety requirements for heavy goods vehicle drivers. It provides the basic requirements to guarantee the safety of lives and properties on the roads, particularly as a result of the activities of the heavy good drivers.

#### 16.2 **TERMINOLOGY**

For the purpose of this standard, the following terms and definitions shall apply:

16.2.1 **Tachography** - Instrument used to monitor the speed of a vehicle.

16.2.2 **Heavy-goods vehicle** - Motor Vehicles (Articulated or Non-Articulated) other than cars including tippers, tractors-trailers, tankers, Lorries, luxury buses, etc.

16.2.3 **Intoxicant** - Anything that affects the sensory organ and any mind- affecting substance.

16.2.4 **Weighbridge** - A bridge attached with a meter balance used to measure the weight of a mobile vehicle over the bridge.

#### 16.3. **SAFETY REQUIREMENTS**

### 16.3.1. **Vehicle Maintenance**

Heavy good drivers shall ensure that vehicles are well maintained and in good condition before embarking on any journey. They shall ensure that vehicles are serviced as at when due and shall maintain service record (log) showing last date of service and the next due date. The drivers shall maintain the record at all times. The record of each service shall be traceable to the workshop where the service was carried out.

### 16.3.2 **Accessories**

Heavy good vehicle drivers shall ensure that all necessary accessories or attachments that have or can have effect on the smooth running of the vehicle are available. These shall include spare tyres, fire extinguishers, wedges, and caution signs, among others.

#### 16.3.2.1. **Spare Tyres**

Drivers shall ensure that spare tyre (s) is available and in good condition before embarking on any journey. Where a tyre(s) develops problem on a journey and the spare tyre(s) is used for replacement, the driver shall ensure that the tyre is repaired at the next available opportunity.

#### 16.3.2.2. **Mirrors**

The drivers shall ensure that all the required mirrors (rear and side views) are provided.

#### 16.3.2.3. **Fire Extinguishers**

Drivers shall ensure that appropriate fire extinguishers are provided for the vehicle and that they are serviced as at when due. The service

history of the extinguishers shall be maintained. A minimum of two portable ABC dry chemical powder type fire extinguishers of at least 9kg each shall be provided.

#### 16.3.2.4. **Wedges**

Metallic wedges shall be provided for the vehicle. The width of the wedge shall be the same with that of the tyres.

#### 16.3.2.5. **Caution Signs**

Caution signs shall be provided for the vehicle. This shall be in addition to the reflective tapes provided at the rear of the vehicle for signaling to an on-coming vehicle. The size of the caution sign shall be commensurate with the size of the vehicle. Additional reflective tapes shall be provided to define the dimension of the vehicle.

#### 16.3.2.6. **Hazard Signs**

Hazardous material signs in pictogram, alphabets and numbers showing the contents of goods being transported and the possible hazard and risk to people and environment shall be placed on the body of the container, tanker or tractor- trailer during a journey.

### 16.3.3. **Load Limits**

The maximum load capacity of vehicles shall be specified on vehicle. Drivers shall ensure that the load limit is not exceeded. Drivers should ensure that they check the gross weight after loading at a weighbridge before embarking on any journey. Evidence of this shall be provided and shall be traceable to the particular weighbridge.

**16.3.4. Speed Limit**

The speed limit specified by the relevant regulatory agency shall be boldly written on the vehicle. The driver shall ensure that the limit is not exceeded even when the vehicle is empty. Tachographs shall be installed on the vehicles to allow for monitoring the maximum speed attained during any journey. In addition, the driver shall also maintain record of travel time.

**16.3.5. Horns**

Drivers shall ensure that the horn is functional. No vehicle shall possess horn that intimidates or is capable of disorganizing other road users. The horn (main and reverse) shall be in accordance with the relevant regulatory standard.

**16.3.6. Lighting System**

Drivers shall ensure that all lightings (full, dim, parking, reversing, clearance, revolving and directional indicator lights) are available and functional. They shall ensure that the lights are of the approved colour and are bright enough for the purpose.

**16.3.7 Brake System**

All vehicles shall have pneumatic brake system. Drivers shall ensure that their brakes are functional at all times. They shall ensure that at all times, they avert potential brake failure. Record indicating regular maintenance of the brake system

shall be maintained. The vehicle shall have automatic brake adjustment indicators.

#### 16.3.8 **Driving License**

All drivers shall ensure that they undergo formal training (driving school), acquire relevant experience under a certified driver and pass a formal driving test before driving. The relevant regulatory agency shall ensure that this rule is complied with. The regulatory agency shall ensure that the right license is acquired. Others Licenses like vehicle License, road worthiness certificate, tank calibration certificate amongst others shall also be maintained.

16.3.9. **Safety Training;** FRSC to ensure that all tanker/trailer drivers are properly trained especially on defensive driving techniques, to re-in force participants responsibility as professional Articulated lorries (Tankers/Trailers) drivers, in order to protect the road users.

##### 16.3.9.1 Driver's Basic Minimum training.

- Emergency response.
- Basic fire fighting.
- Incident reporting.
- Defensive driving.
- Pre-trip inspection.

##### 16.3.9.2 Course contents for Participants:

###### 16.3.9.2.1 Defensive Driving Strategies

- Recognize the need for defensive driving skills to prevent fatalities, injuries and property damage
- Define defensive driving
- Distinguish between preventable and non-preventable collisions
- Identify three factors that contribute to collisions - driver, vehicle, conditions
- Video shows - To reinforce important points about defensive driving.

#### 16.3.9.2.2 Setting Higher Standards.

- Identify characteristics of professional tanker/tractor-trailer drivers.
- Recognize how a code of ethics demonstrates a professional image.
- Recognize responsibility to protect the motoring public and self.
- Identify physical and mental driver conditions that can affect driving.
- Describe the effects of fatigue on driving performance.
- Make informed choices about choosing safe rest stops.
- Recognize the benefits of wearing a safety belt and using a sleeper berth restraint.
- Identify ways to control driver distractions in the cab.

#### 16.3.9.2.3 Driving Articulated Lorries (Tankers/Trailers)



- Perform pre-trip, in-route and post-trip tankers/trailers inspections.
- Identify unique characteristics and problem points of the vehicle.
- Identify the location of the vehicle's blind spots.
- Properly adjust mirrors to reduce blind spots.
- Explain how to navigate through turns and curves.
- Identify factors affecting stopping distance.
- Use safe and proper following distances in all conditions.
- Determine following distance for tankers/trailers at various speeds.
- List five steps to use for backing safely.

#### 16.3.9.2.4 Managing the Lanes

- Identify ways of creating safe driving space and managing lane usage around the vehicle.
- Explain the steps in completing a safe pass.
- Explain five steps to follow in avoiding a head-on collision and maintaining vehicle control.
- Properly set up regulation emergency warning devices.

#### 16.3.9.2.5 Handling Driving conditions

- Identify five driving conditions beyond the control of the driver: light, weather, road, traffic, and other drivers.
- Explain the three main driving hazards that result from adverse driving conditions.
- Identify defensive driving strategies for avoiding collisions in limited/reduced visibility, traction, and space conditions.
- Identify defensive driving strategies for avoiding collisions in work zones.
- Identify aggressive driver behaviours and determine ways to maintain self control behind the wheel.

#### **16.4 Contact Telephone Numbers.**

Contact Telephone numbers of Safety Managers should be boldly written at the back of the trucks.

#### **16.5 Health Certificate.**

Drivers shall possess valid health certificate (from Government or Government approved hospitals) showing their health status. The certificate shall include vision test and test for sleeping sickness among others. The certificate shall indicate clearly the recommendation of the physician on the fitness or otherwise of the driver for the acclaimed profession. The certificate shall be valid for a period of 1 year (twelve months) after which it shall be revalidated.

#### **16.6 Alcohol/Other Intoxicants**

No driver shall drive unless he/she is in full control of his/her senses.

**16.6.1 Alcohol/Other Intoxicants**

No driver shall drive after drinking alcohol or after taking any intoxicant that can affect his mental balance. Drivers shall ensure that at least seven hours before embarking on any journey they are free from alcohol and or intoxicants. All forms of medication that intoxicate including cough syrups, pain relievers etc, however little, should be avoided before driving.

**16.6.2 Anti- sleep substances and devices -**

Drivers shall not take any drug or use any other alternative means with the aim of overcoming sleep or fatigue. They should not drive with any form of fatigue. A tired driver shall park and have a few hours rest before continuing with the journey. Drivers shall ensure that they work within the normal hour and rest to the required number of hours before starting-off again.

**16.7 Phone Calls**

Drivers shall not make or answer phone calls while driving. This shall include both hand phones and cell phones. Any driver who wishes to make or answer a call shall park at a danger free area before making or answering the call.

**16.8 Emotional Moods**

Drivers shall avoid driving under emotion such as anger, anxiety, celebrative mood, sadness, etc.

**16.9 Long Journey Driving**

Drivers shall observe at least a thirty (30) minutes rest on every four (4) hours journey covered. And for any journey time beyond six (6) hours will require auxiliary driver who should have the same driving status as the main driver.

### **16.10 Bad Driving Habits.**

Drivers shall not, while driving, engage in distractive activities and unsafe acts such as the ones listed below among others.

- Romancing.
- Playing with children or pets.
- Eating or Drinking.
- Reading.
- Looking at the passengers.
- Failure to indicate using signal before turning, pulling out. into road or changing lane.
- Failure to cancel direction indicator.
- Not maintaining safe piloting distance at bends.
- Sudden stoppage on main road without warning.
- Driving into bend or curve with speed.
- Free wheeling.
- Descending slope at high speed.
- Using heavy-duty vehicle to tow a faulty one.
- Not considering vehicle width while on the road.
- Reversing into major road.
- Managing defective vehicle.
- Not obeying traffic signs.
- Over confidence.

### **16.11 Drivers' Responsibilities.**

Divers' responsibilities shall include the following

- Follow laid down procedure
- Operate vehicle following defensive driving
- Report all incidents promptly and accurately
- Keep the vehicle well maintained and clean
- Ensure all license/certificates are current
- Familiarize and train on emergency procedure
- Have and use personal protective equipment
- Subject themselves to routine alcohol test.

### 16.12 First Aid Box

- Drivers shall ensure that first aid box is provided. They shall ensure that the basic first aid drugs and the relevant medical equipment are contained in the box.

### COMMERCIAL MOTOR VEHICLE (ARTICULATED LORRIES) SAFETY.

17.0 The National Road Traffic Regulation (*NRTR 2004*) became operational on 21 Sept., 2004. The goal of the Regulation is to improve highway safety by ensuring that drivers of large trucks and buses are qualified to operate those vehicles and to remove unsafe and unqualified drivers from the highways. The Regulation retained the State's right to issue a driver's license, but established minimum National Standards which States must meet when licensing Commercial Motor Vehicle (CMV) drivers including articulated vehicles .

18.0 The Regulation corrects the situation that existed prior to 2004 by making it illegal to hold more than one license and by requiring states to adopt testing and licensing standards for truck and bus drivers to check a person's ability to operate the type of vehicle he/she plans to operate. The Road Transport Standardization scheme has also specified certain roles for fleet Operators and Drivers to ensure safer operations.

### OPERATORS ROLES.

19.0 Operators of Tankers and Trailers are to perform the following roles:

- Establishment of fully functional Safety Units, headed by qualified, competent and experienced safety Managers who are expected to be adequately knowledgeable about the details contained in the National Road Traffic Regulations and other requirements such as vehicle technology, route knowledge, vehicle and passenger

documentation, driver's training and discipline as well as law enforcement/operators' relations. These are to ensure that the operations of the fleet are conducted under safety.

- Provide standard terminus/registered office in locations that will not lead to traffic problems like congestions. These will not only make room for safe alighting/boarding but also accessibility of locations of all purposes.
- Put in place a standard recruitment policy, as well as driver's certification programme for its drivers in addition to educational attainment and to ensure that whoever is engaged by them conforms with the relevant provisions of Section 23-52 of the National Road Traffic regulations, 2004, which stipulates conditions for issuance, and guidelines for continued holding of driver's license, usage of vehicles as well as conduct of drivers.
- Employers must not use a driver who has more than one license or whose license is suspended, revoked or cancelled, or is disqualified from driving. Violation of this requirement may result in criminal prosecution.
- Ensure established policy on training and retraining of drivers, as well as their conformity to the dynamism of their profession so as to eliminate deficiency resulting to avoidable hardship both for the operators and customers. Ignorance of the law remains no excuse. Yearly returns on Drivers Training must be forwarded to FRSC.
- Operate comprehensive vehicle maintenance policy: this is in line with the provision of RTSSS policy; vis a vis provisions for operators' vehicle safety standards which encompasses all components of the vehicle and must ensure proper functioning of all parts. Such Vehicle parts must be in conformity with approved characteristics, system compacts and technical units.
- Implement the approved Passengers' manifest: This is in line with the National Road Traffic regulation, 2004 Section 55(3) which makes it compulsory for all passengers to give the correct

information about them for documentation, or be refused entry into the vehicle.

- Operators are encouraged to write on their vehicles contact telephone numbers preferably, those of the safety managers for feedback from the public especially on the conduct of their drivers.
- Maintain Records on Drivers, Vehicles and Road Traffic Crashes and submit same to relevant Agencies (FRSC/Nigeria Police). This will not only enhance crash records in Nigeria for national planning purposes, but equally assist operators for drivers' disciplinary purpose as well as determination of their continuous suitability. This will also assist in keeping abreast of vehicle maintenance needs and/or suitability for continuous service.
- Provide Recovery Vehicles and well designed Emergency evacuation Plan: These are essential in view of the need for prompt recovery of vehicles from the highways in case of breakdown or/ crash so as not to endanger other road users. It will also help ameliorate the suffering of victims through prompt evacuation victims for medical attention, where the need arises.
- Entrench Security Plans: Ensuring that all passengers and properties are safely handed at the terminals and also along the routes.
- Participate in Fleet Operators Forum: This is necessary and fundamental to an all embracing forum that will enable meaningful interaction for comparative operational dissection and policy input for enforcement/compliance harmonization.
- By and large, the fleet operators have a large burden regarding ensuring that their operations meet their clients' expectations and are within the standards required by the laws of the land. The successful implementation of the roles of operators is sure to change the story of road transportation in Nigeria for a much more robust and enviable mode in Africa.

#### **ROLES OF SAFETY MANAGERS.**

20.0 All Operators are to appoint qualified, competent and experienced Safety Managers to head their Safety Units.

The General Roles of the Safety Manager include:

- Assessment of risks associated with individual drivers,
- Assessment of risks associated with routes/journeys about to be embarked upon,
- Assessment of risks associated with the mechanical state of vehicles
- Overall performance assessment

The Specific functions include:

- Ensure that risks arising from driving are recognized as an integral part of the organizational safety policy.
- Ensure that the vehicles meet the minimum safety standard.
- Be knowledgeable of the revised highway code.
- Be knowledgeable of the National Road Traffic Regulation (NRTR) 2004.
- Be knowledgeable of Basic Accident Investigation Techniques.
- Enforcement of Maximum driving period, rest hours and ensure drivers have adequate rest before commencing a journey i.e. 8 Hours rest within a 24 hours period, and that no driver is engaged more than 24hour Period.
- Ensure periodic certification pre-requisite for drivers is met.
- Assess and determine accident-prone routes periodically and develop defensive driving strategies to ensure safety.
- Maintain a Logbook for each vehicle.
- Ensure the use of passengers' manifest for every trip.
- Submit duplicate of passengers' manifest periodically and on demand to FRSC.
- Ensure that appropriate road worthiness certificate is obtained.
- Send safety reports on quarterly basis to FRSC using approved format.



- Observation / vetting of the driver's temperament and criminal record(s) before employment, behavioral development should be constantly monitored.
- Periodic review of disciplinary action(s) on drivers.
- Ensure regular training and re-training of drivers.
- Periodic examination of driver's performance.
- Keep General records of Driver's activities.

## **ROLES OF DRIVERS**

21.0. The roles of drivers include

- Possession of Valid Driver's License.
- Drivers should pass Drivers Certification Programme
- Familiarization with Company Safety Policies example, Vehicle Safety Standards and prohibition of use of drugs/alcohol
- Familiarization and obedience to the traffic rules and regulations.
- Familiarization with Transit Systems Policies, route training, fire and First Aid facilities and Emergency Evacuation Plan.
- Proper use of communication systems, (HF/VHF Radio and GSM) to aid emergency process.
- Understanding of different driving conditions such as Night, Highway and driving in adverse weather conditions.
- Loading rules / techniques
- Periodic Medical / health Examinations including eye test. Drivers must also go for periodic eye examinations.
- Knowledge of vehicle working system and pre-trip / post-trip inspections.
- Maintenance / Use of Log book.

### **COMMERCIAL DRIVERS LICENCE (CDL)**

22.0 Drivers are required to have a **Commercial Drivers License (CDL)** to be legally certified to drive tankers/trailers **Commercial Motor Vehicle (CMV)**. The Federal Road Safety commission (FRSC) has developed and

issued requirements for testing and licensing CMV drivers. In the requirements, the state governments are expected to issue CDLs to their CMV drivers only after the driver passes knowledge and skills tests administered by the State related to the type of vehicle to be operated.

23.0. The Joint Tax Board (JTB) an umbrella body of the Chairmen of the Federal Inland Revenue Service (FIRS) and States Board of Internal Revenue (BIR) determines the license fee, the license renewal cycle, the renewal procedures, and some other requirements for obtaining Licenses in conjunction with the Federal Road Safety Commission in Nigeria.

24.0 All **CDLs** must contain the following information:

- The words "Commercial Driver's License" or "CDL"
- The driver's full name, signature, and address;
- The driver's date of birth, sex, and height;
- Colour photograph or digitized image of the driver;
- The driver's license number;
- The name of the issuing state;
- The date of issuance and the date of the expiring of the license;
- The class/classes of vehicle that the driver is authorized to drive;
- The endorsement(s) for which the driver has qualified;

States may issue learner's permit for purpose of behind-the-wheel training on public highways as long as learner's permit holders are required to be accompanied by someone with a valid CDL appropriate for that vehicle and the learner's permits are issued for limited time periods.

#### BLOOD ALCOHOL CONCENTRATION (BAC) STANDARD.

25.0. The FRSC has also established 0.05% as the acceptable Blood Alcohol Concentration (**BAC**) level above which a CMV driver is deemed to be driving under the influence of alcohol and subject to disqualification upon confirmation.

## COMPLIANCE WITH THE INDUSTRIAL STANDARDS

26.0. All Articulated Vehicles (Tankers / Trailers) must comply with the Specification for bulk road vehicle Nigerian Industrial Standard (NIS 529:2006; NIS 615:2008, for trailers: open body, close body and flat deck). Drivers shall also comply with the Code of Practice for heavy good drivers (NCP:040:2008). Operators of Articulated Lorries and drivers are to comply with all relevant standards and regulations guiding their activities in Nigeria.

## FUTURE

27.0. The Federal Road Safety Commission (FRSC), regulates and supports the nation's tankers/trailers operations in Nigeria. FRSC's primary mandate is to reduce crashes, injuries, and fatalities. In cooperation with specific stakeholders and customers, we strive to reduce the large truck fatality rate associated with Articulated lorries (Tankers/Trailers) crashes.

**FEDERAL ROAD SAFETY CORPS**

**Articulated Lorries (Tankers/Trailers) Registration Form**

REGISTRATION NUMBER: .....

CHASSIS NUMBER: .....

ENGINE NUMBER: .....

NAME OF TRANSPORT COMPANY: .....

TELEPHONE NO: .....

ADDRESS: .....

VEHICLE LICENSE NO, PLACE AND DATE OF INSURANCE: .....

ROAD WORTHINESS CERTIFICATE, PLACE AND DATE OF INSURANCE: .....

.....

INSURANCE CERTIFICATE, PLACE AND DATE OF INSURANCE: .....

LOADING CAPACITY: .....

YEAR OF MANUFACTURE: .....

DATE OF FIRST REGISTRATION: .....

MAKE: .....

TYPE: .....

METAL STEEL GAUGE: .....

OFFICIAL USE (to be complete by inspectorate authority)

**STANDARDS COMPLIANCE**

a. Satisfactory

b. Not satisfactory

**COLOUR CODE:-**

Tanker Registration Form (Red colour).

Tractor /Trailer Registration Form (Blue colour)

Tanker/Tractor-Trailer (Dangerous goods) Registration Form, (e.g. corrosive chemicals, poisonous gas, etc) (Yellow colour).



FOR FURTHER ENQUIRY PLEASE VISIT OUR WEBSITE :

[www.frsc.gov.ng](http://www.frsc.gov.ng)

e-mail: [rtsssfrsc@yahoo.com](mailto:rtsssfrsc@yahoo.com)

OR

CONTACT:

**CORPS TRANSPORT STANDARDIZATION OFFICER.**

**FRSC National Headquarters**

**Olusegun Obasanjo way,**

**Zone 7 Wuse - Abuja, Nigeria,**

OR

**11 Alexandria Crescent, behind Bannex Plaza**

**PMB 125, Wuse II, Abuja, Nigeria**

**08077690359, 08033069090**