

FORWARD

Road transportation which has become such a dominant mode in Nigeria with patronage cutting across individual commuters, private, corporate and government organizations serves as coordinating basis for all modes of transport system. The restrictive nature of the water ways, coupled with the near collapse of the rail system, and the high cost of air travels have further exerted a lot of pressure on the road, as over 75 percent of the total movements in the country are made by road.

However, the lack of professionalism by transport owners and the absence of proper regulation over time resulted in the poor management of the transport sub sector of the Country. Thus, road transportation became the engagement of all comers. This Situation led to lack of a common approach for a National Road Transport Policy that could have substantially eradicated some of the numerous problems encountered daily on our roads today.

Consequently, there was a corresponding increase in Road Traffic Crashes, delay and traffic congestion as well as overstretch of Road infrastructures. Many people have been sent to their early graves while many have become bedridden with millions carrying the scars of injuries sustained from road crashes.

Road Transport Safety Standardization Scheme created by law in the National Road Traffic Regulations (NRTR) (2004) Section 115 made pursuant to Sections 5 and 10 (10) of the FRSC (Establishment) Act 2007 provides for the establishment of safety units by all transport operators so as to bring professionalism into the industry, promote and develop rapid safe, efficient and convenient fleet transportation system in the country.

It is this wholesome consideration and In keeping with the Commission's service compact with all Nigerians (SERVICOM), that the Federal Road Safety Commission introduced the Road Transport Safety Standardization Scheme (RTSSS).

The scheme is therefore compulsory for all fleet operators (Private, Corporate and Government transport companies) with five (5) or more vehicles to be properly registered and regulated to improve the safety of the operations.

This booklet, a review of the earlier publication, is written in a practical language for easy understanding as a Policy Document on fleet transport legislations and technical standards which professionals throughout the transport industry will rely on for an efficient and effective operation. It does not only give room for best service delivery but also enhances safety, fleet maintenance, longevity, sustainability of fleet operations and fuller lives for all Nigerians. All are therefore enjoined to take advantage of the scheme which is aimed at improving the nation's road transport sub sector of the economy.

LET US ENSURE SAFER ROADS, FULLER LIVES.

**OSITA CHIDOKA
CORPS MARSHAL/CHIEF EXECUTIVE
FRSC, NIGERIA
JUN, 09.**

A. INTRODUCTION

1. The Road Transport system accounts for over 75% of mobility needs in Nigeria. This exerts excessive pressure on the road transport industry. Available statistics from the Department of Motor Vehicle Administration (MVA) of the Federal Road Safety Commission (FRSC) shows that the Commission has as at December 2008 a total of 13,277,933 vehicles and motorcycles issued the Vehicle Identification Number plates in its data bank. Available records indicate that Nigeria has about 14 (Fourteen) million registered vehicles.
2. The Federal Ministry of Transport also informed that the total road network is about 200,000 km out of which Federal roads account for about 34,000 km which are mostly inter-state roads with high traffic density and attendant Road Traffic Crashes.
3. Within the last decade, a new challenge in Public transportation in Nigeria emerged with a phenomenal growth in night travels with attendant negative consequences. FRSC statistics indicated that though the rate of Road Traffic Crashes (RTC) at night is not as high as the number during the daytime, the fatality is higher. The fatality from a single road crash at night has been known to outstrip ten occurrences at day time, because of poor road conditions, unlighted streets/roads, disregard to traffic rules and regulations and poor rescue services.
4. It has been revealed that the haulage operators as well as luxury passenger bus operators programme their movements to night because of multiple taxations by government agencies and also due to the preference of night travels by some commuters, especially businessmen who see night trips as savings in time and costs, particularly in avoiding paying for accommodation.
5. The FRSC has also observed that Fleet Operation in the country is not properly regulated and many operators lack the basic competence in terms of handling road safety issues. Safety is relegated to the background. Hence, Section 115 of the National Road Traffic Regulations (2004), made

pursuant to Sections 5 and 10 (10) of the FRSC (Establishment) Act 2007 provides for the establishment of Safety Units and appointment of competent Safety Managers by all road transport operators.

6. Arising from the above provisions, the Scheme referred to as the Road Transport Safety Standardization Scheme (RTSSS) is hereby formulated and adopted as Road Traffic Safety working document. The Scheme is being implemented through the Corps Transport Standardization Office (CTSO) at the Federal Road Safety Commission National Headquarters (RSHQ). There are Transport Standardization Officers in all the field commands of the FRSC to implement the scheme nationwide. RTSSS is a road transport regulatory policy which stipulates minimum safety requirements for fleet operators (organizations, Ministries, Departments and Agencies as well as companies and other road transport owners) with a minimum of five (5) vehicles in their fleet.
7. The concept and the implementation of the Scheme address certain issues that are discussed below:

a. Data Base.

8. The absence of a Database and adequate information on Road Transport Operators (RTOs) has led to ineffective planning for efficient road transport system in Nigeria. Therefore, the Federal Road Safety Commission is determined to have amongst others, a database for all registered Transport Companies and other fleet operators with at least 5 (five) vehicles in their fleet, to have the required information for effective planning, monitoring, advice and sanctions as may be necessary. The essence is to regulate their activities.
9. The scheme is to entrench a culture of safety consciousness in organizations and companies with fleet of vehicles, ensure safe and standardized fleet operations for all and check the excesses of transport operators which often lead to loss of lives and property.
The data is to be collated by the FRSC Field Commands in each State of the Federation and coordinated by the Corps Transport Standardization Office (CTSO) at the RSHQ. The various stakeholders, like the Nigeria Association of Road Transport Owners (NARTO), Association of Luxury Bus Owners of

Nigeria (ALBON), National Union of Road Transport Workers (NURTW), Road Transport Employers Association of Nigeria (RTEAN), etc are to note that the essence of gathering the information is not for taxation but for regulation, certification, monitoring and better operations of all registered transport companies. In line with section 115(2) of the NRTR, 2004 "The Commission shall maintain a databank of all transport operators having up to five (5) vehicles in their fleet and shall issue appropriate forms for data collection, certification and registration of operators, safety officers and all necessary operational activities as may be required from time to time". Section 115 (3) provides sanction of N50,000.00 (Fifty thousand naira) for non-compliance. These efforts are geared towards safe road culture.

b. Classification.

- a. The Road Transport Safety Standardization Scheme (RTSSS) is classified into 7 (seven) broad areas as follows:
 - i Compilation and Registration of fleet operators.
 - ii Certification of transport operators.
 - iii Improving quality of driver's training.
 - iv Collaborative efforts among law makers, law enforcement agencies and transport operators.
 - v Continuous inspection of Fleet Operators / activities.
 - vi Enforcement of Model Safety Policy for Fleet Operators and
 - vii Evaluation and Reporting.

B. CERTIFICATION OF TRANSPORT OPERATORS IN COMPLIANCE WITH SAFETY STANDARDS.

10. For any Transport Company to be certified, it must comply with the following Safety Standards, sub-divided into 3 broad areas:
 - i **Operator's Safety Standard;**
 - ii **Driver's Safety Standard;**
 - iii **Vehicle Safety Standard;**

(See Appendix 'B')

i. OPERATOR'S SAFETY STANDARD

11. In order to ensure effective implementation of the Scheme, Operators should evolve a standard approach that will encompass the basic elements, namely; the art of effective administration, the roadworthiness of vehicles and the supervision of drivers.

- a) Though Fleet Operators provide essential services, either as commercial ventures to maximize profit, or as welfare, they are nevertheless bound to build confidence in their clients as well as operate within prescribed and regulated operational standards for harmony.
- b) After all, no client will subscribe to an aborted or ill-fated journey if there is a premonition of such occurrence. Similarly, no responsible government will refuse to regulate its transport sector, which in Nigeria, is being patronized by over 80% of its citizens either through human movement or freight haulage and which over the years has posted quite mind boggling negative records in wanton loss of productive lives and valuable properties due to road crashes occasioned by human errors.
- c) Consequently, the government, through the Federal Road Safety Commission has risen to its responsibilities and has introduced a well thought-out, compact and articulate Fleet Operators' Safety Policy. The Policy mandates all Fleet Operators to engage in the following:
 - Establish fully functioning Safety Units , headed by qualified, competent and experienced Safety Managers who are expected to be adequately knowledgeable about the intricacies involved in the National Road Transport Regulations and other requirements such as vehicle mechanics, 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 owners run smoothly and in appreciable manner.

- Provide standard terminus/registered office in locations that will not lead to traffic problems like congestion. These will not only make room for safe alighting/boarding but also accessibility of location for 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 licence. This section also provides for categories of licence, usage of vehicles as well as conduct of drivers.
- Employers / Operators must not use a driver who has invalid licence or whose licence is suspended, revoked or cancelled, or is disqualified from driving. Non-qualified drivers should not be engaged by the operators.
- Ensure established policy on training and re-training of drivers: This is to ascertain the continuous capabilities of drivers, as well as their conformity with the dynamism of their professional so as to eliminate deficiency resulting in avoidable hardship both for the operators and passengers. Ignorance of the law remains no excuse. All drivers are expected to go through yearly refresher courses to enhance their competency. Yearly returns on Drivers Training must be forwarded to FRSC.
- Operate comprehensive vehicle maintenance policy: This is in line with provisions of RTSSS policy; vis a vis provision for operator's vehicle safety standards which encompasses all components of the vehicle and must ensure proper functioning of all parts. Such parts must be in conformity with body specifications and accessories.
- Implement the approved Passengers' Manifest: This is in line with the National Road Traffic Regulation, 2004 Section 51(5) which makes it compulsory for all passengers to give the correct information about themselves for documentation, or be refused entry into the vehicle. (See a sample of the approved Passengers' Manifest on Page 28, Appendix "C")

- Operators are expected 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.
- Operator must ensure that vehicles are operated in compliance with the minimum vehicle Safety Standard and in accordance with the provisions of the National Road Traffic Regulation, 2004, especially as it concerns vehicle maintenance and state of road worthiness.
- All Fleet Operators must enforce mandatory rest hours for drivers. No driver is expected to drive beyond nine (9) hours within a 24 hour period.
- All vehicles for night travels must have two (2) drivers.
- All fleet vehicles must be equipped with First Aid Bags.
- All fleet vehicles must have reflective warning signs, retro-reflective strips at sides and tailboards in addition to standard lightings.
- All commercial vehicles must have functional speed limiting devices.
- Fleet Operators should ensure the installation of Tacho-graph and speed governors to monitor speed violations.
- All types of vehicles must be driven in compliance with the applicable speed limits, considering nature and circumstance of roads and locations.
- Fleet Operators must ensure that adequate warning signs are provided to warn other road users and remove any hazardous material accidentally spilled on the highways or improvised as warning signs during breakdown.
- All vehicle head lamps must conform with types specified by manufacturers for the particular vehicle. There should be no use of extra lights.
- Fleet Operators should pay commensurate salaries and allowances to their drivers as incentives for greater productivity and safety
- 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 to ameliorate the suffering of victims through prompt evacuation of crash victims for medical attention, where the need arises. Evacuation plan could involve collaboration with other companies or operators, as the nearest operator on arrangement could assist in evacuating broken down vehicles and evacuate passengers. National Network of Emergency Road Services (NNERS) is relevant here.

- Entrench Security Plans: Ensuring that all passengers and properties are safely handled 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. Mutual benefits could also be worked out during such fora.
- d. 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.

ii **DRIVER'S SAFETY STANDARDS**

13. For Driver's safety, the operator is to ensure possession or fulfillment of the following:
- a. Valid and appropriate drivers' licences by all drivers.
 - b. All drivers should pass Drivers Certification Programme.
 - c. Familiarization with company safety policy as regards for example vehicle safety standards and prohibition of use of drugs / alcohol.
 - d. No driver should drive under the influence of alcohol and other narcotic or intoxicating substances.
 - e. Familiarization with the rules and regulations as in the Highway Code, National Road Traffic Regulations, 2004 and other relevant laws and regulations.

- f. Familiarization with transit system policies, route training, Fire and First Aid facilities and Emergency Evacuation Plan.
- g. Proper use of communication systems (HF/VHF Radio and GSM) to aid emergency process.
- h. Understanding of different driving conditions such as night, highway and driving in adverse weather conditions.
- i. Loading rules / techniques.
- j. Periodic Medical / Health procedure and practices. All drivers must also undergo periodic visual acuity tests. (Eye examinations.)
- k. Knowledge of vehicle pre-trip and post-trip inspections.
- l. Maintenance / use of Log Book. (See Appendix "F")

iii **VEHICLE SAFETY STANDARDS**

- 14. The following Vehicle Safety Standards are meant to assist Safety Managers in the inspection of vehicles in their fleet:
 - a Load Compartment: All vehicles for inter-state journeys must have provision for load compartments.
 - b Windscreen wiping and washing systems: These shall be electrical or mechanical and shall be maintained in proper working condition.
 - c Braking Systems: This standard (NRTR 2004, Section 54 (1) (6)) specifies requirements for vehicles to be equipped with hydraulic and electric brake systems and associated parking hand brake systems to ensure effective performance in all circumstances.
 - d Motor Vehicle Brake fluid: This is to be regularly checked and changed with high premium fluid.
 - e Steering Systems: This standard requires routine grease-feeding of all the nipples to ensure efficient performance of the steering assembly (NRTR 2004, Section 60 (1)).
 - f Lamps, reflective devices, and associated equipment: This standard (NRTR 04, Section 56 (1), (2), & (3) (a) (p)), specifies requirement for original and replacement lamps, reflective devices and associated equipment. Its purpose is to prevent occurrence of Road Traffic Crash and provide adequate illumination of the roadway and also enhance visibility of motor vehicles on

the roads, so that their presence is obvious and their signals understood, both in day light and in poor weather condition or at night.

- g Rear / Side view Mirrors: This standard (NRTR 04, Section 58 (1) & (2)), specifies requirements for the performance and location of inside and outside rearview mirrors.
- h Power Operated window, partition and roof panel systems: This standard specifies requirements for power operated window, partition, and roof panel systems.
- i Tyres: This standard (NRTR 2004, section 53, (1), (2), & (3)) establishes performance and requirements for tyres to be used on multi-purpose passenger vehicles, trucks, buses and articulated vehicles, The tyres should have minimum tread depth with the manufacturer's recommended tyre pressure. Use of discarded tyres popularly called "Tokunbo" is prohibited.
- j Accelerator Systems: Ensure vehicle's throttle is in idle position when the driver removes his foot from the accelerator control or in the event of a severance or disconnection in the accelerator control system.
- k Warning Devices: This standard "(NRTR 04, Section 75 (a) & (b))" establishes performance requirements of warning devices.
- l Brake Light Systems: This standard requirement is evident when brake lights are illuminated whenever brakes are applied.
- m Occupant Protection in Interior impact: Provision of head impact protection for occupants. Passenger cars, commercial vehicles, trucks and buses must meet requirements for instrument panels, seat back, sun visors and arm rest (NRTR 04, Section 36 (1) (a) (d) Passive restraints such as Airbags, Seat Belts are to be encouraged.
- n Head restraints or Head rests: This must correspond with vehicle seats and occupants sitting position so as to reduce the propensity and severity of neck and or spinal cord injuries.
- o Impact protection for driver from steering control system: The standard should ensure prevention of chest, neck and facial injuries by providing steering systems that yield forward, cushioning the impact on drivers chest by absorbing much of the impact energy in front end crashes.
- p Glazing Materials: The use of the right materials that reduce blastery effect in accident situation, in order to minimize injuries to victims.

q Door locks and door retention components: Side door locks, side door retention, hinge and other supporting means must be firmly operational to minimize the likelihood of occupants being thrown from the vehicle as a result of sudden impact.

r Bus Emergency Exits: This standard "(NRTR 04, Section 37 (j), (k) & (L))" establishes minimum requirements to facilitate passengers exit.

s Fire Detection and Suppression System: : "(NRTR 04, Section 53 (6) & (7))" The vehicles must have the approved fire extinguishers and comply with provisions of the law on fire prevention.

t *For bus Interior provisions , the following are very important:*

- ❖ Wheel Chair tie down
- ❖ Grab rail / Stanchions
- ❖ Interior Mirrors
- ❖ Interior lighting: The positioning and intensity of the lighting inside the vehicle is important to reduce and minimize shadow effects. Proper illumination will also assist the driver in being able to see clearly all passengers and detect any possible problems they may be experiencing. It is also good for security.
- ❖ Step well-front
- ❖ Step well-back
- ❖ Radio communication in the luxury bus.
- ❖ Strict compliance to Manufacturers Horn specification.
- ❖ Fire extinguisher/charged/recharge date to be indicated to ensure they are not expired.
- ❖ First Aid kit
- ❖ Reflectors
- ❖ Sharp edges should be avoided
- ❖ Seat-Belts

u *Bus Exterior: These must be put in functional state.*

- i. Head lamp-low beam
- ii. Head lamp-high-beam
- iii. Turn signal-front
- iv. Turn signal-side

- v. Turn signal-rear
- vi. Reflectors
- vii. Parking clearance lamps
- viii. Tail lamps
- ix. Stop lamps, etc
- x. Four-way emergency flasher lamps (hazard light)
- xi. Back up lamps, etc.

C. CATEGORIZATION AND CLASSIFICATION OF STANDARDS.

(a) GROUPING.

14. There are three broad categorization and classification of standards.

Group	A	-	Operators with at least 100 vehicles
	B	-	Between 25 and 99 vehicles
	C	-	Less than 25 vehicles.

(b) CLASSES OF CERTIFICATION.

15. In each group, there are three classes as follows:

CLASS A - Operators with at least 80% 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 in place good evacuation and emergency plans in case of crashes/breakdown and other emergencies.
- v. Have competent and certified Safety Managers at their Headquarters and Assistance Safety Managers at their other locations and terminals.

CLASS B: At least 60% compliance level in all the parameters listed for Class A above.

CLASS C: At least 50% compliance level in all the parameters listed for class A above.

(c) **YEARLY CERTIFICATION:** There will be yearly assessment to determine the *Groupings and Classes of Certification* based on compliance to standards and specifications.

D. ESTABLISHMENT OF SAFETY UNITS, APPOINTMENT OF SAFETY MANAGERS AND THEIR FUNCTIONS.

16. Each transport operator/company with not less than five (5) vehicles in its fleet should have a strong moral, social and environmental obligation to monitor, assess and evaluate safety measures as they affect the component transport operations. Consequently, under the Scheme, each operator / company must establish a Safety Unit to be headed by a competent and experienced Safety Manager in line with section 115 (1) of the NRTR , 2004 and will be responsible for the following:

- a. **Risk Assessment**
- b. **Driver Assessment**
- c. **Route Assessment**
- d. **Vehicle Assessment**

a. Risk Assessment

17. The Safety Manager must analyze the work schedule of a driver and identify hazard prone areas e.g. the immediate driver's environment must be conducive for driving and safe for passengers. Security of lives and properties should be of paramount interest to the Safety Manager.

b. Driver Assessment.

18. The following prerequisites must be confirmed by the Safety Manager in driver assessment:

- (i) Driver must be certified by age (minimum of 18 years) and should have at least two years driving experience.
- (ii) Possess Medical Certificate of fitness with emphasis on visual acuity. All basic safety rules to be met must be spelt out in the company's policies.
- (iii) The Safety Manager must have adequate records on every driver. Such records should include information on carrier history, involvement in Road Traffic Crashes, Disciplinary actions, Performance records, etc.
- (iv) Examine the disposition of a driver/employee. Alcohol and drug related tests must be carried out before departure and on arrival from a trip.
- (v) There should be counseling sessions with drivers with critical study of driver psychological frame of mind to ascertain level of preparedness for a trip.

c. Route Assessment

19. There must be proper assessment of routes plied to ensure effective tracking of all company's vehicles:

- There should be a Recovery Vehicle, or in the alternative, Operators must have adequate evacuation arrangements in place.
- Effective radio/telephone communication links with all vehicles in the fleet while on transit must be ensured.
- Adequate knowledge of all Rescue Stations, Roadside Clinics, Help Areas, and hospital locations along the routes is of utmost importance and should be ensured.
- There should be mobile workshop or good arrangements to get their broken down vehicles off the road promptly.
- To ensure success of the above, there should be inter-organizational cooperation/support Services.

d. Vehicle Assessment

20. The Safety Manager must ensure that the vehicle does not constitute hazard to passengers. The construction must conform with the specifications in the National Road Traffic Regulation (2004).

i Driver's Working Area in a Vehicle.

21. Bad positioning of driver is a common cause of bus accident. The design of driver's work area can influence driver's fatigue. A poorly designed driver's area may cause more accidents and injuries to both employee and the passengers than any other portion of the vehicle. The design of the driver's seat is done to accommodate the fixed dimensions of the driver's workspace and ease of movement. Therefore, no modification is allowed.
22. The driver's workspace is a restricted area. The driver's seat position is static, but the job is dynamic, requiring systemic application of controls. In dynamic movement, body parts do not operate completely independent but work together in concert. Driver's seat is designed to accommodate a wide variety of body dimensions of the driver. Therefore, no modification is allowed.

ii Vehicle Induced Fatigue.

23. Here are some components that reduce driver's fatigue and therefore may help prevent accident:
- Adjustable Driver's Seat and Seat-Belt.
 - Tilt Steering Wheel provides for better flexibility control and ease of maneuver.
 - Gauges and Switches: Ensure maximum "hands-on" the steering Wheel and "eyes-on" the road types for the driver.

OTHER RESPONSIBILITIES OF SAFETY MANAGERS

24. Safety Managers are also expected to perform the following duties:
- a. Ensure that risks arising from driving are recognized as an integral part of the organizational safety policy.
 - b. Ensure that the vehicles meet the minimum safety standard requirements.
 - c. Be knowledgeable of the Revised Highway Code.

- d. Be knowledgeable of the National Road Traffic Regulation (NRTR) 2004.
- e. Be knowledgeable of basic accident prevention / investigation techniques.
- f. Enforcement of maximum driving period, rest hours and ensure drivers have adequate rest period before commencing a journey. The rest period of eight (8) hours within a 24hour period before driving must be observed and ensure that no driver is engaged for more than 9 hours in a 24hour period and not more than the four and an-half-hour (4¹/₂hr) at a stretch.
- g. Ensure periodic certification pre-requisite for drivers is met.
- h. Assess and determine accident-prone route(s) periodically and develop defensive driving and other strategies to ensure safety.
- i. Maintain a Log Book for each vehicle.
- j. Ensure the use of Passenger Manifest for every trip.
- k. Submit duplicate of Passenger Manifests periodically and on demand to FRSC
- l. Ensure that appropriate Roadworthiness Certificate is valid for all serviceable vehicles.
- m. Send Safety Reports on quarterly basis to FRSC using approved format.
- n. Observation / vetting of the driver's temperament and criminal records before employment. Behaviourial development should be constantly monitored.
- o. Periodic review of disciplinary action(s) on drivers.
- p. Ensure regular training and re-training of drivers.
- q. Periodic examination of drivers' performance.
- r. Keep general records of drivers' activities.
- s. Develop and implement the company's Road Safety Policy, which should be in line with the FRSC Act, the National Road Traffic regulation, 2004 and the RTSSS requirements.

E. PASSENGERS.

a. WHO IS A PASSENGER?

25. A passenger is somebody travelling in a vehicle other than the driver. This includes staff of the fleet operator whether fare paying or not.
26. For effective implementation of the Road Transport Safety Standardization Scheme (RTSSS) the role of passengers cannot be over-emphasized. All stakeholders must necessarily cooperate to garner desired synergy. Towards this, the passengers have considerable as well as fundamental roles to play in the scheme implementation and by extension, the National Road Traffic Regulations, 2004.

b. THE ROLE OF PASSENGERS

27. The following among others are therefore the responsibilities of passengers in a vehicle:
- Report of driver's misbehavior / misdemeanor e.g. Over speeding, dangerous driving, drunk driving etc to fleet operator as well as law enforcement agents. Check and ensure before boarding a vehicle that the telephone numbers of the contact person (safety managers) are written on the vehicles.
 - Comply with the provisions of the Passenger Manifest Scheme by providing requisite particulars about themselves for the Manifest or risk being rejected on board vehicle by operator (in the case of inter-city trips). This is in accordance with Section 51(5) of the NRTR 2004, while travelling in or upon a stage carriage or omnibus.
 - Confirm that the operation of the company is RTSSS compliant.
 - Refuse to be overloaded in a vehicle.
 - He/She should look for compliance stickers on the vehicles among other standard requirements, before boarding such vehicles. Only vehicles that have been inspected by the FRSC and found to be roadworthy attract **"RTSSS Compliance Stickers"**.

c. PASSENGERS' PROHIBITIONS

28. The following shall not be engaged in by the passengers while in transit;

- ❖ Use of any obscene, indecent, offensive or quarrelsome language/gesture or behavior in any manner likely to provoke or insult any other person;
 - ❖ Willfully interfere with the comfort of any other passenger; or
 - ❖ Spit upon or out of, or willfully soil any part of the vehicle, or willfully damage or deface the vehicle or any other part thereof or any part of its equipment; or
 - ❖ Willfully do or cause to be done with respect to any part of the vehicle or its equipment anything which is calculated to interfere with the working of the stage carriage or omnibus or so as to cause injury or discomfort to any other passenger; or
 - ❖ Willfully obstruct or impede the driver or conductor in the exercise of their duty' or
 - ❖ Enter into conversation with the driver of the vehicle whilst in motion; or
 - ❖ Smoke or carry a lighted pipe, cigar or cigarette in any part of the vehicle whether or not a notice prohibiting smoking is exhibited in the vehicle; or
 - ❖ Sell or offer for sale or distribute any goods or any printed materials of description ; or
 - ❖ Throw any article from any part of the vehicle; or
 - ❖ Sales, offer for sales or consumption of alcoholic beverages in the vehicles.
 - ❖ Refuse to pay his fare when lawfully demanded (in case of commercial vehicle); or
 - ❖ Cause an obstruction of the entrances or exits there-of or to the passenger way used to obtain access to the seats in the vehicle.
- For avoidance of doubts, please refer to the Nigerian Highway Code and the National Road Traffic Regulations (2004).

- It is pertinent to point out that fleet operators have enormous responsibilities to shoulder in the Road Transport Safety Standardization Scheme, (RTSSS) but the scheme can only be successful if passengers cooperate fully with the operators thereby fulfilling their responsibilities towards the National Road Traffic Regulations, 2004 which will lead to a much more enduring and deserved safe road traffic culture in Nigeria.

F. COLLABORATIVE EFFORTS BETWEEN LAW ENFORCEMENT AGENCIES AND TRANSPORT OPERATORS.

29.i COLLABORATION:

There must be collaborative efforts among all the stake-holders. There should be a synergy between the operators and enforcers to reduce Road Traffic Breaches (RTB). Traffic infringement, passenger's discomfort, vehicle abuse and sometimes road crashes and poor returns on investment are all Road Traffic Breaches. The purpose of coordinated co-operation is to ensure effective understanding and application of Traffic Laws/Regulations to achieve corporate objectives, which are to guarantee customer/passenger satisfaction and profit margin.

ii Transport Operators Forum

30. There should always be a periodic forum where Transport Operators are educated on traffic rules and regulations among other pertinent motoring issues. Regular Workshops/Seminars are a sure means of ensuring smooth and safe trips, to realize corporate targets. The operators should fully avail themselves of the services being rendered by various Law Enforcement Agencies for better and safer operations.

iii Mobile Traffic Court

31. To speedily dispense with cases of Road Traffic Offenders (RTO), the Chief Judges of various states on request have appointed Magistrates to preside over Traffic courts all over the Federation. This is also a collaborative effort between the Federal and the State Governments, to enhance road safety.

F. CONCLUSIONS

32. The cardinal principle of the scheme is to provide a working document for stake holders in the Transport sub-sector, so as to reduce to the barest minimum, incidence of Road Traffic Crashes on our highways. It is hoped that Transport Owners will comply with the safety requirements contained herein.
33. The availability of the RTSSS document to transport owners is to serve as a guide on issues that are critical to public transportation and safety of operation at all times
34. As partners in the Road Safety endeavor, all stakeholders should consider the implementation of the Scheme as a joint responsibility. Transport owners must not wait until a traffic infringement is committed or the occurrence of a road crash before taking the expected steps to ensure safety
35. In the final analysis, it is recommended that periodic appraisal of the scheme should be carried out in line with emerging contemporary issues in Road Safety Management.

- 7. PERIOD OF OPERATIONS -----
- 8. TOTAL SERVICEABLE BUSES (PASSENGERS)-----
- 9. TOTAL SERVICEABLE TRUCKS (GOODS/PRODUCTS)-----
- 10. GROUP:
- 11. RECOVERY/TOW VAN (NOS AVAILABLE)

- a. Type: Light Medium Heavy
- b. Make: ----- Make----- Make-----
- c. Reg No: ----- Reg. No----- Reg. No-----
(Provide column for each vehicle if more than one)

- 12. TOTAL NO. OF DRIVERS -----
- 13. INFORMATION ON DRIVERS (Provide information on each driver following the format below, attach separate sheet where applicable)

S/N	NAME OF DRIVERS	AGE	CLASS OF LICENCE	PLACE OF ISSUE	LICENCE NO	YEAR OBTAINED	EXPIRY DATE	REMARKS

(provide column for each driver on separate sheets with the under listed format , please)

- 14. DRIVER SELECTION PROCEDURE(S) -----
- 15. NO OF SUPPORT STAFF -----
- 16. METHOD OF FUELING -----
- 17. a) NAME OF SAFETY MANAGER(S) -----
- b) QUALIFICATION/PROFICIENCY -----
 (of Safety Manager(s))
- c) TELEPHONE NUMBERS ----- E-MAIL ADDRESSES-----
 (of Safety Manager(s))
- d) Names of Assistant Safety Managers for other Terminals / Offices of the of the Company.

S/N	NAME OF ASSISTANT SAFETY MANAGER	QUALIFICAT -ION	TEL. NUMBERS	E-MAIL ADDRESS	LOCATION / OFFICE	REMARKS

- 18. COMPANY POLICY ON:
- a. DRIVING HOURS -----
- b. MINIMUMM DRIVING HOURS IN 24 HOURS-----
- c. MAXIMUM DRIVING HOURS IN 24 HOURS -----

19. VEHICLE MAINTENANCE POLICY

a. PERSONAL GARAGE Yes----- No-----

 i. STANDARD APPROVED GARAGE -----

 ii. ROAD SIDE GARAGES -----

20. WHAT IS THE SAFETY POLICY OF THE ORGANISATION?

21. COMPOSITION OF THE MANAGEMENT TEAM -----

CERTIFICATION

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS CORRECT.

NAME -----

POSITION IN ORGANISATION -----

SIGNATURE ----- DATE-----

OFFICIAL USE

RECEIVED ON..... DATE..... BY.....

GROUP OF CLASSIFICATION..... CLASS OF.....

CERTIFICATION.....

ACTION TAKEN.....

RECOMMENDATIONS/REMARKS.....

NAME..... RANK..... SIGN..... DATE.....

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS.....

NAME..... RANK..... SIGN..... DATE.....

**FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION**

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME:

FORM: RTSS-02 / Page 1 of 3

PERIODIC ASSESSMENT FORM - TO BE COMPLETED BY SAFETY MANAGERS

1. ADMINISTRATION OF THIS FORM IS IN CONFORMITY WITH REGULATION 115 OF THE NATIONAL ROAD TRAFFIC REGULATIONS, 2004.
2. THE SAFETY MANAGER IS EXPECTED TO COMPLETE THIS FORM ON BEHALF OF THE ORGANISATION ON QUARTERLY BASIS WITH CORRECT/ACCURATE INFORMATION BASED ON STATUS OF THEIR ORGANISATION.
3. THIS FORM IS NOT MEANT FOR TAXATION OF ANY FINANCIAL ASSESSMENT/EVALUATION.
4. FLEET OPERATORS ARE ADVISED TO COOPERATE WITH ALL LAW ENFORCEMENT AGENTS TO ENSURE SAFETY ON THE PUBLIC HIGHWAYS.
5. THIS FORM IS TO BE FILLED IN TRIPPLICATE (ORIGINAL TO BE SENT TO FRSC HQ, DUPLICATE TO BE TO THE COMPANY AND TRIPPLICATE TO BE RETAINED BY SECTOR COMMAND)

1. NAME OF COMPANY -----
2. HEAD OFFICE ADDRESS -----
3. TERMINALS / OFFICES

S/N	LOCATION	OFFICE ADDRESS	OFFICE TEL.NUMBERS	ASST.SAFETY MANAGER NAME	ASST. SAFETY MANAGER TEL.NUMBERS	REMARKS
1						
2						
3						
4						

(Attach extra sheets where applicable)

4. ROUTE COVERAGE -----
5. SERVICEABLE BUSES (PASSENGERS) -----
6. SERVICEABLE TRUCKS (GOOD/PRODUCTS) -----
7. NO OF DRIVERS -----

INFORMATION ON DRIVERS (Provide information on each driver following the format below, attach separate sheet where applicable)

S/N	NAME OF DRIVERS	AGE	CLASS OF LICENCE	PLACE OF ISSUE	LICENCE NO	YEAR OBTAINED	EXPIRY DATE	REMARKS

(Provide column for each driver on separate sheets with the under listed format , please)

8. a) DETAILS ON ARRESTS BY LAW ENFORCEMENT AGENCIES (ATTACH EXTRAL SHEETS WHERE APPLICABLE)

S/N	NAME OF DRIVERS	VEHICLE NO	VEH. MAKE	ROUTE	DATE ARRESTED	OFFENCES	AGENCY/ ENFORCER	REMARKS

REMARKS: To include action taken e.g. driver paid fine or prosecuted (Attach extra sheets where necessary).

8 b) DETAILS ON ACCIDENTS INVOLVING THE COMPANY VEHICLES / DRIVERS (Attach extra sheets where applicable).

S/N	NAME OF DRIVERS	VEH. NO	VEH. MAKE	ROUTE	DATE	TIME	NO KILLED	NO INJURED	LEVEL OF VEH. DAMAGE	NATURE OF ACCIDT.	TOTAL NO OF PREV. ACCIDT.	REMARKS

- (Attach extra sheets to give details if driver had been involved in accidents earlier)
- Remarks - To include action taken - e.g. Driver persecuted, fine paid etc.

9. ASSISTANT SAFETY MANAGERS
(Give details of Asst. Safety Managers for other Terminals / Offices)

S/N	NAMES OF SAFETY MANAGER	QUALIFICATION	TEL. NUMBERS	E-MAIL ADDRESS	LOCATION / OFFICE	REMARKS

(Attach extra sheets to give more details if necessary)

10. COMPANY POLICY ON
- a. DRIVING HOURS -----
 - b. MINIMUM DRIVING HOURS IN 24 HOURS-----
 - c. MAXIMUM DRIVING HOURS IN 24 HOURS-----
11. VEHICLE MAINTENANCE POLICY
- a. PERSONAL GARAGE -----
 - b. STANDARD APPROVED GARAGE -----
 - c. ROAD SIDE GARAGES -----
12. WHAT IS THE MINIMUM SAFETY POLICY OF THE ORGANISATION? -----
-
-

CERTIFICATION : I, -----

HEREBY CERTIFY THAT THE ABOVE INFORMATION IS CORRECT.

NAME OF THE SAFETY MANAGER -----

COMPANY -----

QUALIFICATION -----

SIGNATURE ----- DATE-----

SEAL /STAMP

OFFICIAL USE

RECEIVED ON..... DATE..... BY.....

GROUP OF CLASSIFICATION.....

CLASS OF CERTIFICATION.....

ACTION TAKEN.....

RECOMMENDATIONS/REMARKS.....

NAME.....RANK.....SIGN.....DATE.....

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS

NAME.....RANK.....

SIGN.....DATE.....

APPENDIX "C"



SCHEDULE 2
FORM MVA 21

Regulation 51 (5)

FEDERAL REPUBLIC OF NIGERIA
VEHICLE PASSENGER MANIFEST

MAKE OF VEHICLE: DRIVER'S NAME:
TYPE OF VEHICLE: ADDRESS:
COLOUR:
REGISTRATION NO: DEPARTURE POINT:
DESTINATION:
ENGINE NO: DEPARTURE TIME:
CHASIS NO: ARRIVAL TIME:
DATE:

S

S/NO	PASSENGER'S NAME	ADDRESS	SEX	DESTINATION	NAME OF NEXT OF KIN	ADDRESS/TELEPHONE OF NEXT OF KIN.

APPENDIX "D"

FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION
ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME:

MODEL SAFETY POLICY STANDARD FOR TRANSPORT OPERATORS

This document is to be made available to all staff and especially new drivers at the point of employment.

TO: ALL EMPLOYEES

FROM: -----

DATE: -----

SUBJECT: ----- SAFETY POLICY:-----

The-----was created to provide safe, courteous, clean, reliable and effective on time service to residents of -----

The safety of our system is of paramount concern. Our goal is to provide transit patrons and employees with the highest degree of safety that is practical. As a result, all ----- personnel are charged with the responsibility of ensuring the safety of passengers, employees' property and those who come in contact with the system.

The ----- is authorized and directed to develop, implement, and administer a comprehensive and coordinated safety program to prevent, control and resolve unsafe conditions which may occur. This authority includes the right to stop any operation which ----- feels is not safe. It is the responsibility of each ----- employee to cooperate with----- and provide him/her with any requested information to assist in any investigation or inspection that is being conducted.

APPENDIX "E"

FEDERAL REPUBLIC OF NIGERIA

FEDERAL ROAD SAFETY COMMISSION

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME:

STAKEHOLDERS, THESE INCLUDE AMONG OTHERS:

- 1 Anambra Motor Manufacturing Company (ANAMMCO)
- 2 Association of Luxury Bus Owners of Nigeria (ALBON)
- 3 Chartered Institute of Logistics and Transport (CILT)
- 4 Dangote Group of Companies
- 5 Dunlop Nigeria PLC
- 6 Federal Ministry of Health (FMH)
- 7 Federal Ministry of Information (FMI)
- 8 Federal Ministry of Justice (FMJ)
- 9 Federal Ministry of Transport (FMT)
- 10 Federal Ministry of Works, Housing and Urban Development
- 11 Federal Roads Maintenance Agency (FERMA)
- 12 Michelin Tyres Service Company Ltd (MTSCL)
- 13 National Automotive Council (NAC)
- 14 National Council of Women Societies (NCWS)
- 15 National Drug Law Enforcement Agency (NDLEA)
- 16 National Insurance Commission (NAICOM)
- 17 National Union of Road Transport Workers (NURTW)
- 18 Nigeria Building and Road research Institute (NBRRI)
- 19 Nigeria Red Cross (NRC)
- 20 Nigerian Medical Association (NMA)
- 21 Nigeria Union of Local Government Employees (NULGE)
- 22 Nigerian Association of Road Transport owners (NARTO)
- 23 Nigerian Institute of Transport Technology (NITT)
- 24 Peugeot Automobile Nigeria (PAN)
- 25 Road Transport Employers Association of Nigeria (RTEAN)
- 26 Standards Organisation of Nigeria (SON)
- 27 The Nigerian Police
- 28 Vehicle Inspection Officers (VIO)
- 29 World Health Organisation (WHO)

FEDERAL REPUBLIC OF NIGERIA
FEDERAL ROAD SAFETY COMMISSION

ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME

FLEET OPERATORS SAFETY STANDARD CHECKLIST

S/NO	PROGRAMME	YES	NO	COMPLIANCE / REMARKS	
1	Have 5 or more vehicle in the fleet				
2	Availability of Safety Policy				
3	Availability of a functional safety unit headed by a qualified and experienced Safety Manager			Total No of Safety Managers	Total No Trained
4	Provision of Standard Terminus/office(s)			Total No of Terminals	Total No RTSSS COMPLIANT
5	Recruitment Policy for drivers				
6	Policy on Training and retraining of drivers			Total Drivers	Total Trained
7	Vehicle maintenance Policy			Total Vehicles	Total RTSSS COMPLIANT
8	Implementation of approved format for passengers' Manifest				
9	Maintenance of record on drivers, vehicles and Road Traffic crashes				
10	Forward periodic records on drivers, vehicles and Road traffic Crashes to relevant agencies (Police/Road Safety)				
11	Provision of Recovery Vehicles or confirmed alliance with other operators				
12	Have Drivers Certification Programme			Total Drivers	% of certified Drivers

13	Have a designed Emergency Evacuation Plan			
14	Have registered office/terminus for operations			
15	Enforces rest hours on drivers			
16	Enforces annual eye test on drivers			
17	Equipped First Aid Bag in all vehicles			
18	Have trained vehicle attendants			
19	Availability of Warning Signs			
20	Tacho - Graph on every Vehicle			
21	Enforces annual medical test			

OFFICIAL USE

DATE OF INSPECTION:-----

GROUP OF COMPANY:-----

TOTAL NO OF VEHICLES IN THE FLEET:----- TOTAL INSPECTED:-----

COMPLIANCE LEVEL:-----

CLASSIFICATION:-----

TSOs NAME:----- COMMAND:----- RANK:----- DATE & SIGN:-----

COMMANDING OFFICER'S NAME:----- COMMAND:-----

RANK:----- DATE & SIGN:-----

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS

.....

.....

NAME.....RANK.....SIGN.....DATE.....

APPENDIX "G"

**SAFETY STANDARD CHECKLIST
 FEDERAL REPUBLIC OF NIGERIA
 FEDERAL ROAD SAFETY COMMISSION
ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME**

DRIVERS' SAFETY STANDARD CHECKLIST

S/NO	PROGRAMME	YES	NO	COMPLIANCE LEVEL / REMARK	
				No of Drivers	No Complied
1	Possession of valid and applicable Drivers' Licence				
2	Passed Drivers certification programme				
3	Familiarization with company's Safety Policy as Regards vehicle and drug/alcohol				
4	Familiarization with the Revised Highway Code and National Road Traffic Regulations, 2004				
5	Route Familiarization, Fire Fighting, First Aid facility handling and emergency evacuation plans				
6	Proper use of communication systems (HF/VHF) (TELEPHONE) AND emergency procedures				
7	Familiarization with night, highway and severe weather driving conditions				
8	Loading rule/techniques				
9	Periodic medical tests for drivers				
10	Knowledge of Vehicle pre and post Trip Inspections				
11	Maintenance of a vehicle Log book				

OFFICIAL USE

DATE OF INSPECTION:-----

GROUP OF COMPANY:-----

TOTAL NO OF VEHICLES IN THE FLEET:----- TOTAL INSPECTED:-----

COMPLIANCE LEVEL:-----

CLASSIFICATION:-----

TSOs NAME:----- COMMAND:----- RANK:----- DATE & SIGN:-----

COMMANDING OFFICER'S NAME:----- COMMAND:-----

RANK:----- DATE & SIGN:-----

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS

.....

.....

NAME.....RANK.....SIGN.....DATE.....

FEDERAL REPUBLIC OF NIGERIA

FEDERAL ROAD SAFETY COMMISSION**ROAD TRANSPORT SAFETY STANDARDIZATION SCHEME****VEHICLE SAFETY STANDARD CHECKLIST**

S/NO	PROGRAMME	A	NA	F	NF
1.	Windscreen, wiping and washing system				
2.	Brake System (Hydraulic/Electrical)				
3.	Lamps, reflective devices and associate Equipment				
4	Rear view mirror (internal)				
5	Rear view mirror (external)				
6	Brake fluids				
7	Power Operational windows				
8	Power Operational roof system				
9	Power Operational partition				
10	Tyres (Not Expired / GOOD)				
11	Acceleration system				
12	Warning devices				
13	Occupant protection against impact				
14	Impact protection for drivers				
	a. seat belt				
	b. Standard drivers seat				
15	Glazing materials (Laminated)				
16	Door locus and door retention components				
17	Occupants crash protection				
18	Roof crush resistance				
19	Emergency exit(s)				
20	Bus Interior				
	a. Wheel Chair tie down				
	b. Grab Rail/Stanchions				

	c. Interior mirrors				
	d. Interior lighting				
	e. Step well front (steps)				
	f. Step well back				
	g. Radio communication in (bus)				
	h. Standard horn				
	i. Fire Extinguisher with recharge				

Note

- A: Available
- NA: Not Available
- F: Functional
- NF: Not Functional

OFFICIAL USE

DATE OF INSPECTION:-----

GROUP OF COMPANY:-----

TOTAL NO OF VEHICLES IN THE FLEET:----- TOTAL INSPECTED:-----

COMPLIANCE LEVEL:-----

CLASSIFICATION:-----

TSOs NAME:----- COMMAND:----- RANK:----- DATE & SIGN:-----

COMMANDING OFFICER'S NAME:----- COMMAND:-----

RANK:----- DATE & SIGN:-----

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS

.....

NAME.....RANK.....SIGN.....DATE.....

FEDERAL REPUBLIC OF NIGERIA

FEDERAL ROAD SAFETY COMMISSION
TERMINAL INSPECTION FORM.

1. NAME OF COMPANY:.....
2. OPERATION OFFICE ADDRESS:
.....
3. OFFICE TELEPHONE NUMBER(S):.....
4. OFFICE E-MAIL ADDRESS:.....
5. NAME OF SAFETY MANAGER:.....
6. SAFETY MANAGER(S) PHONE NUMBER AND E-MAIL ADDRESS:.....
7. TOTAL NUMBER OF VEHICLES:.....
8. COMPANY'S VEHICLE MAINTENAINANCE POLICY.....
9. TOTAL NUMBER OF DRIVERS:.....
10. COMPANY'S DRIVERS' TRAINING POLICY:.....
11. OFFICE DISTANCE FROM MAJOR ROAD (IN METRES):
- 11b. Any obstruction to traffic flow.....

12. SCHEDULED TAKE-OFF TIME:

- i. MORNING :
- ii. NIGHT:

13. FACILITIES AVAILABLE AT THE TERMINAL (TICK WHICHEVER APPLICABLE):

A. WAITING ROOM / LOUNGE	:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
B. RESTAURANT	:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
C. LIQUOR / BAR	:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
D. TOILETS / BATHROOMS	:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>
E. LODGING/ACCOMMODATION	:	YES	<input type="checkbox"/>	NO	<input type="checkbox"/>

F. SECURITY APPARATUS/FACILITIES IN PLACE (*Police/Local Guards, fencing arrangement ,etc state in details*)

.....
.....

G FOR OFFICIAL USE ONLY. (TO BE COMPLETED BY THE TSO)

6. COMPLIANCE LEVEL WITH RTSSS PROVISIONS ON:

- a. Operator's Standard:.....
- b. Drivers' Standard:.....
- c. Vehicle Standards:.....
- d. Passengers' Manifest :.....

Others:.....
.....
.....

DATE OF INSPECTION:-----

GROUP OF COMPANY:-----

TOTAL NO OF TERMINALS:----- TOTAL INSPECTED-----

COMPLIANCE LEVEL:-----

CLASSIFICATION:-----

TSOs NAME:----- COMMAND:----- RANK:----- DATE & SIGN:-----

COMMANDING OFFICER'S NAME:----- COMMAND:-----

RANK:----- DATE & SIGN:-----

CORPS TRANSPORT STANDARDIZATION OFFICER'S REMARKS

NAME..... RANK..... SIGN..... DATE.....



FOR FURTHER ENQUIRY PLEASE VISIT OUR WEBSITE :

www.frsc.gov.ng

e-mail: 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